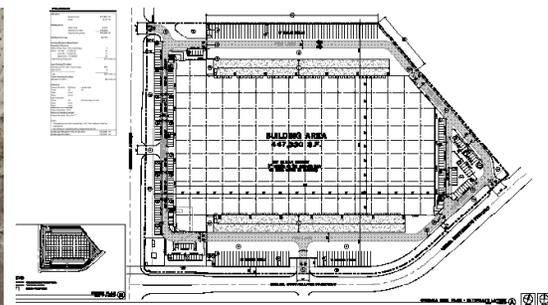


# Agua Mansa Commerce Center



CITY OF COLTON

# Agua Mansa Commerce Center

## Draft Supplemental Environmental Impact Report

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# Agua Mansa Commerce Center Draft Supplemental Environmental Impact Report

March 2015

City of Colton

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# 1.0 Introduction



This Supplemental Environmental Impact Report (SEIR) addresses the increase in total acreage and the total square footage associated with the previously certified Agua Mansa Commerce Center Environmental Impact Report (State Clearinghouse No. 2007071010). The revision of the Agua Mansa Commerce Center to account for the proposed new Building 1 constitutes a “project” for the purposes of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. Thus, while maintaining the environmental clearance and mitigation for the originally approved Agua Mansa Commerce Center, as amended, this SEIR has been prepared to additionally address the impacts associated with the proposed new Building 1 project in relation to the previously certified EIR.

### Legal Requirements

This SEIR has been prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code, Section 21000 et seq.), the Guidelines for Implementation of CEQA published by the Resources Agency of the State of California (California Code of Regulations, Section 15000 et seq.), and the City of Colton’s Local Guidelines for Implementing the California Environmental Quality Act.

The report was prepared by professional environmental consultants under the direction of the City of Colton. The City of Colton is the lead agency for the preparation of this SEIR, as defined by CEQA (Public Resources Code, Section 21067, as amended). The content of this document reflects the independent judgment of the City.

### Purpose of the Supplemental EIR

CEQA authorizes a Lead or Responsible Agency to prepare a Supplement to a previously certified EIR if some changes or additions are necessary to a previously analyzed project and the conditions described in CEQA Guidelines §15163 are met.

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

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

*effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

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

Pursuant to CEQA Guidelines Section 15163:

- (a) The Lead or Responsible Agency may choose to prepare a Supplement to an EIR rather than a Subsequent EIR if:
  - (1) any of the conditions described in Section 15162 would require the preparation of a Subsequent EIR, and*
  - (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.**
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given the draft EIR under Section 15087.*
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.*
- (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.*

Therefore, in accordance with CEQA Guidelines Section 15163, the City, as the Lead Agency, has prepared this Supplement to the previously certified EIR. This SEIR serves as an information document for use by public agencies, the general public, and decision makers. This SEIR is not a City of Colton policy document. It does, however, discuss the impacts of development pursuant to the previously certified EIR. This SEIR will be used by the City of Colton City Council in assessing impacts prior to adoption of the revised project specifications.

## **Responses to Notice of Preparation**

To define the scope of the investigation of the SEIR, the City of Colton distributed a Notice of Preparation (NOP) to city, county, and state agencies; other public agencies; and interested private organizations and individuals. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed project. Comment letters on the SEIR were received from the following:

- County of San Bernardino, Department of Public Works (Nidham Aram Alrayes)
- Southern California Association of Governments (Jonathan Nadler)
- City of Rialto, Development Services Department (Gina M. Gibson)
- City of Riverside, Community Development Department (Jay Eastman)

The comments were addressed in the Supplemental EIR as follows:

Commenting Agency/Person	Comment	Addressed in EIR
County of San Bernardino	<p><b>Air Quality: 1)</b> Since the future tenant is unknown, it is recommended that cumulative impacts to air quality be thoroughly addressed in a worst-case scenario manner to ensure CEQA compliance for all eventual tenants</p> <p><b>Hydrology and Water Quality: 1)</b> The project proponent will need to prepare and implement a Water Quality Management Plan and obtain coverage under the Construction General Permit (of which the Stormwater Pollution Prevention Plan is one component) and implement its requirements during the course of construction, including initial grading work <b>2)</b> Drainage accumulated from the proposed new Building 1 site should be intercepted and conducted around or through the site in a manner that does not adversely affect adjacent or downstream properties <b>3)</b> The proposed new Building 1 project should adhere to the most current Federal Emergency Management Agency regulations for construction within a Special Flood Hazard Area</p> <p><b>Traffic: 1)</b> The potential truck routes for the proposed new Building 1 traffic should be evaluated to ensure that the geometry of the roadway and pavement are designed to handle trucks <b>2)</b> Since the future tenant is unknown, it is recommended that cumulative impacts to traffic be thoroughly addressed in a worst-case scenario manner to ensure CEQA compliance for all eventual tenants</p> <p><b>Utilities: 1)</b> It is recommended that impacts related to solid waste issues be assessed and that specific strategies or diversion programs be identified that will significantly reduce the solid waste disposal needs generated by the new Building 1 project</p>	Air Quality, Hydrology and Water Quality, Traffic, Utilities
Southern California Association of Governments	<p><b>Air Quality: 1)</b> Ensure consistency with the 2012 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) goals, strategies, and regional growth forecasts</p> <p><b>Traffic: 1)</b> Ensure consistency with the 2012 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) goals, strategies, and regional growth forecasts</p>	Air Quality, Traffic
City of Rialto	<p><b>Project Description: 1)</b> The initial study (Required Approvals) does not refer to the approval required from the City of Rialto to connect to the sewer, <b>2)</b> The initial study (Other Public Agencies Whose Approval is Required) does not refer to the encroachment permit required from the City of Rialto to cut the street</p> <p><b>Traffic: 1)</b> Development impact fees to mitigate impacts to Riverside Avenue will be required <b>2)</b> Analyze traffic impacts using general industrial trip distribution rate <b>3)</b> A reduction in</p>	Project Description, Traffic, Utilities

	<p>the performance of the circulation system will have a negative impact on traffic flows in the City of Rialto along Riverside Avenue from the proposed new Building 1 project to the I-10 freeway north and from the Building 1 site to the city boundary south and must be analyzed 4) A level of service rating of "E" or worse at the I-10 freeway, portions of Riverside Avenue and Agua Mansa Road will have a negative impact on the City of Rialto and impacts related to Congestion Management Program designated roads and highways must be analyzed</p> <p><b>Utilities:</b> 1) The initial study does not refer to the City of Rialto as the sewer purveyor and an extraterritorial wastewater agreement to connect to the sewer main underlying Riverside Avenue may be required</p>	
<p>City of Riverside</p>	<p><b>Aesthetics:</b> 1) Screen trucks and truck loading activity from public view 2) Enhance public views through architectural design and landscaping 3) Consider views from the Santa Ana River Crest-to-Coast trail system</p> <p><b>Traffic:</b> 1) Changes to trip distribution used in the previously certified EIR to be reviewed by the City of Riverside Traffic Engineering Department to assess the realistic traffic travel pattern 2) Identify short-term transportation projects in neighboring cities expected to be completed prior to completion of proposed new Building 1 project 3) Conduct cumulative impact analysis, 4) Haul/route plans will be jointly acceptable and City of Riverside will be compensated for damages and have legal recourse if route plans are violated 5) Traffic analysis should include mitigation for impacts to City of Riverside streets</p>	<p>Aesthetics, Traffic</p>

Copies of written comments received during the 30-day public review period for the NOP are included in Appendix A of this SEIR.

### Availability of Draft Supplemental EIR

This Draft SEIR including all technical studies are available for public inspection at the City of Colton Development Services Department, 659 North La Cadena Drive, Colton. Documents may be reviewed during regular business hours, Monday through Thursday, 8:00 A.M. to 6:00 P.M. This Draft SEIR and technical studies will also be available on the City of Colton website ([www.ci.colton.ca.us](http://www.ci.colton.ca.us)).

### Comments Requested

Comments of all agencies and individuals are invited regarding the information contained in the Draft SEIR. Where possible, those responding should endeavor to provide information they feel is lacking in the Draft SEIR, or should indicate where the information may be found. All comments on the Draft SEIR should be sent to the following City of Colton contact:

Mark Tomich, Development Services Director  
 City of Colton, Development Services Department  
 659 N. La Cadena Drive  
 Colton, CA 92324  
 (909) 370-5523  
[mtomich@ci.colton.ca.us](mailto:mtomich@ci.colton.ca.us)

Following a 45-day period of circulation and review of the Draft SEIR, all comments and the City's responses to the comments will be incorporated into a Final SEIR prior to certification of the document by the City of Colton.

## **Organization of this EIR**

This SEIR is organized into nine sections. Section 1.0 is this Introduction. The Executive Summary, provided in Section 2.0 includes an executive summary of project impacts and mitigation measures. Section 3.0 provides a detailed project description of the proposed new Building 1 project. Section 4.0 analyzes project impacts and identifies mitigation measures designed to reduce significant impacts. Section 5.0 provides analysis of alternatives to the proposed new Building 1 project. An analysis of cumulative impacts, growth-inducing impacts, energy conservation, and significant irreversible environmental impacts are analyzed in Section 6.0. Effects found not to be significant are provided in Section 7.0. Section 8.0 lists the preparation team and Section 9.0 provides a list of persons and organizations consulted during the preparation of this SEIR.

The Appendices consist of Appendix A: Scoping Materials (Initial Study and Notice of Preparation), Appendix B: Air Quality & Climate Change Assessment and Health Risk Assessment, Appendix C: Phase I Environmental Site Assessment, and Appendix D: Traffic Impact Analysis, included as supporting information to the EIR. In compliance with Public Resources Section 21081.6, a mitigation monitoring and reporting program will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final SEIR and project approval.

## **Approach to EIR Analysis**

As stated previously, this SEIR has been prepared to address the impacts associated with the proposed new Building 1 project in relation to the previously certified EIR. This SEIR addresses the increase in total acreage and the decrease in total square footage associated with the previously certified Agua Mansa Commerce Center Environmental Impact Report as revised to account for the proposed new Building 1. Each environmental issue is analyzed in the same manner, starting with a discussion of the existing environmental setting. Thresholds of significance are then defined, as they are used to measure the project's potential impact in the environmental impact section. The analysis section summarizes the environmental effects over time resulting from implementation of the proposed new Building 1 project in relation to the previously certified EIR. If the analysis indicates that implementation of the proposed new Building 1 project will result in a significant impact not identified in the previously certified EIR for a particular environmental issue, additional mitigation measures are included. Other than any additional mitigation measures required specifically for new Building 1, the mitigation measures included in the SEIR were drawn from the previously certified EIR. All of the mitigation measures from the previously certified EIR are included in this SEIR; however, several mitigation measures have been completed since the previous EIR was certified and several are no longer applicable to the proposed new Building 1 project. For each environmental issue area examined in Section 4.0, the discussion concludes with a statement regarding the level of impact remaining with imposition of the mitigation measures.



## 2.0 Executive Summary



### Project Summary

This Supplemental Environmental Impact Report (SEIR) addresses the increase in total acreage and the total square footage associated with the previously certified Agua Mansa Commerce Center Environmental Impact Report as revised to account for the proposed new Building 1. The Agua Mansa Commerce Center Master Plan was originally approved for the construction of a 1,365,450 square foot industrial business park (11 buildings) on a 94.18-acre site. The Master Plan has been amended three times to accommodate various changes related to building configuration, with the most currently approved plan consisting of a 1,139,951 square foot industrial business park (8 buildings) on a 94.18-acre site. The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan, as amended. The revised Master Plan will consist of five high cube warehouses and one industrial warehouse building totaling 1,346,433 square feet, a proposed 2.82 acre trailer parking lot, and an existing 8.88 acre detention basin.

The proposed new Building 1 project includes the construction of a 447,330 square foot speculative warehouse distribution facility located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The proposed new Building 1 project will add 13.23 acres to the approved Agua Mansa Commerce Center Master Plan increasing the acreage of the Master Plan to 107.38 acres. The proposed new Building 1 project includes applications for a Tentative Parcel Map, Architectural/Site Plan Review, Historic Certificate of Appropriateness, and a Variance to the parking requirements.

### Project Location

The approved Agua Mansa Commerce Center Master Plan is located in the City of Colton, San Bernardino County, California. The approved Agua Mansa Commerce Center Master Plan is bound by Riverside Avenue to the west, Miguel Bustamante Parkway to the south and east, and Agua Mansa Road to the north and is located on the following San Bernardino County Assessor parcels: 0260-091-87, 0260-181-01, 0260-191-02, 0260-201-01, 0260-201-02, 0260-201-03, 0260-201-04, 0260-211-01, 0260-211-02, 0260-211-03, 0260-211-04, 0260-221-01, 0260-221-02, and 0260-221-03.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway. The proposed new Building 1 project will add 13.23 acres to the approved Agua Mansa Commerce Center Master Plan. The consolidation of lots 1, 2, and 3 (APNs 0260-221-01, -02, -03) along with the addition of new acreage on Parcel 2 (APN 0260-191-87) will result in a total of 21.07 acres for the proposed new Building 1 project site.

### Environmental Setting

The entire Agua Mansa Commerce Center is located approximately 2.5 miles south of Interstate 10 (I-10) at the Riverside Avenue off-ramp. The proposed new Building 1 site is relatively level and slopes gently to the south. Historic uses of the project site include trucking operations, trailer storage, and vacant land. Approximately eleven acres are currently used for construction materials and equipment storage; a driveway and truck trailer storage associated with the adjacent truck terminal occupies the northern 2.17 acres. The remaining 8.54 acres on the southern portion of the proposed new Building 1 site are undeveloped but have been graded.

The proposed new Building 1 project site is located at the southwestern tip of the Agua Mansa Commerce Center Master Plan area at the intersection of Riverside Avenue and Miguel Bustamante Parkway. Developed properties in the vicinity include a home medical supply manufacturing facility, a Living Spaces furniture warehouse, a variety of different truck/transportation services facilities, and a U.S. Express trucking center. A mix of heavy industrial, commercial, and vacant properties characterizes the vicinity of the proposed new Building 1 project site. Table 2.0-1 (Surrounding Land Uses) summarizes the land use designations and zoning districts for the areas surrounding the proposed new Building 1.

**Table 2.0-1  
Surrounding Land Uses (Building 1 Project Site)**

Direction	General Plan Designation	Zoning District	Use
Building 1 Project Site	Heavy Industrial	Heavy Industrial (M-2)	Construction Materials and Equipment Storage, Truck Trailer Parking, Vacant Lots
North	Heavy Industrial	Heavy Industrial (M-2)	Truck Terminal
East	Open Space-Resource	Open Space Resources OS-RS	Vacant Lot
South	Heavy Industrial	Heavy Industrial (M-2)	Detention Basin Vacant
West	General Industrial	Agua Mansa Specific Plan	Materials Storage Industrial

### Environmental Impacts

Based on the preliminary environmental analysis of the project included in the project Initial Study (see Appendix A), potentially significant environmental effects could occur with regard to the following issues:

Topic	Issue
Aesthetics	Scenic Vista Scenic Resources Visual Character Light and Glare
Air Quality	Air Quality Planning Criteria Pollutants Cumulative Air Quality Impacts Sensitive Receptors
Biological Resources	Candidate, Sensitive, or Special Status Species Riparian Habitat or Other Sensitive Natural Community Federally Protected Wetlands Wildlife Movement Tree Preservation Policy
Cultural Resources	Historical Resource Archaeological Resource Human Remains Paleontological Resource
Geology and Soils	Rupture of a Known Earthquake Fault Strong Seismic Ground Shaking Seismic-Related Ground Failure (Liquefaction) Landslides Soil Erosion Unstable Geologic Unit or Soil Expansive Soil
Greenhouse Gas Emissions	Greenhouse Gas Emissions Reduction Planning

Hazards and Hazardous Materials	Transport, Use, Disposal Risk of Upset
Hydrology and Water Quality	Water Quality Standards Groundwater Supplies and Recharge Alteration of Drainage Pattern Causing Erosion/Siltation Alteration of Drainage Pattern Causing Flooding Storm Drain Capacity Degrade Water Quality Build Within a 100-Year Flood Hazard Area Failure of a Levee or Dam
Mineral Resources	Loss of Availability of a Known Mineral Resource Loss of Availability of a Mineral Resource Recovery Site
Noise	Noise Level Standards Vibration Permanent Increase in Ambient Noise Levels Temporary or Periodic Increase in Ambient Noise Levels
Public Services	Fire Protection Police Protection
Transportation and Traffic	Intersection Performance Congestion Management Performance Design Features Parking Capacity
Utilities and Service Systems	Wastewater Treatment Requirements Construction of New Water or Wastewater Facilities Storm Drain Facilities Water Supply Wastewater Treatment Capacity Landfill Capacity

This SEIR examines each of these issues in separate sections, in addition to other required topics specified in the State CEQA Guidelines. Table 2.0-2 (Significant and Unavoidable Impacts), Table 2.0-3 (Less than Significant Impacts with Mitigation Incorporated), and Table 2.0-4 (Less than Significant and No Impacts) at the end of this section summarize the environmental impacts associated with the project and lists the mitigation measures and standard conditions required to minimize, reduce, or avoid potentially significant impacts.

CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects are determined not to be significant and therefore are not discussed in the SEIR. The NOP was published in the San Bernardino County Sun on July 21, 2014. The NOP was sent to agencies and surrounding property owners on July 21, 2014. The noticing period for public comment on this project ranged from July 21, 2014 to August 19, 2014. The Initial Study prepared for the project determined that the impacts listed below would not occur or would be less than significant; therefore, these topics have not been further analyzed in this SEIR. Please refer to Appendix A (Initial Study) for explanations of the basis for these conclusions.

#### **Agricultural and Forest Resources**

Farmland Mapping and Monitoring Program – No Impact  
Agricultural Zoning and Land Use – No Impact  
Timberland Zoning – No Impact  
Forest Land Loss/Conversion – No Impact

#### **Air Quality**

Odors – No Impact

**Biological Resources**

Conservation Planning – No Impact

**Geology and Soils**

Septic Tanks – No Impact

**Hazards and Hazardous Materials**

Hazardous Materials and Schools – No Impact

Cortese List Sites – Less than Significant Impact

Airport Land Use Plan – No Impact

Airstrip Hazards – No Impact

Emergency Response Plan – Less than Significant Impact

**Hydrology and Water Quality**

100-Year Flooding and Housing – No Impact

Seiche, Tsunami, or Mudflow – No Impact

**Land Use and Planning**

Divide and Established Community – No Impact

Environmental Land Use Plan, Policy, or Regulation – Less than Significant Impact

Conservation Planning – No Impact

**Noise**

Located within Airport Land Use Plan – No Impact

Airstrip Noise – No Impact

**Population and Housing**

Population Growth – Less than Significant Impact

Displace Housing – No Impact

Displace People – No Impact

**Public Services**

Schools – No Impact

Parks – No Impact

Other Public Facilities – No Impact

**Recreation**

Deterioration of Facilities – No Impact

Expansion of Facilities – No Impact

**Transportation and Traffic**

Air Traffic Patterns – Less than Significant Impact

Inadequate Emergency Access – Less than Significant Impact

Public Transit, Bicycle, or Pedestrian Policies, Safety, and Performance – Less than Significant Impact

**Utilities and Service Systems**

Solid Waste Regulations – No Impact

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**Issues to be Resolved**

Pursuant to Section 15123(b)(3) of the CEQA Guidelines, an EIR summary must identify "Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." This EIR identifies and resolves

issues related to project alternatives in Section 5. Potentially significant impacts are identified in the analysis provided in Section 4 and mitigation is considered for all impacts.

## Areas of Potential Controversy

No Scoping meeting was held for the project. Responses to the circulation of the Notice of Preparation (NOP) identified a variety of environmental concerns related to aesthetics, air quality, hydrology and water quality, transportation, and utilities (see Appendix A). These areas of potential controversy are examined in this EIR.

## Alternatives to the Proposed Project

CEQA requires that an EIR examine alternatives to the project that are capable of reducing or eliminating environmental impacts. The alternatives examined in Section 5.0 are:

**Alternative 1:** No-Project/No-Development Alternative

**Alternative 2:** Reduced Scale Alternative

**Alternative 3:** High Cube Warehouse Alternative

As noted in the previously certified EIR, the alternative that had impact levels similar to or less than the Master Plan, and no impact levels greater than the Master Plan, was the High-Cube Warehouse Alternative. As noted in the previously certified EIR, the High-Cube Warehouse Alternative also met all the objectives of the Master Plan. The previously certified EIR determined that it was therefore the “Environmentally Superior Alternative.”

The impact levels of each of the three alternatives evaluated in the previously certified EIR were compared to the current proposed master plan including the new Building 1 project. The No-Project/No-Development Alternative would have less impact when compared to the current proposed master plan. The Reduced-Scale Alternative and the High-Cube Warehouse Alternative would both have similar impacts when compared to the current proposed master plan. However, impacts related to air quality, mineral resources, public utilities, and traffic and circulation would be decreased under the Reduced Scale Alternative. Impacts related to air quality and traffic would decrease under the High-Cube Alternative.

**Table 2.0-2  
Significant and Unavoidable Impacts**

Impact	Summary	Mitigation Measures
	<i>Air Quality</i>	
4.2.B	Short-term emissions of criteria pollutants will remain significant and unavoidable and would not increase as a result of the construction of Building 1. Long-term emission of criteria pollutants will remain significant and unavoidable with the modifications to the Agua Mansa Commerce Center.	AQ-4
	<i>Mineral Resources</i>	
4.9.A, 4.9.B	Impacts related to the loss of an available, known mineral resource, which is of value locally and regionally will remain significant.	

**Table 2.0-3  
Less Than Significant Impacts with Mitigation Incorporated**

Impact	Summary	Mitigation Measures
	<i>Aesthetics</i>	
4.1.C	Impacts to the visual character and quality of the project site will remain less than significant with mitigation incorporated.	AVQ-1
4.1.D	Impacts due to light and glare will remain less than significant with	AVQ-2, AVQ-3, AVQ-4,

	mitigation incorporated.	AVQ-5, AVQ-6
	<b><i>Cultural Resources</i></b>	
4.4.A, 4.4.B, 4.4.C	Impacts to historic or archaeological resources and unidentified human remains will remain less than significant with mitigation incorporated.	CR-1, CR-2, CR-3, CR-4
4.4.D	Impacts to paleontological resources will remain less than significant with mitigation incorporation.	CR-5
	<b><i>Geology and Soils</i></b>	
4.5.A.i, 4.5.A.ii	Impacts to people and structures resulting from earthquakes and the potential rupture of earthquake faults will remain less than significant with mitigation incorporated.	GS-3
4.5.A.iii	Impacts to life and property resulting from seismically induced liquefaction or settlement will remain less than significant with mitigation incorporated.	GS-1, GS-2, GS-3
4.5.B	Impacts related to wind-blown soil erosion and loss of topsoil will remain less than significant with mitigation incorporation.	GS-4, GS-5, GS-6, GS-7
4.5.C	Impacts related to ground failure will remain less than significant with mitigation incorporated.	GS-2, GS-3
4.5.D	Impacts related to expansive soils will remain less than significant with mitigation incorporation.	GS-1, GS-2
	<b><i>Hazards and Hazardous Materials</i></b>	
4.7.A, 4.7.B	Impacts related to the use, transport, and disposal of hazardous materials and wastes and the accidental release of hazardous materials into the environment will remain less than significant with mitigation incorporated.	HAZ-3, HAZ-4
	<b><i>Hydrology and Water Quality</i></b>	
4.8.A, 4.8.F	Impacts related to the violation of water quality standards and waste discharge requirements will remain less than significant with mitigation incorporated.	HWQ-1, HWQ-2, HWQ-3, HWQ-4, HWQ-5
4.8.C, 4.8.E	Impacts related to flooding and sedimentation caused by on- or off-site flooding, polluted urban runoff, and storm drain capacity will remain less than significant with mitigation incorporated.	HWQ-6
4.8.G, 4.8.H	Impacts related to the placement of structures within a 100-year flood zone and inundation due to dam or levee failure will remain less than significant with mitigation incorporated.	HWQ-7
	<b><i>Traffic and Transportation</i></b>	
4.11.A	Short- and long-term impacts related to the performance of the local and regional transportation system due to increased traffic generated from the proposed project after consideration of cumulative traffic increases will remain less than significant with mitigation incorporated.	TC-7, TC-2
4.11.B	Impacts related to level of service standards established by the San Bernardino Associated Governments Congestion Management Program will remain less than significant with mitigation incorporated.	TC-1
4.11.C	Impacts related to hazards due to a design feature or incompatible use will remain less than significant with mitigation incorporated.	TC-5, TC-8
4.11.D	Impacts related to parking capacity will remain less than significant with mitigation incorporated.	TC-4
	<b><i>Utilities and Service Systems</i></b>	
4.13.B	Impacts related to the potential future construction of water and	PU-2

	wastewater infrastructure will remain less than significant with mitigation incorporated.	
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**Table 2.0-4  
Less than Significant and No Impacts**

<b>Impact</b>	<b>Summary</b>	<b>Mitigation Measures</b>
	<i><b>Aesthetics</b></i>	
4.1.A, 4.1.B	Impacts related to scenic resources and impacts related to scenic vistas such as the La Loma Hills and the Santa Ana River will remain less than significant.	
	<i><b>Air Quality</b></i>	
4.2.A	The proposed Building 1 and modifications to the Agua Mansa Commerce Center were analyzed for inconsistencies with the South Coast Air Basin Air Quality Management Plan and impacts will remain less than significant.	
	<i><b>Biological Resources</b></i>	
4.3.A	Impacts to candidate, sensitive, and special status species and their habitat will remain less than significant.	
4.3.B, 4.3.C	Impacts to riparian habitats and wetlands within the Santa Ana River will remain less than significant.	
4.3.D	Impacts to the movement of wildlife species will remain less than significant.	
4.3.E	Impacts to existing trees will remain less than significant.	
	<i><b>Geology and Soils</b></i>	
4.5.A.iv	Impacts to life and property related to seismically induced landslides will remain less than significant.	
	<i><b>Greenhouse Gas Emissions</b></i>	
4.6.A	The certified EIR found that impacts related to greenhouse gas emissions will be less than significant. Greenhouse gas emissions from the modified Agua Mansa Commerce Center project will be less than were considered in the certified EIR and impacts will remain less than significant.	
4.6.B	The modified Agua Mansa Commerce Center project will not conflict with the state greenhouse gas reduction plans. Impacts will be less than significant.	
	<i><b>Hydrology and Water Quality</b></i>	
4.8.B	Impacts related to lowering of groundwater levels will remain less than significant.	
	<i><b>Noise</b></i>	
4.10.A, 4.10.C	Impacts related to the exposure of persons to or generation of noise levels in excess of the San Bernardino County noise ordinance and impacts related to substantial permanent increases in ambient noise levels in the project vicinity above levels existing without the project will remain less than significant.	
4.10.B	Impacts related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels will be less than significant.	
4.10.D	Impacts related to temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the	

	project will remain less than significant.	
	<i>Public Services</i>	
4.12.A	Impacts related to the expansion of fire protection facilities to maintain applicable service standards will remain less than significant.	
4.12.B	Impacts related to the expansion of police protection facilities to maintain applicable service standards will remain less than significant.	
	<i>Utilities and Service Systems</i>	
4.13.A	Impacts related to the exceedance of wastewater treatment requirements of the Colton Wastewater Reclamation Facility (CWRF) will remain less than significant.	
4.13.C	Impacts related to the potential future expansion of storm drain facilities will remain less than significant.	
4.13.D	Impacts related to new or expanded water supply entitlements will remain less than significant.	
4.13.E	Impacts related to the capacity of the Colton Wastewater Reclamation Facility (CWRF) to serve the proposed project in addition to existing commitments will remain less than significant.	
4.13.F	Impacts related to the adequacy of solid waste disposal sites will remain less than significant.	

## 3.0 Project Description

**3.0 PROJECT DESCRIPTION**

## **Project Title**

Agua Mansa Commerce Center Master Plan with new Building 1

## **Project Applicants**

Prologis

2817 East Cedar Street, Suite #200

Ontario, California 91761

## **Project Location**

The approved Agua Mansa Commerce Center Master Plan is located in the City of Colton, San Bernardino County, California. The approved Agua Mansa Commerce Center Master Plan is bound by Riverside Avenue to the west, Miguel Bustamante Parkway to the south and east, and Agua Mansa Road to the north and is located on the following San Bernardino County Assessor parcels: 0260-091-87, 0260-181-01, 0260-191-02, 0260-201-01, 0260-201-02, 0260-201-03, 0260-201-04, 0260-211-01, 0260-211-02, 0260-211-03, 0260-211-04, 0260-221-01, 0260-221-02, and 0260-221-03.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway (see Exhibit 1, Regional and Vicinity Map). The proposed new Building 1 project will add 13.23 acres to the approved Agua Mansa Commerce Center Master Plan. The consolidation of lots 1, 2, and 3 (APNs 0260-221-01, -02, -03) along with the addition of new acreage on Parcel 2 (APN 0260-191-87) will result in a total of 21.07 acres for the proposed new Building 1 project site.

### ***PROJECT SITE***

The proposed new Building 1 site is 21.07 acres and currently has several different uses. Approximately eleven acres are currently used for construction materials and equipment storage; a driveway and truck trailer storage associated with the adjacent truck terminal occupies the northern 2.17 acres. The remaining 8.54 acres on the southern portion of the proposed new Building 1 site are undeveloped but have been graded. There is a sewage lift station located at the southwest corner that will be relocated on-site to accommodate the proposed new Building 1. The proposed new Building 1 site is completely disturbed and there are no habitable structures present.

The southern portion of the proposed new Building 1 project site is currently entitled for industrial uses as part of the Agua Mansa Commerce Center Master Plan. This southern portion is comprised of three parcels approved for three warehouses totaling 120,314 square feet. A detention basin and parking area were also approved as a part of the Agua Mansa Commerce Center Master Plan on 11.71 acres south of the proposed new Building 1 project site. The southern portion of the proposed new Building 1 project site is designed to drain into the detention basin and was accounted for in the previously certified EIR. The northern portion of the proposed new Building 1 project site (13.23 acres being added to the Master Plan) will drain into the Santa Ana River.

### ***ENVIRONMENTAL SETTING***

The entire Agua Mansa Commerce Center is located approximately 2.5 miles south of Interstate 10 (I-10) at the Riverside Avenue off-ramp. The proposed new Building 1 site is relatively level and slopes gently to the south/southeast. Historic uses of the project site include trucking operations, trailer storage, and vacant land. Approximately eleven acres are currently used for construction materials and equipment storage; a driveway and truck trailer storage associated with the adjacent truck terminal occupies the northern 2.17 acres. The remaining 8.54 acres on the southern portion of the proposed new Building 1 site are undeveloped but have been graded.

With respect to the existing environmental setting, the environmental impact analyses contained in Section 4 of this SEIR establish the baseline conditions at the project site when the Notice of Preparation (NOP) was issued.

**SURROUNDING LAND USES**

The proposed new Building 1 project site is located at the southwestern tip of the Agua Mansa Commerce Center Master Plan area at the intersection of Riverside Avenue and Miguel Bustamante Parkway. A mix of heavy industrial, commercial, and vacant properties characterizes the vicinity of the proposed new Building 1 project. Developed properties in the vicinity include a home medical supply manufacturing facility, a Living Spaces furniture warehouse, a variety of different truck/transportation services facilities, and a U.S. Express trucking center. Table 3.0-1 (Surrounding Land Uses) summarizes the land use designations and zoning districts for the areas surrounding the proposed new Building 1.

**Table 3.0-1  
Surrounding Land Uses (Building 1 Project Site)**

Direction	General Plan Designation	Zoning District	Use
Building 1 Project Site	Heavy Industrial	Heavy Industrial (M-2)	Construction Materials and Equipment Storage, Truck Trailer Parking, Vacant Lots
North	Heavy Industrial	Heavy Industrial (M-2)	Truck Terminal
East	Open Space-Resource	Open Space Resources OS-RS	Vacant Lot
South	Heavy Industrial	Heavy Industrial (M-2)	Detention Basin Vacant
West	General Industrial	Agua Mansa Specific Plan	Materials Storage Industrial

**The Project**

**PROJECT OBJECTIVES**

The primary objectives of the Agua Mansa Commerce Center Master Plan are to:

1. Establish an industrial development that provides an economically viable addition to the City of Colton that conforms to the applicable General Plan and zoning designations;
2. Develop an industrial development plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development;
3. Provide a plan for roadways, infrastructure, and utilities to support on-site land uses;
4. Provide a cohesive pattern of land uses within the project boundaries which are compatible with surrounding land uses; and
5. Take advantage of an existing labor pool living in the City of Colton that currently commutes to Los Angeles and Orange counties for employment.

**THE PROJECT**

This Supplemental Environmental Impact Report (SEIR) addresses the increase in total acreage and the decrease in total square footage associated with the previously certified Agua Mansa Commerce Center Environmental Impact Report as revised to account for the proposed new Building 1. The revised Master Plan consists of five high cube warehouse buildings and one industrial warehouse building totaling 1,346,433 square feet, a proposed 2.82 acre trailer parking lot, and an existing 8.88 acre detention basin. The square footage of the five high cube buildings is as follows: Building 1 (447,330 square feet), Building 4 (100,128 square feet), Building 9 (416,888 square feet), Building 10 (174,995 square feet), and Building 11 (124,588 square feet). The square footage of the industrial building (Building 5) is 82,504 square feet. As a result of the proposed new Building 1, the total acreage of the Agua Mansa Commerce Center Master Plan will increase but the total building square footage will decrease when compared to the previously certified EIR (see Table 3.0-2, Agua Mansa Commerce Center Master Plan Development Comparison).

The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres (see Exhibit 1, Regional and Vicinity Map). The building is intended to be used as a warehouse/distribution facility; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed construction will be a concrete tilt-up building. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls. The proposed new Building 1 project includes applications for a Tentative Parcel Map, Architectural/Site Plan Review, and a Historic Certificate of Appropriateness.

The Agua Mansa Commerce Center Master Plan was originally approved for the construction of a 1,365,450 square foot industrial business park on a 94.18-acre site. Subsequently, the Agua Mansa Commerce Center approval was revised to consolidate development potential on Lots 6, 7, 8, and 9 from 762,919 square feet to 416,888 square feet to accommodate a proposed cold storage warehouse. The previously certified EIR was amended three times to analyze various changes to the project. Table 3.0-2 (Agua Mansa Commerce Center Master Plan Development Comparison) summarizes the changes to the approved Agua Mansa Commerce Center Master Plan, including the changes proposed as part of the proposed new Building 1 project.

**Table 3.0-2  
Agua Mansa Commerce Center Master Plan Development Comparison**

	Certified EIR	Addendum 1	Addendum 2	Addendum 3	Proposed Project
Buildings	11	11	9	8	6
Detention Basins (AC)	8.05	8.05	8.05	8.05	8.88
Off-Site Parking (AC)	3.66	3.66	3.66	3.66	2.82
Master Plan Area (AC)	94.18	94.18	94.18	94.18	107.38
Building Area (SF)	1,365,450	1,365,450	1,365,450	1,139,951	1,346,433

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan (see Exhibit 2, Master Site Plan). The proposed new Building 1 project will add 13.23 acres to the Agua Mansa Commerce Center Master Plan, increasing the area to 107.38 acres (see Exhibit 3, Revised Master Site Plan). The Tentative Parcel Map will consolidate Lots 1, 2, and part of Lot 3 (APNs 0260-221-01, -02, and -03), along with the addition of new acreage on Parcel 2 (APN 0260-191-87) to the north, resulting in a total of 21.07 acres for this new parcel. The Tentative Parcel Map will transfer the remaining 11,074 square feet of land from Lot 3 to Lot 4, thereby increasing Lot 4 to 5.43 acres. With the consolidation of these lots, a single new 447,330 square foot building is proposed to replace the previously approved Buildings 1, 2, and 3.

The Agua Mansa Commerce Center Master Plan area has been graded and infrastructure improvements have been installed including street improvements, curbs, gutters, sidewalks, medians, parkway landscaping, fire hydrants, and street lights. A traffic signal at the intersection of Riverside Avenue and Miguel Bustamante Parkway has been installed. All biological permitting requirements and mitigation measures required in the certified Agua Mansa Commerce Center EIR have been satisfied, including those required by the U.S. Fish and Wildlife Service (FWS), the California Department of Fish and Game (DFG), U.S. Army Corps of Engineers (ACOE), and Regional Water Quality Control Board (RWQCB).

### ***CIRCULATION AND PARKING***

The proposed new Building 1 project will take access from Riverside Avenue via a 30-foot driveway and an existing 40-foot driveway. The proposed new Building 1 project will also take access from two 40-foot driveways on Miguel Bustamante Parkway which is a two-lane road. A 26-foot wide drive aisle is proposed within the vehicular parking areas and a minimum 40-foot wide interior access drive aisle is proposed to circumnavigate the building in the truck court area providing access to truck trailer parking and loading areas, and access for the Fire Department. Per the City's General Plan, Riverside Avenue is classified as a Major Arterial and the stretch adjacent to the proposed new Building 1 has four lanes. Existing street improvements include street pavement, painted medians, curbs, gutters, sidewalks, and parkway landscape improvements. All existing street and parkway improvements are to remain in place. All required right-of-way

dedication has been provided; therefore, additional right-of-way dedication is not required or proposed for the proposed new Building 1 project. A left-hand turn pocket on Riverside Avenue may be required for the proposed project's southern driveway; however, this improvement will not require acquisition of additional right-of-way.

#### ***LANDSCAPING AND LIGHTNING***

The proposed landscape coverage for the Building 1 project site is 133,119 square feet or 14.5 percent of the Building 1 project overall site acreage. The overall landscape coverage for the Master Plan will be 16.14 percent which is greater than the required 15 percent.

#### ***UTILITIES AND SERVICE SYSTEMS***

The proposed new Building 1 project will be required to install the necessary infrastructure to provide water and sewer via lateral connections to existing facilities. Water service will be provided to the proposed new Building 1 via lateral connection to an existing twelve-inch water main located under Riverside Avenue and an existing twelve-inch water line located under Miguel Bustamante Parkway. Water service will be provided by West Valley Water District. Wastewater generated by the proposed project will be discharged to local sewer mains and conveyed for treatment at Colton Wastewater Reclamation Facility (CWRF). An existing eight-inch sewer main is located under Riverside Avenue. The eight-inch main discharges into a City of Colton Public Sewer Lift Station. The Lift Station discharges into a six-inch force main that further discharges into a 24-inch sewer main under Agua Mansa Road. Existing ten-inch sewer mains are located under Miguel Bustamante Parkway. The existing Sewer Lift Station, transformer pad, and maintenance building will be relocated on-site, southwest of their current locations near the corner of Riverside Avenue and Miguel Bustamante Parkway, to accommodate the proposed new Building 1. A sewer service connection and domestic water service "will serve" letter was provided by the City of Colton Public Utilities Department and the West Valley Water District for the proposed new Building 1 project.

#### ***GRADING AND DRAINAGE***

The proposed new Building 1 project site is currently occupied by a truck terminal/trailer storage facility, construction equipment materials and storage facility, and vacant land. The entire Agua Mansa Commerce Center Master Plan area has been graded including the proposed new Building 1 project site. The topography of the proposed site is relatively flat. Cut and fill work is likely to take place on the project site in the future prior to development, and import or export of soil is anticipated.

The southern portion of the proposed new Building 1 project site is designed to drain into the detention basin and was accounted for in the previously certified EIR. The northern portion of the proposed new Building 1 project site (13.23 acres being added to the Master Plan) will drain into the Santa Ana River.

### **Intended Uses of the SEIR**

The City of Colton is the Lead Agency for the project and will consider approving the proposed new Building 1 project and certifying the SEIR.

The discretionary actions associated with the proposed new Building 1 project include the following:

- Architectural/Site Plan Review
- Certificate of Historical Appropriateness

The proposed new Building 1 also proposes a Variance to the parking requirements. Parking standards for the original Master Plan were approved under the Agua Mansa Industrial Corridor Specific Plan which was in effect at the time but has since been rescinded. The Specific Plan parking standards remain applicable to the Master Plan; however, the Specific Plan parking standards are not applicable to the proposed new Building 1 project because additional acreage is being added to the Master Plan.

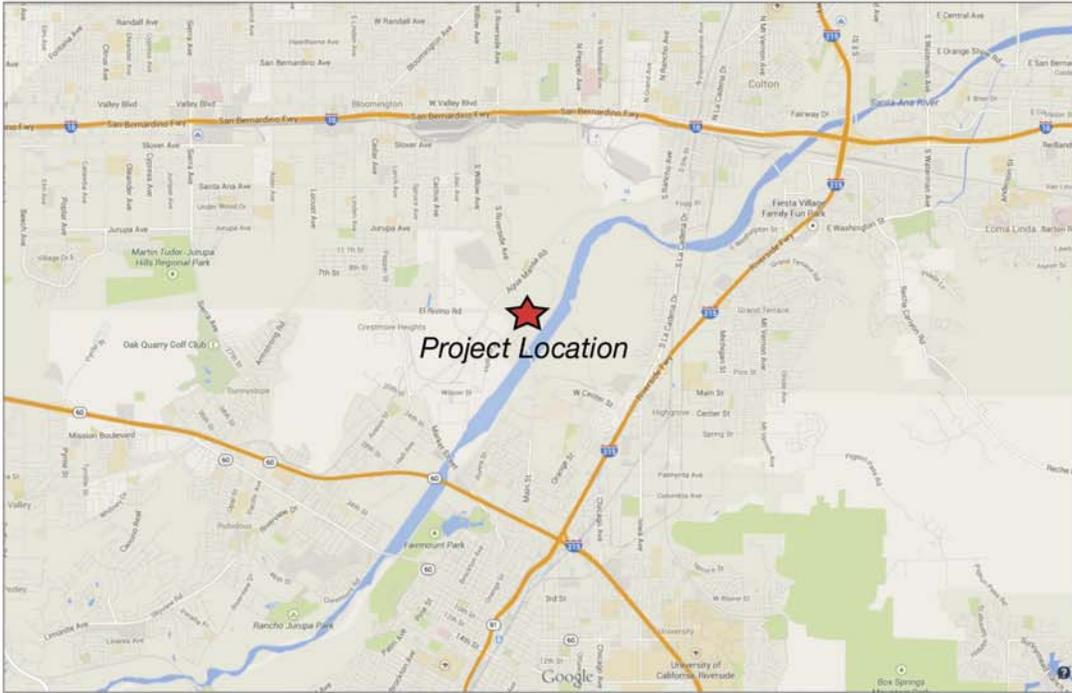
According to the City of Colton parking requirements for warehouse and storage uses (Colton Municipal Code Section 18.28.120), one space shall be provided for every 1,000 square feet of gross floor area for the first 10,000 square feet and one space shall be provided for every 2,000 square feet above 10,000 square feet. For the office portion of the proposed project, one space shall be provided for every 250 square feet.

The project proponent has submitted an application for a variance to reduce the required parking for the new Building 1 project to be more consistent with actual parking needs of a distribution warehouse/industrial use. The variance parking calculations are based on the City of Fontana Southwest Industrial Park Standards that was adopted in 2012. According to the proposed variance the warehouse portion of Building 1 will require one parking space for every 1,000 square feet for the first 20,000 square feet. For the next 20,000 square feet, one parking space will be required for every 2,000 square feet. After 40,000 square feet, one parking space will be required for every 5,000 square feet. Parking for office space would only be required if the office square footage exceeded ten percent of the total building size, which is not the case for the proposed new Building 1 project. According to the proposed variance, 110 parking spaces would be required. The proposed project will provide 210 parking spaces. The provided parking will include 210 Standard (9'x20') spaces and nine ADA (9'x20') spaces. The trailer parking provided will include 99 Standard (10'x60') spaces.

***RESPONSIBLE AGENCIES***

None





Source: Google Maps

Regional



Source: Google Maps

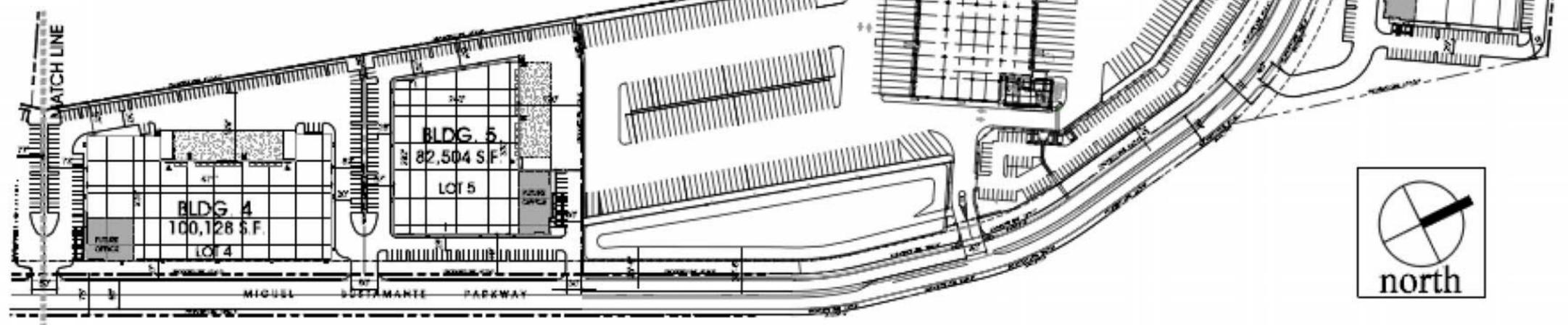
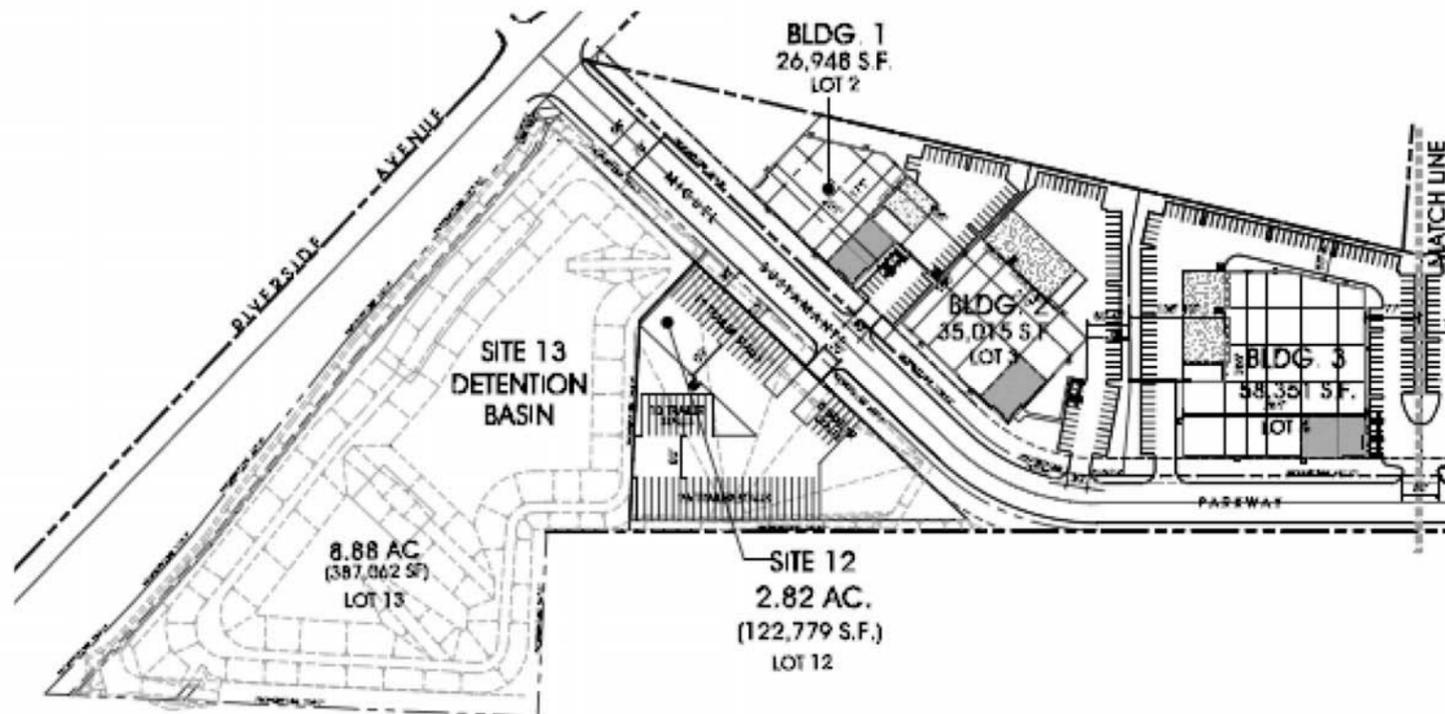
Vicinity



# Exhibit 3.0-1 Regional and Vicinity Map

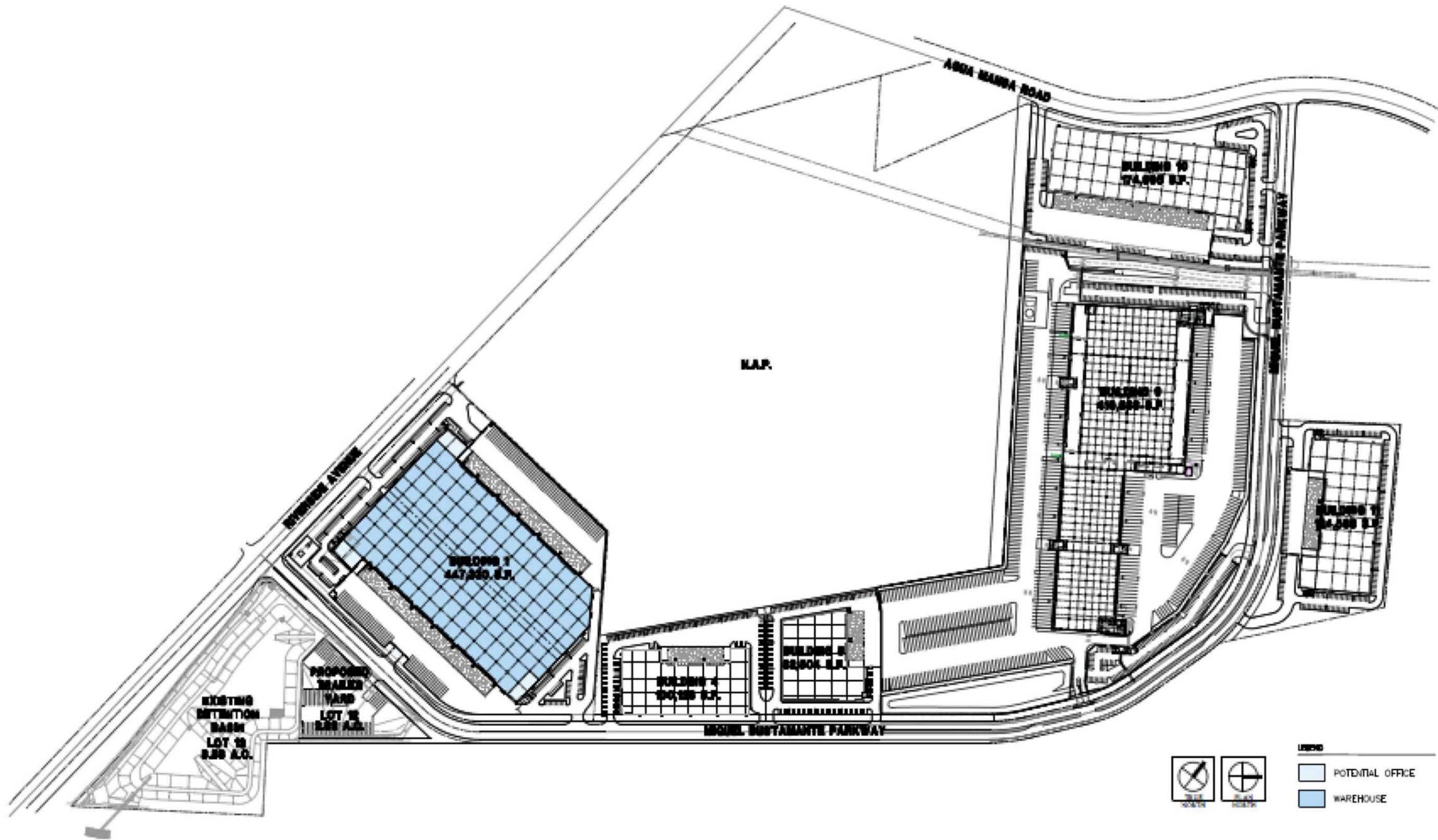
Agua Mansa Commerce Center Building 1  
Colton, California





Source: HPA Architecture





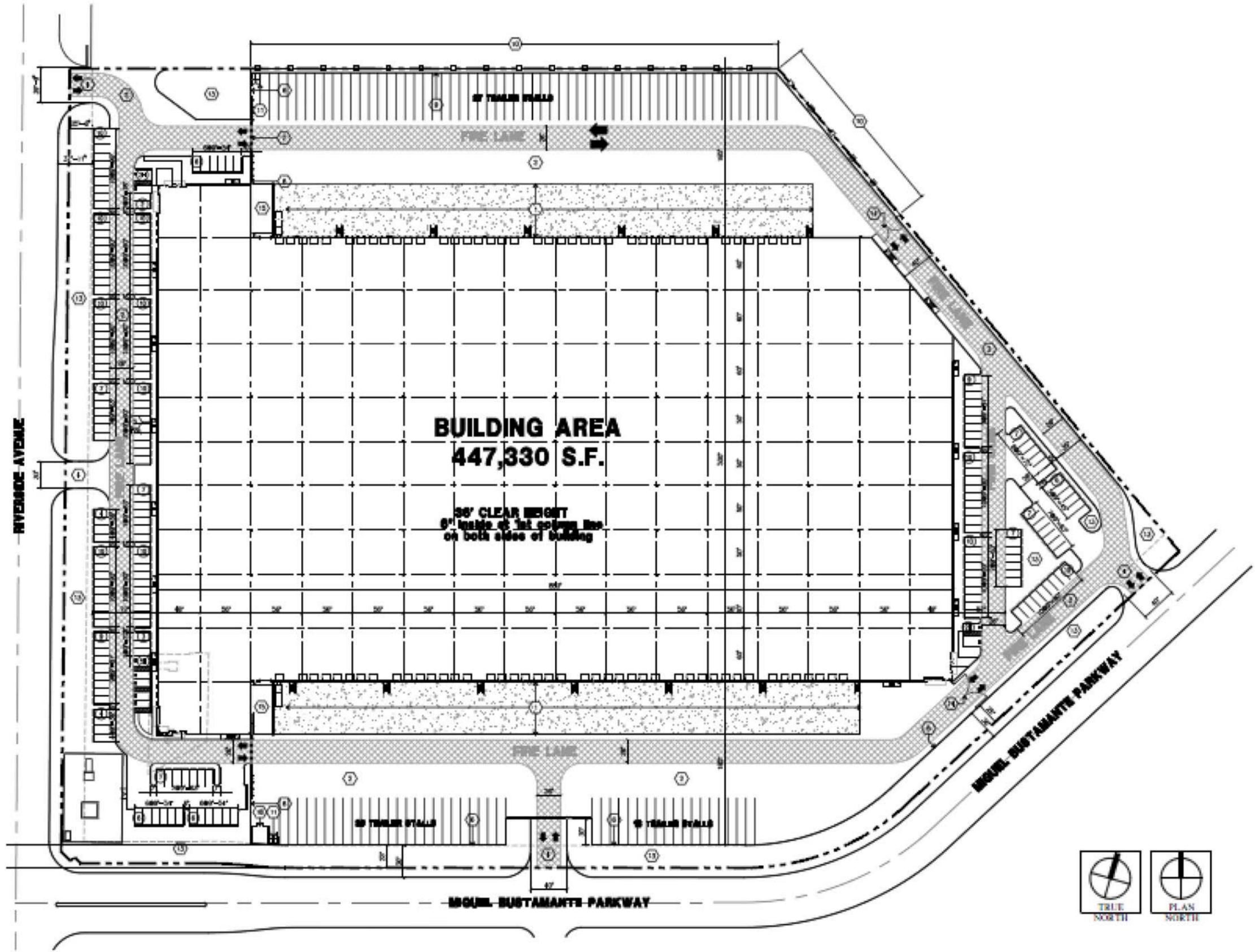
Source: HPA Architecture

### Exhibit 3.0-3 Revised Master Site Plan

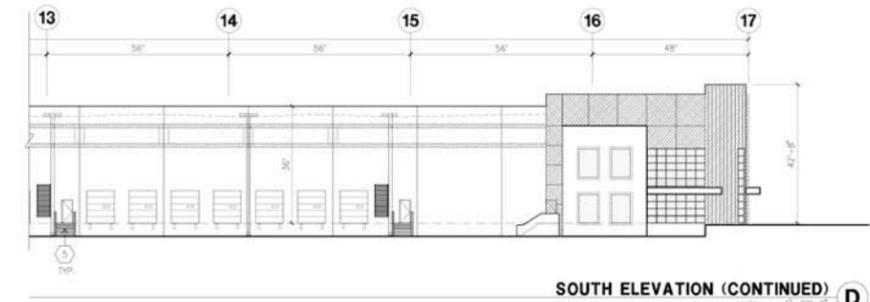
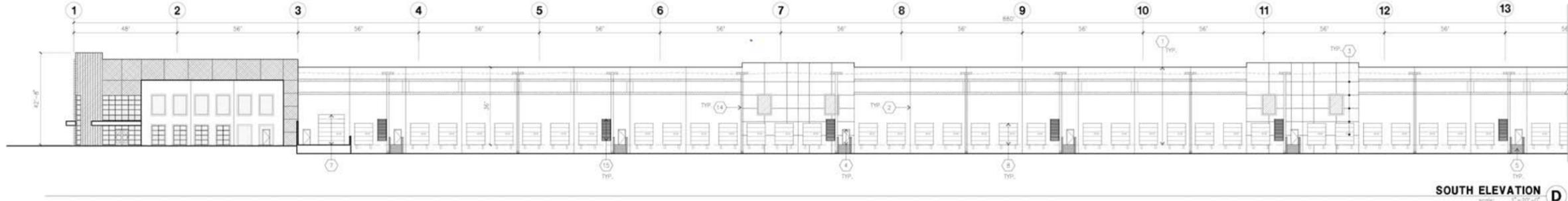
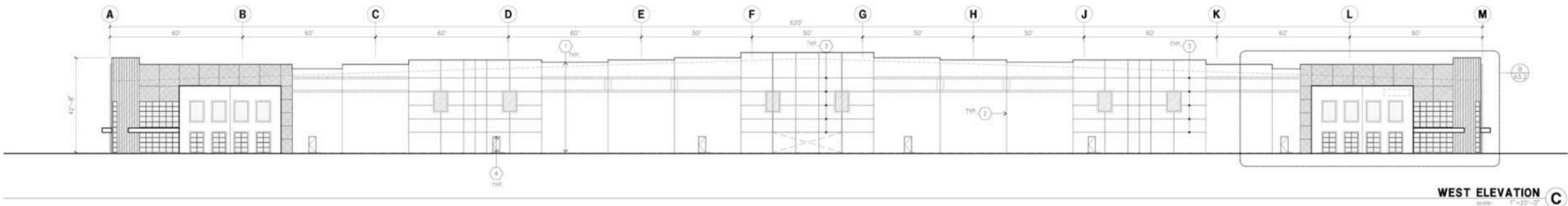
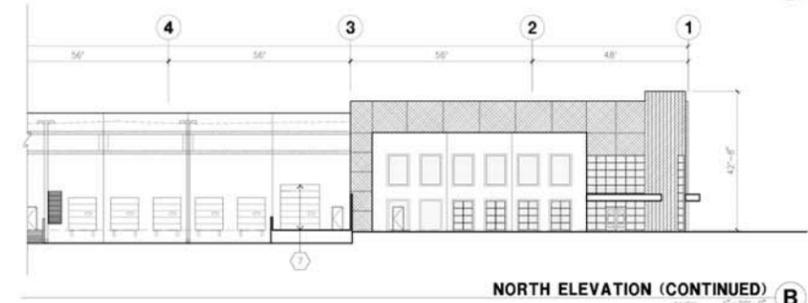
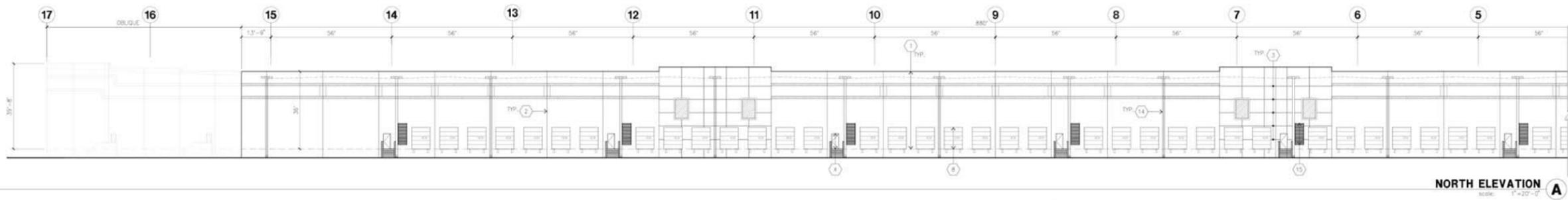


**TABULATION**

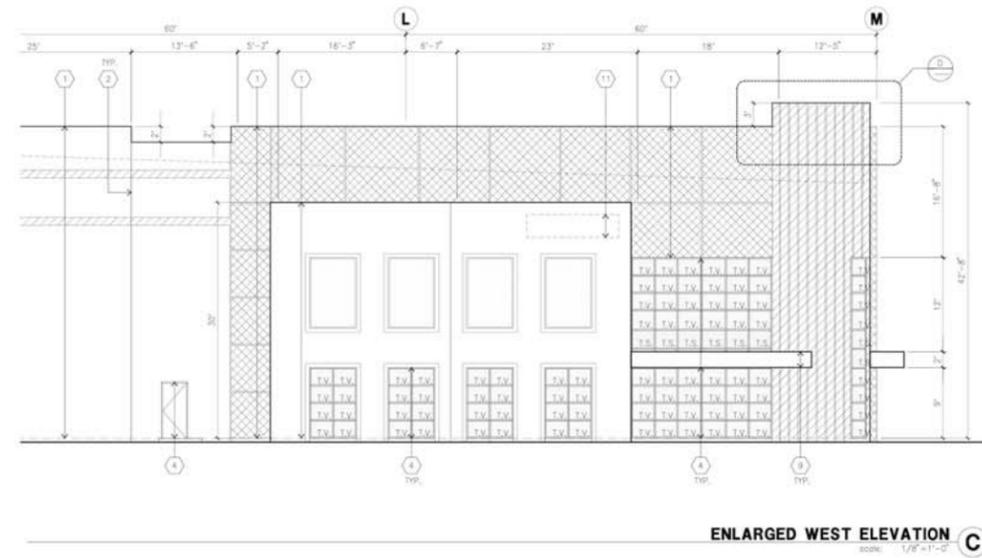
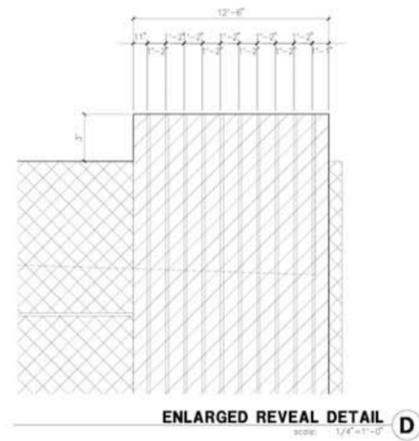
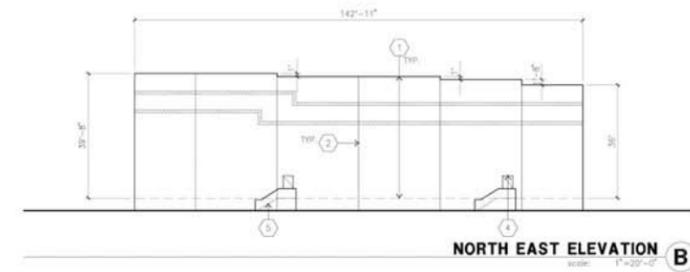
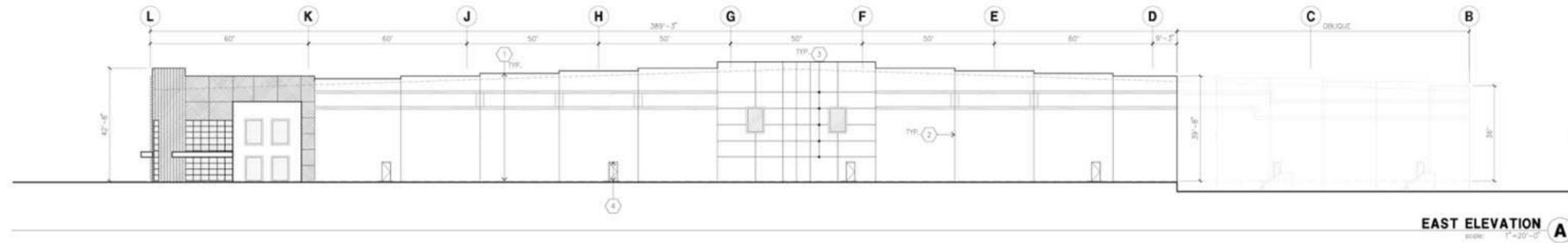
Site Area	Square Feet	917,897 SF
	Acres	21.47 AC
Building Area	Office Area	12,000
	Warehouse Area	435,330
	<b>Total Building Area</b>	<b>447,330 SF</b>
Building Coverage		48.73%
Parking Required Based Upon Proposed Variance		
Office (if less than 10% of building)		0
Warehouse		20
1st 20K - 11,000 SF		10
Above 40k - 15,000 SF		82
<b>Total Parking Required</b>		<b>112 STALLS</b>
Auto Parking Provided		
Standard (8'x12' with 2' overhang)		297
ADA (8'x22')		6
ADA Van Accessible (8'x22')		3
<b>Total</b>		<b>306 STALLS</b>
Trailer Parking Provided		
Standard (10'x35')		99 STALLS
Setbacks		
Heavy Industrial	Building	Landscape
Front	25'	25'
Side	none*	
Rear	None*	
High Industrial		
Front	25'	20' from face of curb
Side	none	
Rear	none	
Maximum Lot Coverage		
Heavy Industrial - 50%		
Maximum Building Height		
Heavy Industrial - No Limit**		
Notes:		
* Located across from residential, a 50' front setback shall be maintained		
** The maximum overall building height shall be 35'		
Landscape Required 15% of site area		137,688 SF
Landscape Provided		117,767 SF













# 4.0 Environmental Impact Analysis



This section describes the visual and aesthetic resources as evaluated under the previously certified EIR as well as with respect to the proposed new Building 1 project. This section analyzes the potential impacts to scenic vistas and the potential for adverse changes in the visual character and quality of the project area that could result from the addition of development of the proposed new Building 1 project as evaluated under the previously certified EIR. Potential impacts associated with light and glare resulting from the addition of the proposed new Building 1 are also addressed as evaluated under the previously certified EIR.

## Existing Conditions

### *VISUAL CHARACTER*

The approved Agua Mansa Commerce Center Master Plan consisted of eleven buildings, totaling 1,365,450 square feet of industrial development on approximately 94.18 acres. The approved Master Plan also included a trailer parking lot and a detention basin located south of Miguel Bustamante Parkway.

According to the previously certified EIR, under the approved Agua Mansa Commerce Center Master Plan, the view looking north consisted of the Agua Mansa Cemetery and Angeles Paver Plant. A bluff to the north was determined to be the primary and northernmost visible feature. The views to the south were determined to vary from a view of the U.S. Express facility to views of the Santa Ana River. The views of the Santa Ana River included the bed and banks of the channel and the riparian plant communities along the river. The La Loma Hills were also visible to the south. The primary view from the approved Agua Mansa Commerce Center Master Plan to the east included views of the La Loma Hills, the Rapid Infiltration/Extraction (RI/X) waste water treatment facility, power plant, and associated transmission lines. The view immediately to the west consisted of a recycling facility. Further to the west, the view consisted of the U.S. Express building as well as trucks and buses within the parking lot. Also to the west, a new office/warehouse was being constructed across from the Master Plan area on Riverside Avenue.

The previously certified EIR found that the general area surrounding the approved Agua Mansa Commerce Center Master Plan was characterized by industrial and manufacturing uses, hills, outdoor storage, and vacant land. The overall visual quality was determined to be industrial in nature. Finally, the previously certified EIR found the Santa Ana River floodplain and the bluff to the north as the single most significant visual resource in the vicinity of the approved Agua Mansa Commerce Center Master Plan.

Since the certification of the previous EIR, the Agua Mansa Commerce Center Master Plan area has been cleared and mass graded and Miguel Bustamante Parkway bisects the Master Plan area connecting Riverside Avenue to Agua Mansa Road. The 416,888 square-foot Lineage Logistics refrigerated warehouse has also since been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project includes the construction of a 447,330 square foot speculative warehouse distribution facility on 21.07 acres located in the southwestern corner of the Master Plan area. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls. The southern portion of the 21.07-acre proposed new Building 1 site was mass graded as part of the approved Master Plan. The northern portion of the 21.07 acres (13.23 acres) will be added to the Master Plan area. The 13.23-acre area is currently occupied by a construction materials storage facility and a truck trailer storage facility. Currently, the U.S. Express facility is located to the north, the detention basin and Santa Ana River floodplain are located to the south, the Santa Ana River floodplain and La Loma Hills are located to the east, and warehouses and equipment storage areas are located to the west.

The general area surrounding the proposed new Building 1 project site is characterized by industrial and manufacturing uses. The area remains industrial in nature. The Santa Ana River floodplain and the La Loma Hills remain the most significant visual resource within the vicinity of the Master Plan and the proposed new Building 1 project.

### ***SCENIC VISTAS***

Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies.

The City of Colton General Plan's Open Space and Conservation Element (1987) identified the mountains surrounding the valley as scenic vistas that can be seen from almost every direction in the city including the proposed new Building 1 project site. The San Bernardino Mountains, Box Springs Mountains, and Slover Mountain are the most visually prominent topographic features that provide a scenic vista from mobile and stationary viewing locations throughout the City. Views of the San Bernardino Mountains to the north stretch around toward the east with Mt. San Gorgonio at an elevation of 11,502 feet; and to the southeast, San Jacinto Peak with an elevation of 10,804. Several other peaks over 10,000 feet elevation are visible, including Mt. San Antonio (known locally as Mt. Baldy) at an elevation of 10,064 feet located in the San Gabriel Mountains to the northwest. These three notable mountains are located in designated wilderness areas established by the United States Forest Service (USFS). The Jurupa Hills are visible to the southwest and the Box Springs Mountains are visible to the southeast. Both of these ridges are low lying and may not be visible from some areas. The Open Space and Conservation Element has not been updated since its initial approval and as such all scenic vistas identified in the original General Plan will be considered in the analysis provided later in this section.

### ***LIGHT AND GLARE***

Potential impacts caused by lighting can occur as a result of light emanating from the interior of structures passing through windows as well as from exterior sources, such as street lighting, security lighting, and landscape lighting. Unwanted or misdirected light may also "spillover" onto adjacent properties, causing adverse effects on landowners or occupants. In addition, glare effects may occur when luminance within the visual field is created that is significantly greater than the luminance to which one's eyes are adjusted. Glare effects may result in general annoyance, physical discomfort, or a temporary loss in visibility.

The proposed new Building 1 project site is occupied by a mix of industrial uses and graded, vacant land. Generally, illumination in the vicinity of the proposed new Building 1 is associated with surrounding industrial and residential uses as well as traffic headlights on adjacent roadways. Furthermore, street lights exist along Miguel Bustamante Parkway and along Riverside Avenue adjacent to the proposed new Building 1 site.

## **Regulatory Setting**

### ***STATE OF CALIFORNIA***

California's Scenic Highway Program preserves and protects scenic highway corridors from changes that would diminish their aesthetic value. The previously certified EIR determined that there were no State designated or proposed scenic highways located within or near the City of Colton, and no highways within the City had been proposed for scenic designation. Currently, no State designated or proposed scenic highways are located within or near the City of Colton, and no highways within the City have been proposed for scenic designation.

### ***CITY OF COLTON GENERAL PLAN***

The Open Space and Conservation Element of the 1987 General Plan included the following goals of the City's General Plan for visual and scenic resources:

- Outstanding scenic vistas and visual features shall be preserved and protected through the use of view easements, height limitations, and architectural and site plan review
- Establish a beautification program involving litter clean-up, street tree planting and landscape medians, and parking lots.

As the Open Space and Conservation Element of the General Plan has not been updated, these goals remain in effect for the Master Plan and the proposed new Building 1 project.

#### ***AGUA MANSÁ INDUSTRIAL CORRIDOR SPECIFIC PLAN***

The Agua Mansa Industrial Corridor Specific Plan included the following goals and policies for visual and scenic resources:

- To protect the existing scenic resources in the study area, particularly the Santa Ana River floodplain and areas adjoining Agua Mansa Road northeasterly of Riverside Avenue.
- To recognize the Scenic Highway designation of Agua Mansa Road northwesterly of Riverside Avenue and to develop the proposed project in harmony with this scenic quality.

As the Agua Mansa Industrial Corridor Specific Plan has been rescinded by the City of Colton, these goals and policies no longer apply and will not be considered in this analysis.

#### ***AGUA MANSÁ COMMERCE CENTER EIR***

The previously certified Agua Mansa Commerce Center EIR noted that the Master Plan area is located along the Santa Ana River and near a gateway to the City of Riverside. The previously certified EIR evaluated aesthetic impacts, particularly public views, including impacts related to public views of trucks and truck loading facilities.

There is a truck trailer storage facility and a detention basin that both abut Riverside Avenue. The previously certified EIR indicated trucks and truck trailers will be visible from Riverside Avenue but did not mention screening trucks, loading bays, or the truck yard itself from public view. The previously certified EIR only referred to landscape screening when addressing aesthetic concerns with the basin and truck storage area. The previously certified EIR gave no specifics on the type or effectiveness of landscape screening.

The previously certified EIR concluded that the potential to degrade the existing visual character or the quality of the site and its surroundings was less than significant because of the existing aesthetic image or value of the area. The proposed new Building 1 project will include the addition of 13.23 acres to the approved Agua Mansa Commerce Center Master Plan and will consolidate lots 1, 2, and 3 along with the addition of the new 13.23 acres on Parcel 2 that will result in 21.07 acres for the proposed new Building 1 project site. Although the overall acreage of the Master Plan is increasing by 13.23 acres as a result of the proposed new Building 1 project, the overall Master Plan building square footage will decrease when compared to the previously approved Agua Mansa Commerce Center Master Plan. As such, the changes made to the Agua Mansa Commerce Center as a result of the proposed new Building 1 project would also have a less than significant impact on the existing visual character of the area. The previously certified EIR provides no details or discussion of how truck loading areas will be screened from views from the Santa Ana River and Crest-to-Coast Trail. Further analysis of this resource will be included later in this Section.

#### ***COLTON ZONING CODE***

***Architectural and Site Plan Review*** – The Development Application review process in the City of Colton is required for all non-residential construction and allows the City the discretion to conduct Architectural and Site Plan Review and affix conditions on a specific proposal to address potential impacts on the community. As stated in Section 18.58.030.B of the Colton Municipal Code: "*The City finds that a design review process will support the implementation of the General Plan, as it stresses quality community design standards. The City further finds that the quality of certain residential, institutional, commercial and industrial uses has a substantial impact upon the visual appeal, environmental soundness, economic stability and property values of the City*". Projects over fifteen thousand square feet require consideration at a meeting of the Planning Commission. Some projects are reviewed by the Application Review Committee and approved administratively by the Development Director.

The Director and/or the Planning Commission shall review, and approve, deny or conditionally approve Architectural and Site Plan Review for projects which do not exceed fifteen thousand square feet of gross floor area. The Director shall only make recommendations on projects of larger size and the Commission shall have the authority to approve, deny or conditionally approve Architectural and Site Plan Review for all such proposed projects in the City that exceed fifteen thousand square feet of gross floor area. Only plans for the development of a single-family detached dwelling including accessory buildings, and additions or alterations to existing structures, fences, hedges, and walls which do not change the external appearance nor increase the intensification of use of the structure, shall be exempt from Architectural and Site Plan review. The Director and/or Planning Commission shall approve or conditionally approve Architectural and Site Plan review, except where they make one or more of the following findings:

1. The provisions for vehicular parking and for vehicular and pedestrian circulation on the site, and onto adjacent public Right-of-Way will create safety hazards;
2. The bulk, location and height proposed will be detrimental or injurious to other development in the neighborhood or will result in the loss of or damage to unique natural or topographic features of the site that are important to the environmental quality of life for the citizens of Colton, and the project is feasible in a manner that will avoid such detrimental or injurious results or such loss or damage;
3. The provisions for on-site landscaping do not provide adequate protection to neighboring properties from detrimental features of the proposed project that could be avoided by adequate landscaping;
4. The provisions for exterior lighting are either inadequate for human safety or will diminish the value and/or usability of adjacent property;
5. The exterior design of the buildings and structures will be injurious or detrimental to the environmental or historic features of the immediate neighborhood in which the proposed project is located and will cause irreparable damage to property in the neighborhood, to the City, and to its citizens;
6. The proposed project will impose an undue burden upon off-site public services, including sewer, water and streets, which conclusion shall be based upon a written report of the City Engineer; and there is no provision in the capital works program of the City to correct the specific burden within a reasonable period after the project will be completed.

Lighting and Glare – The City of Colton Municipal Code requires that lighting provided to illuminate private property shall be arranged in a way to reflect light away from adjoining properties or any public way and to be arranged so as not to cause a nuisance either to highway traffic or to the living environment.

The City of Colton Municipal Code also dictates that no direct or reflected glare shall be permitted, whether it is produced by floodlight, high temperature processes such as combustion or welding, or other processes, so as to be visible from the boundary line of the property on which the same light is produced. Sky-reflected glare from buildings or portions of buildings shall be controlled by any such reasonable means that are practical.

***PROJECT RELATED VIEWS OF THE MASTER PLAN FROM THE SURROUNDING AREA***

The previously certified EIR noted that views would transform after the implementation of the Agua Mansa Commerce Center Master Plan. Views of the Master Plan area, as determined in the previously certified EIR, are described below:

From the North – The certified EIR determined that Buildings 10 and 11 would be primarily visible from the bluff and the cemetery to the north. Since the area to the north is at a higher elevation than the Master Plan area, other aspects of the Agua Mansa Commerce Center Master Plan would also be visible. However, the existing U.S. Express land use would interrupt some views of the Agua Mansa Commerce Center Master Plan. Views of the La Loma Hills will also be visible.

From the East – The certified EIR determined that almost all of the proposed buildings (Buildings 1 through 11) would be visible from the east. People using the Santa Ana Crest-to-Coast Trail (locally known as the Santa Ana River Trail) would be the primary viewers.

From the South – The certified EIR determined that proposed Buildings 1 through 8 would primarily be visible from the land uses to the south. The existing bluff to the north would also be visible due to the lower elevation of the Agua Mansa Commerce Center Master Plan.

From the West – According to the certified EIR, views of the Agua Mansa Commerce Center Master Plan would largely be obscured by the U.S. Xpress building that lies to the west. Proposed Buildings 1 and 2 would be visible from Riverside Avenue and other land uses west of Riverside Avenue. Depending on the final elevations of the proposed structures, the rooftops of buildings may also be visible from the west.

The proposed new Building 1 project includes the addition of 13.23 acres directly to the north and the consolidation of Buildings 1, 2 and 3 into a single 447,330 square foot concrete tilt-up warehouse building. Views of the Master Plan from the surrounding areas as a result of the proposed new Building 1 project will be similar to those identified in the previously certified EIR.

### ***DESIGN CONSIDERATIONS***

The previously certified EIR noted that the Agua Mansa Commerce Center Master Plan would be designed to meet the Agua Mansa Industrial Corridor Specific Plan Medium/Heavy Industrial development standards. Additionally, the Agua Mansa Commerce Center Master Plan would be designed to meet the Riverside Avenue Corridor Overlay District 1 development standards. All the buildings within the Agua Mansa Commerce Center Master Plan would have a contemporary architectural style and would incorporate a number of design elements. Such elements include roofline variation, changes in building colors, materials, and horizontal and vertical breaks through the use of color bands, and massing. Additional visual emphasis was placed upon buildings within the public view from Riverside Avenue to be consistent with the goals and policies of the Riverside Avenue Corridor Overlay District. Overall, the site design would be compatible with the surrounding land uses. The main building entrances would be enhanced with the combined use of glass and painted wall elements that add relief and identity to each building. The construction of the buildings would be either concrete tilt up or steel. The Agua Mansa Industrial Corridor Specific Plan and the Riverside Avenue Corridor Overlay District 1 development standards have since been rescinded and will not apply to the proposed new Building 1 project. At the time the previous EIR was certified, the specific tenant information for the project was not available as the proposed project was intended to be built to future tenants' specifications.

## **Thresholds of Significance**

The proposed project would result in significant aesthetic impacts if it would:

- A. Have a substantial adverse effect on a scenic vista.
- B. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a State scenic highway.
- C. Substantially degrade the existing visual character or quality of the site and its surroundings.
- D. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

## **Environmental Impacts**

**Impact 4.1.A-B – Impacts to scenic resources will remain less than significant. Impacts to scenic vistas such as the La Loma Hills and the Santa Ana River will remain less than significant.**

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (e.g., development on a scenic hillside). No state scenic highways are located within or adjacent to the City limits, according to the State of California Department of Transportation (Caltrans) *California Scenic Highway Mapping System Website*.<sup>1</sup> The northern portion of the proposed new Building 1 site (13.23 acres) is currently occupied by a construction equipment storage facility and a truck trailer storage facility. The southern portion of the proposed new Building 1 project site is vacant and graded. No scenic resources are located on the proposed new Building 1 project site.

The previously certified EIR noted that Agua Mansa Road is designated as a Scenic Drive by the City of Colton; however, it is not a State Designated or Eligible Scenic Highway. No impacts to Agua Mansa Road will occur as a result of the proposed new Building 1 because it will be located approximately 0.5 miles to the south. The previously certified EIR found that views of the La Loma Hills and the Santa Ana River from the Agua Mansa Commerce Center Master Plan area would not be blocked from Agua Mansa Road because the approved buildings would be developed at a lower elevation than the road. Furthermore, the approved buildings would not be constructed as a continuous block mass and would thereby allow intermittent views of the hills.

Siting of the proposed new Building 1 project will occur at approximately the same elevation as anticipated in the previously certified EIR and is thus within the purview of the determination that views will not be substantially reduced due to elevation. Although the proposed new Building 1 project will result in the consolidation of three buildings into one, thereby creating larger massing at the southwest corner of the Master Plan area, the proposed new Building 1 is approximately 0.40 miles from Agua Mansa Road and thus is not in proximity to substantially disrupt intermittent views of the La Loma Hills and Santa Ana River as indicated in the previously certified EIR. The previously certified EIR further notes that the Agua Mansa Commerce Center Master Plan area is within an area designated for industrial uses and the surrounding land along Agua Mansa Road is developed with similar industrial uses.

The proposed new Building 1 project is a warehouse building and is consistent with the analysis in the previously certified EIR. The proposed new Building 1 project will add 13.23 acres to the approved Agua Mansa Commerce Center Master Plan. Approximately eleven acres are currently being used for construction materials and equipment storage and approximately 2.17 acres in the northern portion of the proposed new Building 1 project site are currently being used as a driveway and truck trailer storage. Impacts will remain less than significant. No mitigation is required.

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**Impact 4.1.C – Impacts to the visual character and quality of the project site will remain less than significant with mitigation incorporated.**

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According to the previously certified EIR, the existing scenic vistas from and through the approved Agua Mansa Commerce Center Master Plan are limited to the views of the La Loma Hills, Santa Ana Crest-to-Coast Trail, and the Santa Ana River. The Santa Ana River is visible from the bluff and the cemetery to the north and from Riverside Avenue to the west. Distant views of the river may be likely from the other surrounding land uses that are located at a higher elevation. As noted in the previously certified EIR, the proposed heights of the buildings within the approved Agua Mansa Commerce Center Master Plan were between 36 to 40 feet which was less than the allowed height of 45 feet. Since certification of the EIR, a 416,888-square foot cold storage facility has been constructed on Lots 7, 8, and 9. This building was granted a variance to exceed the 45-foot maximum height. The roofline of this cold storage facility varies in height from 25 feet and four inches at the top of the office roof to 68 feet and eight inches at the top. The bluff to the north is approximately 50 to 75 feet above the project site and therefore, is anticipated to continue to have views of the river. The land uses to the north consist of a manufacturing plant and a cemetery that do not serve as long-term vista points or are permanently inhabited uses. Less than significant impacts were anticipated in the previously certified EIR.

According to the previously certified EIR, the La Loma Hills are at an elevation of approximately 1,400 feet above mean sea level (amsl). The Agua Mansa Commerce Center Master Plan is at an average elevation of approximately 860 amsl and structures less than 40-feet tall would not block the views of the hills. In addition, the layout of the Agua Mansa Commerce Center Master Plan would continue to provide intermittent views of the La Loma Hills. Less than significant impacts were anticipated in the previously certified EIR.

According to the previously certified EIR, the Santa Ana Crest-to-Coast Trail (also known as the Santa Ana River Trail) lies approximately 1,200 feet southeast of the Agua Mansa Commerce Center Master Plan boundary. The Agua Mansa Commerce Center Master Plan was not anticipated to impact any views to the north from the trail. The current views from the trail include views of the bluff and other industrial uses in the area. The Agua Mansa Commerce Center Master Plan would be similar to the existing land uses and would not change the viewshed significantly. Additionally, the lower elevation of the Agua Mansa Commerce Center would not block views of the bluff to the north. Less than significant impacts were anticipated in the previously certified EIR.

The previously certified EIR indicated that all buildings within the Agua Mansa Commerce Center Master Plan would have a contemporary architectural style and design elements including roofline variation, varied building colors and materials, and horizontal and vertical breaks through the use of color bands and massing. Development between 36 and 40 feet in height would not exceed allowable height (45 feet) or zoning regulations and would result in a less than significant impact to views. Less than significant impacts to the existing aesthetic image or value of the area were anticipated according to the previously certified EIR.

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan is adjacent to Riverside Avenue and was subject to the additional goals and policies of the Riverside Avenue Corridor Overlay District which included 30 feet of landscaping along public street frontages, measured from the face of curb, and a minimum of 25 feet front setback; however, the Riverside Avenue Corridor Overlay District has since been rescinded. The proposed new Building 1 project will be subject to design requirements of the General Plan and Zoning Code to ensure that the building is visually interesting and consistent with the industrial character of the Agua Mansa Commerce Center.

Development of the proposed new Building 1 project could result in a significant impact if it culminated in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Visual impacts associated with permanent changes to the general character of the project sites (e.g., loss of open area), the components of the visual settings (e.g., landscaping and architectural elements), and the visual compatibility between the proposed uses and adjacent land uses would occur. The significance of visual impacts is inherently subjective as individuals respond differently to changes in the visual characteristics of an area.

The northern portion of the proposed new Building 1 project site is currently used for construction materials and truck trailer storage. The southern portion is currently vacant and has been graded. Development of the proposed new Building 1 includes the development of 447,330 square feet of building area on 21.07 acres. On-site parking will consist of 210 parking stalls, of which nine will be designated for handicapped parking. The proposed warehouse building will have a maximum height of 45 feet, which is within the maximum building height for the Heavy Industrial (M-2) zone. The proposed new Building 1 project will change views for travelers on nearby roadways, especially on Miguel Bustamante Parkway and Riverside Avenue by introducing a large industrial building in place of primarily vacant land. The proposed new Building 1 project will also change views for travelers on the Santa Ana River Crest-to-Coast Trail. Views of truck parking, and loading docks proposed along Miguel Bustamante Parkway will be screened from the street using an eight-foot concrete tilt-up screen wall for aesthetic and security purposes. Views of truck parking, and loading docks from the Santa Ana River Crest-to-Coast Trail will be screened by the eight-foot concrete tilt-up screen wall along Miguel Bustamante Parkway. Landscaping and berming will be provided between the screening wall and the street. Views of automobile parking proposed along Riverside Avenue will be screened from the street using landscaping. Views of loading docks from Riverside Avenue will be provided by eight-foot concrete tilt-up screening walls with eight-foot manually operated wrought iron gates to allow internal circulation of trucks.

The proposed new Building 1 project site has been planned and zoned for industrial uses as shown in the General Plan and the former Agua Mansa Industrial Corridor Specific Plan since 1986, which has since been rescinded. Adherence to all design standards in the General Plan will reduce any potential impacts to less than significant. Moreover, the previously certified EIR incorporated Mitigation Measure AVQ-1, which required that architectural design elements of all proposed buildings be reviewed and approved by the Development Review Committee prior to the issuance of building permits. Implementation of certified EIR Mitigation Measure AVQ-1 will ensure adequate development review. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

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**Impact 4.1.D – Impacts due to light and glare will remain less than significant with mitigation incorporated.**

Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e.,

polished metal, reflective glass) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

The previously certified EIR noted that approximately 23 acres of the Agua Mansa Commerce Center Master Plan were previously developed as a composting facility that generated some amount of light and glare. The remaining 71 acres were previously used as equestrian facilities with minimal lighting. Since the previous EIR was certified, the Lineage Logistics cold storage facility (416,888 square feet) has been constructed in the eastern portion of the Master Plan area along with associated parking and landscaping. The remainder of the previous equestrian facilities is currently vacant. Development of this area would therefore result in new sources of light and glare.

The previously certified EIR found that development of the Agua Mansa Commerce Center Master Plan will require installation of outdoor lighting necessary for public safety and maintenance, as well as to accommodate nighttime business operations. All lighting will comply with the development standards contained in the City's Development Code and the Agua Mansa Industrial Corridor Specific Plan. However, since certification of the previous EIR, the Agua Mansa Industrial Corridor Specific Plan has since been rescinded. The standards require that on-site lighting be arranged as to reflect away from adjoining property or any public streets. Sky-reflected glare from buildings or portions thereof shall be controlled by such reasonable means as are practical to the end that the sky-reflected glare will not interfere with the use of property in and about the area.

The approved Master Plan was determined to involve nighttime industrial activities that would result in additional sources of light during nighttime hours. However, the Master Plan was shown to be surrounded by other industrial uses and that substantial nighttime lighting existed in the vicinity of the Master Plan due to surrounding development. It was also determined that the addition of new sources of permanent light and glare as a result of implementation of the approved Master Plan would not significantly increase ambient lighting in the vicinity. Moreover, due to the urban nature of the area, a significant amount of existing ambient light was determined to exist both in the area of the Master Plan and in the immediately surrounding vicinity.

An exact tenant mix for the proposed land uses was not known at the time the previous EIR was certified and a complete assessment of site-specific lighting to determine glare impacts resulting from the development of the Agua Mansa Commerce Center Master Plan was not possible. The Santa Ana River lies to the south and new sources of light and glare could impact nocturnal wildlife associated with the riparian habitat. The previously certified EIR incorporated Mitigation Measures AVQ-2 through AVQ-6 that contain provisions to ensure that lighting spillover would be minimized and glare impacts from reflective surfaces would be reduced or eliminated. Impacts related to light and glare were determined to be less than significant under the previously certified EIR.

The proposed new Building 1 project will add 13.23 acres to the approved Agua Mansa Commerce Center Master Plan. Approximately eleven acres are used for construction materials and equipment storage and approximately 2.17 acres are used as a driveway and truck trailer storage. The northern portion also includes lighting and asphalt pavement improvements. The proposed new Building 1 project will introduce new sources of lighting due to land conversion from a vacant to an industrial site. Development of the new Building 1 project will require installation of outdoor lighting necessary for public safety and maintenance, as well as to accommodate nighttime business operations. All lighting will comply with the development standards contained in the City's Development Code. The standards require that on-site lighting be arranged as to reflect away from adjoining property or any public streets.

Sources of daytime glare are typically concentrated in commercial areas containing large surface areas of reflective materials. Glare results from development and associated parking areas that contain reflective materials such as glass and highly polished surfaces. The proposed new Building 1 exterior walls will primarily be of painted concrete tilt-up construction. The proposed new Building 1 will include aluminum storefront framing with tempered glazing at all doors. Exterior metal wall louvers located on the north and south side of the building will be painted to match the adjoining building paint colors. Since portions of the proposed new Building 1 project site and vicinity are vacant, development of the proposed new Building 1 will introduce new sources of glare.

The addition of new sources of permanent light and glare as a result of construction of the proposed new Building 1 could significantly increase ambient lighting in the vicinity. However, due to the partially developed nature of the new Building 1 project area, there is a significant amount of existing ambient light both in the project area and in the immediately surrounding vicinity as if the project site were located in a fully urbanized area. Adherence to the City's Development Code standards for light and glare and incorporation of previously certified EIR Mitigation Measures AVQ-2 through AVQ-6 will ensure that impacts associated with light and glare will remain less than significant with mitigation incorporation. Additional mitigation will not be required.

## Mitigation Measures

With regard to the existing visual character or quality of the site and its surroundings, and impacts related to new sources of light and glare, the following mitigation was required by the previously certified EIR and remains applicable to the Master Plan and the proposed new Building 1 project site.

### **AVQ-1**

Prior to the issuance of building permits, the architectural design elements of all the proposed buildings shall be reviewed and approved by the City of Colton's Development Review Committee.

### **AVQ-2**

Building lights shall incorporate the use of low sodium fixtures to minimize glare.

### **AVQ-3**

Lighting fixtures constructed as part of the new development shall be oriented and focused onto the specific onsite location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent sensitive uses and public rights-of-way to minimize light spillover onto off-site areas.

### **AVQ-4**

Project design features shall be incorporated to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interference with vehicular traffic.

### **AVQ-5**

The height of new lighting structures shall be minimized for surface parking areas, vehicular access ways, and walkways.

### **AVQ-6**

Prior to the issuance of grading permits, the applicant shall submit a photometric study to the City demonstrating that the project light does not spill onto the adjacent properties, public streets, or the Santa Ana River.

## Level of Significance with Mitigation Incorporated

Impacts 4.1.A and 4.1.B will remain less than significant. Impact 4.1.C will remain less than significant with incorporation of Mitigation Measure AVQ -1. Impact 4.1.D will remain less than significant with incorporation of Mitigation Measures AVQ-2 through AVQ-6.

## References

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<sup>1</sup> California Department of Transportation. California Scenic Highway Mapping System. [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm) [June 30, 2014].



This section analyzes changes related to air quality impacts that may result from increasing the Agua Mansa Master Plan area by 23.23 acres and changing the long-term development proposal on the Master Plan site to 1,346,435 square feet of warehouse uses constructed in six buildings. The certified Agua Mansa Commerce Center EIR (as amended) evaluated impacts related to air quality management plan consistency, criteria pollutant emissions, carbon monoxide hotspots, and diesel particulate emissions. These environmental issues are addressed herein. No impacts related to odors were identified in the certified EIR or in the subsequent analysis prepared for the Initial Study for this supplemental EIR; therefore, this environmental issue is not addressed herein. The analysis herein is based on the Air Quality Assessment (June 25, 2007) and Diesel Particulates Health Risk Assessment (October 24, 2007) prepared by Mestre Greve Associates for the certified EIR.<sup>1 2 3 4</sup> The analysis herein is also based on the Air Quality and Climate Change Assessment and Health Risk Assessment prepared by MIG | Hogle-Ireland for the proposed Building 1 (Appendix B).<sup>5 6</sup> No comments regarding air quality issues were received during public review of the Notice of Preparation.

### Environmental Setting

#### *REGIONAL SETTING*

The City of Colton is located in the central portion of the South Coast Air Basin (SCAB), which includes Orange County and portions of Los Angeles, Riverside and San Bernardino counties. The air basin encompasses an area of approximately 6,600 square miles bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The mountains, which reach heights of up to 11,000 feet above mean sea level act to prevent airflow and thus the transport of air pollutants out of the basin.

The climate in and around the project area, as with all of southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean which maintains moderate temperatures and comfortable humidities, and limits precipitation to a few storms during the winter "wet" season. Temperatures are normally mild, excepting the summer months, which commonly bring substantially higher temperatures. During summer months in all portions of the basin, temperatures well above 100 degrees Fahrenheit (°F) have been regularly recorded. The annual average temperature in the basin is approximately 62°F.

Winds in the project area are typically driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime on-shore sea breezes. At night the wind generally slows and reverses direction traveling towards the sea. Wind direction can be altered by local canyons, with wind tending to flow parallel to the canyons. During the transition period from one wind pattern to another, the dominant wind direction rotates to the south. The frequency of calm winds (less than two miles per hour) occurs less than ten percent of the time. Therefore, there is little stagnation in the project vicinity, especially during busy daytime traffic hours.

The vertical dispersion of air pollutants in the air basin is limited by the presence of a persistent temperature inversion. Generally, the greater the distance from the ground, the colder the air usually becomes. During a temperature inversion, there is a temperature increase with altitude. Therefore, the inversion layer is a layer of warm air over cooler air. The result is that the inversion layer blocks the cooler air from rising and prevents pollutants from being dispersed.

Southern California frequently has temperature inversions that inhibit the dispersion of pollutants. Inversions may be either ground-based or elevated. Ground-based inversions sometimes referred to as radiation inversions, are most severe during clear, cold, early winter mornings. Under conditions of a ground-based inversion, very little mixing or turbulence occurs, and high concentrations of primary pollutants may occur, particularly near major roadways or industrial areas. Elevated inversions can be generated by a variety of meteorological phenomena. Elevated inversions (inversions that occur at higher altitudes) act as a lid or upper boundary and restrict vertical mixing. Below the elevated inversion, dispersion is not restricted. Mixing heights for elevated inversions are lower in the summer and more

persistent. This low summer inversion puts a lid over the air basin and is responsible for the high levels of ozone observed during summer months in the air basin.

#### ***LOCAL, STATE, AND FEDERAL AIR QUALITY AGENCIES***

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

CARB was established in 1967 by the California Legislature to attain and maintain healthy air quality, conduct research into the causes and solutions to air pollution, and systematically attack the serious problem caused by motor vehicles, which are the major causes of air pollution in the State. CARB sets and enforces emission standards for motor vehicles, fuels, and consumer products. It sets the health based California Ambient Air Quality Standards (CAAQS) and monitors air quality levels throughout the state. The board identifies and sets control measures for toxic air contaminants. The board also performs air quality related research, provides compliance assistance for businesses, and produces education and outreach programs and materials. CARB provides assistance for local air quality districts, such as SCAQMD.

The U.S. Environmental Protection Agency (U.S. EPA) is the primary federal agency for regulating air quality. The EPA implements the provisions of the Federal Clean Air Act (FCAA). This Act establishes national ambient air quality standards (NAAQS) that are applicable nationwide. The EPA designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment areas for each criteria pollutant. States are required by the FCAA to prepare State Implementation Plans (SIP) for designated non-attainment areas. The SIP is required to demonstrate how the areas will attain the NAAQS by the prescribed deadlines and what measures will be required to attain the standards. The EPA also oversees implementation of the prescribed measures. Areas that achieve the NAAQS after a non-attainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare a plan prior to December 31, 1994 to reduce pollutant concentrations exceeding the CAAQS and ultimately achieve the CAAQS. The districts are required to review and revise these plans every three years. The SCAQMD satisfies this requirement through the publication of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and SCAG in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by CARB to satisfy the FCAA requirements discussed above.

#### ***CRITERIA POLLUTANTS AND STANDARDS***

Under the FCAA, the U.S. EPA has established NAAQS for six major pollutants; ozone (O<sub>3</sub>), respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These six air pollutants are referred to as the criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the CCAA, the California Air Resources Board has established CAAQS to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Table 4.2-1 (Ambient Air Quality Standards) presents the current state and national ambient air quality standards. A brief explanation of each pollutant and their health effects is presented.

**Table 4.2-1  
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m <sup>3</sup> )		0.075 ppm (147 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>8</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		-		
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>8</sup>	24 Hour	-	-	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	-	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		-	-	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.03 ppm (57 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )		100 ppb (188 µg/m <sup>3</sup> )	-	
Sulfur Dioxide (SO <sub>2</sub> )	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	-	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1,300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>10</sup>	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) <sup>10</sup>	-	
Lead <sup>11,12</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as Primary Standard	
	Rolling 3-Month Average <sup>10</sup>	-		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>13</sup>	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography	Federal		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	Standards		
Vinyl Chloride <sup>11</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

Source: ARB, June 2013

PPM, parts per million  
µg/m<sup>3</sup>, micrograms per cubic meter

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the 98th percentile of the daily maximum 1-hour daily maximum concentrations at each site must not exceed 100ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 100ppb is identical to 0.100ppm.
10. On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
12. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

### OZONE (O<sub>3</sub>)

Ozone is a secondary pollutant; it is not directly emitted from any source. Ozone is the result of chemical reactions between volatile organic compounds (VOC) (also referred to as reactive organic gasses (ROG)) and nitrogen oxides (NO<sub>x</sub>), which occur only in the presence of sunlight. Sunlight and hot weather cause ground-level ozone to form in the air. As a result, it is known as a summertime air pollutant. Ground-level ozone is the primary constituent of smog. Because ozone is formed in the atmosphere, high concentrations can occur in areas significantly away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when ozone levels are unhealthy. Numerous scientific studies have linked ground-level ozone exposure to a variety of problems, including:

- lung irritation that can cause inflammation much like a sunburn;
- wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities;
- permanent lung damage to those with repeated exposure to ozone pollution; and
- Aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses like pneumonia and bronchitis.

### PARTICULATE MATTER (PM<sub>10</sub> & PM<sub>2.5</sub>)

Particulate matter includes both aerosols and solid particles of a wide range of size and composition. Of particular concern are those particles smaller than 10 microns in size (PM<sub>10</sub>) and smaller than or equal to 2.5 microns (PM<sub>2.5</sub>). The size of the particulate matter is referenced to the aerodynamic diameter of the particulate. Smaller particulates are of greater concern as they can penetrate deeper into the lungs than large particles.

The principal health effect of airborne particulate matter is on the respiratory system. Short term exposures to high PM<sub>2.5</sub> levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long term exposures to high PM<sub>2.5</sub> levels are associated with premature mortality and development of chronic respiratory disease.

Short-term exposure to high PM<sub>10</sub> levels is associated with hospital admissions for cardiopulmonary diseases, increased respiratory symptoms and possible premature mortality. The EPA has concluded that available evidence does not suggest an association between long-term exposure to PM<sub>10</sub> at current ambient levels and health effects.

PM<sub>2.5</sub> is directly emitted in combustion exhaust and formed from atmospheric reactions between various gaseous pollutants including NO<sub>x</sub> sulfur oxides (SO<sub>x</sub>) and VOC. PM<sub>10</sub> is generally emitted directly as a result of mechanical processes that crush or grind larger particles or the re-suspension of dusts most typically through construction activities and vehicular travels. PM<sub>2.5</sub> can remain suspended in the atmosphere for days and weeks and can be transported long distances. PM<sub>10</sub> generally settles out of the atmosphere rapidly and are not readily transported over large distances.

#### CARBON MONOXIDE (CO)

Carbon monoxide is a colorless and odorless gas, which in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Carbon monoxide combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High carbon monoxide concentrations can lead to headaches, aggravation of cardiovascular disease, and impairment of central nervous system functions. Carbon monoxide concentrations can vary greatly over comparatively short distances. Relatively high concentrations are typically found near crowded intersections, along heavily used roadways carrying slow-moving traffic, and at or near ground level. Even under the most severe meteorological and traffic conditions, high concentrations of carbon monoxide are limited to locations within a relatively short distance (i.e., up to 600 feet or 185 meters) of heavily traveled roadways. Overall carbon monoxide emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973.

#### NITROGEN DIOXIDE (NO<sub>2</sub>)

Nitrogen gas, normally relatively inert (unreactive), comprises approximately 80-percent of the air. At high temperatures (i.e., in the combustion process) and under certain other conditions it can combine with oxygen, forming several different gaseous compounds collectively called NO<sub>x</sub>. Nitric oxide (NO) and NO<sub>2</sub> are the two most important compounds. Nitric oxide is converted to nitrogen dioxide in the atmosphere. NO<sub>2</sub> is a red-brown pungent gas. Motor vehicle emissions are the main source of NO<sub>x</sub> in urban areas.

Nitrogen dioxide is toxic to various animals as well as to humans. Its toxicity relates to its ability to form nitric acid with water in the eye, lung, mucus membrane and skin. In animals, long-term exposure to nitrogen oxides increases susceptibility to respiratory infections lowering their resistance to such diseases as pneumonia and influenza. Laboratory studies show susceptible humans, such as asthmatics, exposed to high concentrations of NO<sub>2</sub> can suffer lung irritation and potentially, lung damage. Epidemiological studies have also shown associations between NO<sub>2</sub> concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

NO<sub>x</sub> is a combination of primarily NO and NO<sub>2</sub>. While the NAAQS only addresses NO<sub>2</sub>, NO and the total group of nitrogen oxides is of concern. As discussed, NO and NO<sub>2</sub> are both precursors in the formation of ozone and secondary particulate matter.

#### SULFUR DIOXIDE (SO<sub>2</sub>)

Sulfur oxides (SO<sub>x</sub>) constitute a class of compounds of which sulfur dioxide (SO<sub>2</sub>) and sulfur trioxide (SO<sub>3</sub>) are of greatest importance. Approximately 95-percent of pollution related SO<sub>x</sub> emissions are in the form of SO<sub>2</sub>. SO<sub>x</sub> emissions are typically examined when assessing potential air quality impacts of SO<sub>2</sub>. Combustion of fossil fuels for generation of electric power is the primary contributor of SO<sub>x</sub> emissions. Industrial processes, such as nonferrous metal smelting, also contribute to SO<sub>x</sub> emissions. SO<sub>x</sub> is also formed during combustion of motor fuels. However, most of the sulfur has been removed from fuels greatly reducing SO<sub>x</sub> emissions from vehicles.

SO<sub>2</sub> combines easily with water vapor, forming aerosols of sulfurous acid (H<sub>2</sub>SO<sub>3</sub>), a colorless, mildly corrosive liquid. This liquid may then combine with oxygen in the air, forming the even more irritating and corrosive sulfuric acid (H<sub>2</sub>SO<sub>4</sub>). Peak levels of SO<sub>2</sub> in the air can cause temporary breathing difficulty for people with asthma who are active. Longer-term

exposures to high levels of SO<sub>2</sub> gas and particles cause respiratory illness and aggravate existing heart disease. As discussed, SO<sub>2</sub> reacts with other chemicals in the air to form tiny sulfate particles which are measured as PM<sub>2.5</sub>.

#### LEAD (Pb)

Lead is a stable compound, which persists and accumulates both in the environment and in animals. In humans, it affects the blood-forming or hematopoietic, the nervous, and the renal systems. In addition, lead has been shown to affect the normal functions of the reproductive, endocrine, hepatic, cardiovascular, immunological, and gastrointestinal systems, although there is significant individual variability in response to lead exposure. Since 1975, lead emissions have been in decline due in part to the introduction of catalyst-equipped vehicles, and decline in production of leaded gasoline. In general, an analysis of lead is limited to projects that emit significant quantities of the pollutant (i.e. lead smelters) and are not applied to transportation projects.

#### VISIBILITY REDUCING PARTICULATES

Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The Statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. A separate standard for visibility-reducing particles that is applicable only in the Lake Tahoe Air Basin is based on reduction in scenic quality.

#### SULFATES (SO<sub>2.4</sub>)

Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO<sub>2</sub> during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO<sub>2</sub> to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

The ARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility. They usually are acidic and can harm ecosystems and damage materials and property.

#### HYDROGEN SULFIDE (H<sub>2</sub>S)

Hydrogen sulfide (H<sub>2</sub>S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.

Breathing H<sub>2</sub>S at levels above the standard will result in exposure to a very disagreeable odor. In 1984, an ARB committee concluded that the ambient standard for H<sub>2</sub>S is adequate to protect public health and to significantly reduce odor annoyance.

#### VINYL CHLORIDE (CHLOROETHENE)

Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.

***SOUTH COAST AIR BASIN AIR QUALITY ATTAINMENT DESIGNATIONS***

Air pollution levels are measured at monitoring stations located throughout the Basin. Areas that are in nonattainment with respect to criteria pollutants are required to prepare plans and implement measures that will bring the region into attainment. Table 4.2-2 (South Coast Air Basin Attainment Status) summarizes the attainment status in the non-desert portion of the Basin for the criteria pollutants. The non-desert portion of the Basin is currently in nonattainment status for ozone, and inhalable and fine particulate matter.

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial uses. Pollutants in the Basin are blown inward from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and prevents ozone and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps carbon monoxide emitted during the morning rush hour.

Table 4.2-2  
South Coast Basin Attainment Status

Pollutant	Federal	State
O <sub>3</sub> (1-hr)	--	Nonattainment
O <sub>3</sub> (8-hr)	Nonattainment	Nonattainment
PM <sub>10</sub>	Attainment	Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
Pb	Attainment	Attainment
VRP	--	Unclassified
SO <sub>4</sub>	--	Attainment
H <sub>2</sub> S	--	Unclassified
Sources: ARB 2014		

***MONITORED AIR QUALITY***

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. At the time the certified EIR was prepared, estimates for the SCAB were made for existing emissions. The data indicated that mobile sources were the major source of regional emissions. Motor vehicles (i.e., on-road mobile sources) accounted for approximately 46 percent of VOC emissions, 58 percent of NO<sub>x</sub> emissions, 77 percent of CO emissions, 18 percent of PM<sub>2.5</sub> emissions, and 8 percent of SO<sub>x</sub> emissions.

The City of Colton is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Colton is located in the Central San Bernardino Valley (1) monitoring area known as Source Receptor Area 34 (SRA 34). The air quality in SRA 34 is monitored at Station 5197. Air monitoring results for SRA 34 over the last three years of available data is summarized in the project Air Quality and Climate Change Assessment (see Appendix B). Carbon monoxide maximum 1-hour and sulfur dioxide maximum 24-hour were not monitored for years 2011 and 2012. In addition, data for lead was not available for all three years. Based on the 2010-2012 air quality monitoring data, the Central San Bernardino Valley area experiences a high number of days in which ozone standards exceed the federal 8-hour standards as well as the state 1-hour and 8-hour standards. Less particulate matter pollution occurs in this area with at most nine days a year exceeding particulate matter standards.

***CARBON MONOXIDE HOTSPOTS***

Local air quality was identified as a major concern along roadways in the certified EIR. In particular, the certified EIR recognized that CO is a primary pollutant, yet unlike ozone, CO is directly emitted from a variety of sources. The most notable source of CO is motor vehicles. For this reason, carbon monoxide concentrations are usually indicative of the local air quality generated by a roadway network and are used to assess its impacts on the local air quality. Comparisons of levels with state and federal carbon monoxide standards indicate the severity of the existing concentrations for receptors in the project area. The certified EIR included existing (2007) carbon monoxide levels at the intersections of Riverside Avenue at Interstate 10, Riverside Avenue at Slover Avenue, Riverside Avenue at Agua Mansa Road, and Agua Mansa Road at Rancho Avenue. Localized carbon monoxide levels at these intersections did not exceed the national or state carbon monoxide standards at the time.

Under the Supplemental EIR baseline conditions as identified at the Central San Bernardino Valley monitoring station (Station 5197), maximum one-hour local carbon monoxide level was measured at three ppm in 2010 and was not monitored in 2011 or 2012. Maximum eight-hour concentrations were measured at 1.4 ppm in 2010 and at 1.1 ppm in 2011 and 2012. These carbon monoxide levels do not exceed today's state or federal carbon monoxide ambient air quality standards.

## Regulatory Framework

### *AIR QUALITY MANAGEMENT PLAN*

The CCAA requires plans to demonstrate attainment of the NAAQS for which an area is designated as nonattainment. In addition, the CCAA requires SCAQMD to revise its plan to reduce pollutant concentrations exceeding the NAAQS every three years. In the SCAB, SCAQMD and SCAG, in coordination with local governments and the private sector, develop the AQMP for the air basin to satisfy these requirements. The AQMP is the most important air management document for the basin as it provides the blueprint for meeting state and federal ambient air quality standards.

The 1997 AQMP is the current federally approved applicable air plan for ozone. The successor 2003 AQMP was adopted locally on August 1, 2003, by the governing board of the SCAQMD. CARB adopted the plan as part of the California State Implementation Plan on October 23, 2003.

The EPA adopted the mobile source emission budgets from the plan on March 25, 2004. The PM10 attainment plan from the 2003 AQMP received final approval on November 14, 2005 with an effective date of December 14, 2005. The EPA has not approved the ozone attainment plan of the 2003 AQMP to date. For federal purposes, the 1997 AQMP with the 1999 amendments is the currently applicable ozone attainment plan.

The overall control strategy for the 2003 AQMP is to meet applicable state and federal requirements and to demonstrate attainment with ambient air quality standards. The 2003 AQMP contains short-term and long-term measures. These measures are included in Appendix IV-B of the AQMP.

Short-term measures propose the application of available technologies and management practices between 2005 and the year 2010. The 2003 AQMP includes 24 short-term control measures for stationary and mobile sources that are anticipated to be implemented within the next several years. The stationary source measures in the 2003 AQMP include measures from the 1997 AQMP and 1999 Amendment to the Ozone SIP with eleven additional new control measures. In addition, a new transportation conformity budget backstop measure is included in the 2003 AQMP.

One long-term measure for stationary sources is included in the 2003 AQMP. This control measure seeks to achieve additional VOC reductions from stationary sources. The long-term measure is made up of Tier I and Tier II components. Tier I long-term measure has an adoption date between 2005 and 2007 and implementation date between 2007 and 2009 for Tier I. Tier II has an adoption date between 2006 and 2008 and implementation date between 2008 and 2010.

To ultimately achieve ambient air quality standards, additional emission reductions will be necessary beyond the implementation of short-term measures. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 2005 and 2010. Additional stationary source control

measures are included in Appendix IV-B of the AQMP, Proposed 2003 State and Federal Strategy for the California SIP. Contingency measures are also included in Appendix IV-Section 2 of the 2003 AQMP.

On June 1, 2007, the SCAQMD adopted the 2007 AQMP in response to the new federal PM<sub>2.5</sub> and 8-hour ozone standards. The plan focuses on control of SO<sub>x</sub>, directly emitted PM<sub>2.5</sub>, and NO<sub>x</sub> to achieve the PM<sub>2.5</sub> standard. Achieving the 8-hour ozone standard builds upon the PM<sub>2.5</sub> attainment strategy with additional VOC reductions. Control measures proposed by the SCAQMD for sources under their jurisdiction include facility modernization, energy efficiency and conservation, good management practices, market incentives/compliance flexibility, area source programs, emission growth management and mobile source programs. In addition, CARB has developed a plan of control strategies for sources controlled by CARB (i.e. on-road and off-road motor vehicles and consumer products).

The 2012 AQMP was adopted by the SCAQMD board on December 7, 2012. The 2012 AQMP incorporated the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The SCAQMD is currently initiating an early development process for preparation of the 2016 AQMP.

### *DIESEL PARTICULATES*

In 1998, the CARB identified particulate matter from diesel-fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant (TAC). As a part of the identification process, the CARB's Office of Environmental Health Hazard Assessment (OEHHA) evaluated the potential for DPM to affect human health. The OEHHA found that exposures to DPM resulted in an increased risk of cancer and an increase in chronic non-cancer health effects including a greater incidence of cough, labored breathing, chest tightness, wheezing and bronchitis. DPM is one of several airborne TACs. CARB and SCAQMD studies show that DPM contributes approximately 71 percent of the potential inhalation cancer risk. This includes TAC from all sources; therefore, the portion of risk from a highway source due to DPM must be greater than 71 percent of the total risk from the highway.

During an exhaustive 10-year scientific process, the OEHHA found that exposures to DPM resulted in an increased risk of cancer and an increase in chronic non-cancer health effects including a greater incidence of cough, labored breathing, chest tightness, wheezing and bronchitis. The OEHHA estimated that based on available studies, the potential cancer risk from exposure to DPM of 1 microgram per cubic meter ( $\mu\text{g}/\text{m}^3$ ) ranged from 130 to 2,400 excess cancers per million. The CARB's Scientific Review Panel (SRP) approved the OEHHA's determination concerning health effects and approved these values as the range of risk for DPM. This wide range demonstrates the uncertainty in the cancer risk from DPM. The SRP concluded that a value of 300 excess cancers per million people per  $\mu\text{g}/\text{m}^3$  of DPM was appropriate as a point estimate of unit risk factor (URF) for DPM. But there is not yet a scientific consensus concerning the appropriate URF for DPM. In 2002, the EPA decided that the literature did not support identifying a URF for DPM.

The OEHHA also concluded that exposure to DPM concentrations in excess of 5  $\mu\text{g}/\text{m}^3$  can result in a number of long-term (chronic) non-cancer health effects including greater incidence of cough, phlegm, and bronchitis. The 5  $\mu\text{g}/\text{m}^3$  value is referred to as the Chronic Reference Exposure Value (REL) for DPM. The SRP supported the OEHHA's conclusion and noted that the REL may need to be lowered further as more data emerge on potential adverse non-cancer effects of DPM. To provide a perspective on the contribution that DPM has on the overall statewide average ambient air toxics potential cancer risk, the ARB evaluated risks from specific compounds using data from CARB's ambient monitoring network. ARB maintains a 21-site air toxics monitoring network which measures outdoor ambient concentration levels for approximately 60 air toxics. The CARB has determined that, of the top ten inhalation risk contributors, DPM contributes 71 percent of the total potential cancer risk (the remaining 29 percent is split among butadiene, benzene, carbonyls and other pollutants).

The SCAQMD also conducted a study of air toxics in the SCAB, the Multiple Air Toxics Exposure Study II (MATES-II), in 1998 and 1999. The MATES-II study estimated that the average basin-wide potential cancer risk from DPM was about 1,000 excess cancers per million, or 71 percent of the average cancer risk from all air toxics in the SCAB. This is

consistent with the ARB findings. Average ambient concentrations of air toxics are higher in the SCAB than elsewhere in the state, resulting in higher estimates of risk for residents in the SCAB. In general, the highest risks are in areas with high concentrations of mobile sources. Higher risk levels occur in the south-central Los Angeles area and in the Los Angeles/Long Beach harbor area. Risk levels in these areas are 3 to 4 times greater than in the majority of Orange County. The exception is along the northern section of the I-5 Freeway where risk levels are two times less than in some parts of Los Angeles.

To address the impacts of DPM, the CARB and EPA have enacted new diesel fueled vehicle emissions standards and diesel fuel rules. New emissions control measures will be required for new vehicles and reformulated diesel fuels are required to enable these measures. The emissions calculations used EMFAC2007 to calculate emission factors. Emission factors calculated include the effects of the new diesel fueled vehicle emissions standards.

The SCAQMD CEQA Handbook has established a cancer risk significance threshold to evaluate the incremental health impact levels associated with projects in the SCAB (Section 6.2). This threshold is 10 in one million (i.e.,  $1.0 \times 10^{-5}$ ). The Handbook was published in 1993 and although portions of it have been subsequently updated, this threshold has not changed.

### ***SCAQMD RULE BOOK***

In order to control air pollution in the Basin, SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by ARB or the United States Environmental Protection Agency (EPA). Rules that will be applicable during construction of the proposed warehouse include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent opacity in the air). Rule 403 requires the implementation of Best Available Control Measures (BACM) and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres. Rule 1113 establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.

## **Thresholds of Significance**

Significant impacts related to air quality could occur if the proposed Building 1 project causes a substantial worsening of previously determined impacts from the Agua Mansa Commerce Center in regards to the following thresholds:

- A. Would the project conflict with or obstruct implementation of the applicable air quality plan?
- B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
- D. Would the project expose sensitive receptors to substantial pollutant concentrations?

To determine if maximum daily criteria pollutant emissions from construction and operation of the proposed project are significant, the SCAQMD significance thresholds are used. These thresholds are identified in Table 4.2-3 (SCAQMD Maximum Daily Emissions Thresholds). Note that these thresholds remain the same as was utilized in the certified EIR.

Table 4.2-3  
SCAQMD Maximum Daily Emissions Thresholds

Pollutant	Construction	Operation
NO <sub>x</sub>	100	55
VOC/ROG	75	55
PM <sup>10</sup>	150	150
PM <sup>2.5</sup>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2014		

SCAQMD has established thresholds for emissions of toxic air contaminants. Toxic air emissions from a project are considered potentially significant if maximum incremental cancer risk is greater than 10 persons in 1,000,000 (1E-05). Cancer risk is determined by calculating the annual average toxic concentration ( $\mu\text{g}/\text{m}^3$ ) and multiplying it by the unit risk factor (URF) for the toxic and the lifetime exposure adjustment (LEA) of the receptor. URF represents the estimated probability that a person will contract cancer as a result of inhalation of a toxic of  $1 \mu\text{g}/\text{m}^3$  continuously over 70 years. Because some receptors are exposed to toxics for less than 70 years (i.e. off-site workers), the LEA adjusts the receptors' exposure to represent actual exposure time. The LEA for residential uses and other sensitive receptors is 1, representing an assumed exposure of 70 continuous years. When a facility and its equipment operate continuously (i.e., 24 hrs/day and 365 days/yr), the LEA for an off-site worker is 0.14. For all other facility operating schedules, the LEA for an off-site worker is 0.66. In this report, industrial uses are assumed to operate continuously and commercial uses are assumed to operate during regular business hours (i.e. 8:00AM to 5:00PM). Cancer risk is estimated using the following equation:

$$CR_{DPM} = C_{DPM} * URF_{DPM} * LEA$$

where,

$CR_{DPM}$  Cancer risk from diesel particulate matter; the probability of an individual developing cancer as a result of exposure to DPM

$C_{DPM}$  Annual average DPM concentration in  $\mu\text{g}/\text{m}^3$

$URF_{DPM}$  Unit risk factor for DPM; estimated probability that a person will contract cancer as a result of inhalation of a DPM concentration of  $1 \mu\text{g}/\text{m}^3$  continuously over a period of 70 years

LEA Lifetime exposure adjustment; values range from 0.14 to 1.0; see the discussion below

Acute and chronic non-cancer risks are considered significant if the project toxic air contaminant emissions result in a hazard index greater than or equal to 1. The hazard index is determined by calculating the average annual toxic concentration ( $\mu\text{g}/\text{m}^3$ ) divided by the reference exposure level (REL) for a particular toxic. The REL is the concentration at which no adverse health impacts are anticipated and is established by OEHHA. The chronic REL for DPM was established by OEHHA as  $5 \mu\text{g}/\text{m}^3$ . Non-cancer risk is estimated using the following equation:

$$HI_{DPM} = C_{DPM}/REL_{DPM}$$

where,

HI<sub>DPM</sub> Hazard Index; an expression of the potential for non-cancer health effects.

C<sub>DPM</sub> Annual average DPM concentration ( $\mu\text{g}/\text{m}^3$ )

REL<sub>DPM</sub> Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated.

## Environmental Analysis

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**Impact 4.2.A – The proposed Building 1 and modifications to the Agua Mansa Commerce Center were analyzed for inconsistencies with the South Coast Air Basin Air Quality Management Plan and impacts will remain less than significant.**

The certified EIR found the proposed Agua Mansa Commerce Center would not conflict with the AQMP, and thus impacts would be less than significant without need for mitigation, because it met both criteria for consistency analysis as outlined in the 1993 SCAQMD CEQA Air Quality Handbook (see certified EIR Impact AQ-1). According to the certified EIR, the SCAQMD's CEQA Handbook states that *new or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP*. Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the plan if it furthers one or more policies and does not obstruct other policies. The Handbook identifies two key criteria of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project build out and phase.

The Agua Mansa Commerce Center was found to be consistent with Criterion 1 because it would not result in the frequency or severity of local air quality impacts, using carbon monoxide emissions as an indicator pollutant, of which it would not result in significant localized emissions. The Agua Mansa Commerce Center was found to be consistent with Criterion 2 because it would not exceed the growth or traffic assumptions used in the development of the AQMP. Modifications to the Agua Mansa Commerce Center were analyzed and AQMP consistency was found in the analysis provided in the certified EIR addendums.

The proposed Building 1 was analyzed for AQMP consistency in the project Air Quality and Climate Change Assessment (see Appendix B). Similar to the analysis of the Agua Mansa Commerce Center as a whole in the certified EIR, the Building 1 consistency analysis uses the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook. Consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed if the project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review for Building 1 is presented as follows:

1. The proposed project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in herein of this report; therefore, the proposed project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.
2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. *Significant projects* include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as

significant. The proposed project does not include a General Plan or Zoning Code amendment and therefore does not require consistency analysis with the AQMP.

The proposed modification to the Agua Mansa Commerce Center will result in the reduction of 135 daily passenger car equivalent (PCE) trips when compared to the project as analyzed in EIR Addendum 3 and a reduction of 540 PCE trips when compared to the original project analyzed in the certified EIR. As analyzed in herein, the modification to the Agua Mansa Commerce Center will result in a net decrease in criteria pollutants when compared to previous project iterations and thus could not result in an increase in the frequency or severity of air quality violations beyond that considered in the certified EIR. Furthermore, the proposed Building 1 and the modified Agua Mansa Commerce Center do not require a General Plan Amendment, a Specific Plan, and are not considered *significant projects*. Therefore, Building 1 and the modified Agua Mansa Commerce Center meet the criteria outlined in the CEQA Air Quality Handbook and are determined to be consistent with the AQMP. Impacts remain less than significant without mitigation incorporation.

**Impact 4.2.B – Short-term emissions of criteria pollutants will remain significant an unavoidable and would not increase as a result of the construction of Building 1. Long-term emission of criteria pollutants will remain significant and unavoidable with the modifications to the Agua Mansa Commerce Center.**

### CONSTRUCTION EMISSIONS

The certified EIR found that criteria pollutant emissions from construction activities would exceed daily thresholds for NO<sub>x</sub> and particulate matter and would be significant and unavoidable after consideration and incorporation of feasible mitigation (see certified EIR Impact AQ-2). Table 4.2-4 (Certified EIR Worst Case Peak Construction Emissions) summarizes the results of the construction emissions analysis provided in the certified EIR. Analysis of the construction of the Agua Mansa Commerce Center assumed that half the area of the Commerce Center project site would be graded at one time and that the entirety of the project would be constructed within two years.

Table 4.2-4  
Certified EIR Worst Case Peak Construction Emissions

Source	Pollutant Emissions (lbs/day)				
	CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Road Vehicle	3.9	0.4	0.4	0.0	0.0
Heavy Duty Trucks	0.9	0.2	3.0	0.1	0.1
Ground Disturbance	0.0	0.0	0.0	621.2	129.2
Construction Equipment	87.2	22.9	187.9	9.8	9.0
<b>Total Emissions</b>	<b>92.0</b>	<b>23.6</b>	<b>191.4</b>	<b>631.1</b>	<b>138.3</b>
SCQAMD Thresholds	550	75	100	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

Source: Lilburn Corporation 2008

Construction-related emissions for the proposed Building 1 were modeled using the California Emissions Estimator Model (CalEEMod) as detailed in the project Air Quality and Climate Change Assessment (see Appendix B). Short-term criteria pollutant emissions will occur during on-site grading, building construction, paving, and coating activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of on-site soils (fugitive dust). Default CalEEMod assumptions for construction activities have been generally utilized with the exception of the distance to haul imported soil that has been changed to ten miles considering the proximity of local facilities. It is estimated that the building will take approximately two years to complete. Based on the results of the model, construction of Building 1 will not exceed any daily criteria pollutant thresholds excepting ROG, which at 685 pounds per day would exceed the 75 lbs/day thresholds established by SCAQMD. The results of the model are summarized in Table 4.2-5 (Building 1 Maximum Construction Emissions).

Table 4.2-5  
Building 1 Maximum Construction Emissions

Construction Year	Pollutant Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2015	8	93	68	<1	21	13
2016	685	44	59	<1	8	4
Threshold	75	100	550	150	150	55
Potentially Significant?	Yes	No	No	No	No	No
Source: MIG   Hogle-Ireland 2014						

Mitigation Measure AQ-3 was incorporated in the certified EIR to reduce ROG emissions from painting and other coating activities associated with construction of the Agua Mansa Commerce Center and will be applicable to construction of Building 1. Mitigation Measure AQ-3 provides a menu of options to minimize ROG emissions that include limiting the amount of painting each day, minimizing the use of paint, use of low-VOC paints, and use high efficiency painting methods. For example, if the project proponent proposes to use zero-VOC painting applications for Building 1, maximum ROG emissions from coating activities would be reduced to eight lbs/day and would therefore meet the daily threshold established by SCAQMD, reducing ROG emissions below the 75 lbs/day threshold. Individual impacts from construction of Building 1 will be less than significant with mitigation incorporation.

When compared to the maximum construction emissions considered in the certified EIR, construction of Building 1 will result in decreased emissions for all criteria pollutants. Table 4.2-6 (Certified EIR and Building 1 Construction Emissions Comparison) summarizes the net change between the certified EIR emissions and the proposed Building 1 emissions. Based on this comparative analysis, the proposed modification to the Agua Mansa Commerce Center will not cause an increase in the previously identified significant and unavoidable impacts related to criteria pollutant emissions from construction activities. No new mitigation is necessary. Short-term impacts remain significant and unavoidable.

Table 4.2-6  
Certified EIR and Building 1 Construction Emissions Comparison

	Pollutant Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub> *	PM <sub>10</sub>	PM <sub>2.5</sub>
Certified EIR	24	191	92	N/A	631	138
Building 1	8	93	68	<1	21	13
Variance	-16	-98	-24	N/A	-610	-125
Source: MIG   Hogle-Ireland 2014						
* SO <sub>2</sub> emission from construction activities not analyzed in certified EIR						

#### OPERATIONAL EMISSIONS

The certified Agua Mansa Commerce Center EIR found that impacts related to long-term operational emissions of CO, ROG, and NO<sub>x</sub> emissions will be significant and unavoidable after consideration of mitigation related to transportation demand management and energy efficiency (see certified EIR Impact AQ-5). Addendum 3 was prepared for the certified EIR that identified reductions in emissions of ROG and increases in NO<sub>x</sub>, CO, SO<sub>2</sub>, and particulate matter emissions and impacts remained significant and unavoidable. Table 4.2-7 (Agua Mansa Commerce Center Emissions) summarizes the emissions for the originally approved Commerce Center and the modified project analyzed in Addendum 3.

Table 4.2-7  
 Agua Mansa Commerce Center Emissions

Project	Pollutant Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Original	69	85	667	<1	6	4
Addendum 3	-5	+26	+26	+<1	+6	+1
Current Emissions	64	111	693	<1	12	5

Source: Lilburn Corporation 2008, MIF | Hogle-Ireland 2013

The Air Quality and Climate Change Assessment prepared for Building 1 includes emissions modeling for operational and area sources. Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse facility. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the warehouse facility. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Trip generation is based on project trip generation rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and City of Fontana, Truck Trip Generation Study, August 2003 and are listed in the project traffic study prepared by Kunzman Associates. The heavy duty fleet mix is comprised of approximately 12.3 percent heavy-heavy-duty (HHD), 4.6 percent medium-heavy-duty (MHD), and 3.5 percent light-heavy-duty (LHD1). The remaining 79.6 percent of the fleet mix is allocated to passenger vehicles (LDA). Trip lengths have been adjusted based on a study of metropolitan commercial and freight travel conducted by the National Cooperative Highway Research Program. According to observed data collected in the field for the Southern California Association of Governments (SCAG) region, trip lengths for warehouse uses are estimated at 5.92 miles for light-duty trucks, 13.06 for medium-duty trucks, and 22.40 for heavy-duty trucks. Total vehicle miles were calculated using the average daily trips for each vehicle class and divided by total daily truck trips to get to an average truck distance of 17.41 miles.

Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed project. Energy demand is based on default CalEEMod electricity and natural gas demand assumptions. Operational source emissions were modeled under year 2017. Table 4.2-8 (Building 1 Operational Emissions) includes a summary of summer and winter emissions from the proposed Building 1. Based on the results of the model, the maximum daily operational emissions associated with the proposed project will not exceed the thresholds established by SCAQMD. Note that this analysis reflects a worst-case scenario because it does not account for existing on-site operations that generate criteria pollutant emissions.

Table 4.2-8  
 Building 1 Operational Emissions

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
Summer	25	27	47	<1	10	3
Winter	25	28	47	<1	10	3
Threshold	55	55	550	150	150	55
Potentially Significant?	No	No	No	No	No	No

Source: MIG | Hogle-Ireland 2014

In order to determine the change in operational emissions that will result from the changes to Agua Mansa Commerce Center project, the Agua Mansa Commerce Center as proposed with the modifications resulting from Building 1 was modeled using CalEEMod to compare the resulting changes in criteria pollutant emissions (see Appendix C, Supplemental Air Quality and Climate Change Data). Warehouse buildings were modeled with the same assumptions used in the Building 1 air quality model in regards to trip generation, fleet mix, water demand, and wastewater discharges. Agua Mansa Commerce Center Building 5 is proposed as an industrial building and thus default values for the *Industrial Park* land use category was used consistent with the certified EIR analysis. Summer and winter emissions are summarized in Table 4.2-9 (Agua Mansa Commerce Center Emissions).

Table 4.2-9  
 Agua Mansa Commerce Center Emissions

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
<i>Summer</i>						
Warehouses	56	209	250	<1	39	14
Industrial Park	5	32	41	<1	5	2
Total	61	241	291	1	44	16
Certified EIR Emissions	69	85	667	1	6	4
Variance	-8	+156	-376	+0	+38	+12
<i>Winter</i>						
Warehouses	57	215	272	<1	39	14
Industrial Park	5	34	47	<1	5	2
Total	62	249	319	1	44	16
Certified EIR Emissions	69	85	667	1	6	4
Variance	-7	+164	-348	+0	+38	+12
Source: MIG   Hogle-Ireland 2014						

Based on the results of the CalEEMod outputs compared to the emissions summarized in the certified EIR, the proposed Agua Mansa Commerce Center will increase NO<sub>x</sub> and particulate matter emissions and will decrease ROG and CO emissions. No change will occur in regards to SO<sub>2</sub> emissions. It should be noted that some of these changes in emissions are due to project changes while some are attributable to changes in emissions factors associated with changing from the URBEMIS model (used in the certified EIR) and the newer CalEEMod model. The proposed Agua Mansa Commerce center would reduce ROG and CO emission and therefore reduce the intensity of the impacts related to emissions of these criteria pollutants. In fact, CO levels would be reduced to below the SCAQMD daily thresholds of significance of 550 lbs/day. Although particulate matter emissions would increase to 38 lbs/day for PM<sub>10</sub> emissions and 16 lbs/day for PM<sub>2.5</sub> emissions, these emission would not exceed the respective daily thresholds of 150 lbs/day or 55 lbs/day.

The project will increase NO<sub>x</sub> emissions between 156 lbs/day and 164 lbs/day. NO<sub>x</sub> emissions from the project analyzed in the certified EIR were found to be significant and unavoidable after consideration of Mitigation Measure AQ-4 that includes measures to reduce criteria pollutant emissions from mobile and energy sources. While these measures will be integrated into Building 1 and the entirety of the Agua Mansa Commerce Center development, quantified reductions from Mitigation Measure 4 were not included in the certified EIR; therefore, as a conservative approach and in consistency with the certified EIR analysis, quantified reductions for Mitigation Measure 4 were not applied to Building 1 or the revised Agua Mansa Commerce Center project. Impacts from operational criteria pollutant emissions will remain significant and unavoidable after incorporation of mitigation.

**Impact 4.2.C – The proposed Building 1 and Agua Mansa Commerce Center will not contribute considerably to cumulative impacts related to air quality issues and impacts will be reduced to less than significant levels.**

Based on the analysis provided in the certified Agua Mansa Commerce Center, cumulative air quality impacts will be significant and unavoidable because the project, in light of a list of projects within two miles of the Agua Mansa Commerce Center project site, will exceed the daily thresholds established by SCAQMD (see certified EIR Section 5.2, Cumulative Impact Analysis).

According to the certified EIR, cumulative projects would generate emissions of criteria pollutants based on the size and type of projects. Individually, many of those projects would not exceed the CEQA threshold of significance due to their size or lack of emission sources; however, vehicle trips associated with industrial/manufacturing uses associated with the proposed project, and other projects as listed in the certified EIR, could result in significant cumulative impacts to air quality.

It should be noted that this is not a method of cumulative impact analysis supported by SCAQMD. The projection method of impact analysis is supported by SCAQMD. If a project is consistent with the AQMP then it will not result in a cumulatively considerable contribution to regional air quality impacts. As discussed in Impact 4.3.A, Building 1 and the proposed Agua Mansa Commerce Center are consistent with the AQMP; therefore, cumulative impacts will be less than significant.

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**Impact 4.2.D – Impacts to sensitive receptors will remain less than significant with addition of Building 1 to the Agua Mansa Commerce Center and no additional mitigation is required.**

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### *CARBON MONOXIDE HOTSPOTS*

The Agua Mansa Commerce Center certified EIR analyzed carbon monoxide concentrations at sensitive areas from mobile sources to determine if microscale air quality impacts could occur (see certified EIR Impact AQ-3). 1-hour and 8-hour concentrations were modeled at four intersections under worst case meteorological conditions and no state or federal exceedance of air quality standards were identified. No significant impacts were identified.

The Building 1 Air Quality and Climate Change Assessment analyzed carbon monoxide hot spots and found that none would be generated by the operation of Building 1. A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if Building 1 could potentially result in a CO hotspot. According to Section 3.1.3 of the Protocol, Building 1 is not regionally significant and therefore is only required to examine local impacts. Regionally significant projects are defined in 40 CFR Section 93.101 and through extension in 40 CFR Section 93.105(c)(1)(ii).

Localized impacts are analyzed in Protocol Section 4. The local analysis procedures in Section 4.7.1 indicate that Building 1 has the potential to worsen air quality (as defined for Protocol purposes only) because it will result in an increase in the number of vehicles operating in cold start mode by more than two percent when compared to existing site conditions. Cold Start mode refers to a vehicle started after an hour or more being turned off. Building 1 will generate 35 passenger vehicle cold starts and 18 truck cold starts during the afternoon. Building 1 will generate an average daily trip (ADT) of approximately 986 daily drips to area roadways, potentially slowing average speeds and increasing intersection delays. The local analysis procedures then proceeds to Protocol Sections 4.7.3 and 4.7.4. These sections indicate that if Building 1 involves signalized intersections performing at Level of Service (LOS) E or worse, then Building 1 will be subject to a screening analysis. Building 1 will involve one signalized intersection operating at LOS E or worse during future conditions as identified in the Building 1 traffic study; therefore, a screening analysis is performed to determine if a detailed analysis will be required. Section 4.4 references Appendix A of the Protocol for screening purposes; however, because of the age of the assumptions used in the screening procedures, they are no longer accepted. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold that states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. Building 1 will not involve an intersection experiencing this level of traffic; therefore, it passes the screening analysis and impacts are deemed acceptable. Based on the local analysis procedures, Building 1 is satisfactory pursuant to the Protocol and will not result in a CO hotspot. Impacts will be less than significant

The Agua Mansa Commerce Center as proposed with the modifications resulting from the development of Building 1 can be compared to the 31,600 vehicle per hour threshold identified by SMAQMD to determine if detailed hotspot analysis should be performed for the entirety of the project. The Building 1 Traffic Impact Analysis (see Appendix F) includes a 2035 analysis of seven intersections that includes ambient traffic growth and the long-term traffic that will be generated by the Agua Mansa Commerce Center. Peak hour vehicle trips at these intersections are summarized in Table 4.2-10 (Peak Hour Vehicle Trips). No intersection will involve 31,600 trips or more per hour; therefore, the Agua Mansa Commerce Center will not generate a carbon monoxide hotspot at these locations. Additionally, the traffic study included in the certified EIR analyzed 14 intersections in the year 2030 and indicates that none of these intersections will involve 31,600 trips or more per hour. Considering the proposed Building 1 will decrease daily trips by 135 PCE vehicles per day

when compared to the project as approved through Addendum 3 and 540 PCE vehicles a day below the original certified EIR project, no carbon monoxide hotspot will be generated by the Agua Mansa Commerce Center as modified by the proposed Building 1. Impacts remain less than significant.

Table 4.2-10  
Peak Hour Vehicle Trips

No.	Intersection	Certified EIR (2030)		Building 1 (2035)	
		Morning	Afternoon	Morning	Afternoon
1	Agua Mansa at El Rivino	1,602	2,318	--	--
2	Riverside at I-10 WB	5,238	5,433	--	--
	Building 1 at Riverside (North)	--	--	3,000	3,800
3	Riverside at I-10 EB	5,423	5,049	--	--
	Building 1 at Riverside (South)	--	--	2,998	3,793
4	Riverside at Slover	4,233	4,378		
	Building 1 at Miguel Bustamante (West)	--	--	229	174
5	Riverside at Santa Ana	2,931	2,911	--	--
6	Riverside at Jurupa	3,203	3,216	--	--
	Building 1 at Miguel Bustamante (East)	--	--	206	157
7	Riverside at Agua Mansa	4,320	4,979	4,402	5,402
8	Miguel Bustamante at Riverside	3,214	2,688	3,128	3,908
9	Main at Columbia	3,485	4,424	1,172	1,510
10	Main at SR-60 WB	3,503	4,401	--	--
11	Main at SR-60 EB	2,761	3,266	--	--
12	Miguel Bustamante at Agua Mansa	1,329	1,848	--	--
13	Rancho at Agua Mansa	2,525	3,305	--	--
14	La Cadena at Rancho	1,889	2,565	--	--

Source: Kunzman Associates 2008, 2014

#### *DIESEL PARTICULATE EMISSIONS*

The certified EIR includes an analysis of diesel particulate matter (DPM) emissions and their potential impacts on nine sensitive receptors within 2.2 miles of the Agua Mansa Commerce Center project site (see certified EIR Impact AQ-5). Based on the results of the dispersion model utilized in that analysis, cancer and non-cancer risks would be less than significant.

A Health Risk Assessment was prepared for Building 1 to determine the potential for cancer and non-cancer risk impacts on local receptors (see Appendix D, Health Risk Assessment). Discrete and grid receptor concentrations are detailed in the diesel particulate model output files attached to that report. The highest off-site concentration of DPM will occur at U.S. Express located at 2250 South Riverside Avenue (UTM 4466317 Easting, 3766020 Northing) and immediately north of the project site. As summarized in Table 4.2-11 (Cancer and Non-Cancer Risk), incremental increases at this commercial use are less than the threshold of ten in one million established by SCAQMD. The non-cancer hazard index at this commercial use is 0.00568. This hazard index value is less than the threshold of 1.0 established by SCAQMD. The calculations indicate that no receptor will be exposed to an increase in cancer or non-cancer health risks in excess of SCAQMD thresholds.

Table 4.2-11  
Cancer and Non-Cancer Risk

UTM		Concentration	URF	LEA	Cancer Risk	REL	Hazard Index
E	N						
466317	3766020	0.02842	0.0003	0.66	5.627E-06	5	0.00568
466442	3766226	0.00863	0.0003	0.66	1.709E-06	5	0.00173
466239	3766299	0.00906	0.0003	0.66	1.794E-06	5	0.00181
466041	3766126	0.00650	0.0003	0.14	2.730E-07	5	0.00130
465750	3765787	0.00029	0.0003	0.14	1.218E-08	5	0.00006
465922	3765704	0.00262	0.0003	0.14	1.100E-07	5	0.00052
465659	3765366	0.00101	0.0003	0.14	4.242E-08	5	0.00020
466004	3765359	0.00188	0.0003	0.14	7.896E-08	5	0.00038
466142	3765218	0.00202	0.0003	0.14	8.484E-08	5	0.00040
<i>Thresholds</i>					<i>1.000E-05</i>		<i>1.00000</i>
Source: MIG   Hogle-Ireland 2014							

The proposed modifications to the Agua Mansa Commerce Center Development as a result of Building 1 will reduce daily trips by 540 PCE vehicles below the analysis in the certified EIR and 135 PCE vehicle trips below the analysis in Addendum 3. Respectively, this includes a daily reduction of 112 and 28 heavy-heavy-duty truck trips (4+ axles), the primary contributor to DPM emissions from warehousing projects. Therefore, as result of the proposed modifications to the Agua Mansa Commerce Center project, DPM emissions will decrease and thus no potential increase in cancer or non-cancer risk will occur. Impacts remain less than significant.

#### **LOCALIZED SIGNIFICANCE THRESHOLDS**

A localized significance thresholds analysis was not included in the certified EIR; however, this analysis has been prepared for Building 1 and is included in the Building 1 Air Quality and Climate Change Assessment. As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutants that exceed national and/or State air quality standards.

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five acre project scenarios, depending on the amount of site disturbance during a day. The construction of Building 1 will disturb approximately 2.5 acres per day (87.5 total acres of disturbance / 35 days of grading = 2.5 acres per day). Linear regression was used to determine screening thresholds for 2.5 acres. Maximum daily emissions of oxides of nitrogen (NOX), carbon monoxide (CO), and particulate matter (PM10 and PM2.5) will occur during construction of the proposed project, grading of Building 1 site, and paving of parking areas. Table 4.2-12 (Localized Significance Threshold Analysis) summarizes on-site emissions as compared to the local thresholds established for Source Receptor Area (SRA) 34 (Central San Bernardino Valley). A 100 meter receptor distance was used to reflect the proximity of the commercial use to the northwest of the Building 1 site. Localized PM10 and PM2.5 emissions would reach 1.63 and 1.25 pounds per day during grading, which is within the 15 pounds per day threshold. However, CalEEMod does not take into account AQMP Rule 403 requiring the utilization of applicable best management practices to minimize fugitive dust emissions. Based on CalEEMod calculations, assuming that exposed areas will be watered two times daily during construction activities, PM10 and PM2.5 emissions will be reduced by a minimum of 50 percent. Based on the results of the on-site emissions model the SCAQMD localized significance thresholds will not be exceeded. Impacts will be less than significant.

Table 4.2-12  
Localized Significance Threshold Analysis

Construction Activity	CO	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	43	57	12	8
Grading	51	79	17	5
Building Construction	19	30	2	2
Paving	15	22	1	1
Architectural Coating	2	2	<1	<1
Maximum	51	79	17	8
Threshold	2,925	278	45	12
Potentially Significant?	No	No	No	No

## Mitigation Measures

In regard to air quality, Mitigation Measures AQ-1 and AQ-2 are applicable to the construction of all buildings within the Agua Mansa Commerce Center, although they are not specifically necessary to reduce any daily impacts from construction of Building 1. Mitigation Measures AQ-3 and AQ-4 were incorporated into the previously certified EIR and remain applicable to the Master Plan and the proposed new Building 1 project to reasonably reduce impacts to the most feasible extent possible.

While the Agua Mansa Commerce Center is subject to Mitigation Measure AQ-1, not all components of the measure are applicable to the project as of preparation of this SEIR. Specifically, Bullets 1, 2, and 6 of AQ-1 are not applicable to the Agua Mansa Commerce Center anymore because no portion of the Commerce Center site is considered a *large operation* (over 50 acres in size). The project remains subject to other provisions of SCAQMD Rules 402 and 403 not specifically enumerated herein.

Additionally, the certified EIR included a menu of recommended measures in Mitigation Measure AQ-4 to reduce operational criteria pollutant emissions to an extent. To clarify, not all components of Mitigation Measure AQ-4 are applicable or feasible for all portions of the Agua Mansa Commerce Center. Specifically, Bullet 2 of the energy efficiency measures will not be implemented in Building 1 or any other warehouse proposed as part of the Agua Mansa Commerce Center because no waste heat is generated from these types of buildings that could be reemployed. Bullet 5 of the energy efficient measures will also not be implemented as this is unnecessary to reduce traffic impacts and does not directly reduce energy demand.

### AQ-1

Comply with SCAQMD's Rules 402 and 403 as well as the following measures:

- Submit a fully executed Large Operation Notification (SCAQMD Form 403N) to the SCAQMD Executive Officer within 7 days of qualifying as a large operation;
- Include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;
- Maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;
- Install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;
- Identify a dust control supervisor that is employed by or contracted with the property owner or developer, is on the site or available on-site within 30 minutes during working hours, has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements, and has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and
- Notify the SCAQMD Executive Officer in writing within 30 days after the site no longer qualifies as a large operation.

**AQ-2**

Reduce construction equipment emissions by implementing the following measures.

- Use low emission mobile construction equipment. The property owner/developer shall comply with CARB requirements for heavy construction equipment.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.
- Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum.
- Schedule construction operations affecting traffic for off-peak hours to the best extent when possible.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.)

**AQ-3**

Reduce ROG emissions from painting activities to the greatest extent feasible with the implementation of the following measures:

- Limit the amount of painting each day. (To reduce emissions to below the significance threshold, daily painting would need to be reduced so that it would take several years to complete the painting.)
- Minimize the amount of paint used by using pre-coated, pre-colored and naturally colored building materials. (This is planned for the project to a large extent, when practicable).
- Use Water-Based and LOW-VOC coatings with VOC contents less than those required by SCAQMD Rule 1113.
- Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers were possible.

**AQ-4****TRANSPORTATION DEMAND MANAGEMENT MEASURES**

- Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.
- Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.

**ENERGY EFFICIENT MEASURES**

- Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors. Install energy efficient street lighting.
- Capture waste heat and reemploy it in nonresidential buildings.
- Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.
- Provide lighter color roofing and road materials and tree planting programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.
- Synchronize traffic signals.
- Introduce window glazing, wall insulation, and efficient ventilation methods.

**Level of Significance with Mitigation Incorporated**

Impacts 4.2.A, 4.2.C, and 4.2.D remain less than significant without mitigation. Impact 4.2.B will remain significant and unavoidable after incorporation of mitigation.

## References

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- <sup>1</sup> City of Colton and Lilburn Corporation. Agua Mansa Commerce Center Environmental Impact Report. 2008
  - <sup>2</sup> City of Colton and Hogle-Ireland. Agua Mansa Commerce Center Environmental Impact Report Addendum 1. 2009
  - <sup>3</sup> City of Colton and Hogle-Ireland. Agua Mansa Commerce Center Environmental Impact Report Addendum 2. 2011
  - <sup>4</sup> City of Colton and MIG | Hogle-Ireland. Agua Mansa Commerce Center Environmental Impact Report Addendum 3. 2013
  - <sup>5</sup> MIG | Hogle-Ireland. Agua Mansa Commerce Center Building 1 Air Quality and Climate Change Assessment. 2014
  - <sup>6</sup> MIG | Hogle-Ireland. Agua Mansa Commerce Center Building 1 Health Risk Assessment. 2014

## BIOLOGICAL RESOURCES 4.3

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This section is based on analysis from the Biological Resources section of the previously certified EIR for the Agua Mansa Commerce Center. The previously certified EIR relied on information from the General Biological Resources Assessment for the Agua Mansa Commerce Center and the Focused Biological Assessment of the Stormwater Overflow Line for the Agua Mansa Commerce Center both prepared by Natural Resources Assessment, Inc. dated August 29, 2007 and November 29, 2007. Impacts are analyzed as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project.

This section presents findings of investigations conducted to determine if there is potential to create a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species or if there is potential to create a substantial adverse effect on riparian habitat or other sensitive natural community listed in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (FWS). This section also presents findings of investigations conducted to determine if there is potential to create substantial adverse effects on federally protected wetlands or substantial interference with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors. Finally, this section presents findings of investigations conducted to determine if there is potential to create conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts related to adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional or state habitat conservation plan were identified in the previously certified EIR, and thus these issues are not discussed in this section.

### Existing Conditions

#### *ENVIRONMENTAL SETTING*

According to the previously certified EIR for the Agua Mansa Commerce Center Master Plan, commercial and industrial properties were located to the north and northwest and open space was located to the south and southeast. Historical disturbances on the Agua Mansa Commerce Center Master Plan area include a former racetrack, barns and outbuildings and a possible home site on approximately 66.25 acres. A green waste facility that occupied approximately 24.4 acres on the northern portion of the Master Plan area has since been removed and the ground has been cleared. Disturbances noted during the General Biological Assessment included rough grading of the southeastern section of 24.4 acres, along with off-road activities and some minor trash dumping. The Master Plan area is mostly flat, with a very slight northwest to southeast drainage pattern. Individual sections of the Master Plan area were elevated above the main section, and a small area of former dunes and depressions existed along the southeastern boundary. Two soil types were identified within the Master Plan area. The dominant soil type was Tujunga gravelly loamy sand, an excessively drained soil formed on alluvial fans from granitic alluvium. This soil formed the majority of the Master Plan area. Soboba gravelly loamy sand also existed within the Master Plan area.

Natural Resources Assessment, Inc. (NRA, Inc.) conducted a General Biological Assessment for the Agua Mansa Commerce Center Master Plan area dated August 29, 2007. The area covered in the assessment was approximately 94 acres located between Riverside Avenue and the Santa Ana River. Field surveys were conducted as part of the biological assessment by NRA, Inc. and Tetra Tech, Inc. on July 3, 2007. Surveys were conducted for the following species: Santa Ana River woolly star, slender-horned spineflower, burrowing owl, California gnatcatcher, least Bell's vireo, San Bernardino kangaroo rat, and Stephen's kangaroo rat. Grading activities were occurring at the time of the survey making it difficult to survey for some of the species. Furthermore, the winter of 2006-2007 experienced very little rainfall and as a result there was no spring flowering period, making it difficult to survey annual plant species. NRA, Inc. conducted a data review to obtain information on plant and wildlife species and known occurrences within the vicinity of the Agua Mansa Commerce Center Master Plan area. One reference obtained from the data review included a report prepared in 2006 by the Chambers Group, Inc. for an approximately 66.25-acre portion of the Agua Mansa Commerce Center Master Plan area.

Natural Resources Assessment, Inc. also prepared a Focused Biological Assessment of the Stormwater Overflow Line because the General Biological Assessment did not address the overflow structure located at the southwest end of the Agua Mansa Commerce Center Master Plan area or the potential sensitive resources associated with it. Representatives from NRA, Inc. and Tetra Tech, Inc. conducted a biological evaluation of the pipeline and the outlet location on November 7, 2007. Surveys included general biological reconnaissance surveys, focused burrowing owl surveys, and binocular surveys. The purpose of the 130 foot-long stormwater overflow pipeline is to accommodate sheet flow that will result from the construction of the Agua Mansa Commerce Center Master Plan area. The overflow structure has since been approved and constructed.

Since the certification of the previous EIR, the Agua Mansa Commerce Center Master Plan area has been cleared and mass graded, sewer and other utility service infrastructure has been constructed, and Miguel Bustamante Parkway has been constructed and bisects the Master Plan area. The Lineage Logistics refrigerated warehouse has also been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. The previously certified EIR incorporated a number of mitigation measures and conditions of approval. Permits and approvals were obtained from the U.S. Fish and Wildlife Service, California Department of Fish and Game, U.S. Army Corps of Engineers, and the California Regional Quality Control Board prior to the mass grading activities. Additionally, ICF International conducted special status species and habitat surveys prior to grading and provided biological monitoring during the site's grading activities in 2008, 2009, and 2010.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls. The southern portion of the 21.07-acre proposed new Building 1 site was mass graded as part of the approved Master Plan. The northern portion of the 21.07 acres (13.23 acres) will be added to the Master Plan area. The 13.23-acre area is currently occupied by a construction materials storage facility and a truck trailer storage facility.

#### ***CLIMATE***

The City of Colton experiences a semi-arid Mediterranean climate with hot, dry summers and mild, relatively wet winters. The City is frequently affected by the hot and dry Santa Ana winds as they blow through the Cajon Pass of the San Gabriel Mountains, from the Mojave Desert. Temperatures in the summer generally average in the 90s (Fahrenheit (F)) and can exceed 100 degrees (F) though with somewhat low humidity. January is the coldest month with an average maximum temperature of 66.4 degrees (F), while August is the hottest month with an average maximum temperature of 96.2 degrees (F). Colton receives approximately 18.8 inches of precipitation annually with most of it occurring in the winter and early spring, especially January through March, with March being the wettest month.<sup>1</sup>

#### ***PLANT COMMUNITIES***

According to the 2006 General Biological Resources Assessment, the Chambers Group, Inc. surveyed and mapped vegetation within a 66.25-acre area of the Agua Mansa Commerce Center Master Plan area in April 2006. At that time, the majority of the southwestern and northeastern portions of the 66.25-acre property were dominated by a ruderal plant community. The second largest plant community onsite was described as a monotypic black mustard (*Brassica nigra*). The third largest plant community was elderberry woodland located in the north central section of the property. The remaining plant communities formed minor components of the overall vegetative cover and included disturbed mulefat scrub, cottonwood-willow riparian woodland, and eucalyptus woodlands.

According to the General Biological Resources Assessment, NRA, Inc. and Tetra Tech, Inc. found significant changes in the composition of the plant community during the July 3, 2007 field survey compared to the 2006 Chambers Group, Inc. report findings. It should be noted that the July 3, 2007 field survey was conducted during an extreme drought year, with no appreciable winter rainfall occurring in the area. Most of the ruderal plant community in the southwestern section of the site was gone, removed presumably as part of the rough grading work observed during the July 3, 2007 field survey. The monotypic black mustard habitat was almost gone and the elderberry woodland had been reduced in size to

scattered individuals. The mulefat scrub in the center of the property was sparse and the southern stand of mulefat scrub was gone, presumably as a result of the rough grading. One of the two eucalyptus stands remained. The cottonwood-willow riparian woodland was still present offsite. During the field survey, a former horse track was observed with one stand of ruderal habitat occurring at the southern edge. The remainder of the horse track area was disturbed and the center of the track has been disked. In addition to the 66.25-acre area surveyed by the Chambers Group, Inc. in 2006, the NRA, Inc. and Tetra Tech, Inc. field team surveyed an additional 24.4-acre area that was added which extended north to Agua Mansa Road. This 24.4-acre area formerly housed a green waste facility, which had been removed at the time of the 2007 field survey. Removal of the facility required grading and clearing operations and as a result, the site was heavily disturbed and the plant community onsite appeared to be composed of scattered ruderal plant species.

The Focused Biological Assessment of the Stormwater Overflow Line indicated that the upland portion of the pipeline alignment did not support any plant communities and that the outlet end located within the Santa Ana River was located within a small stand of willow riparian habitat.

According to the Agua Mansa Commerce Center Addendum 3, the entire 94.18-acre Agua Mansa Commerce Center Master Plan area has been cleared and mass graded and no native vegetation exists on the Master Plan area. All mitigation measures from the previously certified EIR were satisfied prior to mass grading of the 94.18-acre Master Plan area. The proposed new Building 1 project is 21.07 acres, with the southern portion located within the approved Agua Mansa Commerce Center Master Plan area. The northern 13.23 acres of the 21.07-acre new Building 1 site will be added to the Agua Mansa Commerce Center Master Plan. The 13.23-acre area is currently occupied by a construction material storage facility and a truck trailer storage facility. The area is paved with asphalt and gravel; no native vegetation exists.

#### **EXISTING TREES**

According to the 2006 General Biological Resources Assessment, as previously mentioned, the Chambers Group, Inc. surveyed and mapped vegetation within a 66.25-acre area of the Agua Mansa Commerce Center Master Plan area in April 2006. The third largest plant community was elderberry woodland located in the north central section of the property. The remaining plant communities formed minor components of the overall vegetative cover and included disturbed mulefat scrub, cottonwood-willow riparian woodland, and eucalyptus woodlands. However, during the July 3, 2007 field survey, NRA, Inc. and Tetra Tech, Inc. found significant changes in the composition of the plant community compared to the Chambers Group, Inc. report findings. One of the two eucalyptus stands remained. The cottonwood-willow riparian woodland was still present offsite.

The Focused Biological Assessment of the Stormwater Overflow Line indicated that a thin band of willow woodland existed within the Santa Ana River drainage adjacent to the northern levee. A more extensive stand of willow riparian woodland was identified further south along the main stem of the river.

According to the Agua Mansa Commerce Center Addendum 3, the entire 94.18-acre Agua Mansa Commerce Center Master Plan area has been cleared and mass graded and no native vegetation exists on the Master Plan area. The southern portion of the proposed new Building 1 project site is vacant and has been graded and only minimal trees and shrubs remain along the border of the site. The northern portion of the proposed new Building 1 project site (13.23 acres) which will be added to the approved Agua Mansa Commerce Center Master Plan is currently occupied by a truck trailer storage facility and by a construction materials storage facility which is paved with gravel and asphalt. Two Peruvian Pepper trees (*Schinus molle*) and three Silk Oak trees (*Grevillea robusta*) are located in the northern portion of the proposed new Building 1 site within the 13.23 acres being added to the Master Plan. *Schinus molle* is non-native species and *Grevillea robusta* is a non-native, invasive species.

#### **WILDLIFE COMMUNITIES**

According to the 2007 General Biological Resources Assessment, few wildlife species were observed due to the limited plant cover and due to the amount of human activity occurring onsite during the survey on July 3, 2007. Species observed included birds flying overhead such as common raven (*Corvus corvax*), and northern rough-winged swallow (*Stelgidopteryx ruficollis*), as well as birds observed in the trees and shrubs onsite, including northern mockingbird

(*Mimus polyglottos*), American kestrel (*Falco sparverius*), and northern flicker (*Colaptes auratus*). The only reptile observed was the side-blotched lizard (*Uta stansburiana*). Observed mammals included Botta's pocket gopher (*Thomomys bottae*) and Beechey's ground squirrel (*Spermophilus beecheyi*). The lack of animal species was indicative of the highly disturbed nature of the site.

The Focused Biological Assessment of the Stormwater Overflow Line indicated that observations of wildlife species were minimal. The greatest number of species was observed along the river bed. Species observed included the American kestrel (*Falco sparverius*), Anna's hummingbird (*Anna Calypte*), red-tailed hawk (*Buteo Jamaicensis*), and Audubon cottontail (*Sylvilagus audubonii*). The lack of animal species was indicative of the highly disturbed nature of the site.

The approved Agua Mansa Commerce Center Master Plan area remains completely cleared and graded with the exception of the Lineage Logistics refrigerated warehouse that was constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. The area remains highly disturbed due to ongoing human activity related to other developments on or near the site. As such, wildlife species on the site are considered to be minimal due to the limited plant cover and high occurrence of human activity in the area. The southern portion of the proposed new Building 1 project site has been mass graded. The northern portion of the proposed new Building 1 project site (13.23 acres), which will be added to the approved Agua Mansa Commerce Center Master Plan, is currently occupied by a truck trailer storage facility and by a construction materials storage facility which is paved with concrete and gravel. The proposed new Building 1 site remains highly disturbed due to ongoing human activity related to other developments on or near the site.

#### ***SPECIAL STATUS WILDLIFE AND PLANT SPECIES***

According to the 2007 General Biological Resources Assessment completed by NRA, Inc., all sensitive species were considered as potentially present on the Agua Mansa Commerce Center Master Plan area if the species' known geographical distribution encompasses all or part of the project area or if the species distribution was near the site and its general habitat requirements were present. The following species were discussed in more detail within the biological assessment because they were listed, may have been present, were of local concern, or had a recognized enhanced status in the view of the resource agencies: Slender-horned Spineflower, Santa Ana River Woolly Star, Burrowing Owl, California Gnatcatcher, Least Bell's Vireo, Stephens Kangaroo Rat, San Bernardino Kangaroo Rat, Los Angeles Pocket Mouse, and the Delhi Sands Flower-loving Fly.

The 2006 assessment prepared by Chambers Group, Inc. stated a low potential for the spineflower to occur onsite. Based on their professional opinion, NRA, Inc. and Tetra Tech determined that the slender-horned spineflower did not currently exist within the Agua Mansa Commerce Center Master Plan area. The 2006 assessment prepared by Chambers Group, Inc. did not identify the Santa Ana River woolly star onsite and it was the professional opinion of NRA, Inc. and Tetra Tech, Inc. that the Santa Ana River woolly star did not currently exist on the Agua Mansa Commerce Center Master Plan area. The 2006 Chambers Group, Inc. assessment did not identify the burrowing owl as present, but did identify the likelihood of occurrence as moderate to high. According to the field surveys conducted by NRA, Inc. and Tetra Tech, Inc., the surrounding land use and the occasional use of the site by humans has eliminated suitable habitat for the owl. It was determined that burrowing owls are not expected to take up residence of the site because of ongoing human activity on adjacent properties and the existing activity onsite. Regarding the California gnatcatcher and the least Bell's vireo, the 2006 Chambers Group, Inc. assessment indicated that there is no suitable nesting habitat onsite, although suitable habitat exists in the adjacent Santa Ana River. NRA, Inc. concurred with these findings. Regarding the Stephens kangaroo rat and the San Bernardino kangaroo rat, the 2006 Chambers Group, Inc. assessment identified suitable habitat as present but heavily degraded and determined that the probability of occurrence was low. It was the professional judgment of NRA, Inc. that the Stephens kangaroo rat and the San Bernardino kangaroo rat did not occur within the Agua Mansa Commerce Center Master Plan area. The 2006 Chambers Group, Inc. assessment identified suitable habitat as present onsite, and determined that a high potential existed for the Los Angeles pocket mouse to be present. This determination was based in part upon trapping work conducted in 2005. NRA, Inc., concurred with Chambers Group, Inc. In addition to the 2006 findings, this species was previously trapped in high numbers on the property to the southeast. Finally, the Chambers Group, Inc. stated that no suitable habitat in the form of Delhi sands was present, and that the Delhi sands flower-loving fly was not present on the site. NRA, Inc. concurred with this finding.

According to the Focused Biological Assessment of the Stormwater Overflow Line, all sensitive species were considered as potentially present on the Agua Mansa Commerce Center Master Plan area if the species' known geographical distribution encompasses all or part of the project area or if the species' distribution was near the site and its general habitat requirements were present. The following species were discussed in more detail within the Focused Biological Assessment of the Stormwater Overflow Line because they were listed, may have been present, were of local concern, or had a recognized enhanced status in the view of the resource agencies: Slender-horned Spineflower, Santa Ana River Woolly Star, Santa Ana River Sucker, Burrowing Owl, Southwestern Willow Flycatcher, Least Bell's Vireo, Stephens Kangaroo Rat, San Bernardino Kangaroo Rat, Los Angeles Pocket Mouse, and the Delhi Sands Flower-loving Fly. As mentioned previously, the stormwater overflow line has been approved and constructed since the EIR for the Agua Mansa Commerce Center Master Plan was certified.

As previously mentioned, the approved Agua Mansa Commerce Center Master Plan area remains completely cleared and graded with the exception of the Lineage Logistics refrigerated warehouse that was constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. The area remains highly disturbed due to ongoing human activity related to other developments on or near the site. As such, wildlife species on the site are considered to be minimal due to the limited plant cover and high occurrence of human activity in the area. The southern portion of the proposed new Building 1 project site has been mass graded. The northern portion of the proposed new Building 1 project site (13.23 acres), which will be added to the approved Agua Mansa Commerce Center Master Plan, is currently occupied by a truck trailer storage facility and by a construction materials storage facility which is paved with concrete and gravel. The proposed new Building 1 site remains highly disturbed due to ongoing human activity related to other developments on or near the site.

#### ***JURISDICTIONAL DRAINAGES AND WETLANDS***

According to the 2006 Chambers Group, Inc. assessment, no Army Corps of Engineers (Corps) jurisdictional drainages, wetland areas, or waters of the State were located on the Master Plan area. NRA, Inc. concurred with these findings. The Agua Mansa Commerce Center Master Plan area is located on the former floodplain of the Santa Ana River and is covered by alluvial sands and supports some riparian species such as cottonwood and willow trees. However, the existing levee system and the difference in elevation between the Santa Ana River and the Agua Mansa Commerce Center has resulted in the Master Plan area being removed from usual flood flows along the river. There is no nexus between the Master Plan area and the river that would connect the two hydrologically. Chambers Group, Inc. (2006) also did not find any California Department of Fish and Game (CDFG) jurisdictional drainages or wetlands onsite. NRA, Inc. (2007) concurred with these findings. No drainages or other water bodies are located onsite.

Regarding the stormwater overflow pipeline located at the southwest end of the Agua Mansa Commerce Center Master Plan area, the Santa Ana River is a Corps jurisdictional water and a CDFW jurisdictional drainage. The stormwater overflow pipeline has since been approved and constructed. A Corps 404 permit, a Regional Water Quality Control Board (RWQCB) 401 permit, and a CDFW 1602 Agreement were obtained prior to the mass grading activities. The overflow structure has since been approved and constructed.

No jurisdiction drainages or wetlands are located on the proposed new Building 1 site.

## **Regulatory Framework**

A variety of federal, state and local regulations address sensitive plants and wildlife resources. These plans and programs have been enacted through federal, state and local action, and are administered by agencies and special districts. The following paragraphs summarize the regulatory context that biological resources are managed within the proposed project site.

#### ***FEDERAL ENDANGERED SPECIES ACT***

FESA was promulgated to protect any species of plant or animal that is endangered or threatened with extinction. Section 9 of the FESA prohibits "take" of federally threatened or endangered wildlife. Take, as defined according to the FESA, means to harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct

(16 U.S.C. 1532[19]). Section 9 prohibits the removal and reduction of endangered plants from lands within Federal jurisdiction, and the removal, cutting, digging, damage, or destruction of endangered plants on any other area in "knowing violation of State law or regulation."

Section 7 of the FESA (16 U.S.C. 1531 et seq.) requires Federal agencies to enter into formal consultation with the USFWS on proposed Federal actions (actions authorized, funded, or carried out by Federal agencies) that may adversely effect currently listed (threatened or endangered) species or destroy or adversely modify designated critical habitat. Because they may become listed during the design or construction phases of a project, the USFWS recommends candidate species are also considered during the consultation process. Section 7 also requires Federal agencies to confer with the USFWS if the agency determines that its action is likely to jeopardize the continued existence of any proposed species or result in the destruction or significant modification of proposed critical habitat.

Even if there is no Federal agency involvement in the proposed activity or project, Section 9 of the FESA (16 U.S.C. 1538) prohibits take of a federally listed endangered species of fish or wildlife except pursuant to a permit and Habitat Conservation Plan (HCP) approved pursuant to Section 10(a) of the FESA (16 U.S.C. 1539).

The FESA prohibitions and requirements are different, however, for endangered species of plants. Section 9 prohibits the take of endangered plants only from areas within Federal jurisdiction, or if such take would violate State law. In the absence of Federal agency involvement, no HCP is required for the take of listed plant species from private land. The proposed project site is located on private land. For listed plants located on private land, formal consultation with the USFWS is required when a project has a Federal "nexus" (i.e., a Federal permit is required or Federal funding is involved). In the absence of a Federal nexus, a project does not require a permit according to the FESA for impacts to listed plants on private lands. The proposed new Building 1 project does not have a federal nexus requiring a permit for impacts to listed plants on private lands.

#### ***CALIFORNIA ENDANGERED SPECIES ACT***

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA establishes that it is state policy to conserve, protect, restore, and enhance endangered species and their habitats. Under state law, plant and animal species may be formally designated as rare, threatened, or endangered through official listing by the California Fish and Game Commission. Listed species are given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

On private property, endangered plants may also be protected by the Native Plant Protection Act (NPPA) of 1977. Threatened plants are protected by CESA, and rare plants are protected by the NPPA. However, CESA authorizes that "Private entities may take plant species listed as endangered or threatened under the FESA and CESA through a federal incidental take permit issued pursuant to Section 10 of the FESA, if the CDFG certifies that the incidental take statement or incidental take permit is consistent with CESA." In addition, the California Environmental Quality Act (CEQA) requires disclosure of any potential impacts on listed species and alternatives or mitigation that would reduce those impacts.

#### ***MIGRATORY BIRD TREATY ACT AND CALIFORNIA FISH AND GAME CODE, SECTION 3503***

Section 3503 of the California Fish and Game Code, or Migratory Bird Treaty Act (MBTA) prohibits the destruction of bird nests except as otherwise provided for in the code. The MBTA similarly protects the nests of migratory birds. These regulations apply to the individual nests of these species, but do not regulate impacts to the species' habitats.

#### ***NATIVE PLANT PROTECTION ACT***

California's Native Plant Protection Act (NPPA) (California Fish and Game Code Section 1900-1913) requires all state agencies to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Provisions of the NPPA prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use that would adversely impact listed plants. This requirement allows CDFW to salvage listed plant species that would otherwise be destroyed.

## ***LOCALLY ADOPTED PLANS AND REGULATIONS***

### Colton Municipal Code

The City of Colton Zoning and Development Code contains a tree protection ordinance (12.20.110) that applies to the erection, repair, or alteration of any building, house, or structure in the City. The ordinance states, "During the erection, repair or alteration of any building, house or structure in the City, no person, firm or corporation in charge of such work shall leave any tree, shrub or plant in any street, parkway or alley in the City, in the vicinity of such building or structure without such good sufficient guards or protectors as shall prevent injury to the tree, shrub or planting arising out of or by reasons of the erection, repair or alteration. No person, firm or corporation shall remove any building, house or structure or portion thereof without notifying the Recreation and Parks Director at least three days in advance of such moving. The notice shall designate the route to be followed and all other details pertinent to such work. The Director shall have the authority to change such route and designate one which will in his opinion cause less damage to trees, shrubs or plants owned by the City along and adjacent to the route. As a condition to approving any route for the moving of any building, house or structure or portion thereof, the Director may require the person, firm or corporation doing such work to enter into an agreement to pay all costs incurred for any labor, material or equipment used to protect or preserve such trees, shrubs, or plants either before or after such moving."

### West Valley Habitat Conservation Plan

The West Valley Habitat Conservation Plan was prepared by the City of Colton in coordination with the U.S. Fish and Wildlife Service (USFWS) to fulfill the requirements of Section 10(a)(1)(B) Permit application for proposed projects within Delhi sands flower-loving fly (DSF) habitat within the City of Colton. Through the development of a cooperative conservation strategy with USFWS, the City of Colton proposed to maximize the economic development potential for the community while also providing favorable conditions for DSF conservation. The USFWS's Recovery Plan (USFWS 1997) criteria for this species calls for the permanent protection of at least four populations of DSF in the Colton Recovery Unit, two to the north and two to the south of the I-10 freeway. The West Valley Habitat Conservation Plan focuses on preserving populations to the north of the I-10 freeway. At least three populations are known to occur north of the I-10 freeway. The Habitat Conservation Plan addresses the short-term requirements for economic development of the City of Colton while continuing to accommodate the long-term survival of the species as described in the USFWS Recovery Plan.

While it was recognized that there is significant DSF habitat south of the I-10 freeway in the City of Colton, much of this area is currently undeveloped, has an established 150-acre DSF conservation bank that is providing long-term protection to DSF populations, and is subject to several smaller, independent ongoing efforts for the preservation of DSF habitat. The West Valley Habitat Conservation Plan serves two main purposes: 1) it sets forth a program for protecting natural resources while managing growth; and 2) resolving and implementing economic development opportunities for the City. More specifically, the City intended that this plan would:

- A. Develop avoidance, minimization, and mitigation measures consistent with the Federal Endangered Species Act (FESA) that support the long-term conservation needs of the DSF, a federally endangered species.
- B. Proactively address requirements of FESA to ensure conservation of important natural resources while allowing for economic development activities in the West Valley HCP area. This will be accomplished by securing an incidental take permit for the take of DSF for Covered Activities north of the I-10 freeway.
- C. Provide a means to standardize avoidance, minimization and mitigation requirements that will lessen or avoid direct, indirect and cumulative impacts to DSF occurring within the City of Colton north of the I-10 freeway.

The West Valley Habitat Conservation Plan is located in the northwest portion of the City of Colton. The proposed new Building 1 project is located within southwest portion of the City and is not located within the West Valley Habitat Conservation Plan.

## Thresholds of Significance

Applicable impact thresholds of significance concerning biological resources are based on the thresholds specified in Appendix G of the State CEQA Guidelines. Accordingly, the proposed project's impacts are assessed in terms of whether it could:

- A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (now California Department of Fish and Wildlife) or U.S. Fish and Wildlife Service;
- B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- C. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

## Environmental Impacts

### **Impact 4.3.A – Impacts to candidate, sensitive, and special status species and their habitat will remain less than significant.**

According to the General Biological Assessment for the Agua Mansa Commerce Center Master Plan area prepared by NRA, Inc. dated August 29, 2007, several sensitive biological resources were recorded in the vicinity of the Master Plan area. In regards to sensitive plant species, NRA, Inc. noted that no flowering occurred due to extreme drought conditions and therefore no spring surveys for annual plants could be conducted in 2007. In addition, much of the site had recently been graded in July 2007, and much of the property had been altered and no longer supported any plant communities. NRA, Inc. reviewed available literature and site photographs to determine whether the two identified plant species, the Santa Ana River woolly star and the slender-horned spineflower may have been present on the Agua Mansa Commerce Center Master Plan area. It was the professional opinion of NRA, Inc. that the Santa Ana River woolly star and the slender-horned spineflower do not occur within the Agua Mansa Commerce Center Master Plan area. According to the General Biological Assessment prepared by NRA, Inc. and the previously certified EIR, no impacts to sensitive plant species were expected to occur.

Regarding the burrowing owl, NRA, Inc. conducted a Phase II burrowing owl survey of the Agua Mansa Commerce Center Master Plan area. No burrowing owls were located during the survey; however, it was noted that they may move onto the site from adjacent areas, especially from areas located southeast of the Agua Mansa Commerce Center Master Plan area. Based on this information, NRA, Inc. recommended a focused survey for that species be conducted prior to any additional project construction related ground disturbance. If animals are determined to be present, Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 were required as incorporated by the previously certified EIR to ensure impacts remained less than significant. If burrowing owls were located on the site, Mitigation Measure BIO-1 required compensation for the direct loss of burrowing owl nesting and foraging habitat. If burrowing owls were located on the site, Mitigation Measure BIO-2 required the establishment of an endowment account for the long-term management of the preservation site for burrowing owls. If burrowing owls were located on the site, Mitigation Measure BIO-3 described measures to be taken to avoid the "take" of owls and described the owl relocation process. Mitigation Measure BIO-4 described the content and requirements of the CDFW Burrowing Owl Mitigation and Monitoring Plan. ICF International conducted special status species and habitat surveys prior to grading and provided biological monitoring during the site's grading activities in 2008, 2009, and 2010.

Chambers Group, Inc. (2006) identified the Agua Mansa Commerce Center Master Plan area as providing suitable habitat for the Stephens kangaroo rat and the San Bernardino kangaroo rat in their 2006 assessment. However, NRA,

Inc. (2007) determined these species were not present on the Agua Mansa Commerce Center Master Plan area. According to the General Biological Assessment prepared by NRA, Inc. and the previously certified EIR, no impacts to the Stephens kangaroo rat or the San Bernardino kangaroo rat were expected to occur.

NRA, Inc. determined that the Los Angeles pocket mouse was present within the Agua Mansa Commerce Center Master Plan area. It was determined by NRA, Inc. that although development of the Master Plan area will add to the loss of habitat and individual animals, there are known populations and habitat areas located to the southeast of the Master Plan area and known populations and occupied habitat elsewhere in San Bernardino County. According to NRA, Inc., the loss of any animals within the Agua Mansa Commerce Center Master Plan area will not cause the wildlife population in this area to drop below self-sustaining levels, or will eliminate the local population. According to the General Biological Assessment prepared by NRA, Inc. and the previously certified EIR, no impacts were expected to occur to the Los Angeles pocket mouse.

The previously certified EIR incorporated Mitigation Measures BIO-5, BIO-6, BIO-7 and BIO-9 which were directly related to the construction of the 130-foot stormwater overflow pipeline located at the southwest end of the Agua Mansa Commerce Center Master Plan which has since been approved and constructed. Mitigation Measures BIO-5, BIO-6, BIO-7 and BIO-9 have been satisfied. Permits and approvals were obtained from the U.S Fish and Wildlife Service, California Department of Fish and Game, U.S. Army Corps of Engineers, and the California Regional Water Quality Control Board prior to mass grading activities.

The proposed new Building 1 project site is 21.07 acres. The southern portion of the 21.07 acre site was mass graded as part of the Master Plan area. As previously mentioned, ICF International conducted special status species and habitat surveys prior to grading and provided biological monitoring during grading activities in 2008, 2009, and 2010 on the Master Plan area that includes the southern portion of the proposed new Building 1 project site. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. The northern portion (13.23 acres) of the proposed new Building 1 project site has been significantly disturbed and no habitat exists for sensitive or endangered species. Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 are no longer applicable to the Master Plan and are not applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan area. Impacts will remain less than significant. Mitigation measures are not required.

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**Impact 4.3.B-C – Impacts to riparian habitats and wetlands within the Santa Ana River will remain less than significant.**

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According to the General Biological Assessment for the Agua Mansa Commerce Center Master Plan area prepared by NRA, Inc. dated August 29, 2007, the Agua Mansa Commerce Center Master Plan area is located on the former floodplain of the Santa Ana River and is covered by alluvial sands and supports some riparian species such as cottonwood and willow trees. However, the existing levee system and the difference in elevation between the Santa Ana River and the Agua Mansa Commerce Center has resulted in the property being removed from usual flood flows along the river. There is no nexus between the property and the river that would connect the two hydrologically. Chambers Group, Inc. (2006) also did not find any California Department of Fish and Game jurisdictional drainages or wetlands onsite. NRA, Inc. concurred with these findings. No drainages or other water bodies are located onsite. Therefore, it was determined that Corps 404 and 401 permits were not required.

According to the Focused Biological Assessment of the Stormwater Overflow Line for the Agua Mansa Commerce Center prepared by NRA, Inc. dated November 29, 2007, no Corps jurisdictional drainages or wetlands were identified along the upland portion of the pipeline. However, the pipeline drains through an outlet structure into the Santa Ana River, which is a Corps jurisdictional water. In addition, the outlet structure is located within a willow riparian habitat, which most likely meets the test of a wetland habitat. The Santa Ana River is also a California Department of Fish and Game jurisdictional drainage and the willow riparian habitat also falls under State jurisdiction. Certified EIR Mitigation Measures BIO-5, BIO-6, BIO-7 and BIO-9 were adopted and implemented in order to reduce impacts from the stormwater overflow pipeline to less than significant. Permits and approvals were obtained from the U.S Fish and Wildlife

Service, California Department of Fish and Game, U.S. Army Corps of Engineers, and the California Regional Water Quality Control Board prior to mass grading activities. These mitigation measures have been satisfied and are no longer applicable to the Master Plan or the proposed new Building 1 project.

No water bodies are located on the proposed new Building 1 site. The proposed new Building 1 project includes the addition of 13.23 acres to the approved Agua Mansa Commerce Center Master Plan. No water bodies are located on the additional 13.23 acres. Development of the proposed new Building 1 project will not affect the previously constructed stormwater overflow pipeline and will not increase drainage flows to the stormwater overflow pipeline beyond what it was designed to accommodate. Additional mitigation measures are not required. Impacts will remain less than significant.

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#### **Impact 4.3.D – Impacts to the movement of wildlife species will remain less than significant.**

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According to the assessment performed by Chambers Group, Inc. in 2006, the Agua Mansa Commerce Center Master Plan area does not function as a wildlife corridor. NRA, Inc. concurred with these findings. According to the General Biological Assessment for the Agua Mansa Commerce Center Master Plan area prepared by NRA, Inc. dated August 29, 2007, the location of the property between existing commercial and industrial areas to the north, Riverside Avenue to the southwest, and the levees of the Santa Ana River constrain wildlife movement on the site. Local, diurnal movement may occur on the Agua Mansa Commerce Center Master Plan and the local area; however, the site does not function as a major wildlife corridor. The adjacent Santa Ana River is a functioning wildlife corridor, but the presence of the levees and the separation in elevation from the Master Plan area makes it unlikely that any wildlife using the river would include the Master Plan property in its travel path. It was determined that habitat fragmentation has already occurred as a result of road and commercial development in the area. The development of the Agua Mansa Commerce Center Master Plan will result in structures being located closer to the river; however, the development will not fragment additional habitat.

According to the General Biological Assessment for the Agua Mansa Commerce Center Master Plan area prepared by NRA, Inc. dated August 29, 2007, suitable raptor and migratory bird foraging and nesting habitat was identified within the Agua Mansa Commerce Center Master Plan area. NRA, Inc. conducted an informal non-protocol survey of the onsite trees and nearby offsite trees, searching for evidence of breeding or nesting behavior. No breeding or nesting behavior was observed. No nesting birds were expected in the onsite trees due to the poor quality of cover and the ongoing site activities occurring at the time of the survey.

According to the Focused Biological Assessment of the Stormwater Overflow Line for the Agua Mansa Commerce Center prepared by NRA, Inc. dated November 29, 2007, the pipeline alignment does not function as a wildlife corridor. It was determined that habitat fragmentation has already occurred as a result of road and commercial development in the area. The development of the pipeline and the outlet will extend existing facilities closer to the river, but will only incrementally fragment additional habitat. Regarding migratory and nesting birds, the Focused Biological Assessment of the Stormwater Overflow Line determined that suitable raptor and migratory bird foraging and nesting habitat was present within the Santa Ana River basin, specifically the willow woodland habitat. The stormwater overflow line has since been approved and constructed.

The previously certified EIR incorporated Mitigation Measure BIO-8 which relates to the protection of nesting birds. Mitigation Measure BIO-8 required nesting surveys to be conducted if construction occurs during the nesting season (February through August) and requires that either construction be rescheduled or a biological monitor be present if nesting birds are observed during the survey.

The proposed new Building 1 project is 21.07 acres. The southern portion of the 21.07 acre site was cleared and mass graded as part of the Master Plan area. As previously mentioned, ICF International conducted special status species and habitat surveys prior to grading and provided biological monitoring during grading activities in 2008, 2009, and 2010 on the Master Plan area that includes the southern portion of the proposed new Building 1 project site. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. The northern portion (13.23 acres) of the proposed new Building 1 project site has been significantly disturbed and no habitat exists for nesting birds. Mitigation Measure BIO-8 is no longer applicable to the Master Plan and is not applicable to the 13.23-acre

portion of the proposed new Building 1 project site being added to the Master Plan. Impacts will remain less than significant. Mitigation Measures are not required.

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#### **Impact 4.3.E – Impacts to existing trees will remain less than significant.**

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In April 2006, the Chambers Group, Inc. surveyed and mapped vegetation within a 66.25-acre area of the Agua Mansa Commerce Center Master Plan area. The third largest plant community was elderberry woodland located in the north central section of the property. The remaining plant communities formed minor components of the overall vegetative cover and included disturbed mulefat scrub, cottonwood-willow riparian woodland, and eucalyptus woodlands. However, during the July 3, 2007 field survey, NRA, Inc. and Tetra Tech, Inc. found significant changes in the composition of the plant community compared to the Chambers Group, Inc. report findings. One of the two eucalyptus stands remained. The cottonwood-willow riparian woodland was still present offsite.

The Focused Biological Assessment of the Stormwater Overflow Line indicated that a thin band of willow woodland existed within the Santa Ana River drainage adjacent to the northern levee. A more extensive stand of willow riparian woodland was identified further south along the main stem of the river. The trees mentioned in the Focused Biological Assessment of the Stormwater Overflow Line are not located on the proposed new Building 1 project site. The stormwater overflow line has since been approved and constructed.

The southern portion of the proposed new Building 1 project site (21.07 acres) was cleared and mass graded in 2008, 2009, and 2010. No trees exist on the southern portion of the proposed new Building 1 project site. The northern portion of the proposed new Building 1 project site (13.23 acres) that will be added to the approved Agua Mansa Commerce Center Master Plan is currently occupied by a truck trailer storage facility and by a construction materials storage facility that is paved with gravel and asphalt. Two Peruvian Pepper trees (*Schinus molle*) and three Silk Oak trees (*Grevillea robusta*) are located in the northern portion of the proposed new Building 1 project site within the 13.23 acres being added to the Master Plan. *Schinus molle* is a non-native species and *Grevillea robusta* is a non-native, invasive species. The City of Colton has no regulations or ordinances that regulate tree removal or protect trees.<sup>2</sup> Although these trees will be removed, the conceptual landscape plan for the proposed new Building 1 project site proposes the planting of approximately 195 trees including species such as Chitalpa, Italian Cypress, Crape Myrtle, Chinese Flame Tree, Afghan Pine, African Sumac, Brisbane Box, Mexican Fan Palm, and California Sycamore. Thus, impacts will remain less than significant. No mitigation measures are required.

## **Mitigation Measures**

With regard to burrowing owls and nesting birds, the following mitigation measures were required by the previously certified EIR and have since been satisfied. Mitigation Measures BIO-1 through BIO-8 are no longer applicable to the Master Plan and are not applicable to the proposed new Building 1 project.

### ***BIO-1***

As compensation for the direct loss of burrowing owl nesting and foraging habitat, the project proponent shall mitigate by acquiring and permanently protecting known burrowing owl nesting and foraging habitat at the following ratio:

- Replacement of occupied habitat with occupied habitat at 1.5 times 6.5 acres per pair or single bird;
- Replacement of occupied habitat with habitat contiguous with occupied habitat at 2 times 6.5 acres per pair or single bird; and/or
- Replacement of occupied habitat with suitable unoccupied habitat at 3 times 6.5 acres per pair or single bird.

### ***BIO-2***

The project proponent shall establish a non-wasting endowment account for the long-term management of the preservation site for burrowing owls. The site shall be managed for the benefit of burrowing owls. The preservation site, site management, and endowment shall be approved by the CDFG.

**BIO-3**

All owls associated with occupied burrows, that will be directly impacted (temporarily or permanently) by the project, shall be relocated and the following measures shall be implemented to avoid take of owls:

- Occupied burrows shall not be disturbed during the nesting season of February 1 through August 31, unless a qualified biologist can verify through non-invasive methods that either the owls have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent flight.
- Owls shall be relocated by a qualified biologist from any occupied burrows that will be impacted by project activities. Suitable habitat must be available adjacent to or near the disturbance site or artificial burrows will need to be provided nearby. Once the biologist has confirmed that the owls have left the burrow, burrows shall be excavated using hand tools and refilled to prevent reoccupation.
- All relocation shall be approved by the CDFG. The permitted biologist shall monitor the relocated owls a minimum of three days per week for a minimum of three weeks. A report summarizing the results of the relocation and monitoring shall be submitted to the CDFG within 30 days following completion of the relocation and monitoring of the owls.

**BIO-4**

A Burrowing Owl Mitigation and Monitoring Plan shall be submitted to the CDFG for review and approval prior to relocation of owls. The Burrowing Owl Mitigation and Monitoring Plan shall describe proposed relocation and monitoring plans. The plan shall include the number and location of occupied burrow sites and details on adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation of artificial burrows (numbers, location, and type of burrows) shall also be included in the Plan. The Plan shall also describe proposed off-site areas for preservation to compensate for impacts to burrowing owls/occupied burrows at the project site as required under Mitigation Measure BIO-1.

**BIO-8**

If construction occurs within the nesting season (February through August), a nesting survey shall be conducted prior to construction in order to determine if raptors or migratory birds are nesting. If nesting is occurring, then either construction will be rescheduled to after the breeding season or a qualified biological monitor will be present during construction to ensure that nesting birds do not abandon the nest until the young are fully fledged.

With regard to the stormwater overflow pipeline, the following mitigation was required by the previously certified EIR. Mitigation Measures BIO-5, BIO-6, and BIO-7 have since been satisfied. As mentioned herein, permits and approvals were obtained from the U.S Fish and Wildlife Service, California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and the California Regional Water Quality Control Board prior to mass grading activities. These Mitigation Measures are no longer applicable to the Master Plan and are not applicable to the proposed new Building 1 project.

**BIO-5**

Prior to the issuance of grading permits, detailed mitigation measures shall be developed for the Critical Habitat that will be subject to the review and approval of the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG). In general, mitigation will require one or more of the following measures:

- Avoidance of habitat loss;
- Minimization of impacts and onsite replacement of habitat through replanting of the native habitat at a minimum of 1:1 acres; and/or
- Minimization of impacts and offsite replacement of habitat at a minimum of 1:1 acres.

**BIO-6**

During the construction if any Santa Ana River sucker is found it shall be captured and relocated to another suitable location.

**BIO-7**

A cowbird trapping program shall be conducted according to protocol methods for the southwestern willow flycatcher or least Bell's vireo.

**BIO-9**

Prior to the issuance of grading permits, the project proponent shall obtain a Corps 404 permit, a RWQCB 401 permit for the use of the 404 permit, and a CDFG 1602 Agreement. The mitigation required for these permits shall also include the mitigation for impacts to Critical Habitat for the Santa Ana River sucker and the southwestern willow flycatcher, and for impacts to potential nesting habitat for the least Bell's vireo. Groundwater and water pollution issues shall be addressed under the National Pollutant Discharge Elimination System (NPDES) permit.

### **Level of Significance with Mitigation Incorporated**

Impacts 4.3.A, 4.3.B, 4.3.C, 4.3.D, and 4.3.E will remain less than significant. No mitigation measures are required.

### **References**

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- <sup>1</sup> Western Regional Climate Center. Cooperative. NOAA Cooperative Stations. Fontana Kaiser Station (043120). Period of Monthly Climate Summary: 1981-2010. <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca3120> [April 1, 2014]
  - <sup>2</sup> Based on a telephonic conversation with Sabdi Sanchez, Chief Deputy City Clerk with the City of Colton, on July 16, 2014.



## CULTURAL RESOURCES 4.4

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This section evaluates whether the proposed new Building 1 project will cause a substantial adverse change in the significance of a historical resource, cause a substantial adverse change in the significance of an archeological resource, disturb any human remains, or directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature as evaluated under the previous EIR as well as with respect to the currently proposed new Building 1 project.

The previously certified EIR relied on the Phase I Cultural Resource Investigation for the Proposed Agua Mansa Commerce Center prepared by McKenna et al., July 10, 2007. The previously certified EIR and Phase I cultural resources investigation will be utilized for the analysis in this section in relation to the proposed new Building 1 project.

### Existing Conditions

#### *CULTURAL RESOURCES*

According to the 2007 Phase I Cultural Resource Investigation for the previously certified EIR, the 94.18-acre Agua Mansa Commerce Center Master Plan area is located within Township 1 South, Range 5 West, and the equivalent of Section 36; and Township 2 South, Range 5 West, and the equivalent of Section 1. Both of these sections are within the historic Rancho Jurupa (Streamns). Elevations within the Master Plan area average 880 feet above sea level, technically below the high water line for the projected 100-year flood line (at Agua Mansa Road) of the Santa Ana River, and within the area significantly impacted by the major flooding of 1862.

According to the 2007 Phase I Cultural Resource Investigation for the previously certified EIR, this area is geologically within the Peninsular Range of Southern California. The area is characterized as the Peninsular Range geologic province as consisting predominantly of granitic outcrops. Marine sedimentation occurred in the early Miocene and probably continued in to the Pliocene epochs, resulting in the formation of the Santa Ana Mountains. In 1998, geological testing performed by Leighton and Associates, Inc. dated the older alluvium of the area to approximately 25,000 years before present. Additionally, data indicated the surface areas continued to erode while the substrate remained relatively intact.

According to the 2007 Phase I Cultural Resource Investigation prepared for the previously certified EIR, the general area is dominated by the presence of sandy top soils of the Santa Ana River terrace. Desert Sage Scrub habitat, characterized by the presence of buckwheat, sage and deer weed, is present in surrounding hillsides. This portion of San Bernardino County and the Santa Ana River drainage is reported to have been considerably different during prehistoric times. A shift in climate conditions resulted in the replacement of pines with oak woodland and eventually, grasslands. According to Heusser (1978), the grasslands were replaced by sage scrub and chaparral during the Late Prehistoric Horizon (post A.D. 750). The lack of native vegetation within the Master Plan area is attributed to historic and modern use of the property for ranching and commercial purposes.

Since the certification of the previous EIR, the Agua Mansa Commerce Center Master Plan area as been cleared and mass graded, sewer and other utility service infrastructure has been constructed, and Miguel Bustamante Parkway has been constructed and bisects the Master Plan area. The Lineage Logistics refrigerated warehouse has also since been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. The previously certified EIR incorporated a number of mitigation measures that were required to be performed prior to and during the site's grading activities. Archeological, paleontological, and cultural monitoring was provided by Mckenna et al. during site grading and mass grading activities.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The southern portion of proposed new Building 1 project site was mass graded as part of the Master Plan area. The northern portion of the proposed new Building 1 project site, approximately 13.23 acres, will be added to the Master Plan and is currently

occupied by a construction materials storage facility and a truck trailer storage facility. The 13.23-acre portion is currently paved with gravel and asphalt.

#### ***HISTORIC BACKGROUND***

According to the 2007 Phase I Cultural Resource Investigation prepared for the previously certified EIR, the Agua Mansa Commerce Center Master Plan area occurs within the historic Rancho Jurupa, originally granted to Juan Bandini by Governor Alvarado in 1838. The Rancho consisted of approximately seven square leagues in San Bernardino County (now including a portion of Riverside County). Bandini's grant was approved on May 22, 1840. The Rancho Jurupa was originally under the jurisdiction of the Mission San Gabriel and used for cattle grazing and, with the assistance of "neophytes" (Native American converts), small gardens. After the declaration of independence by Mexico from Spain, the secularization of the Missions opened large tracts of land for settlement. Following the prior policies of Spain, the Mexican government continued to issue large land grants and supported the settlement of Alta California. The principle of granting lands to encourage settlement and colonization of undeveloped areas is an ancient custom of empire-minded nations, which found its counterpart in the more recent homestead and railroad grant laws of our United States. In the beginning, the rancho grants of California were merely grazing or pasturage permits which entitled the grantees to the use but not own the land. Eventually these permits became actual transfers of ownership by the regnant sovereign or political jurisdiction; and so California's more than 500 private land grants came into being.

Juan Bandini held the Rancho until his death in 1859. However, when he needed funds, he sold a large portion of the Rancho Jurupa to Louis Rubidoux, resulting in the identification of the Rancho Jurupa (Rubidoux). As early as 1840, however, Don Juan Bandini offered a portion of his land as a place of settlement for the displaced population from Politana. Politana was a small community of Native Americans from Abiquiu, New Mexico, brought to California by the Lugos of the Rancho San Bernardino. This gift of land was known as the "Bandini Donations", consisting of approximately 2,200 acres of land along the Santa Ana River in the northeastern portion of the Rancho Jurupa. Various accounts describe this land as covering an area of six miles along the river and one half mile wide along both sides of the River. These two settlements were named "Agua Mansa" (gentle water) and "La Placita (small town). Agua Mansa was northwest of the River and La Placita was southeast of the River. The Agua Mansa Commerce Center Master Plan area is within the boundaries of Agua Mansa.

Both communities were established as pueblos, with small central plazas, a church, and dwellings surrounding the plaza. Individual lands were established along the river frontage and included approximately 550 feet of frontage on the river and approximately 1,300 feet deep. The Agua Mansa Commerce Center Master Plan area involves portions of Bandini's Lots 39, 42, 44, 50, and 51. Hayes (1929) suggests that the existing church within the Cemetery at Agua Mansa was the third church built for the community and likely dates to 1854.

The floods of the 1860's destroyed the community of Agua Mansa (and La Placita). In 1862, a wall of water estimated to be between 30 to 50 feet tall overran the communities on the Santa Ana River, destroying everything except the church and the single residence near the church (located on a bluff above the flood line). In 1868, a second flood destroyed the re-established community and left many feet of silt and debris atop the community's lands. Following the second flood, the community was officially abandoned and the church fell into ruins.

#### ***CURRENT USES***

According to the 2007 Phase I Cultural Resource Investigation prepared for the previously certified EIR, McKenna et al. completed a study in 1993 that yielded data pertaining to the development of the Beckett ranch. According to Mr. Beckett (interviewed in 1993), he purchased the property in 1986. Prior to his purchase, the previous owner had the property for eight years (1978-1986), and the owner before that held the property for about ten years (1968-1978). The Beckett Ranch was designed as a horse breeding/training facility that included the Beckett residential complex, horse stables, a training track, corrals, and workers' quarters. Beckett stated that he built the track using local soils and all features within the property (in 1993) were less than 24 years of age. These facilities were present in 1993, but removed some time in the late 1990s or early 2000s, following the development of the Rapid Infiltration Extraction (RI/X) waste water treatment facility on the adjacent property.

***NATIVE AMERICAN CONSULTATION***

According to the 2007 Phase I Cultural Resource Investigation prepared for the previously certified EIR, McKenna contacted the Native American Heritage Commission in Sacramento and acquired the most current listing for Native American representatives within the County. The list provided various Native American group affiliations. A request for concerns and issues was mailed to each of the individuals. McKenna also contacted Anthony Morales, Chairperson for the Gabrielino/Tongva, to inquire into the relative sensitivity for the area to yield prehistory remains. In the specific area of Agua Mansa, three groups claim the area-Gabrielino, Serrano, and Luiseno. In the professional opinion of McKenna, the Luiseno are reaching too far north and the area was more likely (archaeologically and ethnographically) Gabrielino or Serrano. No responses were received from any of the representatives. Therefore, it was concluded that they were not concerned about the area and the potential for prehistoric resources is very low.

**Regulatory Setting*****CITY OF COLTON***

The City of Colton intends to generate interest and awareness of its historic resources and to focus appropriate attention on the protection of these resources. As part of their Open Space and Conservation Element within the General Plan, archeological resources are one of the six conservation concerns of the City. Although there are no specific goals or policies pertaining to archeological resources within the City's Open Space and Conservation Element, the City enforces the regulations and requirements of CEQA for all projects as defined in Chapter 2.5, Section 21065 of the 2007 CEQA Statutes and Guidelines handbook.

CEQA guidelines §15064.5 provide directions on determining significance of impacts to archaeological and historical resources. Typically a resource shall be considered "historically significant" if the resource meets the criteria for listing, including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's historical resources and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, or is not included in a local register of historical resources, does not preclude a lead agency from determining that the resource may be an historical resource.

**Thresholds of Significance**

According to the CEQA Guidelines, a project would normally have a significant impact related to cultural resources if the project would:

- A. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15604.5;
- B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15604.5;
- C. Disturb any human remains, including those interred outside of formal cemeteries; or
- D. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

## Environmental Impacts

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### **Impact 4.4.A-C – Impacts to historic or archaeological resources and unidentified human remains will remain less than significant with mitigation incorporated.**

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According to the previously certified EIR, a field reconnaissance of the Agua Mansa Commerce Center Master Plan area was completed between June 22 and June 27, 2007 by McKenna et al. Results of the pedestrian survey included the identification of numerous features associated with the Beckett Ranch, including the horse track, irrigation features, fence posts, foundations to utility buildings, vegetation (e.g. palm trees), and a “shrine” dedicated to the Virgin of Our Lady of Guadalupe. Near Agua Mansa Road, a nursery, compost piles, offices and one of the Beckett residential structures were present. The ranch structures did not meet the minimum age for historic resources (the cut-off was 1960) and there was no architectural significance. The buildings were not unique or representative of any major design or architecture. They were in poor condition (and originally constructed as relatively inexpensive structures) and not candidates for renovation. The complex was not representative of any significant or unique activities and, given the extent of deterioration of the structures and area, the overall complex lacked the required integrity to be considered a historic resource (as a complex). No evidence of historic or prehistoric remains was identified during the pedestrian survey of the Master Plan area. Due to the flooding events in the 1860s, several feet of silt and debris was deposited in the area, burying the community of Agua Mansa. Evidence of the historic community may be present in a buried context within the Master Plan area, as scant evidence was identified within the Rapid Infiltration Extraction (RI/X) property to the east and along Agua Mansa Road (McKenna 1990-1993 reports). Buried historic resources were recovered along Agua Mansa Road at shallow depths of less than one meter and deeper depths along the river frontage. A grist stone from a 1860s mill was recovered by McKenna et al. during monitoring for the RI/X project (1990-1993). The stone was found at a depth of approximately 10 meters below the surface along the Santa Ana River-illustrating the extent of the flooding during that period. The removal of palms was also noted, as was evidence of grading and demolition of other modern structural locations. Dry grasses covered some of the area and other areas were recently disced and cleared of vegetation. The Aguinaga Fertilizer company, Inc. was actively working within the Master Plan area along Agua Mansa Road when the McKenna survey was done.

According to the previously certified EIR, a standard archaeological record search was conducted by the San Bernardino County Museum, Archaeological Information Center. The search included a review of all recorded historic and prehistoric archaeological sites within a one-mile radius of the Agua Mansa Commerce Center Master Plan area as well as a review of all known cultural resource reports. In addition, the file of historic maps, the California Points of Historical Interest (PHI), the listing of California Historical Landmarks (CHL), the California Register of Historic Resources Inventory (HRI) were checked for the Agua Mansa Commerce Center Master Plan area. Research showed that the majority of the Agua Mansa Commerce Center Master Plan area was previously surveyed for cultural resources. A total of nine cultural resource overviews and 37-area specific studies (12 of which involved portions of the current project area) have been completed within one-mile of the Agua Mansa Commerce Center Master Plan area. The studies of White (1991) and McKenna (1993) addressed the majority of the area. The other surveys were linear or smaller in scope, including those of Chavez (1978a-d0; Lerch (1982); Hampson et al (1988); Harmsworth Associates and CH2M Hill (1990); McKenna (1991); Foster et al. (1991); and Ashkar and McGowan (2000). The studies resulted in the recording of numerous resources within one-mile of the Agua Mansa Commerce Center Master Plan area. The Archaeological Information Center identified six prehistoric archaeological sites; 13 historic archaeological sites; five pending historic archaeological sites; two historic isolates; five possible historic structural locations; one California Historical Landmark; and one California Point of Historic Interest. A total of two (2) of the resources recorded were identified within the Agua Mansa Commerce Center Master Plan area including: 1) CA-SBR-6940H (an irrigation ditch); and 2) 36-015221 (the Community of Agua Mansa). Nearby sites include additional irrigation features and the historic Agua Mansa Road.

According to the previously certified EIR, the presence of the irrigation systems and the recorded location of the historic community of Agua Mansa render the Agua Mansa Commerce Center Master Plan area highly sensitive for the identification of historic archaeological resources. Based on the recent research and field studies conducted, and the Agua Mansa Commerce Center Master Plan area’s direct association with the historic community of Agua Mansa, the previously certified EIR determined impacts to be less than significant with incorporation of Mitigation Measures CR-1 through CR-4. The previously certified EIR incorporated Mitigation Measure CR-1 that requires a qualified archaeological

monitor be present during grading of the site to ensure adequate identification, recordation, and/or recovery of potentially significant cultural remains. The previously certified EIR also incorporated Mitigation Measure CR-2 that requires all work to cease in the immediate vicinity in the event that Native American cultural resources are discovered during project construction and a qualified archaeologist must be hired to assess the find. The previously certified EIR incorporated Mitigation Measure CR-3 requires the site appointed archaeologist to contact the appropriate tribe if significant cultural resources are discovered for which a Treatment Plan must be prepared. The previously certified EIR incorporated Mitigation Measure CR-4 which requires the County Coroner to be notified immediately if possible human remains are uncovered during excavation or other construction. Mitigation Measure CR-4 further requires that the Native American Heritage Commission be notified if the remains are determined to be of prehistoric origin and that the Most Likely Descendant be identified.

Since the previous EIR was certified, the entire Agua Mansa Commerce Center Master Plan area has been mass graded and the Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. Archaeological, paleontological, and cultural monitoring was provided by McKenna et al. during the clearing and mass grading of the Master Plan area which includes the southern portion of the proposed new Building 1 project site. No archaeological resources were discovered on the Master Plan area during site grading.

The proposed new Building 1 project is 21.07 acres. The southern portion of the 21.07 acre site was mass graded as part of the Master Plan area. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. According to the National Register of Historic Places and the State Historic Preservation Office lists of properties, the proposed new Building 1 project site is not listed as a historic resource.<sup>1,2</sup> The Colton General Plan Cultural Resources Element lists local designated historic landmarks. The list indicates that no City-designated historic landmarks are located on the proposed new Building 1 project site.<sup>3</sup> Although the 13.23-acre addition to the Master Plan area has been graded and is currently developed and any resources have likely been unearthed, Mitigation Measures CR-1, CR-2, CR-3, and CR-4 will remain applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan due to the area's direct association with the historic community of Agua Mansa. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

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**Impact 4.4.D – Impacts to paleontological resources will remain less than significant with mitigation incorporation.**

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As part of the Phase I Cultural Resource investigation performed for the previously certified Agua Mansa Commerce Center EIR, a standard paleontological overview was prepared by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section. No vertebrate fossil localities were identified as occurring within the Agua Mansa Commerce Center Master Plan area; however, vertebrate fossil localities were identified further afield from sedimentary deposits similar to those that may occur as subsurface deposits within the Master Plan area. The Agua Mansa Commerce Center Master Plan area consists of younger Quaternary Alluvium that is not conducive to yielding fossil specimens. However, specimens have been identified in older alluvium downstream from the Master Plan area. There is a potential that fossil remains may have been carried into the Agua Mansa Commerce Center Master Plan area by heavy flooding episodes. Therefore, the Agua Mansa Commerce Center Master Plan area was considered moderately sensitive for paleontological resources.

The previously certified EIR determined that surface grading or shallow excavating in the Master Plan area was not likely to uncover significant vertebrate fossils. However, deeper excavations within the Master Plan area that extend beneath the surficial younger Quaternary Alluvium into the older Quaternary sedimentary deposits may encounter significant vertebrate fossil remains. The previously certified EIR incorporated Mitigation Measure CR-5 which requires that any substantial or deep excavations in the Master Plan area be closely monitored by a qualified vertebrate paleontologist to ensure the timely and professional collection of any fossils that are discovered.

As previously mentioned, since the previous EIR was certified, the entire Agua Mansa Commerce Center Master Plan area has been mass graded and the Lineage Logistics refrigerated warehouse has been constructed in the eastern

portion of the approved Master Plan area. Also, as previously mentioned, archaeological, paleontological, and cultural monitoring was provided by McKenna et al. during the clearing and mass grading of the Master Plan area. No paleontological resources were discovered on the Master Plan area during site grading activities. The proposed new Building 1 project is 21.07 acres. The southern portion of the 21.07 acre site has been mass graded as part of the Master Plan. No paleontological resources were identified on the southern portion of the site. However, the northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility which is paved with asphalt and gravel. Since there is the potential that fossil remains may have been carried into by heavy flooding episodes, Mitigation Measure CR-5 will remain applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

## Mitigation Measures

With regard to cultural resources, mitigation measures CR-1, CR-2, CR-3, CR-4, and CR-5 were required by the previously certified EIR but are no longer applicable to the approved Master Plan area because archaeological, paleontological, and cultural monitoring was provided by McKenna et al. during the clearing and mass grading of the Master Plan area; however, mitigation measures CR-1, CR-2, CR-3, CR-4, and CR-5 remain applicable to the 13.23-acre addition to the Master Plan.

### ***CR-1***

A qualified archaeological monitor shall be present during grading of the site to ensure adequate identification, recordation, and/or recovery of potentially significant cultural remains. If remains of prehistoric, historic, or paleontological origin are identified, they shall be handled in accordance with current standards and guidelines.

### ***CR-2***

In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period.

### ***CR-3***

If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the site appointed archaeologist shall contact the "Tribe". If requested by the Tribe, the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.).

### ***CR-4***

In the event any bones of possible human origin are uncovered, during excavation or other construction, the County Coroner shall be notified immediately and if the remains are determined to be of prehistoric origin, the native American Heritage Commission must be notified and the Most Likely Descendant identified. Based on the project area, the Most Likely Descendant would be of Gabrielino or Serrano descent. The disposition of the remains will be determined through consultation with the City of Colton, the Most Likely Descendant, and the archaeological consultant.

### ***CR-5***

Any substantial and deep excavations in the proposed project area shall be closely monitored by a qualified vertebrate paleontologist to ensure timely and professional collection of any fossils discovered. If remains of prehistoric, historic, or paleontological origin are identified, they shall be handled in accordance with current standards and guidelines.

## Level of Significance with Mitigation Incorporated

Impacts 4.4.A, 4.4.B, and 4.4.C will remain less than significant with incorporation of Mitigation Measures CR-1 through CR-4. Impact 4.4.D will remain less than significant with incorporation of Mitigation Measure CR-5.

## References

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- <sup>1</sup> National Park Service. National Register of Historic Places. Spreadsheet of Listed Properties through June 2014. [http://www.nps.gov/nr/research/data\\_downloads.htm#spreadsheets](http://www.nps.gov/nr/research/data_downloads.htm#spreadsheets) [August 26, 2014]
- <sup>2</sup> California Department of Parks and Recreation. California Historical Resources. <http://ohp.parks.ca.gov/ListedResources/> [August 26, 2014]
- <sup>3</sup> City of Colton. General Plan Cultural Resources Preservation Element. September 5, 2000.



This section describes the geology and soils characteristics of the proposed Agua Mansa Commerce Center Building 1 project as evaluated under the previously certified EIR. The previously certified EIR relied on findings found in Geotechnical Engineering Investigation, and Supplemental Geotechnical Engineering Investigation, prepared by NorCal Engineering, on October 20, 2006, and July 20, 2007 as well as the City of Colton General Plan.

This section evaluates whether the proposed new Building 1 project will expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction and landslides as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project. This section also evaluates whether the proposed new Building 1 project will result in substantial soil erosion or the loss of topsoil, be located on a geologic unit or soil that is unstable or be located on expansive soil as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project. No impacts related to septic tanks or alternative wastewater disposal systems were identified in the previously certified EIR. Thus, these issues are not discussed in this section.

### Environmental Conditions

#### *ENVIRONMENTAL SETTING*

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan consists of approximately 94.18 acres on the north bank of the Santa Ana River, at the southeast intersection of Riverside Avenue and Agua Mansa Road in the City of Colton. At the time the previous EIR was certified, the Rapid Infiltration/Extraction (RI/X) wastewater treatment facility and Agua Mansa Power Plant were located to the northeast, U.S. Xpress (also Pacific Tractor & Equipment and Cobra Equipment Rental) and Reclaimed Aggregates, Inc. were located to the west, and Riverside Avenue was located to the south and southwest. The Agua Mansa Commerce Center Master Plan area was described as relatively level with elevations ranging between 850 and 860 above mean sea level (amsl) over the majority the property. The surface soils were identified as undisturbed alluvium soil classifying as brown, fine to medium grained to fine to coarse grained. Sands, silts, clay, and gravel have been deposited at the site by flows from the Santa Ana River.

As part of the analysis for the previously certified EIR, subsurface soil conditions on approximately 71 acres of the Agua Mansa Commerce Center Master Plan area were explored by placement of 26 exploratory trenches by a backhoe to depths ranging from ten to 15 feet and three exploratory borings by a truck mounted hollow stem auger to a depth of 50 feet below current ground elevations. On the remaining 23 acres, subsurface soil conditions were explored by placement of ten exploratory borings by a truck mounted hollow stem auger to a depth of 50 feet below current ground elevations. Groundwater levels at both the 71 acres and 23 acres of the Master Plan area were encountered at a depth of 15 to 29 feet.

Since the certification of the previous EIR, the Agua Mansa Commerce Center Master Plan area as been cleared and mass graded, sewer and other utility service infrastructure has been constructed, and Miguel Bustamante Parkway has been constructed bisecting the Master Plan area connecting Riverside Avenue to Agua Mansa Road. The Lineage Logistics refrigerated warehouse has also been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The southern portion of proposed new Building 1 project site was mass graded as part of the Master Plan area. The northern portion of the proposed new Building 1 project site, approximately 13.23 acres, will be added to the Master Plan and is currently

occupied by a construction materials storage facility and a truck trailer storage facility. The 13.23-acre portion is currently paved with gravel and asphalt.

## Regulatory Setting

### *FEDERAL*

#### NPDES (General Construction Activity Stormwater Permit)

As explained in further detail in Section 4.9 (Hydrology and Water Quality) of this SEIR, a Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit application was required as part of approval of the previously certified EIR. The SWPPP detailed the specific construction site; the existing and proposed construction erosion and sediment controls; the existing and proposed systems for monitoring runoff water quality; means of waste disposal; implementation of approved local plans; proposed program and methods to control post-construction sediment, erosion, and maintenance responsibilities; and construction and post-construction non-stormwater management controls. Dischargers are required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

### *STATE*

#### Seismic Hazards Mapping Act

The California Geological Survey (CGS) provides guidance with regard to seismic hazards under the Seismic Hazards Mapping Act. Seismic hazard zones are identified and mapped by the CGS to assist local governments in land use planning. The intent of the Act is to protect the public from the effects of strong groundshaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

## Thresholds of Significance

Significant impacts related to geology and soils would result from implementation of the proposed new Building 1 project if the project would:

- A. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
  - ii. Strong seismic ground shaking;
  - iii. Seismic-related ground failure, including liquefaction;
  - iv. Landslides
- B. Result in substantial soil erosion or the loss of topsoil;
- C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- D. Be located on expansive soil, as defined in the Uniform Building Code (1994), creating substantial risks to life or property.

## Environmental Impacts

**Impact 4.5.A.i – ii – Impacts to people and structures resulting from earthquakes and the potential rupture of earthquake faults will remain less than significant with mitigation incorporated.**

According to the previously certified EIR, no known active or potentially active faults pass through the Agua Mansa Commerce Center Master Plan area. The Master Plan area lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered remote. The San Jacinto fault zone is located approximately three miles northeast of the Master Plan area and could cause ground shaking in the event of an

earthquake. Thus, the previously certified EIR incorporated Mitigation Measure GS-3 which requires structures to comply with the California Building Code (CBC) standards for seismic safety.

The proposed new Building 1 project site is also not located within an Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is also considered remote.<sup>1</sup> However, the proposed new Building 1 project site is subject to ground shaking due to its proximity to the San Jacinto fault zone and Mitigation Measure GS-3 from the previously certified EIR remains applicable to the proposed project and to the Master Plan. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

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**Impact 4.5.A – iii – Impacts to life and property resulting from seismically induced liquefaction or settlement will remain less than significant with mitigation incorporated.**

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The geotechnical analyses used in the previously certified EIR analysis indicated that the potential for liquefaction at the Agua Mansa Commerce Center Master Plan area is considered to be low due to dense sands located below surface. The previously certified EIR indicated that the seismic-induced settlements would be on the order of less than one inch and should occur rather uniformly across each proposed lot within the Master Plan area. Differential settlements are estimated to be on the order of less than one inch over a 100 feet distance in the Agua Mansa Commerce Center Master Plan area. The previously certified EIR incorporated Mitigation Measure GS-1 which requires the developer to submit grading plans that incorporate the general earthwork and grading specifications for rough grading as set forth in the geotechnical reports prepared for the Agua Mansa Commerce Center Master Plan area, including grading requirements for seismic considerations prior to the issuance of grading permits. The previously certified EIR also incorporated Mitigation Measure GS-2 which requires the developer to submit development plans that incorporate the recommendations of the geotechnical report for preliminary foundation work, utility trenching, and concrete slabs prior to the issuance of building permits. Furthermore, as mentioned previously, the certified EIR incorporated Mitigation Measure GS-3 which requires structures to comply with the California Building Code (CBC) standards for seismic safety.

The same dense sands are likely to be present beneath the proposed new Building 1 project site and it is likely that the potential for liquefaction is low. As mentioned above, the previously certified EIR indicated that the seismic-induced settlements would be on the order of less than one inch and should occur rather uniformly across each proposed lot within the Master Plan area and differential settlements are estimated to be on the order of less than one inch over a 100 feet distance in the Agua Mansa Commerce Center Master Plan area. Mitigation Measures GS-1, GS-2, and GS-3 from the previously certified EIR will remain applicable to the Master Plan area with the inclusion of the proposed new Building 1 project. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

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**Impact 4.5.A – iv – Impacts to life and property related to seismically induced landslides will remain less than significant.**

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According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan area is relatively flat and slopes gently to the south/southeast. The slopes within the Master Plan area generally range from zero to nine percent. Considering the flat topography of the Master Plan area, landslides are not anticipated to occur.

According to the San Bernardino South USGS 7.5 Minute Series topographic map, the proposed new Building 1 project site is relatively flat with elevations ranging from 850-860 feet amsl. Thus, landslides are not anticipated to occur on the proposed new Building 1 project site. Impacts related to landslides will remain less than significant. No mitigation measures are incorporated.

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**Impact 4.5.B – Impacts related to wind-blown soil erosion and loss of topsoil will remain less than significant with mitigation incorporation.**

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According to the previously certified EIR, development on the Agua Mansa Commerce Center Master Plan area in which grading and filling activities take place can leave soils especially vulnerable to wind and water erosion during construction. The lack of soil moisture and the minimal amount of clay material for binding could subject loose soils to high winds or substantial rainfall. Grading of the approximately 94-acre Agua Mansa Commerce Center Master Plan area would entail approximately 286,000 cubic yards (cy) of soil movement.

According to the previously certified EIR, soil erosion caused by wind not only depletes soils on-site, it reduces visibility, decreases air quality, abrades surfaces, and can affect the operation of machinery off-site. Soil erosion caused by water can make travel on roads dangerous; it can affect water levels by blocking culverts and increasing the chance of flooding. Eroded sediment can carry petroleum or other pollutants into the water system, and the sediment from eroding soils can affect light penetration into water bodies reducing the photosynthetic ability of water plants.

The previously certified EIR incorporated Mitigation Measures GS-4 through GS-7 to ensure impacts to soils or the loss of topsoil would be less than significant. Mitigation Measure GS-4 requires that all grading activities be minimized and performed immediately prior to any new construction activities. Mitigation Measure GS-5 requires disturbed soils to be watered at least twice per day to control fugitive dust from escaping off-site. Mitigation Measure GS-6 requires a National Pollutant Discharge Elimination System (NPDES) permit to be obtained before construction begins. Also according to Mitigation Measure GS-6, in order to obtain the NPDES permit, a Stormwater Pollution Prevention Plan (SWPPP) must be submitted that describes how storm water will be controlled through Best Management Practices (BMPs) in order to avoid off-site sedimentation. Mitigation Measure GS-7 requires soils left bare or inactive for longer than thirty days to be planted with ground cover or covered by approved means to assure no loss of topsoil.

As previously mentioned, the southern portion of the 21.07-acre proposed new Building 1 project site was graded as part of the approved Master Plan area. The northern portion of the Building 1 project site is currently developed with a construction materials storage facility and a truck trailer storage facility and is paved with asphalt and gravel. Mitigation Measures GS-4, GS-5, GS-6, and GS-7 remain applicable to the Master Plan and the proposed new Building 1 project. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

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#### **Impact 4.5.C – Impacts related to ground failure will remain less than significant with mitigation incorporated.**

Landslides and liquefaction were discussed previously in 4.5.A.iii and 4.5.A .iv. Lateral spreading, subsidence, and collapse were not discussed or analyzed in the previously approved EIR. Lateral spreads are distinctive because they usually occur on very gentle slopes or flat terrain. The failure is caused by liquefaction, the process whereby saturated, loose, cohesionless sediments (usually sands and silts) are transformed from a solid into a liquefied state. Failure is usually triggered by rapid ground motion, such as that experienced during an earthquake.<sup>2</sup> Ground collapse and sinkholes are common where the rock below the land surface is limestone, carbonate rock, salt beds, or rocks that can naturally be dissolved by groundwater circulating through them.<sup>3</sup>

Groundwater levels at the Agua Mansa Commerce Center Master Plan area were encountered at a depth of 15 to 29 feet. According to the Geotechnical Engineering Investigation prepared by NorCal Engineering dated July 20, 2007, the potential for liquefaction at the Agua Mansa Commerce Center Master Plan area is considered to be low due to very dense sands located below the surface. Because the potential for liquefaction at the site is considered low, the potential for lateral spread at is also considered low. Due to the proximity of the proposed new Building 1 project to the Santa Ana River, the underlying geology can be categorized as young alluvium which has been recently subject to reworking by stream flow.<sup>4</sup> Thus, the underlying geology is not likely to be subject to collapse.

The previously certified EIR incorporated Mitigation Measure GS-2 which requires the developer to submit development plans that incorporate the recommendations of the geotechnical report for preliminary foundation work, utility trenching, and concrete slabs prior to the issuance of building permits. Furthermore, as mentioned previously, the certified EIR incorporated Mitigation Measure GS-3 which requires structures to comply with the California Building Code standards for seismic safety. Mitigation Measures GS-2 and GS-3 remain applicable to the Master Plan and the proposed new Building 1 project. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

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#### **Impact 4.5.D – Impacts related to expansive soils will remain less than significant with mitigation incorporation.**

According to the previously certified EIR, laboratory tests conducted for subsurface soils indicated that the soils located within the Agua Mansa Commerce Center Master Plan area are not anticipated to be expansive. According to Mitigation Measures GS-1 and GS-2 which were incorporated into the previously certified EIR, all construction and grading activities shall comply with the recommendations included in the geotechnical reports. Mitigation Measure GS-1 requires

the developer to submit grading plans that incorporate the general earthwork and grading specifications for rough grading as set forth in the geotechnical reports prepared for the Agua Mansa Commerce Center Master Plan area prior to the issuance of grading permits. Mitigation Measure GS-2 requires the developer to submit development plans that incorporate the recommendations of the geotechnical report for preliminary foundation work, utility trenching, and concrete slabs prior to the issuance of building permits.

Soils within the proposed new Building 1 project site are anticipated to be similar to soils located within the Agua Mansa Commerce Center, and thus, are not expected to be expansive. Mitigation Measures GS-1 and GS-2 from the previously certified EIR will remain applicable to the Master Plan and the proposed new Building 1 project site. Impacts will remain less than significant with mitigation incorporated. Additional mitigation is not required.

## **Mitigation Measures**

With regard to geology and soils, the following mitigation measures were required by the previously certified EIR and remain applicable to the Master Plan and to the proposed new Building 1 project.

### ***GS-1***

Prior to issuance of grading permits, the developer shall submit grading plans that incorporate the general earthwork and grading specifications for rough grading as set forth in the geotechnical reports for the project. These include such measures as clearing and grubbing to remove all vegetation and any preexisting above ground and underground structures; over excavating and recompacting soil; placement or disposal of oversized material; construction of cut or fill slopes; preliminary foundation recommendation; and grading requirements for seismic considerations. Final recommendations shall be noted on all grading plans to be carried out by grading contractors, and monitored by the City of Colton Building and Safety staff.

### ***GS-2***

Prior to issuance of building permits, including permits for utilities, the developer shall submit development plans that incorporate the recommendations of the geotechnical report prepared by NorCal Engineering, dated October 20, 2006, and July 20, 2007 for preliminary foundation work, utility trenching, and concrete slabs. These include specifications for concrete slabs and footings, temporary excavation for utilities, preliminary pavement design, and protection of foundations from surface drainage.

### ***GS-3***

All structures shall be built to California Building Code standards for seismic safety. Building officials having jurisdiction over the project shall review all plans at the time of submittal.

### ***GS-4***

Grading activities shall be minimized and performed immediately prior to any new construction activities.

### ***GS-5***

Disturbed soils shall be watered at least twice daily to ensure the control of fugitive dust escaping off-site.

### ***GS-6***

A National Pollutant Discharge Elimination System permit shall be obtained before construction is started. To obtain the permit, a Storm Water Pollution Prevention Program must be submitted showing how storm waters will be controlled through Best Management Practices to avoid off-site sedimentation.

### ***GS-7***

Soils left bare or inactive for longer than thirty days shall be planted with ground cover or covered by approved means to assure no loss of topsoil.

## Level of Significance with Mitigation Incorporation

Impact 4.5.A.i and 4.5.A.ii will remain less than significant with incorporation of **Mitigation Measure GS-3**. Impact 4.5.A.iii will remain less than significant with incorporation of **Mitigation Measures GS-1 through GS-3**. Impact 4.5.B will remain less than significant with incorporation of **Mitigation Measures GS-4 through GS-7**. Impact 4.5.C will remain less than significant with incorporation of **Mitigation Measures GS-2 through GS-3** and Impact 4.5.D will remain less than significant with the incorporation of **Mitigation Measures GS-1 through GS-2**.

## References

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- <sup>1</sup> California Department of Conservation. Regulatory Maps. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm> [August 26, 2014]
- <sup>2</sup> United States Geological Survey. Landslide Types and Processes. July 2004. <http://pubs.usgs.gov/fs/2004/3072/fs-2004-3072.html> [August 14, 2014]
- <sup>3</sup> United States Geological Survey. Collapse and Sinkholes. <http://water.usgs.gov/edu/sinkholes.html> [August 14, 2014]
- <sup>4</sup> United States Geological Survey. Geologic Map of the San Bernardino South Quadrangle. 1978.

## GREENHOUSE GAS EMISSIONS 4.6

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This section analyzes greenhouse gas (GHG) emissions from the proposed Building 1 and modified Agua Mansa Commerce Center and the contribution to global climate change. The following section is based primarily on the proposed project Greenhouse Gas Analysis prepared by MIG | Hogle Ireland (Appendix B). The analysis herein is based on the Air Quality Assessment (June 25, 2007) prepared by Mestre Greve Associates for the certified EIR.<sup>1 2 3 4</sup> The analysis herein is also based on the Air Quality and Climate Change Assessment prepared by MIG | Hogle-Ireland for the proposed Building 1.<sup>5</sup>

### Existing Conditions

According to the certified Agua Mansa Commerce Center EIR, the Earth's climate has always been in the process of changing, due to many different natural factors. These factors have included changes in the Earth's orbit, volcanic eruptions, and varying amounts of energy released from the sun. Differences such as these have caused fluctuations in the temperature of the climate, ranging from ice ages to long periods of warmth. However, since the late 18th century, humans have had an increasing impact of the rate of climate change, starting with the Industrial Revolution.

Human activities have augmented the amount of "greenhouse gases" being released into the atmosphere, specifically the burning of fossil fuels, such as coal and oil, and deforestation. The gases increase the efficiency of the greenhouse effect, which is the process of trapping and recycling energy (in the form of heat) that the Earth emits naturally. This process of increasing greenhouse gases is what is causing the change in the climate, and subsequently, the increase in the temperature. The temperature is rising to levels that it has never been before. According to NOAA and NASA data, the Earth's average surface temperature has increased by about 1.2 to 1.4°F since 1900: the warmest global average temperatures on record have all occurred within the past 15 years, with the warmest two years being 1998 and 2005.

This process of heating is often referred to as 'global warming', though the National Academy of Sciences prefers the terms 'climate change' as an umbrella phrase that includes global warming as well as the other changes that are taking place, besides the increasing temperatures. Some of these changes include rainfall, wind, and current patterns, as well as snow and ice cover, and sea level.

With the rising amount of greenhouse gases, climate models predict that the Earth's average temperature could raise anywhere from 2.5 to 10.4°F from 1990 to the end of 21st century. Though the changes are certainly occurring at an alarming rate, scientists currently have no way of predicting how great the changes or their impact will be.

Climate change documentation uses the units of "million metric tons of carbon dioxide equivalents (MMT CO<sub>2</sub>EQ)" to describe the magnitude of greenhouse gas (GHG) emissions or reductions. A metric ton of greenhouse gas is approximately 2,205 lbs. Some of the GHG are emitted into the atmosphere are naturally occurring, while others are caused solely by human activities. The principal greenhouse gases that enter the atmosphere because of human activities are as follows:

**Carbon dioxide (CO<sub>2</sub>)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), agriculture, irrigation, and deforestation, as well as the manufacturing of cement.

**Methane (CH<sub>4</sub>)** is emitted through the production and transportation of coal, natural gas, and oil, as well as from livestock. Other agricultural activities influence methane emissions as well as the decay of waste in landfills.

**Nitrous oxide (N<sub>2</sub>O)** is released most often during the burning of fuel at high temperatures. This greenhouse gas is caused mostly by motor vehicles, which also include non-road vehicles, such as those used for agriculture.

**Fluorinated Gases** are emitted primarily from industrial sources, which often include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Though they are often released in smaller quantities, they are referred to as High Global Warming Potential (High GWP Gases) because of their power. Fluorinated gases are often used as substitutes for ozone depleting substances.

These different gases have different potentials for trapping heat in the atmosphere, called global warming potential (GWP). For example, one pound of methane has 21 times more heat capturing potential than does one pound of carbon dioxide. When dealing with an array of emissions, they are converted to carbon dioxide equivalents. The GWPs for common greenhouse gases are shown in Table 4.6-1 (Global Warming Potential (GWP)).

Table 4.6-1  
Global Warming Potential

Gas	Global Warming Potential
Carbon Dioxide	1
Methane	21
Nitrous Oxide	310
HFC-23	11,700
HFC-134a	1,300
HFC-152a	140
PFC: Tetrafluoromethane (CF <sub>4</sub> )	6,500
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	9,200
Sulfur Hexafluoride (SF <sub>6</sub> )	23,900
Source: Lilburn Corporation 2008	

**EMISSION INVENTORIES**

To put perspective on the emissions generated by a project and to better understand the sources of greenhouse gases, it is important to look at emission inventories. According to the information provided in the Agua Mansa Commerce Center certified EIR, emission inventories for the world, the United States, and California are presented and compared below. The United Nations has taken a lead in quantifying greenhouse gas emissions and compiling the literature on climate change. Global CO<sub>2</sub> emissions totaled about 27,941 MMT in 2004. As inferred from the data, the United States released 7,068 MMT in 2004, which is approximately 25-percent of the earth's emissions. The major developed countries in the world generated the most CO<sub>2</sub> emissions as would be expected. Within the United States, California has the second highest level of greenhouse gas production with Texas having the highest. In 2001, over 81-percent of greenhouse gases produced were by the burning of fossil fuels. In relation to other states, California is the second highest producer of CO<sub>2</sub> by fossil fuels.

**SOURCES OF GREENHOUSE GAS (GHG) IN CALIFORNIA**

The California Energy Commission categorizes state GHG emissions from transportation, agricultural and forestry, commercial and residential, industrial, and electricity generation source.

**Transportation** includes the combustion of gasoline and diesel in automobiles and trucks. Transportation also includes jet fuel consumption.

**Agriculture and forestry** GHG emissions are composed mostly of nitrous oxide from agricultural soil management, CO<sub>2</sub> from forestry practice changes, methane from enteric fermentation (digestion), and methane and nitrous oxide from manure management.

**Commercial and residential** uses generate GHG emissions primarily from the combustion of natural gas for space and water heating.

**Industrial** GHG emissions are produced from many industrial activities. Major contributors include oil and natural gas extraction; crude oil refining; food processing; stone, clay, glass, and cement manufacturing; chemical manufacturing; and cement production. Wastewater treatment plants are also a significant contributor in this category.

**Electricity generation** includes both emissions from power plants in California as well as power plants located outside of the state that supply electricity to the state.

Most of California's GHG is emitted by transportation sources. The automobile, trucks, airplanes and other transportation sources generate the greatest amount of GHG in the state. The electric generation sector is the second largest GHG contributor for the state.

While California has the second highest rate of GHG production, it also has one of the lowest rates of GHG per capita. California had the fourth lowest rate of CO<sub>2</sub> production from fossil fuels in the country in 2001. Wyoming has the highest rate per capita while the District of Columbia has the lowest.

## Regulatory Framework

### *THE GLOBAL WARMING SOLUTIONS ACT OF 2006 (AB 32)*

In September 2006 Governor Schwarzenegger signed Assembly Bill 32, which was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to the levels of 1990 by 2020. This is part of a larger plan in which California hopes to reduce its emissions by 80-percent below 1990 levels by 2050. This will be accomplished through a statewide cap on GHG emissions by 2012, which will be regulated by California Air Resources Board (CARB). With the act in place, CARB is in charge of setting specific standards for different sources of emissions, as well as implementing these standards and monitoring whether they are being met. This includes distributing cost and funding appropriately, ensuring that GHG levels don't increase in specific communities, protecting entities that have already accomplished GHG emission goals, and opening up communication with other states and countries about these goals.

CARB is responsible to develop regulations and market mechanisms to achieve these goals. At the end of June 2007, CARB released their "Recommendations for Designing a Greenhouse Gas Cap-and-Trade System for California." At this time the cap and trade system would be aimed at industrial and other "point of emission" sources. No regulations had been passed to implement the cap and trade program at the time the Agua Mansa Commerce Center EIR was certified.

As part of AB32, CARB had to determine what 1990 GHG emissions levels were and projected a business-as-usual (BAU) estimate for 2020 to determine the amount of GHG emissions that will need to be reduced. BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies. 1990 emissions are estimated at 427 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>E) while 2020 emissions (after accounting for the economic downturn in 2008 and implementation of Pavley 1 vehicle emissions reductions and the State Renewable Portfolio Standard identified in Air Resources Board Scoping Plan below) are estimated at 507 MMTCO<sub>2</sub>E; therefore, California GHG emissions must be reduced 80 MMTCO<sub>2</sub>E (507 – 427 = 80) by 2020, a reduction of approximately 16 percent below BAU. Emissions are required to be reduced an additional 80 percent below 1990 levels by 2050.

### *AIR RESOURCES BOARD SCOPING PLAN*

The ARB Scoping Plan is the comprehensive plan to reach the GHG reduction targets stipulated in AB32. The key elements of the plan are to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners in the Western Climate Initiative (includes seven states in the United States and four territories in Canada), establish transportation-related targets, and establish fees. Note that the current early discrete actions are incorporated into these measures. ARB estimates that implementation of these measures will reduce GHG emissions in the state by 174 MMTCO<sub>2</sub>E by 2020; therefore, implementation of the Scoping Plan will meet the 2020 reduction target. In a report prepared on September 23, 2010, ARB indicates that 40 percent of the reduction measures identified in the Scoping Plan have been secured. The cap-and-trade program began on January 1, 2012 after ARB completes a series of activities that deal with the registration process, compliance cycle, and tracking system; however, covered entities will not have an emissions obligation until 2013. ARB is currently working on the low carbon fuel standard where public hearings and workshops are currently being conducted. In August 2011, the Scoping plan was reapproved by the ARB Board with the program's environmental documentation.

The ARB is currently in the process of preparing the First Update to the Scoping Plan (Update) with a draft made available for public review on February 10, 2014. The Update to the Scoping Plan builds upon the 2008 Scoping Plan with new strategies and recommendations. The Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The Update defines ARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. The Update will highlight California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. It will also evaluate how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. The environmental analysis for the Update is anticipated to be released in the middle of March 2014. In May 2014, the Board approved the Final Scoping Plan Update and environmental assessment.

### Thresholds of Significance

When the certified EIR was prepared, no thresholds for greenhouse gas emissions had been adopted and CEQA did not address the topic in the Appendix G checklist. As of March 18, 2010, amendments to CEQA introduced greenhouse gas emissions issues to the Appendix G checklist. Accordingly, the proposed project could result in a potentially significant impact if it would:

- A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In order to assess significance of a proposed project's environmental impacts it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. As discussed above, while project-related GHG emissions can be estimated, the direct impacts of such emissions on climate change and global warming cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed project would directly or indirectly affect global climate change.

AB 32 states, in part, that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change is considered to be a cumulative impact.

As previously discussed, CEQA Guidelines indicate that a project would result in a significant impact on climate change if a project were to: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Based on the above factors (and particularly the adopted addition of CEQA Guideline § 15064.4, subdivisions 9b)(2) and (b)(3), the City of Colton has determined it is appropriate to rely on CEQA guidelines as one benchmark for purposes of this analysis. Accordingly, the project's GHG emission levels will be analyzed to determine whether project approval would generate greenhouse gas emissions that would have a significant impact on the environment or conflict with applicable plans, policies or regulations. As noted in the tiered approach above, emissions of greenhouse gases in excess of the 10,000 MTCO<sub>2</sub>e per year SCAQMD threshold for industrial projects would constitute a potentially significant impact. This threshold will be utilized for the purposes of this analysis.

## Environmental Impacts

**Impact 4.6.A – The certified EIR found that impacts related to greenhouse gas emissions will be less than significant. Greenhouse gas emissions from the modified Agua Mansa Commerce Center project will be less than were considered in the certified EIR and impacts will remain less than significant.**

The certified Agua Mansa Commerce Center EIR found that impacts would be less than significant because at the time no thresholds of significance had been adopted or promulgated to assess greenhouse gas emissions from development projects in regards to their effect on global climate change. Table 4.6-2 (Certified EIR Greenhouse Gas Emissions) summarizes the emissions inventory included in the certified EIR analysis.

**Table 4.6-2  
Certified EIR Greenhouse Gas Emissions**

Source	CH <sub>4</sub>	CO <sub>2</sub>	CO <sub>2</sub> E
Vehicular Trips	143.6	175,656	175,799
Natural Gas Consumption	0.3	15,757	15,763
Electrical Generation	2.7	34,706	34,763
<b>Total Project Emissions (MMT)</b>	<b>146.6</b>	<b>226,118</b>	<b>226,325</b>
Source: Lilburn Corporation 2008			

The proposed project will result in short-term greenhouse gas emissions from construction and installation activities. Greenhouse gas emissions will be released by equipment used for demolition, grading, paving, building construction, and architectural coating activities. GHG emissions will also result from worker and vendor trips to and from the project site. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory.

Proposed project activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and from the project site will result primarily in emissions of CO<sub>2</sub> with minor emissions of methane and nitrous oxide. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the proposed warehouse facility and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO<sub>2</sub> emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions inventory for the build-out of the proposed project.

The methodology utilized for each emissions source in CalEEMod is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook.<sup>6</sup> The emissions inventories are presented as metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons). Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study.<sup>7</sup> Natural gas, electricity, water demand, and solid waste generation were projected using CalEEMod default values. Table 4.6-3 (Building 1 Greenhouse Gas Emissions Inventory) summarizes the yearly estimated greenhouse gas emissions from the certified Agua Mansa Commerce Center. Greenhouse gases associated with the construction and operation of the proposed Building 1 will not exceed the 10,000 MTCO<sub>2</sub>E threshold.

**Table 4.6-3  
Building 1 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL*
Construction <sup>^</sup>	64	<1	0	64
Operational	4,840	5	<1	4,950
<b>TOTAL</b>				<b>5,014</b>
Source: * MTCO <sub>2</sub> E/YR: metric tons of carbon dioxide equivalent per year Note: Slight variations may occur due to rounding <sup>^</sup> Construction impacts amortized over 30-years				

In order to determine the change in operational greenhouse gas emissions that will result from the changes to Agua Mansa Commerce Center project, the Agua Mansa Commerce Center as proposed with the modifications resulting from Building 1 was modeled using CalEEMod to compare the resulting changes in greenhouse gas emissions (see Appendix C, Supplemental Air Quality and Climate Change Data). Warehouse buildings were modeled with the same assumptions used in the Building 1 air quality model in regards to trip generation, fleet mix, water demand, and wastewater discharges. Agua Mansa Commerce Center Building 5 is proposed as an industrial building and thus default values for the *Industrial Park* land use category was used consistent with the certified EIR analysis. Total operational emissions are summarized in Table 4.6-4 (Agua Mansa Commerce Center Greenhouse Gas Emissions).

**Table 4.6-4  
Agua Mansa Commerce Center Greenhouse Gas Emissions**

	MTCO <sub>2</sub> E/YR
Warehouses	19,391
Industrial park	1,771
<b>Total</b>	<b>21,162</b>
Certified EIR Emissions	226,325
Variance	-205,163
Source: Lilburn Corporation 2008, MIG   Hogle-Ireland 2014	

Based on the comparison of the updated greenhouse gas emissions inventory and the certified EIR calculations, greenhouse gas emissions will reduce by 205,163 MTCO<sub>2</sub>E per year. Some of this reduction is attributable to advancements in modeling techniques since the EIR was certified in 2008. Considering the modified Agua Mansa Commerce Center project will result in fewer greenhouse gas emissions than was considered in the certified EIR and that Building 1 will not exceed the 10,000 MTCO<sub>2</sub>/YR threshold established by SCAQMD for industrial projects, impacts remain less than significant.

**Impact 4.6.B – The modified Agua Mansa Commerce Center project will not conflict with the state greenhouse gas reduction plans. Impacts will be less than significant.**

The certified EIR did not include an analysis of consistency with greenhouse gas reduction plans and programs as this was not an issue of discussion included in the CEQA Appendix G checklist. ARB's *Scoping Plan* identifies strategies to reduce California's greenhouse gas emissions in support of AB32. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the proposed Building 1 and modified Agua Mansa Commerce Center project, such as energy efficiency. Finally, while some measures are not directly applicable, the proposed Building 1 and modified Agua Mansa Commerce Center project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-

- and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California.<sup>8</sup> Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.
  3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).
  4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide.
  5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.
  6. **Regional Transportation-Related Greenhouse Gas Targets.** Develop regional greenhouse gas emissions reduction targets for passenger vehicles.
  7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures.
  8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
  9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
  10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.<sup>9</sup> Future, yet to be determined improvements, includes hybridization of MD and HD trucks.
  11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
  12. **High Speed Rail.** Support implementation of a high speed rail system.
  13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
  14. **High Global Warming Potential Gases.** Adopt measures to reduce high warming global potential gases.
  15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
  16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO<sub>2</sub>E/YR.
  17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.
  18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

Table 4.6-5 (Scoping Plan Consistency Summary) summarizes the proposed Building 1 and modified Agua Mansa Commerce Center project's consistency with the State Scoping Plan. As summarized, the proposed Building 1 and modified Agua Mansa Commerce Center project will not conflict with any of the provisions of the Scoping Plan and in fact supports four of the action categories through energy efficiency, water conservation, and recycling.

Table 4.6-5  
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	<b>Not Applicable.</b> These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect assisted living facilities.
Light-Duty Vehicle Standards	T-1	<b>Not Applicable.</b> This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	<b>Consistent.</b> The project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	<b>Not Applicable.</b> Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	<b>Not Applicable.</b> Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	<b>Not Applicable.</b> The project will not result in substantial emissions of greenhouse gas emissions; therefore, transportation related emissions reductions are not required.
Vehicle Efficiency Measures	T-4	<b>Not Applicable.</b> Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	<b>Not applicable.</b> Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.
	T-6	
Million Solar Roofs Program	E-4	<b>Not Applicable.</b> Sets goal for use of solar systems throughout the state.
Medium- & Heavy-Duty Vehicles	T-7	<b>Not applicable.</b> Medium-duty and heavy-duty trucks and trailers will not operate from the assisted living facility.
	T-8	
Industrial Emissions	I-1	<b>Not Applicable.</b> These measures are applicable to large industrial facilities (> 500,000 MTCOE2/YR) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	<b>Not Applicable.</b> Supports increased mobility choice.
Green Building Strategy	GB-1	<b>Consistent.</b> The project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
High Global Warming Potential Gases	H-1	<b>Not Applicable.</b> The proposed project is not a substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	

Action	Supporting Measures	Consistency
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	<b>Consistent.</b> The project will be required to recycle a minimum of 50 percent from construction activities and operations per State requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	<b>Not Applicable.</b> The project site is not forested and the project will not result in the loss of any forest land.
Water	W-1	<b>Consistent.</b> The project will include use of low-flow fixtures and efficient landscaping per State requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	<b>Not Applicable.</b> The project is not an agricultural use.
Source: MIG   Hogle-Ireland 2014		

## Mitigation Measures

None required.

## Level of Significance with Mitigation Incorporated

Impacts 4.6.A and 4.6.B will be less than significant without need for mitigation incorporation.

## References

- <sup>1</sup> City of Colton and Lilburn Corporation. Agua Mansa Commerce Center Environmental Impact Report. 2008
- <sup>2</sup> City of Colton and Hogle-Ireland. Agua Mansa Commerce Center Environmental Impact Report Addendum 1. 2009
- <sup>3</sup> City of Colton and Hogle-Ireland. Agua Mansa Commerce Center Environmental Impact Report Addendum 2. 2011
- <sup>4</sup> City of Colton and MIG | Hogle-Ireland. Agua Mansa Commerce Center Environmental Impact Report Addendum 3. 2013
- <sup>5</sup> MIG | Hogle-Ireland. Agua Mansa Commerce Center Building 1 Air Quality and Climate Change Assessment. 2014
- <sup>6</sup> California Air Pollution Control Officers Association. Quantifying Greenhouse Gas Emissions. August 2010
- <sup>7</sup> Kunzman Associates, Inc Traffic Impact Analysis. Agua Mansa Commerce Center Addendum. May 22, 2014
- <sup>8</sup> California Air Resources Board. California GHG Emissions – Forecast (2002-2020). October 2010
- <sup>9</sup> California Air Resources Board. Scoping Plan Measures Implementation Timeline. October 2010



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## HAZARDS AND HAZARDOUS MATERIALS 4.7

This section presents findings of investigations conducted to determine if a significant hazard to the public or the environment will be created through the routine transport, use, or disposal of hazardous materials or if there is potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment as evaluated under the previous EIR as well as with respect to the proposed new Building 1 project. This section is primarily based on the Phase I Environmental Site Assessments (Phase I ESA) conducted by URS Corporation dated December 16, 2005 and July 10, 2007 and the Phase I ESA prepared by Farallon Consulting for the proposed 13.23 acre addition to the previously approved Agua Mansa Commerce Center Master Plan (Appendix C). No impacts related to hazardous emissions near schools, proximity to private or public airport operations, or wildland fires were identified in the previously certified EIR. In addition, the previously certified EIR found impacts to adopted emergency response plans to be less than significant. Therefore, these issues are not discussed in this section.

### Existing Conditions

The previously certified EIR analyzed the Agua Mansa Commerce Center Master Plan which consisted of eleven buildings totaling 1,365,450 square feet of industrial development, a truck trailer parking lot, and a detention basin on approximately 94.18 acres. The previously certified EIR has been amended three times to address various changes to the Master Plan.

Under the previously certified EIR Hazards and Hazardous Materials Section, environmental conditions within the Agua Mansa Commerce Center Master Plan are described in terms of two distinct areas: a 26-acre area and a 71-acre area. URS Corporation conducted two Phase I Environmental Site Assessments (Phase I ESAs) for the Agua Mansa Commerce Center Master Plan area dated December 16, 2005 and July 10, 2007. The Phase I ESA conducted in 2005 analyzed a 71-acre area located east of Riverside Avenue, south of Agua Mansa Road, and north of the Santa Ana River. The Phase I ESA conducted in 2007 analyzed a 26-acre area located south of Agua Mansa Road near Miguel Bustamante Parkway.

According to the Phase I ESA conducted for the 71-acre portion of the Agua Mansa Commerce Center Master Plan, based on historic review, the site appeared to have been undeveloped land used for agricultural purposes until at least 1968. The site was developed for use as a rodeo arena sometime in the mid-1970s, some of which was demolished in the mid-1990s. Based on the findings of the Phase I ESA, URS did not identify current or historic recognized environmental conditions (RECs) for the site. However, the following conditions were identified for the site: Kinder Morgan petroleum pipeline runs in an east/west orientation through the central portion of the 71-acre area. According to the Phase I ESA, the pipeline reportedly contained a leak monitoring system. Furthermore, an agricultural well existed on the central portion of the site. URS recommended abandoning the well prior to development.

According to the Phase I ESA conducted for the 26-acre portion of the Agua Mansa Commerce Center Master Plan area, based on historical research, the site had been mostly undeveloped land or used for agricultural purposes since at least 1931. Buildings related to the former onsite ranch, including the existing single-family residences, were constructed between 1962 and 1974. The site was occupied by the Beckett Ranch from 1987 to 2003 for grazing horses, as well as by Valencia Trucking. According to the Phase I ESA, the City of Colton purchased the site and adjacent property to the north from Mr. Beckett in 2002 in order to build a power plant, which was completed in 2003. During this time, the site was subdivided and the site, as well as the adjacent property to the north, was given new parcel numbers. Beckett Ranch and Valencia Trucking continued to occupy the site until being purchased by Mr. Roger Aguinaga in 2004. According to Mr. Aguinaga, green waste recycling companies occupied the site since at least 1950. Based on the findings of the Phase I ESA, URS did not identify any RECs for the site and no further assessment was warranted.

While no RECs were identified, URS did identify the following conditions associated with the site. An idle groundwater well, formerly used for domestic purposes, existed on the southern portion of the site. URS recommended that the well be permanently closed in accordance with applicable standards. Based on the date of construction for the two onsite residential structures (1962 to 1974), it is possible that asbestos containing materials (ACMs) and lead-based paints were present. URS recommended surveying and appropriately abating ACMs and lead-based paints prior to demolition

of the site structures. Numerous green waste piles existed on the site and URS recommended removal of the piles prior to development.

The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that contains 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The building is intended to be used as a warehouse/distribution facility. An end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed new Building 1 project will add 13.23 acres to the previously approved Agua Mansa Commerce Center Master Plan. Approximately eleven acres are currently utilized for construction materials and equipment storage and approximately 2.17 acres in the northern portion of the site is operated as a driveway and truck trailer storage area. The remaining 8.54 acres on the southern portion of the project site are undeveloped but have been graded as part of the Master Plan area. There is a sewer lift station located on the southwest corner of the proposed new Building 1 project site that will be relocated on-site to accommodate development of the proposed new Building 1. No habitable structures are located on the proposed new Building 1 project site and it is completely disturbed.

A Phase I (ESA) dated April 18, 2014 was prepared by Farallon Consulting for 21 acres located at the east of Riverside Avenue and north of Miguel Bustamante Parkway. The 21 acres includes the 13.23-acre addition to the Agua Mansa Commerce Center Master Plan. The Phase I ESA analysis consisted of site reconnaissance, interviews, site history investigation, and regulatory agency record review. According to the Phase I ESA, the site has never been developed with the exception of the currently existing City of Colton sewage lift station and a possible residential structure on the currently undeveloped southern portion (Lots 1, 2, and 3) seen in a 1953 aerial photograph and depicted on a 1954 topographic map. Site reconnaissance was performed by Farallon Consulting on April 3, 2014. The proposed new Building 1 project site is currently occupied by CC Myers Corporation, a bridge and highway construction company that has used the site as a construction storage yard since early 2007. Stacks of various construction supplies and equipment are stored throughout the occupied area of the site. In the southwest corner of the CC Meyers property is a fenced-in area occupied by a City of Colton sewage lift station, which includes a small masonry block structure, an electrical transformer, pumps, and aboveground piping. At the time of the site reconnaissance, the northern most portion of the site was occupied by U.S. Express and was being used a parking lot for cars and trucks. The southern portion of the site consisted of graded land. The assessment did not reveal recognized environmental conditions in connection with the proposed 13.23 acre addition to the Agua Mansa Commerce Center Master Plan.

#### ***TRANSPORT OF HAZARDOUS MATERIALS AND WASTES***

The City of Colton's General Plan Mobility Element identifies higher capacity roadways that can accommodate truck traffic and separate it from residential areas. Truck routes are defined by ordinance via the Colton Municipal Code and require City Council approval for modification. The following roadways serve as truck routes to support industrial business activity: Valley Boulevard, Pepper Avenue, Mount Vernon Avenue, Colton Avenue, Fairway Drive, La Cadena Drive, Rancho Avenue (south of Valley Boulevard), and Washington Street.

## **Regulatory Framework**

### ***HAZARDOUS MATERIALS AND WASTES***

#### **CERCLA and Superfund Sites**

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), adopted in 1980, was developed to remove contamination of water, air, and land resources from past chemical disposal practices. This Act, also known as the Superfund Act, contains a list of sites referred to as Superfund sites. CERCLA collects taxes from the chemical and petroleum industries that are placed in trust funds to clean abandoned or uncontrolled hazardous waste sites. Response actions authorized by CERCLA include short term responses which require immediate attention and long term responses in which hazardous substance release is not immediately life threatening.

#### **CERCLIS and the National Priorities List**

The EPA also maintains the CERCLIS Comprehensive Environmental Response Compensation and Liability Information System list. This list contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as

sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. The HRS uses a structured analysis approach to scoring sites. This approach assigns numerical values to factors that relate to risk based on conditions at the site. The factors are grouped into three categories:

- likelihood that a site has released or has the potential to release hazardous substances into the environment;
- characteristics of the waste (e.g. toxicity and waste quantity); and
- people or sensitive environments (targets) affected by the release.

Four pathways can be scored under the HRS:

- ground water migration (drinking water);
- surface water migration (drinking water, human food chain, sensitive environments);
- soil exposure (resident population, nearby population, sensitive environments); and
- air migration (population, sensitive environments).

After scores are calculated for one or more pathways, they are combined using a root-mean-square equation to determine the overall site score. Listing on the NPL makes a site eligible for funding of long-term site remediation.

#### RCRA and Hazardous Waste Generators

The Resources Conservation and Recovery Act (RCRA) is a federal law that regulates the generation, management, and transportation of waste material. Hazardous waste management, specifically, includes the following:

- Treatment: Any process that changes the physical or chemical composition of the waste to make it less harmful to the environment.
- Storage: The holding of hazardous waste for a temporary period of time.
- Disposal: The permanent final location of the hazardous waste into or on the land.

RCRA approaches hazardous wastes from a cradle-to-grave approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal. Hazardous waste generators are required to report use or transport of hazardous wastes to the EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. Specifically, the EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month. Facilities producing less than 100 kg of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 1,000 kg or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA. As of January 27, 2010, 62 active hazardous waste handlers are located in the planning area including three LQG and four hazardous waste transportation facilities.

#### EPCRA and the Toxic Release Inventory

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both state and local agencies. This Act requires the Environmental Protection Agency to maintain and publish a list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This list, known as the Toxic Release Inventory (TRI), gives the community more power to hold companies accountable for their chemical management.

Section 3131 of the EPCRA requires manufacturers to report releases of more than 600 designated toxic chemicals into the air, soil, or water. Off-site transfers of waste for treatment or disposal are also required to be reported.

On-site disposal or release of chemicals include emissions to the air, discharges to bodies of water, disposal at the facility to land, and disposal in underground injection wells. Off-site disposal or release of chemicals is a discharge of a toxic chemical to the environment that occurs as a result of a facility transferring a waste containing a TRI chemical off-site for disposal or other release. Certain other types of transfers are also categorized as off-site disposal or other release because the outcome of transferring the chemical off-site is the same as disposing of it or releasing it on-site.

Facilities required to report, per EPCRA, include industrial uses that manufacture, process, or use significant amounts of chemicals. Reporting must include the types and amounts of chemicals that are released each year into the air, water, and land or transferred off-site. Listing as a TRI facility doesn't necessarily mean that releases are harmful to humans or the environment.

### ***UNDERGROUND TANK REGULATIONS***

Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations identifies the regulations applicable to new and existing underground storage tanks. These regulations establish monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered by the San Bernardino Regional Water Quality Control Board.

### ***CODE OF REGULATIONS TITLE 22***

Title 22 of the California Code of Regulations contains all applicable state and federal laws governing hazardous wastes in the state. Title 22 is more stringent and broader in its coverage of wastes than federal law. Chapter 51 (Site Remediation) identifies the minimum standards of performance for site investigations and response actions performed by the private sector in site cleanup efforts. Hazardous waste is any waste with properties that make it potentially dangerous or harmful to human health or the environment. Hazardous waste is defined in one of two ways. Waste is considered hazardous if it appears on one of the five lists created pursuant to the federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-/U-, and M- lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, discarded mercury-containing products, respectively. A waste may also be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitability, corrosivity, reactivity, and toxicity. Because of its toxicity, solid wastes containing certain levels of lead are considered hazardous and must be handled, transported, and disposed of in accordance with federal and state law. In California, two thresholds have been established by state regulation to determine if a waste is hazardous due to its lead content. The Total Threshold Limit Concentration (TTLC) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kg) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous Waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste.

### ***HAZARDOUS MATERIALS TRANSPORTATION ACT***

United States Code part 49, Section 5101 et al. sets the basic statutory requirements for federal hazardous materials transportation law. The law provides the federal government with the authority to designate hazardous materials. Designation may occur for explosive, radioactive, infectious, flammable, combustible, toxic, oxidizing, and corrosive materials as well as compressed gases. The law covers various aspects of hazardous materials transportation, as follows:

- Hazardous materials classification
- Hazard communication
- Packaging requirements
- Operational rules
- Training and security
- Registration

### ***HAZARDOUS MATERIALS DISCLOSURE PROGRAM***

State and federal law require all businesses handling more than a specified amount of hazardous or extremely hazardous materials to submit a Hazardous Materials Business Plan to the local Certified Unified Program Agency (CUPA). The CUPA for the City of Colton is the San Bernardino County Fire Department, Hazardous Materials Division (SBCFD-HMD).

The SBCFD-HMD requires a business plan to be prepared, submitted, and implemented by any business handling hazardous materials or a mixture containing a hazardous material. These businesses include, but are not limited to:

- All hazardous waste generators, regardless of quantity generated
- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding:
  - 55 gallons or more of a liquid;
  - 500 pounds or more of a solid; or
- 200 cubic feet (compressed) of gas at any one time in the course of a year.
- Any business that handles, stores, or uses Category (I) or (II) pesticides, as defined by the Federal Insecticide, Fungicide and Rodenticide Act, regardless of amount.
- Any business that handles Department of Transportation Hazard Class 1 explosives.

In addition, businesses are required to submit an amendment to their business plan within 30 days of any of the following events:

- A 100 percent or more increase in the quantity of a previously disclosed hazardous material
- Any handling of a previously undisclosed hazardous material subject to inventory requirements:
  - Change of business address;
  - Change of ownership; or
  - Change of business name.

These required business plans are used by responding agencies in the event of a release to allow for a quick and accurate evaluation of each situation. Businesses handling hazardous materials are required to verbally report any release or threatened release if there is a reasonable belief that the release poses a significant present or potential hazard to human health and safety, property, or the environment. In addition, if a release involves a hazardous substance listed in Title 40 of the Code of Federal Regulation in an amount equal to or exceeding the reportable quantity, a notice must be filed with the California Office of Emergency Services within 15 days.

The SBCFD-HMD is responsible for conducting compliance inspections of regulated facilities in San Bernardino County.

### ***HAZARDOUS WASTE CONTROL LAW***

This State statute sets regulations for the handling, transport, and disposal of hazardous waste. California law exceeds federal RCRA regulations by requiring source reduction planning and includes more extensive coverage of activities and wastes.

### ***SAN BERNARDINO COUNTY HAZARDOUS MATERIALS RESPONSE TEAM***

Hazardous materials personnel (in conjunction with City and County firefighters) respond to hazardous materials incidents, assist the County District Attorney in the investigation of environmental crimes, and respond to illegal hazardous waste disposal complaints. Releases of hazardous materials and/or waste occur in San Bernardino County on a daily basis. Most are small and do not pose a public health risk while others are more extensive and can threaten public health, groundwater resources, or cause fires and/or explosions. The over 100 hazardous materials responders receive specialized training in chemistry, hazard analysis, risk assessment, personal protection and safety, and the use of monitoring equipment. The County is divided into three geographic regions for the purpose of deploying HazMat trained fire service personnel, vehicle, and equipment in close proximity to an incident.

**SAN BERNARDINO COUNTY GENERAL PLAN SAFETY ELEMENT**

The County's General Plan Safety Element includes adopted goals and policies specific to hazards and hazardous materials including:

- Goal S 2**            The County will minimize the generation of hazardous waste in the County and reduce the risk posed by storage, handling, transportation, and disposal of hazardous wastes.
- Policy S 2.1**        Because reducing the amount of waste generated in this County is an effective mechanism for reducing the potential impact of these wastes on the public health and safety and the environment, and because legislation encourages the reduction, to the extent feasible, of hazardous waste, this jurisdiction will encourage and promote practices that will, in order of priority: (1) reduce the use of hazardous materials and the generation of hazardous wastes at their source; (2) recycle the remaining hazardous wastes for reuse; and (3) treat those wastes that cannot be reduced at the source or recycled. Only residuals from waste recycling and treatment will be land disposed.
- Policy S 2.5**        Minimize the risk of exposure to hazardous substances by residential and other sensitive receptors through the application of program review and permitting procedures.

**CITY OF COLTON GENERAL PLAN**

The City of Colton General Plan Safety Element summarizes the existing geologic, seismic, and public safety hazards of the City of Colton. The following Principles and Standards are located in Part E. Emergency Preparedness:

- Principle 1:**        Prepare for natural or man-made disasters such that containment of the hazard can occur immediately and evacuation of residents can take place readily.
- Standard 1:**        All major arterials and freeways shall be designated as emergency evacuation routes.
- Standard 2:**        Emergency procedure shall follow that of Colton's Emergency Response Plan and as determined by emergency officials.
- Standard 3:**        Peak load water requirements are to be met by each building as established in the Insurances Service Office's guide for determination of required fire flow.
- Standard 4:**        Minimum road widths and clearances around structures shall follow the standards set in the Municipal Code.

**Thresholds of Significance**

Applicable impact thresholds of significance concerning hazards and hazardous materials are based on the thresholds specified in Appendix G of the State CEQA Guidelines, pursuant to the City of Colton's local implementation standards. Accordingly, the proposed new Building 1 project impacts are assessed in terms of whether they could:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

**Environmental Impacts**

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**Impact 4.7.A & B – Impacts related to the use, transport, and disposal of hazardous materials and wastes and the accidental release of hazardous materials into the environment will remain less than significant with mitigation incorporated.**

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In regard to transportation of hazardous materials, the previously certified EIR determined that the dominant land use within the Agua Mansa Commerce Center would be warehousing activities needed to provide storage space, and shipping and receiving areas. However, the Agua Mansa Commerce Center Master Plan area was previously designated as Heavy and Medium Industrial under the Agua Mansa Industrial Corridor Specific Plan. The industrial activities permitted within these designations were described as heavy industrial to allow for the manufacturing, resource extraction, compounding of material, packaging, treatment, processing or assembly of goods, and metal fabrication, and warehousing. The previously certified EIR identified potential impacts from the transport, use, storage, and disposal of

hazardous materials pertaining to the anticipated industrial uses. The previously certified EIR determined that it was possible that future uses could result in some hazardous materials being brought to and from the site; however, appropriate documentation for all hazardous waste that is transported in connection with activities in the Master Plan area would be provided as required for compliance with the existing hazardous materials regulations within federal and state codes. In addition, the proposed uses would comply with the federal Department of Transportation (DOT) regulations that specify packaging requirements to ensure that hazardous materials shipments can sustain transport. The previously certified EIR determined that adherence to these regulations would reduce the likelihood and severity of accidents during transit, thereby ensuring that a less than significant impact will occur.

In regard to hazardous materials use and storage, the previously certified EIR determined that the Agua Mansa Commerce Center Master Plan would include industrial uses, and may include manufacturing, assembly, and fabrication resulting in the storage, use and disposal of hazardous materials. According to the previously certified EIR, depending on the type of manufacturing involved, most require the use of some type of hazardous material for operations whether it is paint, solvents, or petroleum products. Use of paints or other hazardous material having volatile organic compounds (VOCs) is regulated by the South Coast Air Quality Management District (SCAQMD) and requires permitting and regulation. All materials and storage systems such as bottles, drums, and storage tanks are regulated by various government agencies. The individual businesses within the Agua Mansa Commerce Center Master Plan will be required to obtain permits from the Department of Health Services and the City of Colton Fire Department. Therefore, the previously certified EIR determined that the risk of upset from hazardous materials handling will be less than significant.

In regard to disposal of hazardous waste, the previously certified EIR determined that existing hazardous materials regulations must be implemented by employers/businesses, as appropriate, and are monitored by the state and local jurisdictions. Adherence to existing hazardous materials regulations would ensure compliance with existing safety standards related to hazardous materials, and the safety procedures mandated by applicable federal, state, and local laws and regulations would ensure that risks resulting from the routine use, storage, transport, or disposal of hazardous materials or hazardous wastes associated with construction and implementation of the Agua Mansa Commerce Center Master Plan will be less than significant.

According to the previously certified EIR, existing hazardous materials regulations were established at the state level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. The San Bernardino County Fire Department has the authority to inspect onsite uses and enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. The County requires that an annual inventory of hazardous materials in use onsite, as well as a Business Emergency Plan, be submitted for annual review. The previously certified EIR determined that all projects associated with build-out of the Agua Mansa Commerce Center will be required to comply with existing hazardous materials regulations. In addition, it was determined that all projects will be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, and disposal of hazardous waste. Individual facilities that involve the use or transport of hazardous materials during daily operations require permits, monitoring, and reporting under a number of agencies including the San Bernardino County Fire Department, City of Colton Fire Department, and the San Bernardino County Department of Environmental Health Services. All permits and plans must be issued/approved by the respective agencies prior to the issuance of Certificate of Occupancy.

The Agua Mansa Industrial Corridor Specific Plan has been rescinded since the approval of the previously certified EIR. The proposed new Building 1 project site is currently zoned Heavy Industrial (M-2), which is similar to what it was zoned under the Specific Plan. The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that contains 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The building is intended to be used as a warehouse/distribution facility. An end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed new Building 1 project will add 13.23 acres to the previously approved Agua Mansa Commerce Center Master Plan. Approximately eleven acres are currently utilized for construction materials and equipment storage, and approximately 2.17 acres in the northern portion of the site is operated as a driveway and truck trailer storage area. No permanent structures exist on the proposed new Building 1 project site.

Construction of the proposed new Building 1 project will require the use of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed new Building 1 project will require ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices to be employed include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials.

The Phase I (ESA) prepared by Farallon Consulting for the 21-acre proposed new Building 1 project site included the 13.23-acre addition to the Agua Mansa Commerce Center Master Plan. The Phase I ESA consisted of site reconnaissance, interviews, site history investigation, and regulatory agency record review. Site reconnaissance was performed by Farallon Consulting on April 3, 2014. The assessment did not reveal recognized environmental conditions (RECs) in connection with the proposed 13.23 acre addition to the Agua Mansa Commerce Center Master Plan.

Two Phase I ESAs were conducted by URS Corporation for the Master Plan area dated December 16, 2005 and July 10, 2007. The Phase I ESA conducted in 2005 analyzed a 71-acre area located east of Riverside Avenue, south of Agua Mansa Road, and north of the Santa Ana River. Based on the findings of the Phase I ESA, URS did not identify current or historic RECs for the site.

Designated truck routes and other roadways are used to transport materials and wastes from within the City of Colton to the freeways. Truck routes are defined by ordinance via the Colton Municipal Code and require City Council approval for modification. The following roadways serve as truck routes to support industrial business activity: Valley Boulevard, Pepper Avenue, Mount Vernon Avenue, Colton Avenue, Fairway Drive, La Cadena Drive, Rancho Avenue (south of Valley Boulevard), and Washington Street. According to the City of Colton General Plan Mobility Element Policy M-5.6, truck routes must adhere to the following performance criteria: 1) Truck routes must avoid unnecessary intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts; 2) To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage; 3) Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses; and 4) Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic. General Plan Policy M-5.5 states that established truck routes will be vigorously enforced to discourage truck shortcuts through residential neighborhoods.

Hazardous materials and wastes are extensively regulated and monitored by state and federal law. The use of hazardous materials is regulated and monitored under EPCRA, RCRA, and the Hazardous Materials Disclosure Program. Transportation of hazardous materials and/or wastes is regulated under RCRA, the Hazardous Materials Transportation Act, Hazardous Wastes Control Law, and California Code of Regulations Title 22. Disposal of hazardous wastes regulated under RCRA, Hazardous Wastes Control Law, and California Code of Regulations (CCR) Title 22. Sections 2729 through 2732 of the (CCR) provide requirements for the reporting, inventory, and release response plans for hazardous materials. These requirements establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training. In addition, all regulated substance handlers are required to register with local fire or emergency response departments per the California Accidental Release Prevention Program. Locally, this is overseen by the San Bernardino County Fire Department Hazardous Materials Division (SBCFD-HMD). The SBCFD-HMD reviews and approves the Business Emergency/Contingency Plan for regulated facilities. The plan outlines precautions and procedures necessary to protect facilities from accidental release of hazardous materials, and provides emergency remediation to minimize effects should an accidental spill occur. Annual updates and review of the plan are required to ensure compliance and adequacy. The Hazardous Materials Disclosure Program requires notification of potential or known release. The SBCFD-HMD responds to emergency releases under the Hazardous Materials Disclosure Program. Furthermore, releases of hazardous materials or wastes are required to be reported to the California Office of Emergency Services (OES). These existing regulations are adequate safeguards for preventing, responding to, and cleaning up accidental releases of hazardous materials and wastes, and further regulation by the City is considered unnecessary.

The previously certified EIR incorporated Mitigation Measure HAZ-1 which requires the applicant to comply with all state and local regulations including the preparation of a Business/Emergency Contingency Plan prior to the issuance of occupancy permits. Mitigation Measure HAZ-1 remains applicable to the Master Plan and the proposed new Building 1 project. Additional mitigation is not required. Impacts will remain less than significant with mitigation incorporated.

The previously certified EIR also incorporated Mitigation Measure HAZ-2 which required the applicant to perform a complete asbestos survey and lead inspection report prior to the issuance of a demolition or building permit. Mitigation Measure HAZ-2 also required the abatement of any asbestos containing materials prior to the demolition of any structures located on the site. The entire Master Plan site has been mass-graded and any structures that were onsite have been removed, therefore, the requirements of Mitigation Measure HAZ-2 have been met for the original 94.18 acres of the Master Plan and Mitigation Measure HAZ-2 no longer applies to the Master Plan. Mitigation Measure HAZ-2 is not applicable to the proposed new Building 1 project site because no permanent structures currently exist on the site. The previously certified EIR also incorporated Mitigation Measures HAZ-3 and HAZ-4 relating to the Kinder Morgan petroleum pipeline. Mitigation Measure HAZ-3 requires that a representative of Kinder Morgan be contacted to provide a detailed plan of the underlying pipeline as it occurs within the boundary of the Agua Mansa Commerce Center Master Plan area. Mitigation Measure HAZ-3 also required the final grading plan to include an overlay of the pipeline location and note the depth to the pipeline. The pipeline does not traverse the proposed new Building 1 site project site; therefore, Mitigation Measure HAZ-3 applies to the Master Plan but is not applicable to the proposed new Building 1 project site. The previously certified EIR incorporated Mitigation Measure HAZ-4 which required any substantial and deep excavations in excess of fifteen feet or removal of more than 50,000 cubic yards of soil within fifty feet of the Kinder Morgan pipeline be closely monitored by a representative of Kinder Morgan. The pipeline does not traverse the proposed new Building 1 project site; therefore, Mitigation Measure HAZ-4 applies to the Master Plan but is not applicable to the proposed new Building 1 project site.

## **Mitigation Measures**

With regard to the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, Mitigation Measure HAZ-1 was required by the previously certified EIR and remains applicable to the Master Plan and the proposed new Building 1 project.

### ***HAZ-1***

Prior to issuance of occupancy permits, applicants shall be required to comply with all State and local regulations including preparation of a San Bernardino County Fire Department Business Emergency/Contingency Plan.

With regard to the existence of asbestos and lead-based paint, the entire Master Plan site has been mass-graded and any structures that were onsite have been removed, therefore, the requirements of Mitigation Measure HAZ-2 have been met for the original 94.18 acres of the Master Plan. Mitigation Measure HAZ-2 no longer applies to the Master Plan. The proposed new Building 1 project site is located within the original Master Plan area.

### ***HAZ-2***

Prior to the issuance of a demolition or building permit the applicant shall perform a complete asbestos survey and lead inspection report. Appropriate abatement of any asbestos containing materials prior to demolition of site structures shall be required.

With regard to the Kinder Morgan pipeline, the following Mitigation Measures HAZ-3 and HAZ-4 were required by the previously certified EIR and remain applicable to the Master Plan but are not applicable to the proposed new Building 1 project site because the pipeline does not traverse the proposed project site.

**HAZ-3**

Prior to grading, a representative of Kinder Morgan shall be contacted to provide a detailed plan of the underlying pipeline as it occurs within the boundaries of the project site. The final grading plan for the site shall include an overlay of the pipeline location and note depth to pipeline within the plan's notes.

**HAZ-4**

Any substantial and deep excavations in excess of fifteen feet deep or removal of more than 50,000 cubic yards of soil within fifty feet of the pipeline shall be closely monitored by a representative of Kinder Morgan.

**Level of Significance with Mitigation Incorporated**

Impacts 4.7.A and 4.7.B will remain less than significant with the incorporation of Mitigation Measure HAZ-1.

## HYDROLOGY AND WATER QUALITY 4.8

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This section describes the site conditions as recorded for the previously certified EIR as well as for the proposed new Building 1 project site related to hydrology and drainage. Information used in the preparation of the previously certified EIR and for the preparation of this section was obtained from the Preliminary Hydrology Study prepared by Thienes Engineering, dated July 16, 2007 (Revised November 29, 2007).

This section evaluates whether the addition of the proposed new Building 1 project will violate any water quality standards or waste discharge requirements, deplete groundwater supplies or interfere with groundwater recharge, alter the existing drainage pattern of the site through alteration of the course of a stream or river in a manner which would result in erosion or flooding on- or off-site, create runoff which would exceed the capacity of existing storm water drainage systems or provide additional sources of polluted runoff, otherwise substantially degrade water quality, place within a 100-year flood hazard area structures which would impede or redirect flows, or expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam as evaluated under the previously certified EIR as well as with respect to the addition of the proposed new Building 1 project.

### Existing Conditions

#### *ENVIRONMENTAL SETTING*

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan area is located on the north bank of the Santa Ana River, at the southeast intersection of Riverside Avenue and Agua Mansa Road and encompasses approximately 94.18 acres. The terrain is relatively flat with natural slopes from north to south to the Santa Ana River.

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan area falls within Region 8 (Santa Ana Region) of the California Regional Water Quality Control Board (RWQCB). The Santa Ana River and its principal tributaries begin in the south- and southwest-facing portions of the San Bernardino Mountains, the south- and southeast-facing portions of the eastern San Gabriel Mountains, the south- and southwest-facing portions of the Santa Ana Mountains, and drain into the San Bernardino Valley and Chino Basin. The Agua Mansa Commerce Center Master Plan area falls within the Middle Santa Ana River Watershed.

According to the previously certified EIR, the groundwater underlying the Agua Mansa Commerce Center belongs to a groundwater aquifer that is included in the "North Riverside Basin". The North Riverside Basin is hydrologically contiguous with the South Riverside Basin, located southerly of the San Bernardino-Riverside County line. The natural flow of the groundwater in the vicinity of the Agua Mansa Commerce Center is generally southerly, roughly parallel with the flow of the Santa Ana River. According to the previously certified EIR, expected pollutants in existing stormwater runoff from the Agua Mansa Commerce Center would include sediments, nutrients, pathogens, pesticides, and salts.

Since the previous EIR was certified, the Agua Mansa Commerce Center has been graded, drainage infrastructure has been installed, and Miguel Bustamante Parkway has been constructed and now connects Riverside Avenue and Agua Mansa Road. The Lineage Logistics refrigerated warehouse has also been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project is located in the southwestern portion of the Agua Mansa Commerce Center Master Plan area. The proposed new Building 1 project includes the construction of a 447,330 square foot speculative warehouse distribution facility on 21.07 acres located in the southwestern corner of the Master Plan area. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls. The proposed new Building 1 project will include the addition of 13.23 acres to the Agua Mansa Commerce Center Master Plan.

## Regulatory Setting

### ***FEDERAL***

#### Clean Water Act (CWA)

The CWA was enacted with the primary purpose of restoring and maintaining the chemical, physical, and biological integrity of the Nation's waters. The EPA has delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board (SWRCB) and the RWQCB for water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) Program.

### ***STATE***

Responsibility for the protection of water quality in California rests with the SWRCB and the nine RWQCBs. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement Water Quality Control Plans (Basin Plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The City of Colton is located within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB implements a number of federal and state laws, the most important of which are the state Porter-Cologne Water Quality Control Act and the federal CWA.

#### Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act §13000 directs each RWQCB to develop a Basin Plan for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. The proposed project site is located within the purview of the SARWQCB (Region 8), and must comply with applicable elements of the region's Basin Plan, as well as the Porter-Cologne Water Quality Control Act, and the federal CWA.

#### National Pollutant Discharge Elimination System (NPDES)

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. As defined in the federal regulations, nonpoint sources are generally exempt from federal NPDES permit program requirements, with two exceptions: (1) nonpoint source discharges caused by general construction activities of over 1 acre; and (2) stormwater discharges in municipal stormwater systems either as part of a combined system or as a separate system in which runoff is carried through a developed conveyance system to specific discharge locations.

**Point Source Discharges-** For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge through the establishment of Waste Discharge Requirements.

**Nonpoint Source Discharges Caused by General Construction and Operational Activities-** One of the primary objectives of the regulations for nonpoint source discharges is the reduction of pollutants in urban stormwater discharge through the use of structural and nonstructural Best Management Practices (BMPs). The Environmental Protection Agency (EPA) implemented the NPDES stormwater program in two phases. Phase I addressed large dischargers and construction activities that affect 5 acres or greater, while Phase II, which was implemented in 1999, addressed smaller dischargers and construction activities that affect 1 or more acres. The regulations require that storm water and non-storm water runoff associated with a construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit.

Typical construction BMPs include, but are not necessarily limited to the following:

- Scheduling or limiting activities to certain times of year
- Prohibiting certain construction practices
- Implementing equipment maintenance schedules and procedures; implementing a monitoring program

- Other management practices to prevent or reduce pollution, such as using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils
- Storing materials and equipment to ensure that spills or leaks do not enter the storm drain system or surface waters
- Developing and implementing a spill prevention and cleanup plan
- Installing traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains
- Using barriers, such as straw bales or plastic, to minimize the amount of uncontrolled runoff that could enter drains or surface water

Typical operation BMPs include, but are not necessarily limited to the following:

- Controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets
- Cleaning parking lots on a regular basis
- Incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping
- Implementing educational programs

The San Bernardino County Flood Control District, San Bernardino County, and the 16 incorporated cities in the Santa Ana River watershed are partners or co-permittees under a stormwater discharge permit, issued by the State of California through the Santa Ana Regional Water Quality Control Board. The San Bernardino County Flood Control District has been designated "Principal Permittee" under the MS4 Permit, and administers and coordinates many of the permit requirements on behalf of all the Permittees. The permittees are implementing and complying with the requirements of the latest permit (4th iteration) that was issued in January 2010 (Order No. R8-2010-0036).<sup>1</sup>

The RWQCB administers the NPDES permit program regulating storm water from construction activities for projects greater than one acre in size. The main compliance requirement of the NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify potential on-site pollutants, identify and implement appropriate storm water pollution prevention measures to reduce or eliminate discharge of pollutants to surface water from storm water and non-storm water discharges. Storm water BMPs to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPP prepared for the proposed project. The project proponent will be required to obtain coverage under the General NPDES Permit for construction activities prior to site disturbance and will need to meet San Bernardino County's requirements for new development that are specified in its WQMP. Impacts other than water quality impacts that pertain to construction and grading are discussed in Section 4.3, Air Quality and Section 4.6, Geology and Soils.

Pursuant to San Bernardino County Flood Control District's MS4 permit (Order No. 2002-0012), the project's WQMP would be required to:

- Incorporate and implement Site Design BMPs. Justification is required for any Site Design BMPs not incorporated into the project.
- Incorporate and implement all Source Control BMPs, unless not applicable to the project due to project characteristics. Justification is required for any Source Control BMP not incorporated into the project.
- Either incorporate and implement Treatment Control BMPs, by including a selection of such BMPs into the project design; or participate in or contribute to an approved regional-based treatment program. Site Design and Source Control BMPs are required for projects participating in regional-based treatment programs.
- The combination of Site Design, Source Control, and/or Treatment Control BMPs or Regional-based treatment program must address all identified pollutants and hydrologic conditions of concern.

## Thresholds of Significance

The proposed project would have a significant effect on hydrology or water quality if it would:

- A. Violate any water quality standards or waste discharge requirements;

- B. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- D. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- E. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- F. Otherwise substantially degrade water quality;
- G. Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or
- H. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

## **Environmental Impacts**

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### **Impact 4.8.A and 4.8.F – Impacts related to the violation of water quality standards and waste discharge requirements will remain less than significant with mitigation incorporated.**

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The previously certified EIR found that construction and grading activities would result in temporary disturbances of surface soils and removal of vegetative cover. During the construction period, excavation, grading, and soil import activities would result in exposure of soil to stormwater runoff. This could cause erosion and increased sedimentation in local drainage ways including the Santa Ana River.

As noted in the previously certified EIR, development of the Agua Mansa Commerce Center Master Plan is in excess of 1 acre; therefore, the Master Plan area required coverage under the National Pollution Discharge Elimination System (NPDES) permit. The Master Plan area also required a Storm Water Pollution Prevention Plan (SWPPP) for construction discharges for submittal to the City for review and approval. During the construction period, a series of Best Management Practices (BMPs) are required to be implemented to reduce erosion and sedimentation. The construction contractor is required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor is required to maintain an inspection log and have the log on-site to be reviewed by the City and representatives of the Regional Water Quality Control Board (RWQCB).

The previously certified EIR incorporated Mitigation Measures HWQ-1, HWQ-2, and HWQ-3 in order to reduce construction-related water quality impacts. Mitigation Measure HWQ-1 requires the project applicant to file a Notice of Intent (NOI) with the RWQCB to be covered under the State NPDES General Construction Permit for discharge of stormwater associated with construction activities, prior to the issuance of grading and building permits. Mitigation Measure HWQ-2 requires the project applicant to submit a SWPPP prior to the first discretionary project approval or permit. The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural BMPs to control sediment and nonvisible discharges from the site. Mitigation Measure HWQ-3 requires the construction contractor to be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections are required to be performed on all sediment control measures called for in the SWPPP. Monthly reports are required to be maintained by the construction contractor. In addition, the construction contractor is also required to maintain an inspection log and have the log onsite reviewed by the City of Colton and representatives of the RWQCB.

The previously certified EIR determined that the Agua Mansa Commerce Center Master Plan would result in the conversion of permeable surfaces to impermeable surfaces, which would alter the current drainage pattern of the site. It was determined that upon development of the Agua Mansa Commerce Center Master Plan area, storm runoff from the roadways, parking lots, and industrial buildings could carry and be tainted by a variety of pollutants.

The previously certified EIR determined that the Agua Mansa Commerce Center Master Plan would result in increased vehicular traffic, increased use of fertilizers and pesticides to maintain landscaping, and increased human use of on- and off-site facilities and infrastructure. Runoff from landscaped areas could result in elevated levels of phosphorous, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles are also expected in stormwater runoff.

According to the previously certified EIR, development of the Agua Mansa Commerce Center Master Plan was found to have the capacity to result in increased peak flow and pollutant loads in the local drainage ways and the Santa Ana River. As such, the Master Plan is required to implement and emphasize pollution prevention controls that would include measures such as landscape maintenance activities. In addition, source control BMPs are required to be implemented to further reduce the amount of pollutants released into the environment. Finally, treatment control best management practices are required to be implemented to further supplement the pollution prevention and source control measures by actually treating the water to remove pollutants before it is released from the Master Plan area. The Agua Mansa Commerce Center Master Plan also includes a detention basin that was designed to treat peak-flow stormwater runoff before draining into the Santa Ana River. This detention basin has since been constructed and currently is in operation on site.

Any runoff from the Agua Mansa Commerce Center Master Plan area will be treated for water quality prior to entering into the detention basin and prior to discharging into the Santa Ana River. In addition, the project proponent was required to obtain an Army Corps of Engineers 404 permit, and a RWQCB 401 permit. All discharges were required to comply with the conditions set forth in the RWQCB permits that would prevent potential groundwater contamination.

According to the previously certified EIR, a project specific Water Quality Management Plan (WQMP) prior to the first discretionary project approval or permit was required to identify BMPs and to address management of urban runoff from the Master Plan area in terms of the amount and quality of water leaving the site. The primary objective of the WQMP, by addressing site design, source control, and treatment control BMPs applied on a project-specific and/or sub-regional or regional basis, is to ensure that the land use approval and permitting process of the City will minimize the cumulative regional impact of urban runoff. The WQMP will be required to be incorporated by reference or attached to the project's SWPP as the Post-Construction Management Plan.

Typical BMPs include, but are not necessarily limited to the following:

- Loading and unloading docks will be kept in a clean and orderly condition through regular program of sweeping and litter control and immediate cleanup of spills and broken containers. Loading/unloading docks are located at each of the buildings.
- Tenants will have a spill contingency plan in place appropriate for anticipated materials that will be kept on-site. Proper clean up materials will be available for any spills. Any spills of liquids or materials will be cleansed up immediately.
- Parking lots and drive aisles will be swept weekly by a sweeping contractor to prevent sediment, garden waste, and trash from entering the storm drain systems.
- The catch basin will be inspected and cleaned on a semi-annual basis by the owner and will be inspected and cleaned by the vendor or an equally qualified contractor on an annual frequency.
- Irrigation systems will include reducers or shut-off valves triggered by a pressure drop to control water loss in the event of broken sprinkler head or lines. Timers will be used to avoid over watering and watering cycles and duration will be adjusted seasonally by the landscape maintenance contractor. The landscaping areas will be grouped with plants that have similar water requirements. Native or drought tolerant species will also be used where appropriate to reduce irrigation runoff and promote surface filtration.
- All storm drain catch basins and culverts will have stenciling or labeling such as "No Dumping-Drains to River/Ocean" and/or other graphical icons to alert the public to the destination of pollutants discharged into storm water.

- The detention basin will be inspected monthly and maintained at least twice a year, prior to October 1. Basin will also be inspected after large storms and will be inspected and maintained by a qualified technician with proper disposal of all waste.

The previously certified EIR incorporates Mitigation Measures HWQ-4 and HWQ-5. Mitigation Measure HWQ-4 requires the project applicant to submit and receive a WQMP approved by the City of Colton prior to the issuance of grading and building permits. The WQMP shall specifically identify pollution prevention, source control, treatment control measures, and other BMPs that shall be used onsite to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. Mitigation Measure HWQ-5 requires the incorporation of onsite drainage that shall have hydrodynamic infrastructure components that shall meet the City's, as well as the County's, water quality requirements.

The proposed new Building 1 project will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities in addition to standard NPDES operational requirements. The proposed new Building 1 project will add approximately 13.23 acres to the approved Agua Mansa Commerce Center Master Plan which will also be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements. Of the additional 13.23 acres, approximately eleven acres are used for construction materials and equipment storage and approximately 2.17 acres in the northern portion of the site are used as a driveway and truck trailer storage. The proposed new Building 1 project will require submittal to the local reviewing agency, the San Bernardino County Flood Control, a Storm Water Pollution Prevention Plan (SWPPP) that includes BMPs aimed at protecting water quality during construction activities. The proposed new Building 1 project will not contribute any additional impacts to water quality standards beyond those identified in the previously certified EIR. Mitigation measures HWQ-1, HWQ-2, HWQ-3, HWQ-4, and HWQ-5 put in place to mitigate stormwater runoff will remain applicable to the approved Master Plan and to the proposed new Building 1 project. Impacts will remain less than significant with incorporation of the previously approved mitigation measures. No additional mitigation is required.

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**Impact 4.8.B – Impacts related to lowering of groundwater levels will remain less than significant.**

The previously certified EIR found that the Agua Mansa Commerce Center Master Plan is underlain by the Riverside-Arlington subbasin of the Upper Santa Ana Valley Basin. The Riverside-Arlington subbasin encompasses approximately 58,560 acres. Water to the Agua Mansa Commerce Center Master Plan will be provided by the West Valley Water District (WVWD). Development of the Agua Mansa Commerce Center Master Plan was not determined to require any additional sources of water, such as groundwater beneath the site. It was found that the installation of impermeable surfaces associated with the Agua Mansa Commerce Center Master Plan would incrementally reduce the amount of land available for incidental groundwater recharge. However, when compared to the groundwater basin's total recharge area of 58,560 acres, the loss of permeable area resulting from development on the approximately 94.18 acre Master Plan area was found to be minimal. There were no developed groundwater recharge facilities on the Master Plan area. Impacts associated with groundwater supply and groundwater recharge were considered to be less than significant. No mitigation was required.

The southern portion of the proposed 21.07-acre new Building 1 project site is vacant and has been graded as part of the approved Master Plan. The northern portion of the proposed new Building 1 project site is 13.23 acres and will be added to the Agua Mansa Commerce Center Master Plan area. The 13.23-acre area is currently used for construction equipment storage and truck trailer parking and consists mostly of impervious surfaces. As such, no new significant impervious surfaces would be added to those analyzed in the previously certified EIR. The 13.23-acre area being added to the Master Plan is not utilized for groundwater recharge activities. Impacts will remain less than significant. No mitigation is required.

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**Impact 4.8.C-E – Impacts related to flooding and sedimentation caused by on- or off-site flooding, polluted urban runoff, and storm drain capacity will remain less than significant with mitigation incorporated.**

According to the previously certified EIR, it was determined that during construction of the Agua Mansa Commerce Center Master Plan, drainage patterns and grading would alter surface drainage characteristics that would increase

erosion and sediment transport. The NPDES General Construction Permit requires the preparation of a SWPPP with construction BMPs to reduce erosion and off-site sediment transport.

Under existing conditions prior to certification of the previous EIR, there was an off-site flow tributary to the Master Plan site from the north (runoff from Agua Mansa Road) as well as areas to the east. Flow generally drained from north to south. Runoff from the northerly portion of the Master Plan site and flow from Agua Mansa Road generally drained to a low point near the westerly property line. The southwesterly portion of the Master Plan site drained to south towards the Santa Ana River. The remainder of the Master Plan site generally drained to the southwesterly property line at various locations. Since certification of the EIR, the Master Plan area has been cleared and graded. However, drainage patterns remain generally the same as found in the previously certified EIR.

According to the certified EIR, development of the Agua Mansa Commerce Center Master Plan area was anticipated to result in an increase in the amount of impervious surfaces in the form of roadways, parking lots, and industrial buildings. However, post-construction drainage patterns would not be greatly altered as the Master Plan area would continue to drain from north to south, except that storm flows would be conveyed through a proposed detention basin. Conveyance of storm flows through the detention basin would result in substantially less channel erosion and less sediment transport following the development of the proposed project site. According to the Hydrology and Detention Calculations prepared by Thienes Engineering, Inc. dated July 2007 and revised in November 2007, 2-, 5-, 10-, 25-, and 100-year peak flow rates for the Agua Mansa Commerce Center are 117.8 cfs, 157.1 cfs, 182.5 cfs, 212.4 cfs, and 272.2 cfs respectively. In order to limit onsite 100-year runoff to the observed existing conditions, onsite detention was required as a constituent for project approval. The basin is high enough that there will be available "head to push" flow out of the detention basin. When the Santa Ana River is at its 100-year flood level, water in the basin will need to pond 10.4 feet prior to building enough head to discharge flow in the river. Calculations show that approximately 26.1 acre-feet of storage is necessary for detention purposes. Based on this data, the proposed detention basin was determined to be able to contain the additional stormwater.

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan would not result in an increase in the amount of runoff coming from the Master Plan area, as shown in the Hydrology and Detention Calculations prepared by Thienes Engineering. The proposed drainage system will not produce any post-development peak flow larger than the pre-development peak flows for the analyzed storms.

The previously certified EIR incorporated Mitigation Measure HWQ-6 in order to reduce impacts related to water quality impacts associated with drainage patterns during project construction and operation. Mitigation Measure HWQ-6 requires the project proponent to submit a detailed grading and drainage plan, complete with supporting engineering calculations, to the Public Works Department for review and approval prior to the issuance of grading permits. The plans shall demonstrate that the storm drainage system will be adequate to convey water for the designed storm event.

The proposed new Building 1 project includes the addition of 13.23 acres to the Agua Mansa Commerce Center Master Plan area. However, the additional land is currently developed with a construction materials storage facility and truck trailer storage facility as well as the mostly impervious surfaces involved with those uses. As such, no new significant impervious surfaces would be added to those analyzed in the previously certified EIR. Despite this, the proposed new Building 1 project will result in an increase in the amount of runoff coming from the site. However, the southern portion of the proposed new Building 1 project site is designed to drain into the detention basin and was accounted for in the previously certified EIR. The northern portion of the proposed new Building 1 project site (13.23 acres being added to the Master Plan) will drain into the Santa Ana River. With the existence of the detention basin constructed as part of the previously certified EIR, and adherence to mitigation measures identified to mitigate water quality impacts associated with drainage patterns during project construction and operation (Mitigation Measure HWQ-6), impacts will remain less than significant with mitigation incorporated. No additional mitigation is required.

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**Impact 4.8.G-H – Impacts related to the placement of structures within a 100-year flood zone and inundation due to dam or levee failure will remain less than significant with mitigation incorporated.**

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According to the previously certified EIR, a portion of the Agua Mansa Commerce Center Master Plan was anticipated to be located in a 100-year floodplain. To protect the Master Plan area from an event of potential flooding, all of the proposed buildings would be raised above the Base Flood Elevations. The Base Flood Elevation is the minimum elevation requirement established for a 100 year flood event. In addition, the proposed detention basin would also limit on-site 100-year runoff to less than 90 percent of existing conditions. The previously certified EIR incorporated Mitigation Measure HWQ-7 to reduce impacts related to flooding. Mitigation Measure HWQ-7 requires the project proponent to submit detailed drawings depicting the floor elevations of all proposed buildings to the Public Works Department for review and approval prior to the issuance of grading permits. The drawings shall demonstrate that the proposed elevations will be adequate to prevent any flooding of the structures in a 100-year flood event.

Although the FEMA Flood Insurance Rate Maps for the proposed new Building 1 project site indicates that the site is located within Special Flood Hazard Area *Zone A*, defined as an area that will be inundated by a 100-year flood, the proposed warehouse will be required to be constructed above the base flood zone. Furthermore, the proposed new Building 1 project will be required to adhere to the previously approved mitigation measure HWQ-7 that requires the project proponent to submit detailed drawings depicting the floor elevations of all proposed buildings to the Public Works Department for review and approval prior to the issuance of grading permits. The drawings shall demonstrate that the proposed elevations will be adequate to prevent any flooding of the habitable structures in a 100-year flood event. Impacts will remain less than significant with adherence to the previously approved mitigation measure HWQ-7. No additional mitigation is required.

## Mitigation Measures

With regard to hydrology and water quality, the following mitigation measures were required by the previously certified EIR and remain applicable to the approved Master Plan and to the proposed new Building 1 project.

### *HWQ-1*

Prior to the issuance of grading permits and building permits, the project applicant shall file a Notice of Intent (NOI) with the Regional Water Quality Control Board to be covered under the State NPDES General Construction Permit for discharge of stormwater associated with construction activities.

### *HWQ-2*

Prior to the first discretionary project approval or permit (which includes the issuance of each grading permit and each building permit), the project applicant shall submit to and receive from the City of Colton a SWPPP. The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural BMPs to control sediment and nonvisible discharges from the site. Some of the BMPs to be implemented may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- All materials that have the potential to contribute non-visible pollutants to stormwater must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences and covered with plastic tarps.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on-site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Colton can make a determination that other BMPs will provide equivalent or superior treatment whether on or off-site.

### ***HWQ-3***

The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor. In addition, the Contractor will also be required to maintain an inspection log and have the log on-site to be reviewed by the City of Colton and the representatives of the RWQCB.

### ***HWQ-4***

Prior to the issuance of grading permits and building permits, the project applicant shall submit and receive a WQMP approved by the City of Colton. The WQMP shall specifically identify pollution prevention, source control, treatment control measures, and other BMPs that shall be used on-site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable.

### ***HWQ-5***

The proposed project shall incorporate on-site drainage that shall have hydrodynamic infrastructure components that will meet the City's, as well as the County's, water quality requirements.

### ***HWQ-6***

Prior to issuance of grading permits, the project proponent shall submit a detailed grading and drainage plan, with supporting engineering calculations, to the Public Works Department for review and approval. The plans shall demonstrate that the storm drainage system would be adequate to convey water for the designed storm event.

### ***HWQ-7***

Prior to issuance of grading permits, the project proponent shall submit detailed drawings that would show the floor elevations of all proposed building to the Public Works Department for review and approval. The drawings shall demonstrate that the proposed elevations would be adequate to prevent any flooding of the structures in a 100-year flood event.

## **Level of Significance with Mitigation Incorporated**

Impacts 4.8.A and 4.8.F will remain less than significant with incorporation of **Mitigation Measure HWQ-1** through **Mitigation Measure HWQ-5**. Impacts 4.8.C, 4.8.D, and 4.8.E will remain less than significant with incorporation of **Mitigation Measure HWQ-6**. Impacts 4.8.G and 4.8.H will remain less than significant with incorporation of **Mitigation Measure HWQ-7**.

## **References**

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<sup>1</sup> San Bernardino County Department of Public Works. NPDES. <http://www.sbcounty.gov/dpw/land/npdes.asp> [September 8, 2014]



This section describes the site conditions as recorded for the previously certified EIR as well as for the proposed new Building 1 project related to mineral resources. Information used in the preparation of the previously certified EIR and for the preparation of this section was obtained from the State of California Department of Conservation Resources, Mineral Land Classification of the Greater Los Angeles Area, 1987, Special Report 143, the City of Colton General Plan, and relevant sections of the state's Surface Mining and Reclamation Act (SMARA). This section evaluates whether the proposed new Building 1 project will result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project.

### Existing Conditions

#### *IMPORTANCE OF MINERAL COMMODITIES*

According to the previously certified EIR, rapid growth of cities and communities in California has emphasized the importance of mineral resource conservation for future use, resulting in a potential land use issue. To maintain the existing community structure and provide for its continued growth, adequate supplies of mineral resources particularly aggregate resources must be available at an economical cost. Urban expansion has resulted in some reduction of the availability of important aggregate resources. Competing land uses have reduced or eliminated access to important areas of aggregate materials. The loss of accessible resources occurs due to some extent as a result of little knowledge of the location and importance of aggregate resources.

According to the previously certified EIR, the California Geological Survey, in conjunction with the State Mining and Geology Board, are the agencies responsible for categorizing locations as sources for regionally significant mineral resources. The objective of the classification process was to provide cities and counties with information on the location, need, and importance of mineral resources within their jurisdiction and to make use of the information in local land use planning decisions. As land use decisions are made, cities and counties who become lead agencies and grant permits, or approve plans, must balance the value of the resource against alternative land uses, and consider the importance of these resources to their market region and not just its importance to their area of jurisdiction.

According to the previously certified EIR, aggregate is the basic filler material in all uses of concrete including: construction of homes and non-residential buildings, dams, bridges, highways, and other common structures. Aggregate typically means materials composed of natural or crushed, hard, sound, and durable particles of unreactive minerals. Aggregate, such as sand and gravel, is a key component, providing 80 to 100 percent of the material volume, in products including Portland cement concrete, asphaltic concrete, railroad ballast, stucco, road base, and fill. Cement is an important product used in many applications such as concrete blocks and pipes, foundation pilings, pre-cast concrete beams, and tilt-up concrete walls. These products play an important role in the economy and the construction industry.

#### *ECONOMIC CONSIDERATIONS*

According to the previously certified EIR, the California Geological Survey and the U.S. Geological Survey's preliminary data for 2006 ranked California third behind Arizona and Nevada in non-fuel mineral production, accounting for approximately seven percent of the U.S. total. Mineral production for California amounted to 4.6 billion dollars, a three percent increase from the previous year. California produced approximately 30 different industrial minerals. Gold, silver and iron were the only metals produced (used in cement manufacturing). California led the nation in the production of sand and gravel, Portland cement, diatomite, and natural sodium sulfate. California was the only producer of Boron.

According to the previously certified EIR, construction sand and gravel was California's leading industrial mineral with a total value of 1.5 billion dollars produced for 2006, a 19 percent increase from 2005. Sand and gravel production was estimated to be 178.6 million tons, a one percent increase from the year before. Portland cement was the second largest industrial mineral produced in the state with a total of 12.9 million tons valued at approximately 1.3 billion dollars. Boron valued at about 731 million dollars, ranked third, and crushed stone ranked fourth with a value of 482 million dollars.

***AGGREGATE DEPOSITS***

According to the previously certified EIR, aggregate materials are derived from several different types of deposits and a complex interplay of various factors comprising their formation including the source of the material, weathering, transportation, and deposition of material. Stream channel deposits arise from heavy rainfall and runoff in which large amounts of material are moved as suspended bed load in the waters. When energy and flow rate dissipate, material settles and forms sediment deposits. Stream channels are desirable aggregate sources because they are easily mined and periodically replenished by rainfall and runoff.

According to the previously certified EIR, floodplain deposits are formed by streams or rivers overflowing their channels during high water events. The overflowing water loses its transportation power and deposits sediments over a wide area. Floodplain deposits are composed of considerable amounts of sand, silt and clay and tend to be less desirable in comparison to other sources of aggregate because of the larger amounts of fine materials.

According to the previously certified EIR, alluvial fans develop in valley areas near the bases of mountains. The fans are characterized by sparse vegetation and infrequent torrential rainfall, which pushes poorly sorted aggregate out of mountain highlands. When rainwater reaches the base of the mountain, transport energy is lost and a rapid deposition of material builds up to form the fan. Alluvial fans yield a variety of different sizes of materials, which are generally very durable and contain an abundance of large, coarse material ideal for sizing. These alluvial fan deposits are formed when mountain streams carrying large volumes of material enter a valley or plain. The decrease in slope over the length of the fan reduces the carrying capacity and energy needed to push the materials. Coarse materials such as boulders and large rocks are left near the top of the fan and finer materials such as cobble, pebbles and sand are gently pushed to the outer/lower parts of the fan.

According to the previously certified EIR, sand and gravel mining occurs primarily in active stream deposits or in older deposits formed from alluvial fans or historic streams. Aggregate is hard, inert materials, such as sand, gravel, slag, or crushed stone, used for mixing with a cementing or bituminous material to form concrete, mortar, or plaster, or to be used in road base, railroad ballast or graded fill. Aggregate comes in different forms and sizes including coarse, fine, and lightweight.

***EXISTING SITE CONDITIONS***

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan area is located within the boundaries of The San Bernardino Production-Consumption (P-C) Region. The City of Colton is within the Santa Ana alluvial fan, which comprises significant sand and gravel resources for the region.

According to the previously certified EIR, along the southwestern edge of the San Bernardino Mountains the Santa Ana River debouches from its narrow canyon onto a widening floodplain in the eastern arm of the San Bernardino Valley. The Santa Ana River flows across a broad wash from approximately six miles before entering the constriction of the Santa Ana River channel. Santa Ana wash contains approximately 34 square miles of land classified MRZ-2. The river channel contains an additional 10 square miles of land classified MRZ-2.

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan area lies within an MRZ-2 designation as determined by the California Department of Conservation Division of Mines and Geology. The designation was performed pursuant to Section 2790 of SMARA. An MRZ-2 designation indicates significant mineral deposits are present or where it is judged that a high likelihood of their presence exists. According to Mineral Land Classification of the Greater Los Angeles Area, 1987 (Special Report 143), MRZ-2 areas have deposits that are marketable under present technologic and economic conditions or which can be estimated to exist in the foreseeable future, and that contained in excess of five million dollars worth of aggregate material in 1978 - equivalent dollars.

## Regulatory Setting

### *SURFACE MINING AND RECLAMATION ACT*

The Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California legislature to promote the conservation of the state's mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to classify land in California into Mineral Resource Zones (MRZ) according to the known or inferred mineral potential of the land. The process is based solely on geology, without regard to existing land use or land ownership. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include: prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials.

The California Department of Conservation, Division of Mines and Geology (DMG) "Mineral Land Classification Project" continues to publish mineral resource maps which have proved to be of value in land use planning and mineral conservation. This is an ongoing process with updates taking place approximately every ten years. DMG is also in the process of identifying lands throughout the County with the potential for mineral resource recovery and will be used by the County in identifying new mineral resource areas to help ensure their preservation.

Areas subject to California mineral land classification studies are divided by the State Geologist into various MRZ categories that reflect varying degrees of mineral potential. Generally, lands classified MRZ-1 are areas where geologic information indicates no significant mineral deposits are present. Lands classified MRZ-2 are areas that contain identified mineral resources. Lands classified MRZ-3 are areas of undetermined mineral resource significance. And lands classified MRZ-4 are areas of unknown mineral resource potential.<sup>1</sup>

### *CITY OF COLTON GENERAL PLAN OPEN SPACE/CONSERVATION ELEMENT*

The Open Space/Conservation Element includes the following goals and principles pertaining to mineral resources:<sup>2</sup>

Principle 4            Protect significant mineral deposit sites from irreplaceable resource extraction until a regional shortage or impending need can be demonstrated and when permit approvals guarantee restoration of such areas to their natural state.

## Thresholds of Significance

According to the CEQA Guidelines, a project would normally have a significant impact related to mineral resources if the project would:

- A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
- B. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

## Environmental Impacts

**Impact 4.9.A-B – Impacts related to the loss of an available, known mineral resource, which is of value locally and regionally will remain significant.**

According to the previously certified EIR, the Agua Mansa Commerce Center Master Plan area is located within the boundaries of the San Bernardino P-C Region of the Santa Ana alluvial fan. Currently, five aggregate mining operations extract resources from the upper portion of the fan. The lower portion is currently un-mined.

According to the previously certified EIR, aggregate materials are derived from the alluvial fans and small amounts arising from the foothills. A complete and precise understanding of the terms “reserves” and “resources” is needed to comprehend the amount of aggregate material located within the San Bernardino P-C Region. The California Division of Mines and Geology has adopted the following definitions as they apply to aggregate deposits as well as other types of minerals:

- Reserves as used within this section refer to measurable amounts of mineral-bearing materials that can be produced with current technology under existing economic and political conditions. Reserves, more specifically, are deposits that are owned or leased by a mining company, are currently available for removal using accepted techniques, and are permitted for extraction by a lead agency.
- Resources are mineral-bearing materials that could become mineral reserves either through future technological developments, improved economic conditions, different political conditions, or a combination of all of the above. According to the Division of Mines and Geology, the only factor distinguishing aggregate reserves from aggregate resources is that reserves have permits for their extraction, and resources lack a permit from a lead agency.

According to the previously certified EIR, Special Report 143 indicates that the Agua Mansa Commerce Center Master Plan area is located within MRZ-2. The following is a breakdown of forecasts for the consumption of aggregate in the San Bernardino P-C Region and adjacent P-C Regions:

- The anticipated consumption of aggregate resources in the San Bernardino P-C region to the year 2032 is forecast to be 476 million tons.
- The total for Orange County-Temescal Valley P-C Region is 1.46 billion tons. 260 million tons has been identified as reserves.
- Claremont-Upland P-C Region area is 1.35 billion tons. 50 million tons has been identified as reserves.

To determine the amount of reserves and resources on the Agua Mansa Commerce Center Master Plan area, a conceptual site plan was developed using the appropriate setbacks (50 feet), slopes (2:1) and maximum quarry depth (75 feet). Additionally, assumptions about material underneath processing plants and other structures were included. Based on this design approximately 8.8 million tons of material could be potentially mined.

The California Department of Conservation Division of Mines and Geology, Special Report 143 estimates that 5.17 billion tons of non-permitted resources underlie the Santa Ana alluvial fan.

The previously certified EIR determined that construction of the Agua Mansa Commerce Center Master Plan area would result in the loss of an estimated 8.8 million tons of non-permitted resources. The loss of this resource was considered significant at the time the previously certified EIR was adopted. The proposed new Building 1 project will add approximately 13.23 acres of land to the Agua Mansa Commerce Center Master Plan area. The additional land is currently developed with a construction materials storage facility and a truck trailer storage facility. The addition of this acreage to the Master Plan will also constitute a significant additional loss of non-permitted resources.

According to the previously certified EIR, Public Resource Code 2762 and 2763 require that if any area is classified by the State Geologist as an area containing significant mineral deposits and the Lead Agency either designates that area in its general plan as having important minerals to be protected pursuant to subdivision, or otherwise has not yet established a mineral resource management policy to be incorporated into its general plan, then prior to permitting a use which would threaten the potential to extract minerals in that area, the Lead Agency shall prepare, in conjunction with preparing any environmental document required under CEQA, a statement specifying its reasons for permitting the proposed use, and shall forward a copy of the statement to the State Geologist and the board for review.

## Mitigation Measures

The previously certified EIR did not incorporate any mitigation measures because it was determined that no mitigation measure could replace the loss of an available 8.8 million tons of aggregate.

## Level of Significance with Mitigation Incorporated

The loss of an available, locally important mineral resource site will remain significant. Thus, a new Statement of Overriding Considerations will be adopted.

## References

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- <sup>1</sup> California Surface Mining and Reclamation Policies and Procedures, Special Report 51, "Guidelines for Classification and Designation of Mineral Lands." <http://www.conservation.ca.gov/smgf/Guidelines/Documents/ClassDesig.pdf> [August 21, 2014]
- <sup>2</sup> City of Colton General Plan. Open Space and Conservation Element. 1987.



This section describes the site conditions as recorded for the previously certified EIR as well as for the proposed new Building 1 project site related to noise. Information used in the preparation of the previously certified EIR and for the preparation of this section was obtained from the noise assessment prepared by Mestre Greve Associates dated September 27, 2007.

This section evaluates whether the addition of the proposed new Building 1 project will expose people to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies, expose people to or generate excessive ground borne vibration or ground borne noise levels, or cause a substantial permanent, temporary, or periodic increase in ambient noise levels in the project vicinity as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project. The previously certified EIR found that no impacts related to public airports and private air strips would occur, thus those topics are not discussed in this section.

### Existing Conditions

#### *ENVIRONMENTAL SETTING*

The previously certified EIR was approved for the development of the 94.18-acre Agua Mansa Commerce Center Master Plan. The Master Plan area is located north of the Santa Ana River at the southeast intersection of Riverside Avenue and Agua Mansa Road in the City of Colton. The Agua Mansa Commerce Center Master Plan was approved to consist of eleven concrete tilt-up industrial buildings, a truck/trailer parking lot, and a detention basin. The specific tenant mix was unknown at the time the previous EIR was certified. The Master Plan was designed to meet the Agua Mansa Specific Plan development standards. Additionally, the Master Plan was designed to meet the City's Riverside Avenue Corridor Overlay District development standards. Although both the Agua Mansa Specific Plan and the Riverside Avenue Corridor Overlay District have since been rescinded, the approved Master Plan adheres to those development standards. Since the previous EIR was certified, the 416,888 square foot Lineage Logistics refrigerated warehouse was constructed in the eastern portion of the Master Plan area.

The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway. The building is intended to be used as a warehouse/distribution facility; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed new Building 1 project site consists of 21.07 acres, of which 13.23 acres are being added to the approved Master Plan area. The northern portion of the proposed new Building 1 project site (13.23 acres) is currently occupied by a construction materials storage facility and a truck trailer storage facility. The southern portion of proposed new Building 1 project site is vacant and has been graded. The proposed new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls.

The proposed new Building 1 project site is zoned Heavy Industrial (M-2). The proposed new Building 1 project site is surrounded by industrial uses to the north and west. The Santa Ana River and vacant land is located to the south and to the east. The project vicinity is industrial in nature.

#### *BACKGROUND INFORMATION ON NOISE*

According to the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR, sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud).

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA.

Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption and ground attenuation. As the sound wave form travels away from the source, the sound energy is dispersed over a greater area, thereby dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer.

The greater the distance traveled the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation. Intervening topography can also have a substantial effect on the effective perceived noise levels.

### ***NOISE ASSESSMENT METRICS***

According to the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR, noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. Criteria is based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance.

The description, analysis and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the myriad of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response. Most of the metrics use the A-Weighted noise level to quantify noise impacts on humans.

Noise metrics can be divided into two categories: single event and cumulative. Single-event metrics describe the noise levels from an individual event such as an aircraft fly over or perhaps a heavy equipment pass-by. Cumulative metrics average the total noise over a specific time period, which is typically one or 24-hours for community noise problems. For this type of analysis, cumulative noise metrics will be used.

Several rating scales have been developed for measurement of community noise. These account for:

- parameters of noise that have been shown to contribute to the effects of noise on humans;
- variety of noises found in the environment;
- variations in noise levels that occur as a person moves through the environment; and
- variations associated with the time of day.

They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. Two of the predominate noise scales are the: Equivalent Noise Level (LEQ) and the Community Noise Equivalent Level (CNEL) that are described below.

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 1 hour. This 1 hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.

**CNEL**, Community Noise Equivalent Level, is the predominant rating scale now in use in California for land use compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL."

**Ldn**, the day-night scale is similar to the CNEL scale except that evening noises are not penalized. It is a measure of the overall noise experienced during an entire day. The timeweighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, those noise levels that occur during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, when persons are most likely to be home and sleep is the most probable activity.

**L(%)** is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example since 5 minutes is 25 percent of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a twenty minute measurement period. It is L(%) that is used for most noise ordinance standards. For example most daytime city, state and county noise ordinances use an ordinance standard of 55 dBA for 30 minutes per hour or an L(50) level of 55 dBA. In other words the noise ordinance states that no noise level should exceed 55 dBA for more that fifty percent of a given period.

### ***EXISTING NOISE MEASUREMENTS***

Existing noise measurements were taken at the Agua Mansa Commerce Center Master Plan area as part of the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR. Future noise levels were predicted using a model; taking actual noise measurements provided a check on the model. The model's outputs are in the CNEL metric, but taking a 24-hour measurement to measure CNEL directly is usually not practical. The sound meter outputs are in the Leq metric, and all of the noise measurements are output in terms of Leq. Although Leq is an energy averaged metric and CNEL is a time-weighted energy averaged metric, the sound level value that the sound meter outputs in terms of Leq should be within a few decibels of the CNEL value predicted by the model, with the actual discrepancy between the two values being wholly dependent upon the distribution of vehicles types traveling on the roadways during the day, evening and night time periods. A visual check of the Master Plan area was performed to determine any unusual unanticipated geometrical or terrain obstructions that would drastically change the modeling parameters.

A field inspection was conducted to verify that the mixture of trucks traveling along the roadways was consistent with that provided by the traffic engineers. An excessive amount of truck traffic would greatly alter the sound environment and would require adjustments to the model. The locations for field inspections were as follows. Site 1 was located at the east side of Riverside Avenue. Site 2 was on the south side of Agua Mansa Road. Measurements were taken on June 6, 2007 between the hours of 11:00 a.m. and 12:30 p.m.

Measurements at both sites were performed using a Brüel & Kjær Model 2236 automated digital noise data acquisition system and sound meter. During measurements, a large windscreen covered the sound meter's microphone to dampen-out the effect of unwanted wind-generated noise. For each measurement site, 20 minutes of data was collected and stored internally within the sound meter for subsequent downloading and postprocessing on a computer. Both before and after each set of measurements were taken, a Brüel & Kjær calibrator with calibrations traceable to the National Institute of Standards and Technology was used to calibrate the sound meter to ensure that the measured sound levels readings were accurate. Sound level data samples were recorded at 1-second intervals. At the conclusion of each set of measurements, the Leq, Lmin, Lmax, L10, L50 and L90 values for the full 20 minute time period were written down on a data sheet and then the buffer on the sound meter was reset to prepare it for the set of measurements at the next site.

Prevailing weather conditions were noted along with any other factors that might adversely affect the noise measurements. Table 4.10-1, Existing Noise Measurements shows the results of the measurements.

**Table 4.10-1  
Existing Noise Measurements (dBA)**

Site	Time	Leq	Lmax	Lmin	L10	L50	L90
1	11:05	72.6	84.9	53.5	76.6	70.0	59.5
2	12:09	68.8	82.4	47.9	73.6	60.9	51.9

Source: Mestre Greve Associates Noise Assessment (prepared September 25, 2007)

Site 1: East Side of Riverside Avenue

Riverside Avenue at Agua Mansa Road is a busy north/south arterial road. It feeds and accepts traffic from the I-10 to the north as well as connecting with traffic from the SR-60 to the south. This measurement site is located on the east side of Riverside Avenue approximately 0.50 mile south of Agua Mansa Road in front of a gated dirt road. The meter was placed approximately 50 feet from the center of the roadway on the dirt curb. A ten-minute traffic count was conducted to determine the vehicle mix (i.e. auto, medium truck, and heavy truck) for traffic traveling along Riverside Avenue and in the vicinity of the Master Plan. The regular stream of traffic along Riverside Avenue produced a loud Leq value of 72.6 dBA. Highway traffic at this location was the main source of noise.

Site 2: South Side of Agua Mansa Road

A stretch of roadway in front of the Colton/San Bernardino Rapid Infiltration and Extraction Treatment Facility on the south side of Agua Mansa Road, 700 feet east of the Agua Mansa cemetery is the location of site 2. This site represented the Master Plan area along Agua Mansa Road. A 10-minute traffic count was performed at this site. Agua Mansa Road is smaller than Riverside Avenue and fewer cars were observed traveling along the roadway. Highway traffic noise was the main source of noise. No noises could be identified as originating from the treatment facility, and no traffic entered or exited the facility during the measurements. The raw count of vehicles was less here than on it was on Riverside Avenue; however, the actual percentage of heavy trucks was higher. A 63 percent reduction in traffic from that which was counted on Riverside Avenue translated into a lower Leq value of 68.8 dBA that was measured at this site.

Existing Roadway Noise Levels

According to the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR, the highway noise levels were projected using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December, 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the "equivalent noise level." A computer code has been written which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. CNEL contours are found by iterating over many distances until the distances to the 60, 65, and 70 CNEL contours are found. For the roadway analysis, worst-case assumptions about future motor vehicle traffic and noise levels have been made and were incorporated in the modeling effort. Specifically, no reductions in motor vehicle noise have been assumed in spite of legislation requiring quieter vehicles at the time of manufacture. Traffic volumes and estimated speeds were used with the FHWA Model to estimate the noise levels in terms of CNEL. Existing traffic volumes for arterials utilized were obtained from the traffic study prepared by Kunzman Associates.

The distances to the CNEL contours for the roadways in the vicinity of the Agua Mansa Commerce Center Master Plan are given in Table 4.10-2, Modeled Existing Roadway Traffic Noise Levels. These numbers represent the distance from the centerline of the road to the contour value shown. The values given in Table 4.10-2 do not take into account the effect of any noise barriers or topography that may affect ambient noise levels.

As shown in Table 4.10-2 the major noise corridors in the area occur along Riverside Avenue, Main Street, Agua Mansa Road, I-10 Freeway, El Rivino Road, Columbia Avenue, La Cadena Drive, Slover Avenue, Santa Ana Avenue, Jurupa Avenue, SR-60 and Rancho Avenue.

Table 4.10-2  
Modeled Existing Roadway Traffic Noise Levels

Roadway Segment	CNEL @100' †	2007 Existing Distance to CNEL Contour from Centerline of Roadway (feet)		
		70 CNEL	65 CNEL	60 CNEL
<b>Riverside Avenue</b>				
South of Valley Boulevard	71.8	132	284	612
North of Slover Avenue	71.2	121	261	562
South of Slover Avenue	70.6	109	235	506
South of Santa Ana Avenue	71.4	124	268	578
South of Jurupa Avenue	71.7	130	281	605
South of Agua Mansa Road	71.5	125	270	582
<b>Main Street</b>				
North of Columbia Avenue	71.5	125	269	581
South of Columbia Avenue	71.7	130	280	602
South of SR-60 Freeway EB Ramps	70.6	110	237	511
<b>Agua Mansa Road</b>				
East of Rancho Avenue	61.5	27	58	125
West of Rancho Avenue	68.0	74	160	344
East of Riverside Avenue	69.4	91	195	421
West of Riverside Avenue	70.5	108	232	501
East of Market Street	69.8	98	210	453
<b>I-10 Freeway</b>				
East of Riverside Avenue	83.2	764	1,645	3,544
West of Riverside Avenue	83.2	761	1,640	
<b>El Rivino Road</b>				
West of Agua Mansa Road	61.2	26	55	119
<b>Columbia Avenue</b>				
East of Main Street	69.5	92	198	427
West of Main Street	64.4	42	91	197
<b>La Cadena Drive</b>				
North of Rancho Road	66.9	62	133	287
South of Rancho Road	70.0	99	214	462
<b>Slover Avenue</b>				
East of Riverside Avenue	60.2	22	48	103
West of Riverside Avenue	66.3	57	122	264
<b>Santa Ana Avenue</b>				
East of Riverside Avenue	58.3	17	36	77
West of Riverside Avenue	60.4	23	49	106
<b>Jurupa Avenue</b>				
West of Riverside Avenue	62.5	32	68	147
<b>SR-60 Freeway</b>				
East of Riverside Avenue	81.1	549	1,183	2,549
West of Riverside Avenue	81.4	575	1,239	2,669
<b>Rancho Road</b>				
North of Agua Mansa Road	69.5	92	198	427
South of Agua Mansa Road	68.1	75	161	346
<b>New Street</b>				
East of Riverside Avenue	ND	ND	ND	ND
South of Agua Mansa Road	ND	ND	ND	ND

† From roadway centerline  
ND – No Data Available

Source: Mestre Greve Associates Noise Assessment (prepared September 25, 2007)

### Aircraft Noise Levels

There are no major airports within the Master Plan vicinity. Several small municipal airports are located a few miles away. The Master Plan may experience an occasional aircraft flyover, but overall the aircraft noise at the Master Plan was determined to be negligible. Aircraft noise was not found to significantly impact the Master Plan area.

## Regulatory Setting

### *CITY OF COLTON NOISE ELEMENT*

The City of Colton General Plan Noise Element specifies outdoor and indoor noise standards for various land uses impacted by transportation noise sources. The City's noise standards are consistent with the State of California's noise standards. The interior and exterior noise standards are in terms of the Community Noise Equivalent Level (CNEL). The standards state that for residential land use, the exterior noise exposure level shall not exceed 65 CNEL and the interior noise exposure level shall not exceed 45 CNEL. The City has not adopted noise standards for industrial uses. The County of San Bernardino Noise Element specifies an interior noise standard of 45 CNEL for office uses and will be used to evaluate impacts on these uses.

### *COUNTY OF SAN BERNARDINO NOISE ORDINANCE*

A noise ordinance is designed to control unnecessary, excessive and annoying sounds from stationary (non-transportation) noise sources. Noise ordinance requirements cannot be applied to mobile noise sources such as heavy trucks when traveling on public roadways. Federal and state laws preempt control of mobile noise sources on public roads. Noise ordinance standards typically apply to industrial and commercial noise sources impacting residential areas. They are also applicable to noise generated at parks and schools impacting residential areas.

The City of Colton has not adopted noise standards for industrial uses as a part of its municipal code. Therefore, the County of San Bernardino noise ordinance was applied to the project to determine potential impacts. According to the County of San Bernardino General Plan Noise Element, the County noise ordinance has applied 55 dBA Leq (1-hour) daytime (7 a.m. to 10 p.m.) and 45 dBA Leq (1-hour) nighttime (10 p.m. to 7 a.m.) standards to fixed (stationary) noise sources. This means that a fixed noise source cannot cause the Leq noise level for a 1-hour measurement to exceed 55 dBA during the daytime or 45 dBA during the nighttime at the nearest residential property line or other sensitive land uses. Additionally, the Lmax noise levels cannot exceed 75 dBA for the daytime and 65 dBA for the nighttime at the nearest residential land uses. Refer to Table 4.10-3 for the County of San Bernardino Noise Ordinance Standards.

Table 4.10-3  
County of San Bernardino Noise Ordinance Standards

Affected Land Uses (Receiving Noise)	7 am – 10 pm		10 pm – 7 am	
	Leq	Lmax	Leq	Lmax
Residential	55 dB(A)	75dB(A)	45 dB(A)	65 dB(A)
Professional Services	55 dB(A)	75 dB(A)	55 dB(A)	75 dB(A)
Other Commercial	60 dB(A)	80 dB(A)	60 dB(A)	80 dB(A)
Industrial	70 dB(A)	90 dB(A)	70 dB(A)	90 dB(A)

Source: Mestre Greve Associates Noise Assessment (prepared September 25, 2007)

The County noise ordinance exempts noise from temporary construction, repair, or demolition activities between 7:00 a.m. and 7:00 p.m. except Sundays and Federal Holidays.

## Thresholds of Significance

The proposed new Building 1 project would have a significant effect on the noise environment if it would result in:

- A. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- B. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- D. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

In a community noise assessment, changes in noise levels greater than 3 dB are often identified as significant, while changes less than 1 dB will not be discernible to local residents. In the range of 1 to 3 dB, residents who are very sensitive to noise may perceive a slight change. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dB. In a community noise situation, however, noise exposures are over a long time period, and changes in noise levels occur over years, rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dB, and 3 dB appears to be appropriate for most people.

## **Environmental Impacts**

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**Impact 4.10.A and 4.10.C – Impacts related to the exposure of persons to or generation of noise levels in excess of the San Bernardino County noise ordinance and impacts related to substantial permanent increases in ambient noise levels in the project vicinity above levels existing without the project will remain less than significant.**

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According to the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR, long-term offsite noise impacts and long-term onsite impacts, as well as offsite impacts from onsite activities were analyzed.

In regards to long-term offsite impacts such as traffic noise, Table 4.10-4 shows the expected incremental traffic noise level increases on adjacent roadways for the Master Plan area in the year 2030. The noise level increases were calculated using traffic volumes presented in the traffic impact analysis prepared for the project by Kunzman Associates dated July 27, 2007.

As shown in Table 4.10-4 the noise increase due to the Master Plan project only (column 1 entitled "Increase Due To Project") will be less than the 3 dB threshold criteria. According to the noise assessment, the Master Plan was not projected to result in a substantial noise increase (i.e., increases greater than 3 dB) along any of the existing roadway segments. According to the assessment, most of the noise increase that will occur along roadways adjacent to the Master Plan area in 2030 will be due to the regional growth in traffic that will occur independently of the Master Plan itself. The projected increase in traffic noise in the year 2030 over the traffic noise levels in 2007 will be on the order of 8.6 dB as is shown in the 2nd column entitled "Increase Over 2007". These increases would be due to the cumulative effects of regional growth and the Master Plan project. However, the Master Plan project would contribute less than 0.7 dB to the cumulative increase for any road segment, and therefore, the previously certified EIR concluded that the noise contribution due to the Master Plan project would not be significant.

The distances to the future (2030) with project 60, 65 and 70 CNEL contours for the roadways in the vicinity of the Master Plan area are shown in Table 4.10-5. The values shown under the 60, 65, and 70 CNEL columns represent the distance from the centerline of the road to the respective contour value. The CNEL at 100 feet from the roadway centerline is also presented. The contours do not take into account the effect of any noise barriers or topography that may reduce traffic noise levels. The previously certified EIR concluded that less than significant impacts were anticipated.

Table 4.10-4  
Traffic Noise CNEL Increases in 2030 (dB)

Roadway Segment	2030	
	Increase Due To Project	Increase Over 2007
<b>Riverside Avenue</b>		
South of Valley Boulevard	0.1	2.5
North of Slover Avenue	0.6	2.4
South of Slover Avenue	0.7	2.1
South of Santa Ana Avenue	0.7	2.8
South of Jurupa Avenue	0.7	2.6
South of Agua Mansa Road	0.6	2.2
<b>Main Street</b>		
North of Columbia Avenue	0.3	1.7
South of Columbia Avenue	0.3	1.6
South of SR-60 Freeway EB Ramps	0.0	0.5
<b>Agua Mansa Road</b>		
East of Rancho Avenue	0.1	<b>8.6</b>
West of Rancho Avenue	0.4	<b>3.4</b>
East of Riverside Avenue	0.5	2.7
West of Riverside Avenue	0.2	2.0
East of Market Street	0.2	2.4
<b>I-10 Freeway</b>		
East of Riverside Avenue	ND	ND
West of Riverside Avenue	ND	ND
<b>El Rivino Road</b>		
West of Agua Mansa Road	0.3	<b>4.0</b>
<b>Columbia Avenue</b>		
East of Main Street	0.0	0.4
West of Main Street	0.0	0.4
<b>La Cadena Drive</b>		
North of Rancho Road	0.2	2.2
South of Rancho Road	0.0	2.4
<b>Slover Avenue</b>		
East of Riverside Avenue	0.0	<b>3.4</b>
West of Riverside Avenue	0.0	2.7
<b>Santa Ana Avenue</b>		
East of Riverside Avenue	0.3	<b>3.2</b>
West of Riverside Avenue	0.6	1.4
<b>Jurupa Avenue</b>		
West of Riverside Avenue	0.1	2.4
<b>SR-60 Freeway</b>		
East of Riverside Avenue	ND	ND
West of Riverside Avenue	ND	ND
<b>Rancho Road</b>		
North of Agua Mansa Road	0.1	2.1
South of Agua Mansa Road	0.2	2.5
<b>New Street</b>		
East of Riverside Avenue	ND	ND
South of Agua Mansa Road	ND	ND

Table 4.10-5  
Future 2030 Project Traffic Noise Levels

Roadway Segment	CNEL @100' †	2007 Existing Distance to CNEL Contour from Centerline of Roadway (feet)		
		70 CNEL	65 CNEL	60 CNEL
<b>Riverside Avenue</b>				
South of Valley Boulevard	74.3	193	416	896
North of Slover Avenue	73.6	174	375	809
South of Slover Avenue	72.6	150	323	696
South of Santa Ana Avenue	74.2	191	411	886
South of Jurupa Avenue	74.3	193	416	897
South of Agua Mansa Road	73.7	177	381	821
<b>Main Street</b>				
North of Columbia Avenue	73.2	163	351	756
South of Columbia Avenue	73.3	167	360	775
South of SR-60 Freeway EB Ramps	71.1	118	254	548
<b>Agua Mansa Road</b>				
East of Rancho Avenue	70.0	100	216	466
West of Rancho Avenue	71.4	125	268	578
East of Riverside Avenue	72.0	136	294	633
West of Riverside Avenue	72.5	147	317	683
East of Market Street	72.3	142	305	657
<b>I-10 Freeway</b>				
East of Riverside Avenue	ND	ND	ND	ND
West of Riverside Avenue	ND	ND	ND	ND
<b>El Rivino Road</b>				
West of Agua Mansa Road	65.2	48	103	221
<b>Columbia Avenue</b>				
East of Main Street	69.9	98	211	455
West of Main Street	64.8	45	97	209
<b>La Cadena Drive</b>				
North of Rancho Road	69.0	86	185	399
South of Rancho Road	72.3	143	308	664
<b>Slover Avenue</b>				
East of Riverside Avenue	63.6	38	81	174
West of Riverside Avenue	69.0	86	185	398
<b>Santa Ana Avenue</b>				
East of Riverside Avenue	61.5	27	58	126
West of Riverside Avenue	61.8	28	61	132
<b>Jurupa Avenue</b>				
West of Riverside Avenue	64.9	46	98	212
<b>SR-60 Freeway</b>				
East of Riverside Avenue	ND	ND	ND	ND
West of Riverside Avenue	ND	ND	ND	ND
<b>Rancho Road</b>				
North of Agua Mansa Road	71.6	128	275	593
South of Agua Mansa Road	70.6	110	238	512
<b>New Street (Miguel Bustamante Parkway)</b>				
East of Riverside Avenue	64.7	44	95	205
South of Agua Mansa Road	63.5	37	79	170

† From roadway centerline  
ND – No Data Available

In regards to offsite impacts from onsite activities, the noise assessment determined that the Master Plan project would generate noise from loading activities, truck and car traffic on-site, and air conditioners. However, the nearest noise sensitive land uses are approximately 2/3 miles from the measurement site 1 and approximately 1/2 mile from the Master Plan area. The noise assessment determined that, from this distance, the noise generated within the Master Plan area would be negligible. Therefore, the certified EIR concluded that no off-site impacts due to onsite activities were anticipated.

In regards to long-term onsite impacts such as onsite traffic noise exposure, the Master Plan area is adjacent to busy arterial roadways. In addition, the SR-60 Freeway and the I-10 Freeway are each approximately 2.5 miles away. The Master Plan area will be outside (less than) the 55 dB CNEL noise contour of both freeways, so the noise assessment determined that no freeway-related noise impact to the Master Plan project was anticipated. The distance to the nearest airport is approximately 4 miles. The distance to a major airport is more than 4 miles. The Master Plan area may experience an occasional aircraft flyover, but overall the aircraft noise at the site would be negligible, as determined by the noise assessment. Colton is the home of the Colton Crossing, which is the main thoroughfare for most trains entering or exiting California at-grade. Despite the large amount of railroad traffic passing through the crossing, the noise assessment determined that the impact of railroad-related noise was not significant as the railroad is located approximately 1.5 miles north of the Master Plan area, and there is an abundance of intervening obstacles between the railroad and the Master Plan area that interferes with sound propagation. At the distance of 1.5 miles, overall train noise is greatly attenuated and the noise assessment determined that there would be no train-related noise impact to the Master Plan project. In addition, the Master Plan project was not anticipated to change the current train frequency. According to the noise assessment, the major noise that impacts to the Master Plan area would be the traffic noise generated by the local arterial roadways.

The distances to the future (2030) with project 60, 65 and 70 CNEL contours for the roadways in the vicinity of the Master Plan area are presented in Table 4.10-5. Exhibit 4.10-1 shows the onsite noise exposure contours for the Master Plan area. The contours do not include the shielding effects of buildings, topography, or sound barriers that would lower the noise levels, but would be incorporated into future projects as they are individually evaluated for CEQA compliance. As shown in Exhibit 4.10-1 the noise levels on-site could be as high as 70 CNEL with noise levels of about 65 CNEL at most building faces. These noise levels are normally acceptable for office and warehouse uses and no significant impact is projected. According to the previously certified EIR, no impact is anticipated and no mitigation measures were required.

The noise due to the Master Plan operations would be primarily contained inside the buildings and would be mitigated by the buildings themselves. It was determined that the Master Plan project may result in exterior noise generated by mechanical equipment, loading operations, and idling trucks that is normally associated with warehousing or light industrial uses. According to the previously certified EIR, less than significant impacts are anticipated.

According to the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR, long-term offsite noise impacts and long-term onsite impacts, as well as offsite impacts from onsite activities were analyzed. In regards to long-term offsite impacts, the noise assessment prepared for the previously certified EIR determined that the Master Plan project would not result in any significant impacts and no mitigation was required. The noise assessment determined that onsite operational activities would not generate sufficient noise to make an impact, therefore no mitigation was necessary. Furthermore, the noise assessment determined that in the long-term, onsite activities will not create an impact and no mitigation was necessary.

The proposed new Building 1 project is located in the southwestern portion of the Agua Mansa Commerce Center Master Plan area. The proposed new Building 1 project consists of approximately 21.07 acres of land and 447,330 square feet of office and warehouse space. The proposed new Building 1 project will include the addition of 13.23 acres to the Agua

Mansa Commerce Center Master Plan. The 13.23 acres being added to the Master Plan area is currently occupied by a construction equipment storage facility and a truck trailer storage facility.

As previously mentioned, a 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.<sup>1</sup> Doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. According to the May 22, 2014 Traffic Impact Analysis, the proposed new Building 1 project is projected to generate approximately 986 daily vehicle trips in PCEs. The three warehouses previously approved for the southern portion of the 21.07 acre proposed new Building 1 project site totaled approximately 120,314 square feet. The trip generation rates utilized in the 2007 Traffic Impact Analysis prepared by Kunzman Associated were based on an industrial park land use. Based on these trip generation rates, the previously approved three warehouses (total 120,314 square feet) would generate 1,526 daily trips in PCEs. While the proposed new Building 1 has greater square footage than the previously approved three warehouses, the trip generation rates were higher for the previously approved warehouses because they were categorized as an industrial park land uses, not high-cube warehouses. High cube warehouses generate less traffic and employ less people than industrial park uses which include manufacturing. Thus, the proposed new Building 1 will generate 540 fewer trips (35% decrease) than the previously approved three warehouses and will not result in greater noise levels than previously analyzed. The proposed new Building 1 project will not double the traffic on any of the roadways analyzed in the May 22, 2014 Traffic Impact Analysis.

The proposed new Building 1 project will increase the acreage the Agua Mansa Commerce Center Master Plan by 13.2 acres. However, the proposed new Building 1 project will decrease the overall square footage of the Agua Mansa Commerce Master Plan by 19,017 square feet when compared to the original certified EIR. Furthermore, the proposed new Building 1 project is similar in development, intensity, character, and use as the approved structures analyzed in the previously certified Agua Mansa Commerce Center EIR. The proposed new Building 1 project is within the scope of the noise analysis of the previously certified Agua Mansa Commerce Center EIR. Impacts will remain less than significant and no mitigation is required.

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**Impact 4.10.B – Impacts related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels will be less than significant.**

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Ground borne vibration and noise were not addressed in the noise assessment prepared by Mestre Greve Associates dated September 27, 2007 for the previously certified EIR. However, it is required by the CEQA Appendix G Checklist. Thus, a discussion of groundborne vibration impacts is provided herein.

Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the proposed new Building 1 is not likely to include uses that cause vibration and there are no railroads in the project vicinity.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. The construction of the proposed new Building 1 project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. Ground borne vibration and noise levels associated with various types

of construction equipment and activities are summarized in Table 4.10-6 (Reference Vibration Source Amplitudes for Construction Equipment).

**Table 4.10-6  
Reference Vibration Source Amplitudes for Construction Equipment**

Equipment	Reference PPV at 25 ft (in/sec) at 25 Feet	Approximate Vibration Level (VL) at 25 Feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
Slurry wall	0.017 in rock	75
Vibratory roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Notes: PPV is the peak particle velocity. Pile driver amplitude varies greatly based on equipment type and size.  
Source: *Federal Transit Administration. Transit Noise and Vibration Impact Assessment. May 2006.*

According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the project vicinity or damage structures. Caltrans has developed a screening tool to determine if vibration from construction equipment is substantial enough to impact surrounding uses.

The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Tables 4.10-7 (Vibration Damage Potential Threshold Criteria) and 4.10-8 (Vibration Annoyance Potential Threshold Criteria).

**Table 4.10-7  
Vibration Damage Potential Threshold Criteria**

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50

Source: *Caltrans 2004*

**Table 4.10-8  
Vibration Annoyance Potential Threshold Criteria**

Human Response	PPV Threshold (in/sec)	
	Transient	Continuous
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10

Severely perceptible	2.00	0.40
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Source: Caltrans 2004

Construction activities that use vibratory rollers and small bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold is used. The property to the north of the proposed new Building 1 is occupied by a truckload carrier (U.S. Express), the property located to the south (south of Miguel Bustamante Parkway) is occupied by the previously approved detention basin and the Santa Ana River, the property to the east is vacant land, and the properties to the west are occupied by material storage facilities.

Due to the varying land use and building types, the *modern industrial and commercial structures* thresholds are used. Based on the threshold criteria summarized in Tables 4.10-7 and 4.10-8 vibration from use of heavy construction equipment for the proposed new Building 1 project would be below the thresholds to cause damage to nearby structures and would not result in perceptible vibration at the receptors as shown in Table 4.10-9 (Distance to Vibration Receptors) and Table 4.10-10 (Construction Vibration Impacts).

Table 4.10-9  
Distance to Vibration Receptors

Receptors	Distance (ft)
<b>Proposed New Building 1</b>	
1 - Industrial (N)	730
2 - Industrial (W)	785

Construction of the proposed new Building 1 project will not require rock blasting, pile driving, or the use of a jack hammer, but will use a vibratory roller as well as small and large bulldozers. Short-term construction-related vibration impacts will be less than significant. With regard to long-term operational impacts, activities associated with the project will not result in any vibration-related impacts to adjacent or on-site properties. Impacts will be less than significant.

Table 4.10-10  
Construction Vibration Impacts

Equipment	PPVref	Distance	PPV
<b>Proposed New Building 1</b>			
Vibratory Roller	0.21	730	0.0026
Vibratory Roller	0.21	785	0.0024
Large Bulldozer	0.089	730	0.0011
Large Bulldozer	0.089	785	0.0010
Small Bulldozer	0.003	730	0
Small Bulldozer	0.003	785	0
Loaded Truck	0.076	730	0.0009
Loaded Truck	0.076	785	0.0009

**Impact 4.10.D - Impacts related to temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project will remain less than significant.**

According to the previously certified EIR, construction noise is considered a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities will have similar noise levels.

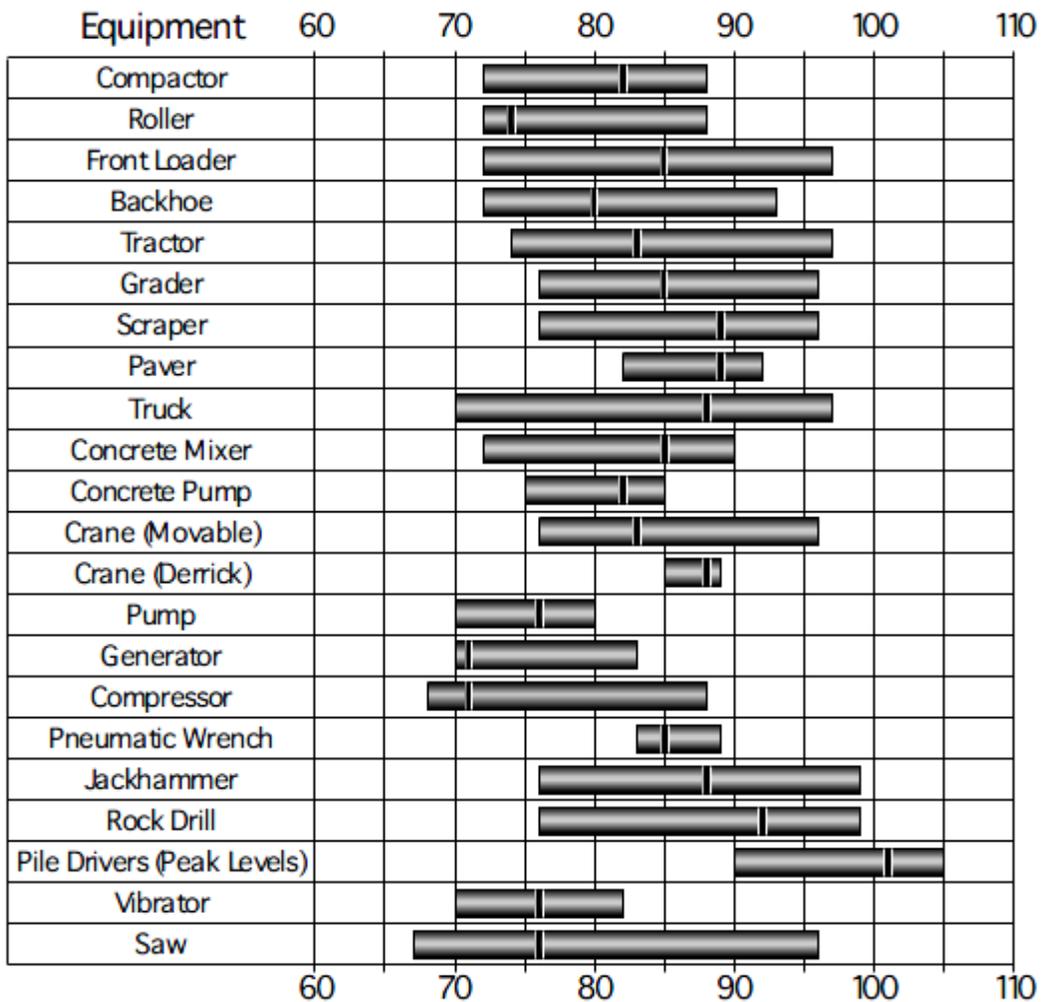
Worst-case examples of construction noise at 50 feet are presented in Figure 4.10-1, which was included in the previously certified EIR. According to the previously certified EIR, the peak noise level for most of the equipment that will be used during construction of the Agua Mansa Commerce Center Master Plan is 70 to 95 dBA at a distance of 50 feet. Noise levels at further distances are less. Therefore, at 200 feet, the peak construction noise levels range from 58 to 83

dB(A). These noise levels are based upon worst-case conditions. Noise measurements for other projects show that the noise levels generated by commonly used grading equipment (i.e. loaders, graders and trucks) generate noise levels that typically do not exceed the middle of the range shown in Figure 4.10-1. However, the noise levels shown in Figure 4.10-1 were used as the basis for the estimates presented here and represent a worst-case estimate.

According to the previously certified EIR, the land surrounding the Agua Mansa Commerce Center is mainly industrial; the nearest existing residential areas are approximately 2/3 of a mile northwest from measurement Site 1 (East Side of Riverside Avenue). Based on this distance, the nearest homes may experience worst-case unmitigated peak construction noise levels up to 59 dBA for brief periods of time. The existing average noise levels are typically 5 to 15 dB lower than the peak noise levels. Average noise levels (Leq) at the nearest residences could be in the range of 49 dBA (Leq). Construction noise levels would not exceed the residential noise ordinance limit of 55 dBA (Leq) during daytime hours. Therefore, any nearby residences would not be impacted.

All construction must comply with both OSHA and Cal-OSHA safety requirements. Hence, any workers on-site will be protected from construction noise by existing regulations. Therefore, no impacts were anticipated and no mitigation measures were required.

Figure 4.10-1  
A-Weighted Sound Level (dBA) at 50 Feet



Source: Mestre Greve Associates. Noise Assessment for the Agua Mansa Commerce Center. September 27, 2007

The proposed new Building 1 project is located in the southwestern portion of the Agua Mansa Commerce Center Master Plan area. The proposed new Building 1 project consists of approximately 21.07 acres of land and 447,330 square feet of office and warehouse space. The proposed new Building 1 project will include the addition of 13.23 acres to the Agua Mansa Commerce Center Master Plan. The 13.23 acres being added to the Master Plan area is currently occupied by a construction equipment storage facility and a truck trailer storage facility.

As mentioned previously, the proposed new Building 1 project is similar in development, intensity, character, and use as the approved structures analyzed in the previously certified Agua Mansa Commerce Center EIR. The proposed new Building 1 project is within the scope of the noise analysis of the previously certified Agua Mansa Commerce Center EIR. Impacts will remain less than significant and no mitigation is required.

### **Mitigation Measures**

None required.

### **Level of Significance with Mitigation Incorporated**

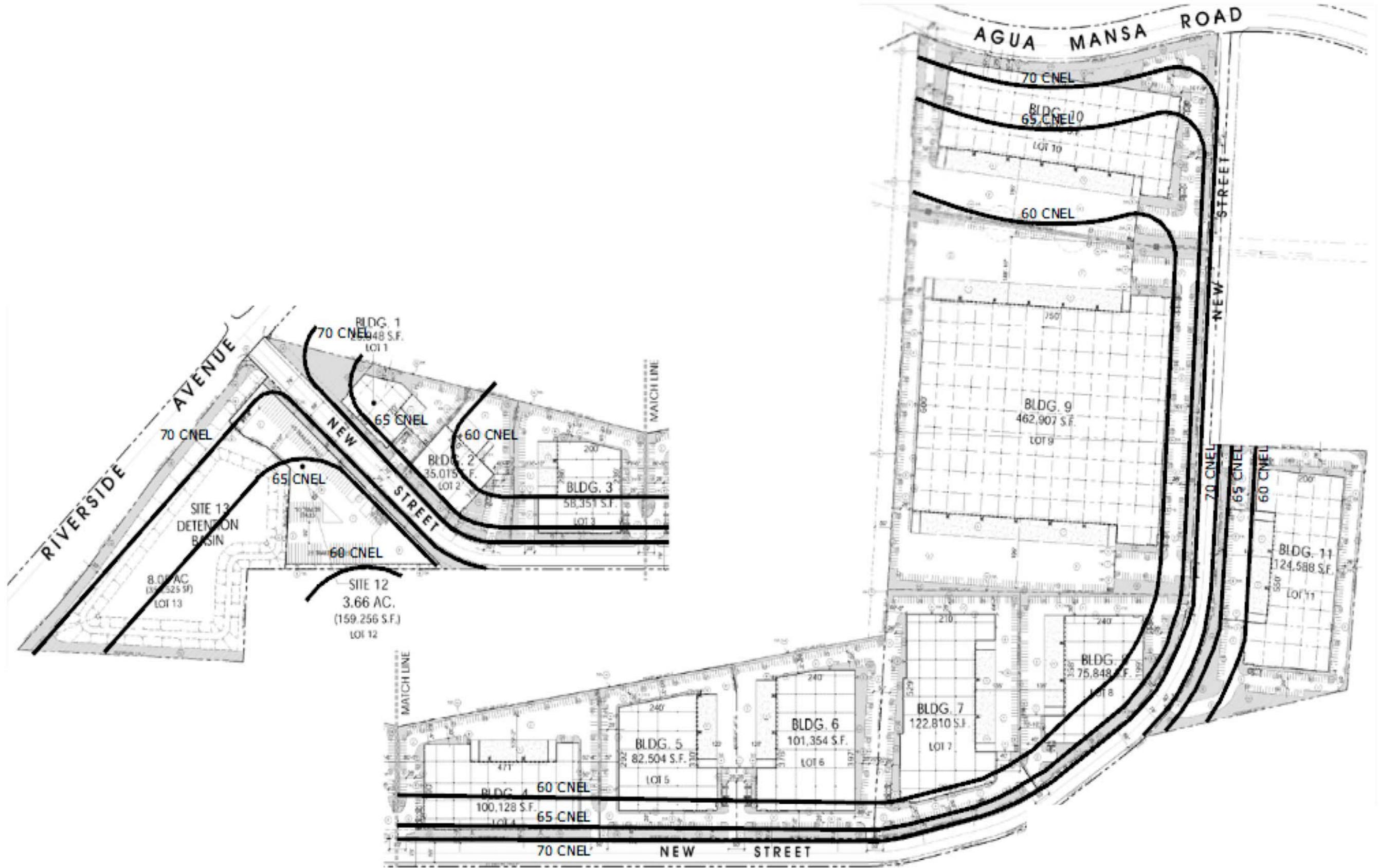
N/A

### **References**

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<sup>1</sup> California Department of Transportation. Basics of Highway Noise: Technical Noise Supplement. November 2009.





Source: Mestre Greve Associates. September 27, 2007.



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## TRANSPORTATION AND TRAFFIC 4.11

This section analyzes traffic impacts associated with parking, hazards due to design features, conflicts with applicable plans, ordinances, or policies that establish measures of effectiveness for the performance of the circulation system, and conflicts with the applicable congestion management plan as evaluated under the previous EIR as well as with respect to the currently proposed new Building 1 project. The previously certified EIR found impacts related to emergency access, air traffic patterns, and conflicts with alternative transportation options to be less than significant. The discussion in this section is based on the Traffic Impact Analysis prepared by Kunzman Associates, Inc. for the previously certified EIR dated July 27, 2007 as well as the Traffic Impact Analysis prepared by Kunzman Associates, Inc. for the proposed new Building 1 dated May 22, 2014. All traffic reports are attached as Appendix D.

### Existing Conditions

The certified EIR for the Agua Mansa Commerce Center (2008) consisted of eleven buildings totaling 1,365,450 square feet of industrial development, a truck trailer parking lot, and a detention basin on approximately 94.18 acres. The certified EIR has been amended three times to analyze various changes to the project.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The new proposed Building 1 project includes the construction of a speculative warehouse distribution facility that contains 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The building is intended to be used as a warehouse/distribution facility and will be reviewed as a high cube warehouse use only; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls. The proposed Building 1 project will add 13.23 acres to the previously approved Agua Mansa Commerce Center Master Plan, of which approximately eleven acres are currently utilized for construction materials and equipment storage and approximately 2.17 acres in the northern portion of the site are used as a driveway and truck trailer storage area.

### *ROADWAY SYSTEM*

The approved Master Plan is located in the southwest portion of the City of Colton. The proposed Building 1 project site is located within the Master Plan area. The proposed new Building 1 site is located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway. Regional access to the proposed new Building 1 site is provided by the I-10, 1-215, and SR-60 Freeways. Various roadways in the vicinity of the proposed new Building 1 provide local access. The east-west roadways which will be most affected by the proposed new Building 1 project include Agua Mansa Road and Miguel Bustamante Parkway. The north-south roadways which will be most affected by the proposed new Building 1 project include Riverside Avenue and Miguel Bustamante Parkway.

A series of scoping discussions were conducted with the City of Colton to define the desired analysis locations for each future analysis year. In addition, the San Bernardino Associated Governments staff was contacted to discuss the proposed new Building 1 project and its associated travel patterns. No analysis is required beyond five miles from the proposed new Building 1 project site. The roadway elements that must be analyzed are dependent on both the analysis year and project generated traffic volumes. The identification of the study area and the intersections and highway segments requiring analysis were based on an estimate of the two-way traffic volumes on the roadway segments near the proposed new Building 1 project site. All arterial segments are required to be included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

### *CITY OF COLTON GENERAL PLAN MOBILITY ELEMENT*

The City of Colton Mobility Element has been updated since the previously certified EIR was written. The Mobility Element was formerly titled the Circulation Element. One notable change is the definition of intersection deficiency in terms of Level of Service.

The City of Colton General Plan 2013 Mobility Element includes goals and policies related to complete streets, transit, bicycles, pedestrians, goods movement, parking, regional coordination, and an efficient and attractive street system. The roadway classifications of the major roadways within the study area, as identified in the City of Colton General Plan Mobility Element, are described below.

*Major Arterials* are roadways designed to move large volumes of traffic, linking freeways with local streets and providing access between cities and subregions. They carry high traffic volumes and are designed for high speeds, and provide routes for regional transit. Major Arterials may also serve as primary truck routes. On-street parking may be prohibited during peak hours or continuously to allow the street to perform as planned. The following study area roadways within the City of Colton are classified as Major Arterials:

- Riverside Avenue
- Agua Mansa Road

*Collector Streets* provide a transition between local streets and higher speed arterial roadways. These roadways are often designed for low speeds and generally provide on-street parking. The following study area roadways within the City of Colton are classified as Collector Streets:

- Miguel Bustamante Parkway

#### ***TRUCK ROUTES***

Truck routes in the City of Colton are defined by ordinance via the Municipal Code and require City Council approval for modification. Truck routes are subject to change based on vehicular traffic, changes to surrounding city truck routes, enforcement, and trucking demand through Colton. At a minimum, the following roadways continue to serve as truck routes to support industrial business activity: Valley Boulevard, Pepper Avenue, Mount Vernon Avenue, Colton Avenue, Fairway Drive, La Cadena Drive, Rancho Avenue (south of Valley Boulevard), and Washington Street.

#### ***EXISTING (2014) TRAFFIC COUNTS***

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from May 2014. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. The traffic counts collected in May 2014 include the vehicle classifications as shown below:

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or more Axle Trucks

To represent the impact large trucks, buses and recreational vehicles have on traffic flow; all trucks were converted into passenger car equivalents (PCEs). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow down is also longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the Congestion Management Program (CMP).

The existing average daily traffic volumes were obtained and factored from peak hour counts obtained by Kunzman Associates using the following formula for each intersection leg:

$$\text{PM Peak Hour (Approach + Exit Volume)} \times 11.5 = \text{Daily Leg Volume}$$

This is a conservative estimate and may overestimate the average daily traffic volumes.

***EXISTING (2014) INTERSECTION OPERATIONS ANALYSIS***

Existing (2014) peak hour traffic operations have been evaluated for the study area intersections by Kunzman Associates. The intersection operations analysis results are summarized in Table 4.11-1 (Intersection Analysis for Existing 2014 Conditions) which indicates that the existing study area intersections are currently operating at acceptable Levels of Service (LOS) during the peak hours.

Table 4.11-1  
Intersection Analysis for Existing (2014) Conditions

Intersection	Traffic Control	Intersection Approach Lanes												Peak Hour Delay – LOS		
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	
<i>Riverside Avenue (NS) at:</i>																
Agua Mansa Road (EW) – #1	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	1	32.1-C	33.3-C
Project North Access (EW) – #2	CSS	0	1.5	0.5	1	2	0	0	0	0	0.5	0	0.5	16.2-C	19.0-C	
Miguel Bustamante Parkway (EW) – #4	TS	1	1.5	0.5	1	2	1>>	0.5	0.5	1	0.5	0.5	1	38.2-C	40.2-D	
<i>Miguel Bustamante (NS) at:</i>																
Agua Mansa Road (EW) – #7	TS	1	0	1	0	0	0	0	1	d	1	1	0	11.5-B	15.0-B	

Source: Kunzman Associates, Inc. Agua Mansa Commerce Center Traffic Impact Analysis. May 22, 2014.

Notes:

TS=Traffic Signal; CSS=Cross Street Stop

L=Left; T=Through; R=Right; >>=Free Right Turn; d=De Facto Right Turn

When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Pre the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movement sharing a single lane) are shown.

## Regulatory Setting

### ***SAN BERNARDINO COUNTY CONGESTION MANAGEMENT PROGRAM***

The San Bernardino County Congestion Management Program (CMP) is administered by San Bernardino Associated Governments (SANBAG). Sections 1-8 of the CMP were last updated in 2007 and Appendices A through I were last updated in 2003. Appendix J was updated in 2009 and Appendix K was updated in 2014. The CMP identifies and establishes a system for monitoring regional transportation facilities. This information is used to link local land use decisions and their impacts on regional transportation and air quality, and to develop partnerships among transportation decision makers to find solutions that serve the region. Local jurisdictions are required to participate in the CMP to receive their portion of state gas tax revenue.

Per the San Bernardino County CMP, the acceptable LOS for CMP intersections is LOS E or better. However, for the purposes of this analysis, LOS D has been considered the LOS threshold for CMP intersections. The following study area intersections are identified as CMP intersections:

- Riverside Avenue Left Turn Lane (at Agua Mansa Road)

### ***LEVEL OF SERVICE STANDARDS***

According to the Traffic Impact Analysis prepared for the proposed new Building 1, the City of Colton General Plan defines intersection deficiency as peak hour intersection operations of Level of Service D or better. Therefore, any intersection operating at Level of Service E or F will be considered deficient. However, the 2007 Traffic Impact Analysis prepared for the Master Plan noted that a Level of Service E or better was generally acceptable. Therefore, any intersection operating at Level of Service F was considered deficient.

## Thresholds of Significance

Applicable impact significance thresholds concerning traffic and transportation are based on those specified in Appendix G of the State CEQA Guidelines, pursuant to Colton's local implementation standards. Accordingly, the proposed project could result in potentially significant impacts if it would:

- A. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- B. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- C. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- D. Result in inadequate parking capacity.

## Environmental Impacts

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**Impact 4.11.A – Short- and long-term impacts related to the performance of the local and regional transportation system due to increased traffic generated from the proposed project after consideration of cumulative traffic increases will remain less than significant with mitigation incorporated.**

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This section first discusses the findings of the Traffic Impact Analysis prepared by Kunzman Associates, Inc. for the previously certified EIR dated July 27, 2007. Next, this section briefly discusses findings of the Focused Traffic Analysis prepared by Kunzman Associates, Inc. for the Lineage Logistics cold storage facility dated January 31, 2013. Finally, findings from the Traffic Impact Analysis reports prepared by Kunzman Associates, Inc. for the proposed new Building 1 dated May 22, 2014 is discussed.

The previously certified EIR traffic analysis is based on the Traffic Impact Analysis prepared by Kunzman Associates, Inc. dated July 27, 2007. The previously certified EIR indicated east-west roadways that would be most affected by the

#### 4.11 Transportation and Traffic

Master Plan as El Rivino Road, Slover Avenue, Santa Ana Avenue, Jurupa Avenue, Agua Mansa Road, and Columbia Avenue. The north-south roadways that were anticipated to provide local access included Riverside Avenue/Main Street, Rancho Avenue, and La Cadena Drive. The following analysis years were considered: 1) Existing Conditions (2007), 2) Project Opening Year Conditions (2009), and 3) Horizon Year Conditions (2030). The Agua Mansa Commerce Center Master Plan was projected to generate approximately 5,971 daily vehicle trips in passenger car equivalents (PCEs), 596 trips (PCEs) of which will occur during the morning peak hour and 605 trips (PCEs) of which will occur during the evening peak hour. For clarification, the street identified as *Project Roadway* in the previously certified EIR is now named Miguel Bustamante Parkway.

According to the 2007 Traffic Impact Analysis prepared for the previously certified EIR, Agua Mansa Road (NS) at El Rivino Road (EW) operated at LOS F during the evening peak hours for existing traffic conditions. The remaining study area intersections were found to operate at Level of Service E or better during the peak hours for existing traffic conditions (see Table 4.11-2).

For *Opening Year (2009) Without Project* traffic conditions, without improvements, Agua Mansa Road (NS) at El Rivino Road (EW) and Rancho Avenue (NS) at Agua Mansa Road (EW) were projected to operate at LOS F during peak hours. With improvements, however, the intersections were projected to operate a LOS C or better during peak hours (see Table 4.11-3).

For *Opening Year (2009) With Project* traffic conditions, Agua Mansa Road (NS) at El Rivino Road (EW), Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW), and Rancho Avenue (NS) at Agua Mansa Road (EW) were projected to operate at LOS F during peak hours, without improvements. However, with improvements, the intersections were projected to operate at LOS C or better during peak hours (see Table 4.11-4).

Without any improvements, the following study area intersections were projected to operate at LOS F during peak hours for *Year 2030 Without Project* traffic conditions: Agua Mansa Road (NS) at El Rivino Road (EW); Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW), I-10 Freeway EB Ramps (EW), and Slover Avenue (EW); Main Street (NS) at SR-60 Freeway WB Ramps (EW) and SR-60 Freeway EB Ramps (EW); Rancho Avenue (NS) at Agua Mansa Road (EW); and La Cadena Drive (NS) at Rancho Avenue (EW). However, with improvements, the study area intersections were projected to operate at LOS C or better (see Table 4.11-5).

For Year 2030 With Project traffic conditions, the following study area intersections were projected to operate at LOS F during the peak hours: Agua Mansa Road (NS) at El Rivino Road (EW); Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW), I-10 Freeway EB Ramps (EW), Slover Avenue (EW), and Agua Mansa Road (EW); Main Street (NS) at SR-60 Freeway WB Ramps (EW) and SR-60 Freeway EB Ramps (EW); Rancho Avenue (NS) at Agua Mansa Road (EW); and La Cadena Drive (NS) at Rancho Avenue (EW). However, with improvements, the study area intersections were projected to operate at LOS C or better during peak hours for Year 2030 With Project traffic conditions (see Table 4.11-6).

Table 4.11-2  
Previously Certified EIR: Existing Conditions Level of Service

Intersection	Peak Hour Delay-LOS	
	Morning	Evening
<b><i>Agua Mansa Road (NS) at:</i></b>		
El Rivino Road (EW)	21.4-C	92.7-F
<b><i>Riverside Avenue (NS) at:</i></b>		
I-10 Freeway WB Ramps (EW)	16.4-B	12.2-B
I-10 Freeway EB Ramps (EW)	23.9-C	28.7-C
Slover Avenue (EW)	14.2-B	15.8-B
Santa Ana Avenue (EW)	17.3-B	17.1-B
Jurupa Avenue (EW)	8.8-A	8.6-A
Agua Mansa Road (EW)	33.6-C	32.3-C
<b><i>Main Street (NS) at:</i></b>		
Columbia Avenue (EW)	32.4-C	45.8-D
SR-60 Freeway WB Ramps (EW)	13.9-B	12.2-B
SR-60 Freeway EB Ramps (EW)	20.7-C	19.6-B
<b><i>Rancho Avenue (NS) at:</i></b>		
Agua Mansa Road (EW)	20.7-C	46.0-E
<b><i>La Cadena Drive (NS) at:</i></b>		
Rancho Avenue (EW)	12.9-B	14.8-B

Table 4.11-3  
Previously Certified EIR: Opening Year (2009) Without Project Level of Service

Intersection	Peak Hour Delay-LOS	
	Morning	Evening
<b><i>Agua Mansa Road (NS) at:</i></b>		
El Rivino Road (EW)		
Without Improvements	25.6-D	99.9-F
With Improvements	6.2-A	8.0-A
<b><i>Riverside Avenue (NS) at:</i></b>		
I-10 Freeway WB Ramps (EW)	17.6-B	13.2-B
I-10 Freeway EB Ramps (EW)		
Without Improvements	28.8-C	34.5-C
With Improvements	19.9-B	20.6-C
Slover Avenue (EW)	14.9-B	16.9-B
Santa Ana Avenue (EW)	17.5-B	17.4-B
Jurupa Avenue (EW)	9.2-A	8.8-A
Agua Mansa Road (EW)	35.0-D	33.3-C
<b><i>Main Street (NS) at:</i></b>		
Columbia Avenue (EW)	33.0-C	42.6-D
SR-60 Freeway WB Ramps (EW)	14.8-B	13.4-B
SR-60 Freeway EB Ramps (EW)	22.8-C	21.5-C
<b><i>Rancho Avenue (NS) at:</i></b>		
Agua Mansa Road (EW)		
Without Improvements	26.2-D	99.9-F
With Improvements	9.5-A	12.9-B
<b><i>La Cadena Drive (NS) at:</i></b>		
Rancho Avenue (EW)		
Without Improvements	13.8-B	16.0-C
With Improvements	21.1-C	27.5-C

Table 4.11-4  
Previously Certified EIR: Opening Year (2009) With Project Level of Service

Intersection	Peak Hour Delay-LOS	
	Morning	Evening
<b><i>Agua Mansa Road (NS) at:</i></b>		
El Rivino Road (EW)		
Without Improvements	31.5-D	99.9-F
With Improvements	6.6-A	8.2-A
<b><i>Riverside Avenue (NS) at:</i></b>		
I-10 Freeway WB Ramps (EW)	20.2-C	15.4-B
I-10 Freeway EB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	22.4-C	22.9-C
Slover Avenue (EW)	20.8-C	19.3-B
Santa Ana Avenue (EW)	17.8-B	17.4-B
Jurupa Avenue (EW)	9.6-A	8.7-A
Agua Mansa Road (EW)	39.8-D	36.5-D
Project Roadway (Miguel Bustamante)	14.7-B	13.0-B
<b><i>Main Street (NS) at:</i></b>		
Columbia Avenue (EW)	33.4-C	42.5-D
SR-60 Freeway WB Ramps (EW)	16.0-B	14.1-B
SR-60 Freeway EB Ramps (EW)	24.3-C	25.0-C
<b><i>Project Roadway (Miguel Bustamante) (NS) at:</i></b>		
Agua Mansa Road (EW)	5.5-A	8.5-A
<b><i>Rancho Avenue (NS) at:</i></b>		
Agua Mansa Road (EW)		
Without Improvements	31.2-D	99.9-F
With Improvements	9.6-A	12.9-B
<b><i>La Cadena Drive (NS) at:</i></b>		
Rancho Avenue (EW)		
Without Improvements	15.0-C	32.3-D
With Improvements	21.7-C	28.3-C

Table 4.11-5  
Previously Certified EIR: Year 2030 Without Project Level of Service

Intersection	Peak Hour Delay-LOS	
	Morning	Evening
<b><i>Agua Mansa Road (NS) at:</i></b>		
El Rivino Road (EW)		
Without Improvements	60.7-F	99.9-F
With Improvements	5.6-A	3.9-A
<b><i>Riverside Avenue (NS) at:</i></b>		
I-10 Freeway WB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	26.5-C	26.8-C
I-10 Freeway EB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	23.6-C	22.9-C
Slover Avenue (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	11.5-B	14.5-B
Santa Ana Avenue (EW)	18.6-B	19.7-B
Jurupa Avenue (EW)	12.0-B	9.3-A
Agua Mansa Road (EW)	48.2-D	56.5-E
<b><i>Main Street (NS) at:</i></b>		
Columbia Avenue (EW)	42.6-D	53.3-D
SR-60 Freeway WB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	15.7-B	21.2-C
SR-60 Freeway EB Ramps (EW)		
Without Improvements	27.3-C	99.9-F
With Improvements	17.2-B	21.7-C
<b><i>Rancho Avenue (NS) at:</i></b>		
Agua Mansa Road (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	10.0-A	11.0-A
<b><i>La Cadena Drive (NS) at:</i></b>		
Rancho Avenue (EW)		
Without Improvements	34.6-D	66.3-F
With Improvements	20.5-C	25.6-C

Table 4.11-6  
Previously Certified EIR: Year 2030 With Project Level of Service

Intersection	Peak Hour Delay-LOS	
	Morning	Evening
<b>Agua Mansa Road (NS) at:</b>		
El Rivino Road (EW)		
Without Improvements	90.6-F	99.9-F
With Improvements	5.9-A	4.1-A
<b>Riverside Avenue (NS) at:</b>		
I-10 Freeway WB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	32.5-C	30.5-C
I-10 Freeway EB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	27.4-C	26.8-C
Slover Avenue (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	11.9-B	15.4-B
Santa Ana Avenue (EW)	14.7-B	18.3-B
Jurupa Avenue (EW)	9.5-A	5.0-A
Agua Mansa Road (EW)		
Without Improvements	55.2-E	99.9-F
With Improvements	28.6-C	26.0-C
Project Roadway (Miguel Bustamante) (EW)	8.9-A	9.6-A
<b>Main Street (NS) at:</b>		
Columbia Avenue (EW)	42.9-D	53.7-D
SR-60 Freeway WB Ramps (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	16.4-B	22.6-C
SR-60 Freeway EB Ramps (EW)		
Without Improvements	29.0-C	99.9-F
With Improvements	17.6-B	23.0-C
<b>Project Roadway (Miguel Bustamante) (NS) at:</b>		
Agua Mansa Road (EW)	2.6-A	6.3-A
<b>Rancho Avenue (NS) at:</b>		
Agua Mansa Road (EW)		
Without Improvements	99.9-F	99.9-F
With Improvements	10.0-B	11.0-B
<b>La Cadena Drive (NS) at:</b>		
Rancho Avenue (EW)		
Without Improvements	38.7-E	99.9-F
With Improvements	20.8-C	25.9-C

#### 4.11 Transportation and Traffic

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The previously certified EIR for the Agua Mansa Commerce Center Master Plan determined that with implementation of Mitigation Measures TC-2, TC-3, TC-6, and TC-7, Level of Service C or better would be achieved and impacts would thus be less than significant. The previously certified EIR incorporated Mitigation Measure TC-2 that required the construction of Riverside Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (as part of the 1<sup>st</sup> building occupancy permit). Riverside Avenue half-section width improvements were completed with the construction of the Lineage Logistics refrigerated warehouse (EIR Addendum 3). However, landscaping and sidewalk improvements along Riverside Avenue were not completed. Thus, Mitigation Measure TC-2 has only been partially completed. According to Mitigation Measure TC-3, prior to the issuance of building permits, Agua Mansa Road was required to be constructed from the west project boundary to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development. Since the previously EIR was certified, Mitigation Measure TC-3 has been completed and, therefore, is no longer applicable to the Master Plan and is not applicable to the proposed new Building 1 project. Mitigation Measure TC-6 required traffic signals to be installed at Riverside Avenue (NS) at Project Driveway (EW) and at Project Roadway (NS) at Agua Mansa Road (EW). Those traffic signals have been constructed at Riverside Avenue (NS) at Project Driveway (EW), now known as Miguel Bustamante Parkway, and at Miguel Bustamante Parkway (NS) at Agua Mansa Road (EW). Thus, Mitigation Measure TC-6 has been completed and, therefore, is no longer applicable to the Master Plan and is not applicable to the proposed new Building 1 project. According to Mitigation Measure TC-7, the City of Colton will periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory. Mitigation Measure TC-7 remains applicable to the Master Plan and to the proposed new Building 1 project.

Kunzman Associates, Inc. prepared a Focused Traffic Analysis dated January 31, 2013 for the Lineage Logistics cold storage facility located at 2063 Miguel Bustamante Parkway within the Master Plan area. The facility was projected to generate 405 additional trips (PCEs), of which 44 fewer trips would occur during the morning peak hour and 87 fewer trips would occur during the evening peak hour. Although the total number of daily trips was projected to increase, the trips are spread throughout the day, resulting in lower morning and evening peak hour trips. All project driveways at Miguel Bustamante Parkway were analyzed. The analysis concluded that the project driveways were expected to operate at Level of Service A during the morning and evening peak hours.

The traffic analysis for this SEIR is based on the Traffic Impact Analysis report prepared by Kunzman Associates dated May 22, 2014 and includes updated analysis based on existing conditions (2014) through 2035. The east-west roadways which will be most affected by the proposed new Building 1 project include Agua Mansa Road and Miguel Bustamante Parkway. The north-south roadways which will be most affected by the project include Riverside Avenue and Miguel Bustamante Parkway. The identification of the study area and the intersections and highway segments requiring analysis were based on an estimate of the two-way traffic volumes on the roadway segments near the proposed new Building 1 project site. All arterial segments are required to be included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways. It was determined that the proposed new Building 1 project does not contribute traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10, I-215, or SR-60 Freeways. In addition, the proposed new Building 1 project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections outside the City of Colton.

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land use(s) being proposed for a given development. In an effort to accurately forecast the number of vehicle trips to be generated by the proposed new Building 1 project, the Institute of Transportation Engineers (ITE) *Trip Generation*, 9<sup>th</sup> Edition, 2012 and the City of Fontana Truck Trip Generation Study, August 2003 were used for the purposes of estimating trip generation for the high-cube logistics warehouse. This methodology for generating trips for a high-cube warehouse distribution center is standard practice throughout Southern California. Jurisdictions that have utilized this methodology in the past few years include but are not limited to: San Bernardino Associated Governments, County of San Bernardino, County of Riverside, City of Fontana, City of Redlands, City of San Bernardino, City of Ontario, City of Chino, City of Hesperia, City of Beaumont, City of Banning, City of Rancho Cucamonga, City of Moreno Valley, City of Norco, and City of Riverside.

According to the May 22, 2014 Traffic Impact Analysis, the proposed new Building 1 project is projected to generate approximately 986 daily vehicle trips in PCEs. The three warehouses previously approved for the southern portion of the 21.07 acre proposed new Building 1 project site totaled approximately 120,314 square feet. The trip generation rates utilized in the 2007 Traffic Impact Analysis prepared by Kunzman Associates were based on an industrial park land use. Based on these trip generation rates, the previously approved three warehouses (total 120,314 square feet) were projected to generate 1,526 daily trips in PCEs. While the proposed new Building 1 has greater square footage than the previously approved three warehouses, the trip generation rates were higher for the previously approved warehouses because they were categorized as industrial park land uses, not high- cube warehouses. High cube warehouses generate less traffic and employ fewer people than industrial park uses which include manufacturing. Thus, the proposed new Building 1 will generate 540 fewer trips (35% decrease) than the previously approved three warehouses (see Table 4.11-7, Project Trip Generation Comparison).

As noted in the May 22, 2014 Traffic Impact Analysis, for Existing Plus Project, Opening Year (2016) Without Project, and For Opening Year (2016) With Project traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during peak hours (see Tables 4.11-8, 4.11-9, and 4.11-10). For Year 2035 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements: Riverside Avenue (NS) at Agua Mansa Road (EW) and Miguel Bustamante Parkway (EW). However, with improvements, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Year 2035 With Project traffic conditions (see Table 4.11-12).

According to the City of Colton General Plan Mobility Element, peak hour intersection operations of Level of Service D or better are generally acceptable. All of the study area intersections will operate within acceptable Levels of Service during peak hours. Year 2035 With Project traffic conditions will operate within acceptable Levels of Service, with improvements. Impacts to the performance of the circulation system will remain less than significant with mitigation incorporated. No new mitigation is required.

**Table 4.11-7  
Project Trip Generation Comparison**

	Total Daily Trips (in PCEs)
<b><u>Proposed New Building 1</u></b>	
Previously Approved Buildings 1, 2 and 3	1,526
Proposed New Building 1	986
Net Difference	-540

Source: Kunzman Associates, Inc. Agua Mansa Commerce Center Traffic Impact Analysis. May 22, 2014; Kunzman Associates, Inc. Supplemental Traffic Analysis.

**Table 4.11-8  
New Building 1 Project: Existing Plus Project Intersection Delay and Level of Service**

Intersection	Traffic Control	Intersection Approach Lanes												Peak Hour Delay - LOS		
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R			
<i>Riverside Avenue (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	1	32.3-C	33.6-C
Project North Access (EW)	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	0	1	11.9-B	12.3-B
Project South Access (EW)	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	0	1	11.7-B	12.1-B
Miguel Bustamante Parkway (EW)	TS	1	1.5	0.5	1	2	1>>	0.5	0.5	1	0.5	0.5	1		38.5-D	40.3-D
<i>Project West Access (NS) at:</i>																
Miguel Bustamante Parkway (EW)	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5		8.5-A	8.5-A
<i>Project East Access (NS) at:</i>																
Miguel Bustamante Parkway (EW)	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5		8.7-A	8.7-A
<i>Miguel Bustamante Parkway (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	0	1	0	0	0	0	1	d	1	1	0		12.3-B	15.5-B

Table 4.11-9  
New Building 1 Project: Opening Year (2016) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control	Intersection Approach Lanes												Peak Hour Delay - LOS		
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R			
<i>Riverside Avenue (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	1	36.6-D	37.7-D
Project North Access (EW)	CSS	0	1.5	0.5	1	2	0	0	0	0	0.5	0	0.5	16.1-C	22.2-C	
Miguel Bustamante Parkway (EW)	TS	1	1.5	0.5	1	2	1>>	0.5	0.5	1	0.5	0.5	1	41.2-D	46.3-D	
<i>Miguel Bustamante Parkway (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	0	1	0	0	0	0	1	d	1	1	0	13.0-B	16.7-B	

**Table 4.11-10  
New Building 1 Project: Opening Year (2016) With Project Intersection Delay and Level of Service**

Intersection	Traffic Control	Intersection Approach Lanes												Peak Hour Delay - LOS		
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R			
<i>Riverside Avenue (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	1	37.0-D	38.1-D
Project North Access (EW)	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	0	1	12.6-B	13.4-B
Project South Access (EW)	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	0	1	12.3-B	13.2-B
Miguel Bustamante Parkway (EW)	TS	1	1.5	0.5	1	2	1>>	0.5	0.5	1	0.5	0.5	1		41.8-D	46.3-D
<i>Project West Access (NS) at:</i>																
Miguel Bustamante Parkway (EW)	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5		8.7-A	8.8-A
<i>Project East Access (NS) at:</i>																
Miguel Bustamante Parkway (EW)	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5		9.0-A	8.8-A
<i>Miguel Bustamante Parkway (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	0	1	0	0	0	0	0	1	d	1	1	0	13.7-B	17.1-B

**Table 4.11-11  
New Building 1 Project: Year 2035 Without Project Intersection Delay and Level of Service**

Intersection	Traffic Control	Intersection Approach Lanes												Peak Hour Delay - LOS		
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R			
<i>Riverside Avenue (NS) at:</i>																
Agua Mansa Road (EW)																
Without Improvements	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	1	46.2-D	99.9-F
With Improvements	TS	1	2	1	1	2	1	1	2	1	1	1	1	1	52.2-D	45.7-D
<i>Project North Access (EW)</i>																
Without Improvements	CSS	0	1.5	0.5	1	2	0	0	0	0	0.5	0	0.5	19.8-C	58.3-F	
With Improvements	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	1	14.0-B	22.1-C	
<i>Miguel Bustamante Parkway (EW)</i>																
Without Improvements	TS	1	1.5	0.5	1	2	1>>	0.5	0.5	1	0.5	0.5	1	85.0-F	99.9-F	
With Improvements	TS	1	1.5	0.5	1	2	1>>	1	0.5	0.5	1	0.5	0.5	14.2-B	12.2-B	
<i>Miguel Bustamante Parkway (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	0	1	0	0	0	0	1	d	1	1	0	13.7-B	17.1-B	

**Table 4.11-12  
New Building 1 Project: Year 2035 With Project Intersection Delay and Level of Service**

Intersection	Traffic Control	Intersection Approach Lanes												Peak Hour Delay – LOS		
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R			
<i>Riverside Avenue (NS) at:</i>																
Agua Mansa Road (EW)																
Without Improvements	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	46.9-D	99.9-F	
With Improvements	TS	1	2	1	1	2	1	1	2	1	1	1	1	46.4-D	53.5-D	
Project North Access (EW)	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	1	14.1-B	23.2-C	
Project South Access (EW)	CSS	0	1.5	0.5	0	2	0	0	0	0	0	0	1	13.9-B	22.0-C	
<i>Miguel Bustamante Parkway (EW)</i>																
Without Improvements	TS	1	1.5	0.5	1	2	1>>	0.5	0.5	1	0.5	0.5	1	85.0-F	99.9-F	
With Improvements	TS	1	1.5	0.5	1	2	1>>	1	0.5	0.5	1	0.5	0.5	12.7-B	14.6-B	
<i>Project West Access (NS) at:</i>																
Miguel Bustamante Parkway (EW)	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.7-A	8.8-A	
<i>Project East Access (NS) at:</i>																
Miguel Bustamante Parkway (EW)	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.2-A	9.0-A	
<i>Miguel Bustamante Parkway (NS) at:</i>																
Agua Mansa Road (EW)	TS	1	0	1	0	0	0	0	1	d	1	1	0	10.4-B	14.7-B	

**Impact 4.11.B – Impacts related to level of service standards established by the San Bernardino Associated Governments Congestion Management Program will remain less than significant with mitigation incorporated.**

A Congestion Management Program deficiency is defined as any freeway segment operating or projected to operate at a Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). The previously certified EIR determined that the Agua Mansa Commerce Center Master Plan project would contribute traffic greater than the freeway threshold of 100 two-way trips to the I-10 Freeway and SR-60 Freeway. A total of two freeway segments were projected to operate at unacceptable Levels of Service for Year 2030 with project traffic conditions during the morning peak hour and six freeway segments were projected to operate at an unacceptable Levels of Service for Year 2030 with project traffic conditions during the evening peak hour. Improvements needed to provide LOS E or better operations during the peak hour of traffic were determined and the project fair share contributions were calculated. Project fair share contributions were calculated for intersections and freeway mainlines. The Agua Mansa Commerce Center Master Plan project’s fair share of identified intersection costs was approximately \$971,054 and the Master Plan project’s fair share of the morning and evening peak hours of freeway improvement costs was \$1,336,281. Table 4.11-13 presents improvement cost and project cost shares for the Year 2030 intersection improvement locations.

**Table 4.11-13  
Project Fair Share Intersection Traffic Contribution (Previously Certified EIR)**

Intersection	Total Cost	Existing Traffic	Year 2030 With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic	Project Cost Share
<i>Agua Mansa Road (NS) at:</i>							
El Rivino Road (EW)	\$250,000	1,275	2,318	73	1,043	7.0	\$17,500
<i>Riverside Avenue (NS) at:</i>							
Slover Avenue (EW)	\$289,720	2,459	4,378	277	1,919	14.4	\$41,720
Agua Mansa Road (EW)	\$2,078,320	2,845	4,946	370	2,101	17.6	\$365,784
Project Roadway (EW)	\$250,000	-	349	349	349	100	\$250,000
<i>Project Roadway (NS) at:</i>							
Agua Mansa Road (EW)	\$250,000	-	257	257	257	100	\$250,000
<i>Rancho Avenue (NS) at:</i>							
Agua Mansa Road (EW)	\$500,000	1,524	3,305	86	1,781	4.8	\$24,000
<i>La Cadena Drive (NS) at:</i>							
Rancho Avenue (EW)	\$350,000	1,769	2,565	50	796	6.3	\$22,050
Total	\$3,968,040						\$971,054

Note: *Project Roadway* is Miguel Bustamante Parkway

The previously certified EIR included Mitigation Measure TC-1 which required the project applicant to contribute its fair share contribution (estimated \$971,054) of the recommended intersection lane improvements and freeway improvements to offset potential impacts to Congestion Management Program intersections and freeway segments. This measure was required to be implemented through the City’s adopted traffic fee program prior to 2030.

**Table 4.11-14  
Project Fair Share Intersection Traffic Contribution (Proposed New Building 1 Project)**

Intersection	Total Cost		Existing Traffic	Year 2035 With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic	Project Cost Share
<i>Riverside Avenue (NS) at:</i>								
Agua Mansa Road (EW)	\$290,000	AM	2,817	4,402	35	1,585	2.2	\$6,404
		PM	3,152	5,402	37	2,250	1.6	-
Miguel Bustamante Parkway (EW)	\$30,000	AM	1,964	3,128	45	1,164	3.9	\$1,160
		PM	2,160	3,908	41	1,748	2.3	-
<b>Total</b>								<b>\$7,564</b>

According to the Traffic Impact Analysis prepared by Kunzman Associates dated May 22, 2014, the proposed new Building 1 project will not contribute traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10, I-215, or SR-60 Freeways. The proposed new Building 1 project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections outside the City of Colton. The intersection fair share cost calculations are based on the evening peak hour traffic volumes. The proposed new Building 1 project's fair share of identified intersection costs is \$7,564 (see Table 4.11-14) which will be paid through the City's adopted traffic fee program. Fair share contribution amounts are within the original amount determined by the previously certified EIR. Impacts will remain less than significant with mitigation incorporated. No new mitigation is required.

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**Impact 4.11.C – Impacts related to hazards due to a design feature or incompatible use will remain less than significant with mitigation incorporated.**

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Under the previously certified EIR, no impacts related to design features or incompatible uses were anticipated. According to the previously certified EIR, the project and streets would be designed in compliance with the City's development standards for width and turning radii and would comply with all applicable road design and safety guidelines of the City of Colton Transportation Department. The previously certified EIR incorporated Mitigation Measure TC-5 that required on-site traffic signing and striping to be implemented in conjunction with detailed construction plans for the project. The previously certified EIR also incorporated Mitigation Measure TC-8 that required sight distance at each project access to be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

The proposed new Building 1 project is a 447,330 square foot warehouse that will accommodate large trailer trucks that could cause undue stacking on the proposed new Building 1 project site that could lead to overflow onto Riverside Avenue and Miguel Bustamante Parkway. This potential overflow could result in a traffic hazard from blocking of lanes on Riverside Avenue and Miguel Bustamante Parkway. The new Building 1 project proposes four driveway accesses: one 30-foot and one existing 40-foot driveway along Riverside Avenue and two 40-foot driveways along Miguel Bustamante Parkway. The 40-foot entrance on Riverside Avenue and two 40-foot entrances on Miguel Bustamante Parkway are the three entrances that will allow truck access. Assuming a truck length of approximately 70 feet, three trucks will be able to be accommodated on site at the 40-foot entrance on Riverside Avenue before passing through the manually operated access gate. Three trucks will be able to be accommodated on site at the 40-foot southeast entrance on Miguel Bustamante Parkway before passing through the metal swing gate. One truck will be able to be accommodated on site at the 40-foot entrance on Miguel Bustamante Parkway (closest to the Riverside Avenue signal) before passing through the manually operated gate. This project driveway will align with a driveway for a truck parking lot located to the south to create a four-way intersection.

The new Building 1 project proposes one 30-foot and one 40-foot driveway along Riverside Avenue. The two project driveways on Riverside Avenue are limited to right turns in and right turns out only. The new Building 1 project also proposes two 40-foot driveways along Miguel Bustamante Parkway. Sight distance triangles were identified for each of the proposed new Building 1 project driveways per the California Department of Transportation Highway Design Manual (HDM) <sup>1</sup>. A corner sight distance of 275 feet was applied to driveways on Miguel Bustamante Parkway which has a speed limit of 25 miles per hour per the HDM. A corner sight distance of 605 feet was applied to driveways on Riverside Avenue which has a speed limit of 55 miles per hour. Sight distances were determined to comply with the standards outlined in the Highway Design Manual.

Mitigation Measures TC-5 and TC-8 remain applicable to the Master Plan and to the proposed new Building 1 project. Impacts will remain less than significant with mitigation incorporated.

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**Impact 4.11.D – Impacts related to parking capacity will remain less than significant with mitigation incorporated.**

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Under the certified EIR, each building site provided off-street parking and loading spaces that met or exceeded the minimum required parking for all eleven industrial building lots. Additionally, a truck trailer parking lot was proposed for future use by tenants. The previously certified EIR included Mitigation Measure TC-4 which required the site to provide sufficient parking spaces in order to meet City of Colton parking code requirements in order to service on-site parking demand. The parking standard in effect at the time the Master Plan was approved and the EIR was certified was

established by the Agua Mansa Specific Plan. Therefore, no impacts were anticipated with adherence to the City of Colton parking code requirements.

Parking standards for the original Master Plan were approved under the Agua Mansa Industrial Corridor Specific Plan which was in effect at the time but has since been rescinded. The Specific Plan parking standards remain applicable to the Master Plan; however, the Specific Plan parking standards are not applicable to the proposed new Building 1 project because additional acreage is being added to the Master Plan.

According to the City of Colton parking requirements for warehouse and storage uses (Colton Municipal Code Section 18.28.120), one space shall be provided for every 1,000 square feet of gross floor area for the first 10,000 square feet and one space shall be provided for every 2,000 square feet above 10,000 square feet. For the office portion of the proposed project, one space shall be provided for every 250 square feet.

The project proponent has submitted an application for a variance to reduce the required parking for the new Building 1 project to be more consistent with actual parking needs of a distribution warehouse/industrial use. The variance parking calculations are based on the City of Fontana Southwest Industrial Park Standards that was adopted in 2012. According to the proposed variance the warehouse portion of Building 1 will require one parking space for every 1,000 square feet for the first 20,000 square feet. For the next 20,000 square feet, one parking space will be required for every 2,000 square feet. After 40,000 square feet, one parking space will be required for every 5,000 square feet. Parking for office space would only be required if the office square footage exceeded ten percent of the total building size, which is not the case for the proposed new Building 1 project. According to the proposed variance, 110 parking spaces would be required. The proposed project will provide 210 parking spaces. The provided parking will include 210 Standard (9'x20') spaces and nine ADA (9'x20') spaces. The trailer parking provided will include 99 Standard (10'x60') spaces.

With approval of the parking variance for Building 1, and therefore, adherence to Mitigation Measure TC-4, less than significant impacts will result from insufficient parking spaces. No new mitigation is required.

## **Mitigation Measures**

In regard to transportation and traffic, Mitigation Measures TC-1, TC-2, TC-4, TC-5, TC-7 and TC-8 were incorporated into the previously certified EIR and remain applicable to the Master Plan and the proposed new Building 1 project.

### ***TC-1***

The project applicant shall contribute its fair share contribution (estimated \$971,054) or as identified in the Traffic Impact Analysis and discussed in Table 4.11-15 in the implementation of the recommended intersection lane improvements and freeway improvements to offset potential impacts to Congestion Management Program intersections and freeway segments. This measure shall be implemented through the City's adopted traffic impact fee program. This measure shall be implemented prior to 2030.

### ***TC-2***

Construct Riverside Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (as part of the 1<sup>st</sup> building occupancy permit).

### ***TC-4***

The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service on-site parking demand.

### ***TC-5***

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

**TC-7**

The City of Colton shall periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

**TC-8**

Sight distance at the project access shall comply with standard California Department of Transportation and City of Colton sight distance standards. The final grading, landscaping and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to the issuance of grading permits.

In regard to transportation and traffic, Mitigation Measure TC-3 was incorporated into the previously certified EIR and is no longer applicable to the Master Plan and is not applicable to the proposed new Building 1 project because the improvements have already been completed. Mitigation Measure TC-6 was incorporated into the previously certified EIR and is no longer applicable to the Master Plan and is not applicable to the proposed new Building 1 project because the traffic signals have been installed and Mitigation Measure TC-6 has been satisfied.

**TC-3**

Prior to the issuance of building permits, construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

**TC-6**

Prior to the issuance of building permits, traffic signals shall be installed at the following study area intersections:

Riverside Avenue (NS) at:  
Project Driveway (EW)

Project Roadway (NS) at:  
Agua Mansa Road (EW)

**Level of Significance with Mitigation Incorporated**

Impact 4.11.A will remain less than significant with incorporation of Mitigation Measures TC-2 and TC-7. Impact 4.11.B will remain less than significant with incorporation of Mitigation Measure TC-1. Impact 4.11.C will remain less than significant with incorporation of Mitigation Measures TC-5 and TC-8. Impact 4.11.D will remain less than significant with incorporation of Mitigation Measure TC-4.

**References**

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<sup>1</sup> California Department of Transportation. Highway Design Manual. Appendix J: Road Connections and Driveways. Table 405.1A Corner Sight Distance (7-1/2 Second Criteria).  
[http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/manual/Appendix\\_J\\_\(WEB\).pdf](http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/manual/Appendix_J_(WEB).pdf) [September 11, 2014]

Public services provided by the City of Colton include fire protection, law enforcement, schools, libraries, medical facilities, and parks. This section addresses the impacts associated with the addition of the development of the proposed new Building 1 on fire and police services as evaluated under the previously certified EIR. The previously certified EIR found that no impacts to school, park, library, and medical services would occur due to the development of the industrial uses within the Master Plan. Thus, impacts to those facilities are not discussed in this section.

### Existing Conditions

#### *ENVIRONMENTAL SETTING*

##### Fire Protection

As noted in the previously certified EIR, the City of Colton Fire Department is responsible for providing fire suppression, emergency medical services, technical rescue, fire prevention, weed abatement, and disaster preparedness services to the City of Colton. These services are provided by four fire stations strategically located throughout the City, which resulted in average response times of less than six minutes at the time the previous EIR was certified. Fire Services are managed through the following three divisions: Operations, Fire Safety and Disaster Preparedness.

At the time the previously certified EIR was prepared, the Colton Fire Department had a total of 12 full-time firefighters staffed among the four fire stations (Station Nos. 211, 212, 213 and 214) and owned one 75-foot aerial quint (ladder truck), one paramedic squadron, and three paramedic fire engines. The paramedic engine companies were staffed with three personnel each; the paramedic squadrons were staffed with two firefighters each; and the ladder company was staffed with three firefighters.

Fire Station 213 (1100 South La Cadena Drive) remains the closest fire station to the Master Plan, located approximately two miles to the northeast. As noted in the previously certified EIR, a telephone conversation with Chief White indicated that since the east side of Agua Mansa Road (beginning south of the Rialto Channel) is in the City of Colton and the west side of Agua Mansa Road is in the City of Rialto, both fire departments dispatch a minimum of one engine for calls from the Master Plan area. The nearest fire station in the City of Rialto remains at 131 S. Willow Avenue, approximately four miles north of the Master Plan.

According to the previously certified EIR, the Fire Department is also responsible for the inspection and enforcement of all State and local codes as they pertain to fire and life safety in commercial, industrial and state-regulated facilities. At the time the previous EIR was certified, engine company personnel conducted approximately 1,900 inspections annually. In addition, the Fire Safety Division was responsible for the inspection of new construction, fire and life safety protective systems, new occupancies, and state licensed facilities. Fire Safety staff also provided plan review services to ensure planned development complied with State and local codes as they pertain to fire and life safety.

In 2002, the Colton Fire Department participated in the formation of an organization consisting of local shift fire investigators. The East Valley Investigation Network (EVIN) including the cities of Rialto, Colton, San Bernardino, Loma Linda, and Redlands, is a support investigation group dedicated to determining the cause and origin of fires within the participating communities. In addition to the support provided by the neighboring fire departments, this group benefits from the participation of the San Bernardino County Sheriff's Department; the San Bernardino County District Attorney's Office; the Bureau of Alcohol, Tobacco, and Firearms; and other State and Federal agencies.

**Hazardous Materials Response** - The response to hazardous material incidents is a highly technical and closely regulated response category. On both the federal and state levels, there are specific laws regulating the control and mitigation of hazardous material incidents. All Fire Department personnel are trained and certified through a 24-hour State course. Each year, in addition to this basic course, all personnel must attend an eight-hour refresher course, which covers mandatory state and federal updates.

### Police Protection

As noted in the previously certified EIR, the City of Colton Police Department receives all calls at the main station located at 650 North La Cadena Drive. Chief Steve Ward commands the Department and has a mutual aid agreement with all adjacent cities as a primary resource, and with the County of San Bernardino Sheriff's Department as a secondary resource.

The mission of the Colton Police Department is to protect life and property, solve neighborhood problems, and enhance the quality of life in the community. At the time the previous EIR was certified, the Department employed a full-time staff of 46 sworn law enforcement personnel and approximately 24 non-sworn civilian support personnel.

Response time is the period of time between when a call is received by a dispatcher and the arrival of a patrol officer. The response time varies depending upon the nature of the call. Typical calls are prioritized based upon the urgency of the incident. The average emergency call response time for the Master Plan is less than five minutes. Other response times will vary depending on the level of priority in conjunction with the availability of an officer. Based on the City's existing population of 53,123 citizens and a total of 46 officers the Police Department currently has a ratio of 0.86 officers per 1,000 residents.

## Regulatory Setting

### *STATE*

#### International Fire Code and California Fire Code

The City of Colton has adopted the 2013 California Fire Code and the 2012 International Fire Code which contain regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The Codes contain specialized technical regulations related to fire and life safety.

#### California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high rise building and childcare facility standards, and fire suppression training.

### *LOCAL*

General Plan principles and standards related to public services are located in the City of Colton's Safety Element, and include:

#### C. Fire Hazards

##### Principles:

1. Define and limit the extent and intensity of development in areas of high fire hazard.
2. Provide protection to property and life from fire.

##### Standards:

- Standard 4: Multi-story structures and high-hazard structures shall comply with fire protection standards.
- Standard 6: All developments must provide streets of adequate width to allow safe ingress and egress of emergency vehicles.
- Standard 9: Distances between structures shall conform to standards for safe fire protection.
- Standard 10: All development plans shall be reviewed by local planning, fire, water, health, road, and flood control authorities.

#### D. Crime and Defensible Space

## Principles:

1. Deter crime through proper design techniques.

## Standards:

Standard 3: Require low shrubbery landscaping and discourage overnight on-street or vacant lot parking as an aid to police and the general public in visually surveying neighborhood.

Standard 7: All development plans are to be reviewed by local planning and crime prevention authorities.

## Thresholds of Significance

The development of the proposed project would have a significant impact on public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- A. Fire Protection
- B. Police Protection

## Environmental Impacts

### **Impact 4.12.A. – Impacts related to the expansion of fire protection facilities to maintain applicable service standards will remain less than significant.**

According to the previously certified EIR, the certified Master Plan included the subdivision of approximately 94.18 acres of land into 13 lots to allow for the development of eleven industrial buildings to include: 1) an approximate 26,948 square-foot building on Lot 1; 2) an approximate 35,015 square-foot building on Lot 2; 3) an approximate 58,351 square-foot building on Lot 3; 4) an approximate 100,128 square-foot building on Lot 4; 5) an approximate 82,504 square-foot building on Lot 5; 6) an approximate 101,354 square-foot building on Lot 6; 7) an approximate 122,810 square-foot building on Lot 7; 8) an approximate 75,848 square-foot building on Lot 8; 9) an approximate 462,907 square-foot building on Lot 9; 10) an approximate 174,995 square-foot building on Lot 10; 11) an approximate 124,588 square-foot building on Lot 11; and 12) an approximate 159,256 square-foot truck/trailer parking lot on Lot 12, and an approximate 350,525 square-foot detention basin on Lot 13.

As noted in the previously certified EIR, the report *Demographic, Economic & Quality of Life Data* prepared for the City of Colton in June 2004 indicated that distribution warehouses averaged one employee per 2,072 square feet of space; therefore it was anticipated that the Master Plan development would create approximately 910 new jobs. According to the previously certified EIR, the combined square footage of buildings proposed on Lots 1, 2, and 3 was approximately 120,314 square feet which was estimated to generate approximately 58 jobs.

According to the previously certified EIR, at the time the previous EIR was certified, the City of Colton had a population of 51,781 and a total of 15 full-time fire fighters, which corresponded with the firefighter to citizen ratio of 1:3,452. The previously certified EIR indicated that the Master Plan would create 910 new jobs which could potentially increase the population from 51,781 to 52,691 and potentially change the firefighter to citizen ratio to 1:3,513. The previously certified EIR determined that if all new employment associated with the Master Plan generated new residents to the City of Colton, there would be the need for a 1.8 percent increase in the total number of firefighters (or 0.3 firefighters) in order for the City to maintain its current firefighter to citizen ratio. However, the previously certified EIR determined that the majority of the jobs created were anticipated to come from the local labor pool. As noted in the previously certified EIR, a majority of the calls received by fire departments in the Inland Empire are medical in nature (approximately 56 percent) with brush/vegetative and other fires comprising 4.35 percent, rescues comprising 0.35 percent, traffic collisions and other incidents comprising 38.6 percent, and structural fires making up only 0.7 percent of calls received per year (based on the County of San Bernardino Fire Department 2006 Annual Report). Therefore, the previously certified EIR determined that the Master Plan would not likely create a significant increase in calls and was not expected to impact the City of Colton Fire Department's response time.

As noted in the previously certified EIR, Development Impact Fees (DIF) to be collected at the time of project development would offset impacts to fire services associated with the Master Plan development. According to the City of Colton DIF (dated December 1994), the DIF for fire services was \$36.00 per 1,000 square feet at the time of the previously certified EIR. With the payment of DIF, the previously certified EIR determined that the Master Plan would have a less than significant impact on fire services.

Currently, forty uniformed personnel hold the ranks of Fire Chief, Battalion Chief, Fire Captain, Engineer, and Firefighter/Paramedic. On a daily basis, twelve firefighters and one Battalion Chief staff equipment at the four fire stations located in the City of Colton. City of Colton Fire Department staff responds to over 5,000 calls annually. Equipment consists of three paramedic fire engines, one paramedic ladder truck, one Type 3 brush engine, one O.E.S engine, one fire investigation unit, one Battalion Chief vehicle, one utility truck, one breathing support trailer, two reserve engines, and one reserve Battalion Chief vehicle.<sup>1</sup> American Medical Response (AMR) provides ambulance service to the City of Colton. Station 213, located at 1100 South La Cadena Drive, is located closest to the proposed new Building 1 project site and the Master Plan. According to the City of Colton General Plan EIR, the Colton Fire Department's average response time is 5.56 minutes for all call types. For emergency services, AMR has an established agreement to respond to 90 percent of calls within nine minutes.<sup>2</sup>

The proposed new Building 1 project will consist of approximately 447,330 square feet of building floor space (435,330 square feet of warehouse and 12,000 square feet of office). A tenant has not yet been identified for the proposed new Building 1 project; however, the employees per square foot estimates (one employee per 2,072 square feet of space) utilized in the June 2004 *Demographic, Economic & Quality of Life Data* report prepared for the City of Colton can be applied. Depending on the tenant, it is estimated that the proposed new Building 1 could generate approximately 215 employees using the employee per square foot estimates from the previously certified EIR.

According to the California Department of Finance 2014 population estimates, the City of Colton population is estimated to be 53,057.<sup>3</sup> With the City of Colton Fire Department's forty uniformed personnel, the firefighter to citizen ratio is currently 1:1,326. If all new employment associated with the proposed new Building 1 generated new residents to the City of Colton, then the firefighter to citizen ratio would increase slightly to 1:1,331.

Development Impact Fees (DIF) to be collected at the time of project approval would offset impacts to fire services associated with the proposed new Building 1 project. Currently, the City of Colton Fire Department DIF is \$54.00 per 1,000 square feet. With the payment of DIF, impacts on fire services will remain less than significant. No mitigation measures are required.

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**Impact 4.12.B. – Impacts related to the expansion of police protection facilities to maintain applicable service standards will remain less than significant.**

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According to the previously certified EIR, the Colton Police Department was responsible for providing the Master Plan with law enforcement services. The previously certified EIR included the development of 1,365,450 square feet of industrial and manufacturing development and was estimated to generate 910 new jobs. The potential increase in population from 51,781 to 52,691 would change the existing deputy to citizen ratio of 1:700 to 1:712. As noted in the previously certified EIR, if all new employment associated with development of the Master Plan generated new residents to the City of Colton, there would be the need for a 1.7 percent increase in the total number of police service in order for the City to maintain its current deputy to citizen ratio.

As noted in the previously certified EIR, unlike commercial development that concentrates patrons within a specific areas and increases the potential for theft and burglaries, the proposed Master Plan uses (i.e., industrial, manufacturing, and office) would not generate a significant amount of patron activity and would have on-site activities largely limited to employees. Industrial developments such as the Master Plan generally operate on a 24-hour basis with deliveries and pick-ups scheduled outside of normal business hours, creating an environment with employees on-site throughout a 24-hour period. Depending on the types of businesses that will occupy the buildings in the Master Plan (i.e., high-end manufacturing products, and/or expensive materials), there is a potential for on-site security that would further deter potential criminal activity. Any on-site security guard or security patrol must be a bona fide trained, uniformed security

guard, certified with the California Department of Consumer Affairs, operating under direct supervision of a bona fide Private Control Operator certified with the California Department of Consumer Affairs and registered with the City of Colton (as required by the Colton Municipal Code 5.50).

According to the previously certified EIR, given the number of new jobs generated by the Master Plan project, it was determined that there was the potential that the Colton Police Department could receive additional calls which could ultimately impact response times within the City. However, at the time the previous EIR was certified, the Police Department was unable to quantify the potential delay in response times. Police staff met on the issue and indicated that installation of security lighting, alarms, and security gates would deter theft opportunities and ultimately reduce calls to the Department. As part of project review, the City's Design Review Committee evaluates and writes comments and conditions of approval within the Design Review Action Form. Completion of the form gives departments the opportunity to comment on the project and place necessary demands for approval. As noted in the previously certified EIR, the Police Department included a number of conditions for the Master Plan to ensure potential impacts would be reduced. Conditions placed on the Master Plan included: 1) appropriate training of any on-site security guard in accordance with Colton Municipal Code 5.50; 2) installation of electrical wrought-iron security gates at driveways; 3) Knox device with access key; 4) installation of security lighting; 5) standard parking and disabled parking restrictions; 6) screening of storage areas, with no hazardous waste storage within trash enclosures; 7) maintenance of on-site landscaping in accordance with the Municipal Code; and 8) immediate removal of any on-site graffiti or granting of right-of-access by agent to remove graffiti. As noted in the previously certified EIR, additional conditions of approval may be warranted at the Department's discretion.

As noted in the previously certified EIR, Development Impact Fees (DIF) to be collected prior to the issuance of building permits would offset impacts to police services associated with the Master Plan development. The City of Colton December 1994 DIF for police services was \$50.00 per 1,000 square feet. The previously certified EIR determined that impacts would be less than significant with the payment of DIF.

The City of Colton Police Department headquarters is located in the City's Civic Center located at 650 North La Cadena Drive. Approximately 106 "headquartered" staff includes patrol officers, detectives, traffic officers, and administrative personnel. The Colton Police Department also provides service from a number of substations. Substation services include code enforcement, property and evidence, and vehicle impound. Colton is staffed by 75 sworn officers and 44 non-sworn support staff. The Colton Police Department is equipped with 27 patrol vehicles, an armored rescue vehicle, mobile command post, tactical equipment, off-road enforcement vehicles, traffic enforcement vehicles, and two police canines. The Department responded to an average of 274 violent crimes and 1,923 property crimes between 2004 and 2008.<sup>4</sup>

The proposed new Building 1 project will consist of approximately 447,330 square feet of building floor space (435,330 square feet of warehouse and 12,000 square feet of office). A tenant has not yet been identified for the proposed new Building 1 project; however, the employees per square foot estimates (one employee per 2,072 square feet of space) utilized in the June 2004 *Demographic, Economic & Quality of Life Data* report prepared for the City of Colton can be applied. Depending on the tenant, it is estimated that the proposed new Building 1 could generate approximately 215 employees using the employee per square foot estimates from the previously certified EIR.

According to the California Department of Finance 2014 population estimates, the City of Colton population is estimated to be 53,057.<sup>5</sup> With 75 sworn officers, this equates to a 1:707 police officer to citizen ratio. If all new employment associated with the proposed new Building 1 generated new residents to the City of Colton, then the police officer to citizen ratio would increase slightly to 1:707.

Development Impact Fees (DIF) to be collected prior to the issuance of building permits would offset impacts to police services associated with the proposed new Building 1 project. Currently, the City of Colton Police Department DIF is \$76.00 per 1,000 square feet. With the payment of DIF, impacts on police services will remain less than significant. No mitigation measures are required.

## Mitigation Measures

None required.

## Level of Significance with Mitigation Incorporated

N/A

## References

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- <sup>1</sup> City of Colton Fire Department. About the Colton Fire Department. <http://coltonfire.com/index.cfm?section=10&pagenum=78> [September 11, 2014]
- <sup>2</sup> City of Colton General Plan Update Environmental Impact Report. Public Services 4.14. Prepared by Hogle-Ireland. May 2013.
- <sup>3</sup> California Department of Finance. Demographic Research Unit. Report E-1 Population Estimates for Cities, Counties, and the State January 1, 2013 and 2014. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php> [September 11, 2014]
- <sup>4</sup> City of Colton General Plan Update Environmental Impact Report. Public Services 4.14. Prepared by Hogle-Ireland. May 2013.
- <sup>5</sup> California Department of Finance. Demographic Research Unit. Report E-1 Population Estimates for Cities, Counties, and the State January 1, 2013 and 2014. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php> [September 11, 2014]

## UTILITIES AND SERVICE SYSTEMS 4.13

This section examines the impacts involving expansions of utilities and service systems as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project. As identified in the previously certified EIR, no impacts related to compliance with federal, state, and local solid waste regulations were identified; therefore, that topic is not discussed herein. This section examines the following systems:

- Wastewater Collection and Treatment
- Storm Drainage
- Water Supply
- Solid Waste Disposal and Diversion

### Existing Conditions

The previously certified EIR analyzed the Agua Mansa Commerce Center Master Plan which consisted of eleven buildings totaling 1,365,450 square feet of industrial development, a truck trailer parking lot, and a detention basin on approximately 94.18 acres. The previously certified EIR has been amended three times to analyze various changes to the project.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project includes the construction of a warehouse that will contain 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The proposed new Building 1 is intended to be used as a warehouse/distribution facility; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed new Building 1 project will add 13.23 acres to the previously approved Agua Mansa Commerce Center Master Plan. Approximately eleven acres are currently utilized for construction materials and equipment storage and approximately 2.17 acres in the northern portion of the site is operated as a driveway and truck trailer storage area. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls.

#### ***WASTEWATER***

As noted in the previously certified EIR, wastewater from the Master Plan was proposed to be discharged to a City-owned and operated 8-inch sewer main located in Riverside Avenue which would then discharge into a Public Sewer Lift Station and then into a 6-inch force main which would further discharge into a 24-inch sewer main in Agua Mansa Road. At the time the previous EIR was certified, wastewater was to be treated at the City of Rialto Wastewater Treatment Facility and an agreement existed between the cities of Colton and Rialto in which the City of Colton was provided 30,000 gallons per day capacity in the Rialto Treatment Plant.

However, sewer service for the proposed new Building 1 project will be provided by the City of Colton Water and Wastewater Department. The Colton Wastewater Department manages and maintains over 100 miles of sewer collection and distribution pipelines.<sup>1</sup> The City owns and operates the Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant located at 1201 South Rancho Avenue. The facility treats an average daily flow of 5.6 million gallons per day (MGD). The CWRF is designed to treat a maximum of 10.4 MGD. Wastewater treatment requirements for the CWRF are established by the Santa Ana Regional Water Quality Control Board (RWQCB) pursuant to Order NO. R8-2005-0075 (NPDES No. CA 0105236). Secondary treated wastewater from the CWRF is directed to the jointly owned Colton/San Bernardino rapid infiltration-extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. The RIX facility is designed to treat 40 MGD of influent. Wastewater treatment requirements for the RIX facility are established by RWQCB Order No. R8-2006-0052 (NPDES No. CA8000304). Under specific wet weather conditions, the CWRF may bypass the RIX facility and discharge directly into the Santa Ana River, but only if the effluent discharge is diluted 20:1 when entering the river at the point of discharge.

#### ***STORM DRAINAGE FACILITIES***

Under the previously certified EIR, drainage for the Master Plan was from north to south with runoff leaving the project boundary at several locations. According to the previously certified EIR, the overall 200-year peak flow rate under existing conditions was approximately 81 cubic feet per second (CFS) and an additional 37 cfs was generated and remained in a ponding area in the northeast portion of the Master Plan. Under the previously certified EIR, upon completion of the Master Plan, surface flows would be directed through landscape buffers and other vegetated areas and incorporated into the parking areas and site perimeter. Runoff would be directed to the detention basin proposed on the southern portion of the Master Plan for water quality treatment before discharging into the Santa Ana River.

According to the Preliminary Hydrology Calculations prepared by Thienes Engineering (April 7, 2014) for the proposed new Building 1 project site, the three southerly lots have been rough graded and drain to an existing storm drain system in Miguel Bustamante Parkway. The northerly half of the site is currently paved with asphalt and concrete. Drainage areas for the Master Plan were previously modeled in a study for the commercial developments adjacent to Miguel Bustamante Parkway (Agua Mansa Commerce Center, dated September 26, 2008). This study indicated that offsite areas currently drain to the proposed new Building 1 project site. There is offsite flow tributary to the proposed new Building 1 project site from the northeast and northwest corner (runoff from the adjacent lot) to the proposed new Building 1 site.

**WATER SUPPLY**

As noted in the previously certified EIR, the West Valley Water District (WVWD) supplied water to the City of Colton. The WVWD obtained water from canyon surface flows on the east side of the San Gabriel Mountains including North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek. The WVWD also received imported water supplies from the State Water Project (SWP) and from 25 wells in five different groundwater basins. Groundwater sources included Lytle Creek Basin, Chino Basin, Rialto Basin, Bunker Hill Basin, and North Riverside Basin. Surface water sources included Lytle Creek and the SWP.

The 2005 WVWD Urban Water Management Plan (UWMP) projected a supply of 57,067 acre-feet per year during multiple dry years in the year 2025. The demand for year 2025 was projected to be 45,000 acre-feet per year, resulting in a 12,067 acre-feet per year surplus.<sup>2</sup>

Currently, water supply services are provided to the City of Colton by four separate water agencies: City of Colton Water Department, West Valley Water District, Terrace Water District, and the Riverside Highland Water Company. The Colton Water Department provides water service to the majority of the City (approximately 90 percent of the City of Colton), including domestic consumption, fire protection, and irrigation. Colton's water supply is comprised entirely of groundwater extracted from the San Bernardino Basin Area (Bunker Hill Basin portion), the Rialto-Colton Basin, and the Riverside Basin (Riverside North Basin portion). Colton does not currently import water in order to meet the demands of its service area.<sup>3</sup>

The Colton Water Department's existing potable water system consists of 15 wells, five main booster pumping plants, nine water storage reservoirs, two pressure reducing facilities, and over 120 miles of transmission and distribution pipelines. All water provided by the Water Department is pumped from the Rialto-Colton, Bunker Hill, and North Riverside groundwater basins. The Water Department also has emergency connections with the City of San Bernardino, the Riverside Highland Water Company, West Valley Water District, and the City of Riverside that can be activated, if necessary.<sup>4</sup> Water supply and demand for the City of Colton is projected in the 2010 San Bernardino Valley Regional Urban Water Management Plan (See Table 4.13-1).

**Table 4.13-1  
Projected Water Supply and Demand (Acre-Feet/Year)**

<b>Water Supply Source</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
Existing Groundwater Supplies	15,000	15,000	15,000	15,000	15,000
Planned Groundwater Supplies	6,400	6,400	6,400	6,400	6,400
<b>Total Existing Plus Planned Supplies</b>	<b>21,400</b>	<b>21,400</b>	<b>21,400</b>	<b>21,400</b>	<b>21,400</b>
<b>Projected Normal Year Supply and Demand</b>					
Demands Adjusted with Conservation	13,010	12,608	13,000	13,770	14,853

Surplus in Normal Year	8,390	8,792	8,400	7,630	6,547
<b>Projected Single-Dry Year Supply and Demand</b>					
Demands Adjusted with Conservation	14,311	13,869	14,300	15,147	16,338
Surplus in Single-Dry Year	7,089	7,531	7,100	6,253	5,062
<b>Projected Multiple-Dry Year Supply and Demand (First, Second, and Third Multiple-Dry Year data is equal)</b>					
Demand Totals	14,311	13,869	14,300	15,147	16,338
Surplus in Multiple-Dry Years	7,089	7,531	7,100	6,253	5,062

Source: 2010 San Bernardino Valley Regional Urban Water Management Plan. Chapter 13: City of Colton. Tables 13-31, 13-32, 13-33. September 2012.

**SOLID WASTE**

Under the previously certified EIR, Taormina Waste Management provided solid waste collection and disposal services in the Master Plan area through a contract with the City of Colton. The solid waste collected in the Master Plan vicinity would be transported to the Colton Sanitary Landfill which was permitted to receive a maximum of 3,100 tons per day and had a maximum permitted capacity of 13,297,000 cubic yards. According to the previously certified EIR, as of July 2005, the Colton Sanitary Landfill had a remaining capacity of 1,612,663 cubic yards and had an estimated closure date of October 2014.

Currently, Republic Services provides solid waste collection and disposal services in the City of Colton. Solid waste collected in the City of Colton is disposed at several landfills. The California Department of Resources Recycling and Recovery (CalRecycle) maintains records of maximum capacity and usage of landfills, as shown in Table 4.13-2 (Landfills Serving the City of Colton). Some wastes are also transported to the Commerce (Commerce, CA) and Covanta Stanislaus (Crows Landing, CA) refuse-to-energy facilities. The Colton Sanitary Landfill (located within the City) is the primary landfill serving the City. The landfill has a remaining capacity of 17 percent and its cease operation date is now January 2017. Roughly 70 percent capacity remains within the landfills that serve the City.

**Table 4.13-2  
Landfills Serving the City of Colton (2013)**

Landfill Facility Name	Capacity (Cubic Yards)			Max Daily Disposal (tons per day)	% of Colton Disposal
	Maximum Permitted	Remaining	%		
Azusa Land Reclamation Co. Landfill	<i>Solid Waste Portion of Landfill is Now Inactive</i>			--	--
Badlands Sanitary Landfill	33,560,993	14,730,025	44	4,000	<1
California Street Landfill	10,000,000	6,800,000	68	829	5.24
Colton Sanitary Landfill	15,497,000	2,700,000	17	3,100	56.94
El Sobrante Landfill	184,930,000 (tons)	145,530,000 (tons)	78	16,054	4.49
Lamb Canyon Sanitary Landfill	34,292,000	18,955,000	55	3,000	<1
Mid-Valley Sanitary Landfill	101,300,000	67,520,000	66	7,500	21.89
Olinda Alpha Sanitary Landfill	74,900,000	38,578,383	51	8,000	1.9
San Timoteo Sanitary Landfill	20,400,000	13,605,488	66	2,000	9.34
Victorville Sanitary Landfill	83,200,000	81,510,000	97	3,000	<1
<b>TOTAL</b>	<b>558,079,993</b>	<b>389,928,896</b>	<b>70</b>	<b>47,483</b>	<b>100</b>

Source: CalRecycle. <http://www.calrecycle.ca.gov/FacIT/facility/search.aspx> [July 2014]

**Regulatory Setting**

**FEDERAL SAFE DRINKING WATER ACT (SDWA)**

The Safe Drinking Water Act (SDWA), originally passed by Congress in 1974, protects public health by regulating the nation’s public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources, including rivers, lakes, reservoirs, springs, and ground water wells. SDWA authorizes the

United States Environmental Protection Agency (U.S. EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. U.S. EPA, states, and water systems then work together to make sure that these standards are met. There are a number of threats to drinking water. Improperly disposed of chemicals, animal wastes, pesticides, human wastes, wastes injected deep underground, and naturally occurring substances can all contaminate drinking water. Likewise, drinking water that is not properly treated or disinfected, or which travels through an improperly maintained distribution system, may also pose a health risk. Originally, SDWA focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments recognize source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water.

#### ***CLEAN WATER ACT***

The U.S. Environmental Protection Agency (USEPA) established primary drinking water standards in the Clean Water Act Section 304. States are required to ensure that potable water retailed to the public meets these standards. Standards for a total of 81 individual constituents have been established under the Safe Drinking Water Act as amended in 1986. The USEPA may add additional constituents in the future. State primary and secondary drinking water standards are promulgated in CCR (Sections 64431-64501). Secondary drinking water standards incorporate non-health risk factors including taste, odor, and appearance.

#### ***CALIFORNIA SAFE DRINKING WATER ACT***

Enacted in 1976, the California Safe Drinking Water Act is codified in Title 22 of the California Code of Regulations (CCR). Potable water supply is managed through local agencies and water districts, the State Department of Water Resources (DWR), the Department of Health Services (DHS), the State Water Resources Control Board (SWRCB), USEPA, and the U.S. Bureau of Reclamation. Water right applications are processed through the SWRCB for properties claiming riparian rights or requesting irrigation water from state or federal distribution facilities. The DWR manages the State Water Project (SWP) and compiles planning information on supply and demand within the state.

#### ***SB 610 AND CEQA GUIDELINES SECTION 15155***

SB 610 enacted Sections 10910-10915 of the State Water Code to require a local land use authority to consult with the local water purveyor to prepare or obtain a water supply assessment, prior to completing an environmental impact assessment for a specified "water demand" project, defined below. Section 15155 of the CEQA Guidelines was added to directly incorporate these water code provisions into the CEQA process.

- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- A mixed-use project that includes one or more of the projects specified in this subdivision.
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

If a public water system has fewer than 5,000 service connections, then "project" means any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

Key provisions required to be addressed in a water supply assessment include a description of past and existing water supplies and rights and groundwater extraction information including identification of basins, adjudication rights, and

overdrafting status. Should the water assessment determine that insufficient supplies will be available to serve the project the water purveyor must indicate how it will meet the demand of the new project. Should additional supplies be unavailable to meet project demand then the approving agency must include that determination in its project findings.

### ***URBAN WATER MANAGEMENT PLANS***

Pursuant to Section 10610 et. al. of the California Water Code (Urban Water Management Planning Act), any water district servicing 3,000 or more customers or provides over 3,000 acre-feet of water per year is required to prepare an Urban Water Management Plan (UWMP). The analysis contained in a UWMP is designed to ensure the appropriate level of reliability in its service to meet the needs of its customers in normal, dry, and multiple-dry years. Normal and dry years refer to categories of projected water supply in times of regular rainfall and in times of drought. UWMPs must be updated every five years on years ending with zero and five. The Act describes the contents of a UWMP as follows:

- Description of service area including current climate and population and project populations estimates in five-year increments over 20 years
- Description of existing and planned water supply over the same 5-year increments including groundwater and surface water resources
- Water supply reliability and methods to compensate for shortages during dry years
- Opportunities for long-term and short-term water exchange or transfer
- Description of water use and demand estimates based on land use for past, current, and projected quantities
- Description of current and planned projects and programs designed to meet the service needs of the customer base
- Description of opportunities for use of desalinated water
- Preparation of a staged water shortage contingency plan for up to a 50 percent shortage over three years
- Information on use and opportunities for use of recycled water

The 2010 San Bernardino Valley Regional UWMP serves eight retail water purveyors, including the City of Colton Water Department, San Bernardino Municipal Water Department, and West Valley Water District. These three retail water purveyors service the majority of the planning area under the San Bernardino Valley Regional UWMP. The Riverside Highland Water Company and Terrace Water Company also service a portion of the planning area, but they are not a participant in the San Bernardino Valley Regional UWMP. The UWMP provides a summary of anticipated supplies and demands for the years 2010 to 2035.

### ***AB 939***

The California Integrated Waste Management Act of 1989 regulates solid waste management and implements priorities in source reduction, recycling and composting, and environmentally safe transformation and land disposal. The primary provisions of AB 939 required all cities and counties to divert a minimum of 50 percent of their solid waste from landfills and to adopt Integrated Waste Management Plans (IWMP). The Act also established permitting and enforcement provisions for the California Integrated Waste Management Board (CIWMB). As described above, since 1995 solid waste in Colton has been diverted at a rate of between 30 and 60 percent. Primary diversion measures include providing residential and commercial recycling services.

### ***COLTON SOURCE REDUCTION AND RECYCLING ELEMENT***

The SRRE is the City's primary planning mechanism for solid waste diversion. This document was prepared in accordance with AB 939 to identify strategies for meeting the mandated 50 percent diversion rate. The source reduction component of the plan identifies methods such as use of reusable items as opposed to disposable items to remove products from the waste stream. The four categories of source reduction activities are education/technical assistance, rate structure modifications, economic incentives, and regulatory measures. The recycling component of the plan identifies existing and proposed programs to increase recycling efforts. Additional items addressed in the plan include composting and special wastes.

### **2010 SAN BERNARDINO VALLEY REGIONAL URBAN WATER MANAGEMENT PLAN**

The 2010 San Bernardino Valley Regional UWMP was prepared for the following agencies within the San Bernardino Valley Municipal Water District service area: San Bernardino Valley Municipal Water District, East Valley Water District, City of Loma Linda, City of Redlands, City of San Bernardino Municipal Water Department, West Valley Water District, Yucaipa Valley Water District, and the City of Colton. The UWMP provides a summary of anticipated supplies and demands for the years 2010 to 2035 and requires evaluation of whether supplies will be sufficient to meet demands during the following hydrologic year types: normal/average year, single dry year, and a multiple dry year sequence.

### **CITY OF COLTON GENERAL PLAN**

The City of Colton General Plan does not contain any goals and policies pertaining to utilities.

## **Thresholds of Significance**

A significant impact would occur if the proposed project would:

- A. Exceed wastewater treatment requirements adopted by the Santa Ana Regional Water Quality Control Board;
- B. Require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities that the construction of could cause significant environmental effects;
- C. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities that the construction of could cause significant environmental effects;
- D. Require new or expanded water supply entitlements due to lack of existing entitlements or resources;
- E. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or
- F. Be served by landfills with sufficient capacity to accommodate the project's disposal needs.

## **Environmental Impacts**

### **Impact 4.13.A – Impacts related to the exceedance of wastewater treatment requirements of the Colton Wastewater Reclamation Facility (CWRF) will remain less than significant.**

As noted in the previously certified EIR, wastewater treatment for the Master Plan was to be provided by the City of Rialto. Although wastewater was previously proposed to be treated at the City of Rialto wastewater treatment plant, wastewater generated by the proposed new Building 1 project will be discharged to local sewer mains and conveyed for treatment at the Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant located at 1201 South Rancho Avenue. The proposed new Building 1 project will be served by a new 8" sewer force main located under Riverside Avenue which will connect to mains located under Agua Mansa Road and which will then be conveyed to the CWRF. The CWRF treats an average daily flow of 5.6 million gallons per day (MGD) and is designed to treat a maximum of 10.4 MGD. Wastewater treatment requirements for the CWRF are established by the Santa Ana Regional Water Quality Control Board (RWQCB) pursuant to Order NO. R8-2005-0075 (NPDES No. CA 0105236). Secondary treated wastewater from the CWRF is directed to the jointly owned Colton/San Bernardino rapid infiltration-extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. The RIX facility is designed to treat 40 MGD of influent. Wastewater treatment requirements for the RIX facility are established by RWQCB Order No. R8-2006-0052 (NPDES No. CA8000304).

According to the City of Colton General Plan EIR, the secondary and tertiary treatment plants servicing the planning area currently process approximately 54 percent and 14 percent of the maximum permitted million gallons per daily limit established by the RWQCB, respectively. The wastewater system master plan is currently designed to accommodate a service population of 95,976 that includes the planning area and the City of Grand Terrace. The most recent population projections compiled by the Southern California Association of Governments (SCAG) estimate a total population of 84,700 for the service population (71,700 in Colton and 13,000 in Grand Terrace) in the year 2035. The proposed General Plan Update build-out projections will support a population of 72,536, consistent with the SCAG projections. The proposed new Building 1 project does not include any general plan amendments or land use changes; therefore, the wastewater conveyance and treatment system is anticipated to be sufficient to provide for the projected population

growth of the planning area and thus will be sufficient to provide treatment for the proposed new Building 1 project. Impacts associated with wastewater treatment requirements will remain less than significant. No mitigation is required.

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**Impact 4.13.B – Impacts related to the potential future construction of water and wastewater infrastructure will remain less than significant with mitigation incorporated.**

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The previously certified EIR did not analyze impacts to water treatment or water infrastructure; however, it is required by the CEQA Appendix G Checklist. Thus, a discussion is included herein. The Colton Water Department provides water service to the majority of the planning area (approximately 90 percent of the City of Colton), including domestic consumption, fire protection, and irrigation. Currently, the City of Colton's water supply is comprised entirely of groundwater extracted from the San Bernardino Basin Area (Bunker Hill Basin portion), the Rialto-Colton Basin, and the Riverside Basin (Riverside North Basin portion).<sup>5</sup> Colton's existing potable water system facilities consist of 15 wells, five main booster pumping plants, nine water storage reservoirs, two pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines.<sup>6</sup> The City of Colton Water Department operates, maintains, and repairs eight reservoirs that store approximately 17.3 million gallons of water, 14 well pumping plants, 16 booster pumping plants, and two perchlorate removal systems, which can treat up to 2,000 gallons of water per minute.<sup>7</sup> According to the 2010 San Bernardino Valley Regional Urban Water Management Plan, Colton Water Department delivered 10,402 acre-feet (AF) in 2009 to residential, commercial, and other uses. Total projected water deliveries in 2015 total approximately 12,839 AF and 11,555 AF, with an assumption of 10 percent savings with the implementation of water conservation measures. The proposed new Building 1 will connect to an existing 12-inch water main located in Miguel Bustamante Parkway. The City of Colton requires the payment of development impact fees for water facilities. Payment of water facility impact fees will reduce any impacts by providing funds for the maintenance of water facilities.

Since the previous EIR was approved, the City of Colton is now the wastewater purveyor for the approved Master Plan. Under the previously certified EIR, the Master Plan was proposed to connect to the existing 8-inch sewer main in Riverside Avenue. The 8-inch sewer main was proposed to discharge into a Public Sewer Lift Station which would discharge into a 6-inch force main that would further discharge into a 24-inch sewer main in Agua Mansa Road. According to the sewer study prepared by Thienes Engineering (August 22, 2007), the Master Plan was estimated to generate approximately 116,374 gallons per day of wastewater. The peak flow of the additional discharge was estimated to be approximately 0.18 cubic feet per second (cfs). These values were based on the Los Angeles County Sanitation District loading data for different land uses. According to the data, office and manufacturing uses were estimated to generate 200 gallons per day (gpd), and warehouse uses were estimated to generate 25 gpd. The 2007 sewer study assumed that the Master Plan would be built out with the most discharge intensive development that the site would allow. Sewage discharge from the Master Plan was to be treated at the City of Rialto's Wastewater Treatment Plant. In addition, wastewater from the Master Plan was proposed to flow through a joint lift station operated by the City of Colton. The previously certified EIR included Mitigation Measure PU-1 which required the project proponent to ensure that an Extraterritorial Wastewater Agreement be obtained prior to the issuance of building permits in order to discharge into the City of Rialto Wastewater Treatment Plant. The previously certified EIR also included Mitigation Measure PU-2 which required a flow test for the 8-inch sewer main to be completed prior to the issuance of building permits. Impacts were determined to be less than significant with mitigation incorporated.

Wastewater generated by the proposed new Building 1 project will be discharged to local sewer mains and conveyed for treatment at Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant located at 1201 South Rancho Avenue. The proposed new Building 1 project will be served by a new 8" sewer force main located under Riverside Avenue which connects to mains located under Agua Mansa Road and is then conveyed to the CWRF. The facility treats an average daily flow of 5.6 million gallons per day (MGD) and is designed to treat a maximum of 10.4 MGD. Secondary treated wastewater from the CWRF is directed to the jointly owned Colton/San Bernardino rapid infiltration-extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. The RIX facility is designed to treat 40 MGD of influent. A sewer service connection "will serve" letter was provided by the City of Colton Public Utilities Department for the proposed new Building 1 project. The existing City of Colton sewer lift station, transformer pad, and maintenance building will be relocated onsite, southwest of their current locations near the corner of Riverside Avenue and Miguel Bustamante Parkway, to accommodate the proposed new Building 1 and to allow better on-site circulation. The new sewer lift station will be constructed and operational prior to the

demolition of the existing sewer lift station. All modifications related to the relocation of the lift station, transformer pad, and maintenance building will remain on site; no impacts will occur as a result of the relocation. Estimates from the sewer study prepared by Thienes Engineering (August 22, 2007) remain applicable to the proposed new Building 1 project. The estimated wastewater generation rate of approximately 116,374 gallons per day is within the existing capacity of the CWRP and the RIX Facility. Furthermore, the City of Colton requires the payment of wastewater and sewer capacity fees at a rate of \$5.00 per 1,000 square feet for industrial warehouses. Payment of wastewater and sewer capacity fees will reduce any impacts by providing funds for the maintenance of wastewater and sewer facilities.

Mitigation Measure PU-1 incorporated within the previously certified EIR that required the project proponent to ensure that a Extraterritorial Wastewater Agreement be obtained prior to the issuance of building permits in order to discharge into the City of Rialto Wastewater Treatment Plant is no longer applicable to the Master Plan or the proposed new Building 1 project because wastewater will be treated at the CWRP. The previously certified EIR also included Mitigation Measure PU-2 which required a flow test for the 8-inch sewer main to be completed prior to the issuance of building permits. Addendum 3 to the previously certified EIR and the sewer study prepared by Thienes Engineering (August 22, 2007) indicated that the required a flow test for the 8-inch sewer main has not been completed. Thus, Mitigation Measure PU-2 remains applicable to the Master Plan and to the proposed new Building 1 project. Impacts will remain less than significant with mitigation incorporated. No new mitigation is required.

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**Impact 4.13.C – Impacts related to the potential future expansion of storm drain facilities will remain less than significant.**

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The previously certified EIR prepared for the Master Plan determined that surface flows would be directed through landscaped buffers and other vegetated areas and incorporated into the parking areas and site perimeter. Runoff would be directed to the detention basin proposed on the southern portion of the Master Plan for water quality treatment before discharging into the Santa Ana River. According to the on-site hydrology study prepared for the previously certified EIR, 2-, 5, 10-, 25-, and 100-year peak flow rates for the Master Plan were estimated to be 117.8 cfs, 157.1 cfs, 182.5 cfs, 212.4 cfs, and 272.2 cfs. The Hydrology Study determined that in order to limit on-site 100-year runoff to pre-development conditions, on-site detention is required. Calculations indicated that approximately 26.1 acre-feet of storage was necessary for detention purposes. Based on this estimate, the proposed detention basin would be adequate to contain the additional stormwater. The previously certified EIR determined that impacts to drainage system capacity were less than significant and no mitigation was required.

The proposed new Building 1 project site receives offsite drainage from the northern adjacent property. The offsite runoff will be captured via two catch basins located at the northeast and northwest corner of the proposed new Building 1 project site and conveyed south via a proposed onsite storm drain located in the northern and western driveways. Two catch basins will be located along the western driveway to feed drainage into the proposed storm drain as it flows south and eventually discharges into the previously entitled 8.8 acre detention basin located directly south of Miguel Bustamante Parkway. In the proposed new Building 1 project's southern driveway, two catch basins will capture drainage and convey it via a proposed on-site storm drain which will connect to an existing 24" storm drain in Miguel Bustamante Parkway and will eventually be discharged into the detention basin. Two additional catch basins will be located near the southeast corner of the site. Drainage captured by these catch basins will be conveyed west via a proposed onsite storm drain which will connect to an existing 24" storm drain in Miguel Bustamante Parkways, which connects to a 78" storm drain also in Miguel Bustamante Parkway and then discharges into the detention basin. Several roof drains will connect to the proposed onsite storm drain near the southwest corner of the proposed Building 1. The southern portion of the proposed new Building 1 project site (essentially the acreage from lots 1, 2, and 3) was designed to drain into the detention basin and was accounted for in the previously certified EIR. The balance of the proposed new Building 1 project site will drain into the Santa Ana River.

According to the Preliminary Hydrology Calculations prepared by Thienes Engineering (April 2014) using the San Bernardino County Rational Method Program (AES Software), the estimated 100-year peak flow rate for the northern and western portion of the proposed new Building 1 project site, taking into consideration the offsite drainage entering the site from the north, is approximately 92.7 cubic feet per second. The estimated 100-year peak flow rate for the southern portion of the proposed new Building 1 project site is approximately 16.5 cfs. This estimated peak flow is within

the estimates provided in the previously certified EIR (272.2 cfs) and thus, the capacity of the detention basin and existing systems will remain adequate. Impacts will remain less than significant. No mitigation is required.

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**Impact 4.13.D – Impacts related to new or expanded water supply entitlements will remain less than significant.**

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According to the previously certified EIR, a preliminary water assessment was prepared by Engineering Resources Inc., on October 10, 2007, to address water availability for the Master Plan. Water demand for the Master Plan was estimated to be 0.25 million gallons per day (mgd). The peak day demand was estimated to be 0.49 mgd. When the 0.49 mgd peak day demand was added to the existing potable peak day demand of 42.4 mgd plus the “Will Serve Letter” obligation of 32.75 mgd totals 75.64 mgd for peak day demand. It was estimated that when the Master Plan was completed, the peak day demand on the water system was estimated to be 51.5 mgd, which was within the District’s projected 91.2 mgd production capacity with a reserve production capability of 39.7 mgd of maximum production (24 hr/day) capacity. The WVWD projected a water supply of 57,100 acre-feet per year for multiple dry years. Therefore, it was determined that the WVWD had sufficient water supply sources to provide all of the water supply demands for more than the next projected 20 years, including the Master Plan. According to the previously certified EIR, the majority of the Master Plan, approximately 79.68 acres, was located with the West Valley Water District’s service area boundary. The remaining 14.5 acres was located within the City of Colton’s water service area. At the time of the previously certified EIR, the City of Colton had no existing water lines in the area of the development and it was determined that the WVWD could serve the entire Master Plan development. The previously certified EIR included Mitigation Measure PU-3 which required the 14.5 acres located within the City of Colton’s water service area to either be annexed into the West Valley Water District (WVWD) or the developer would be required to obtain permission from the City of Colton for the WVWD to provide water. The previously certified EIR determined impacts to be less than significant with mitigation incorporated. According to the West Valley Water District Boundary Map (March, 2009), the entire Master Plan including the proposed new Building 1 project is now located within the boundary of the WVWD, thus Mitigation Measure PU-3 is no longer applicable to the Master Plan and does not apply to the proposed new Building 1 project.<sup>8</sup>

The 2010 San Bernardino Valley Regional Urban Water Management Plan dated September 2012, projected water supply and demand for the City of Colton for average year, single-dry year, and multiple-dry year scenarios. A supply of 21,400 acre feet per year was estimated for multiple-dry year third year supply. Demands for year 2015, 2020, 2025, 2030, and 2035 were estimated as 14,311 AFY, 13,869 AFY, 14,300 AFY, 15,147 AFY, and 16,338 AFY (see Table 4.13-1, Projected Water Supply and Demand). A domestic water service “will serve” letter was provided by West Valley Water District on for the proposed new Building 1 project. The letters indicate that there is an ample supply of potable water within the West Valley Water District to serve the proposed new Building 1 project. Impacts to water supply will remain less than significant.

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**Impact 4.13.E – Impacts related to the capacity of the Colton Wastewater Reclamation Facility (CWRP) to serve the proposed project in addition to existing commitments will remain less than significant.**

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According to the certified EIR, sewage discharge from the Master Plan was to be treated at the City of Rialto’s Wastewater Treatment Plant. In addition, wastewater from the Master Plan was proposed to flow through a joint lift station operated by the City of Colton. According to the sewer study prepared by Thienes Engineering (August 22, 2007), the Master Plan was estimated to generate approximately 116,374 gallons per day of wastewater. The peak flow of the additional discharge was estimated to be approximately 0.18 cubic feet per second (cfs). These values were based on the Los Angeles County Sanitation District loading data for different land uses. According to the data, office and manufacturing uses were estimated to generate 200 gallons per day (gpd), and warehouse uses were estimated to generate 25 gpd. The sewer study assumed that the Agua Mansa Commerce Center Master Plan would be built out with the most discharge intensive development that the site would allow. The previously certified EIR included Mitigation Measure PU-1 which required the project proponent to ensure that the Extraterritorial Wastewater Agreement be obtained in order to discharge into the City of Rialto’s Wastewater Treatment Plant. However, this mitigation measure is no longer applicable to the Master Plan and is not applicable to the proposed new Building 1 because wastewater will be treated at the City of Colton Wastewater Reclamation Facility (CWRP) as discussed below. Impacts were determined to be less than significant.

Wastewater generated by the proposed new Building 1 project will be discharged to local sewer mains and conveyed for treatment at Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant located at 1201 South Rancho Avenue. The proposed new Building 1 project will be served by a new 8" sewer force main located under Riverside Avenue which connects to mains located under Agua Mansa Road and is then conveyed to the CWRF. The facility treats an average daily flow of 5.6 million gallons per day (MGD) and is designed to treat a maximum of 10.4 MGD. Secondary treated wastewater from the CWRF is directed to the jointly owned Colton/San Bernardino rapid infiltration-extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. The RIX facility is designed to treat 40 MGD of influent. Estimates from the sewer study prepared by Thienes Engineering (August 22, 2007) for the previously certified EIR remain applicable to the proposed new Building 1 project. The estimated wastewater generation rate of approximately 116,374 gallons per day is within the existing capacity of the CWRF and the RIX Facility. Impacts will remain less than significant.

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**Impact 4.13.F – Impacts related to the adequacy of solid waste disposal sites will remain less than significant.**

Under the certified EIR, based on the California Integrated Waste Management Board's jurisdiction profile for the City of Colton, the per capita business disposal rate was estimated to be 8.5 pounds per employee per day. With an estimated 910 employees, the certified EIR determined that the Agua Mansa Commerce Center would generate approximately 3.5 tons per day of solid waste. According to San Bernardino County Solid Waste Management District, as of 2006, the Colton Sanitary Landfill was receiving approximately 944 tons per day and was permitted to receive 3,100 tons per day. The certified EIR included Mitigation Measure PU-4 which required the applicant to submit a Construction and Demolition Recycling Plan; however, according to CalRecycle (2013), the City of Colton no longer has an ordinance requiring construction and demolition recycling plans.<sup>9</sup> The certified EIR determined that the generation of the additional 3.5 tons per day was considered a less than significant impact.

Currently, Republic Services provides solid waste collection and disposal services in the City of Colton. According to 2013 CalRecycle data, the City of Colton is served by the following landfills: Azusa Land Reclamation Co. Landfill, Badlands Sanitary Landfill, California Street Landfill, Colton Sanitary Landfill, El Sobrante Landfill, Lamb Canyon Sanitary Landfill, Mid-Valley Sanitary Landfill, Olinda Alpha Sanitary Landfill, San Timoteo Sanitary Landfill, and Victorville Sanitary Landfill. The Colton Sanitary Landfill (located within the City) is the primary landfill serving the City. The landfill has a remaining capacity of 17 percent and its cease operation date is January 2017. According to 2013 CalRecycle data, adequate capacity remains within the landfills that serve the City of Colton, as seen in Table 4.13-2. Thus, impacts to landfill capacity will remain less than significant. No additional mitigation is required.

## **Mitigation Measures**

With regard to sewer capacity, Mitigation Measure PU-2 was required by the previously certified EIR and remains applicable to the Master Plan and to the proposed new Building 1 project.

### ***PU-2***

Prior to issuance of building permits, a flow test for the 8-inch sewer main shall be completed by the applicant.

Mitigation Measures PU-1, PU-3, and PU-4 were required by the previously certified EIR and are no longer applicable to the Master Plan and are not applicable to the proposed new Building 1 project.

### ***PU-1***

Prior to the issuance of building permits, the project proponent shall ensure that the Extraterritorial Wastewater Agreement has been obtained to discharge into the City of Rialto Wastewater Treatment Plant.

### ***PU-3***

Prior to the issuance of building permits, the 14.5 acres (located within the City of Colton's water service area) shall either be annexed into the WVWD or the developer shall obtain permission from the City of Colton for the WVWD to provide water.

**PU-4**

Prior to the issuance of any demolition/building permit, the applicant shall submit a Construction and Demolition Recycling Plan to be prepared in accordance with Ordinance No.2806, Article 6, Section 6-3.602. The report shall be submitted to the Director of Public Works/Community Service Agency and shall contain the following information: (1) The estimated and actual quantities of all construction waste and demolition debris listed in the construction and demolition recycling plan; (2) Copies of recycling receipts or other pertinent documentation that demonstrates waste diversion and recycling in conformance with the approved construction and demolition recycling plan. Customers shall make reasonable efforts to ensure that all construction and demolition debris diverted by recycling or landfill are measured and recorded using the most accurate method of measurement available. To the extent practicable, all construction and demolition debris shall be weighed by measurement on scales in compliance with all regulatory requirements for accuracy and maintenance. For construction and demolition debris for which weighing is not practicable due to small size or other considerations, a volumetric measurement shall be used. For conversion of volumetric measurements to weight, customers shall use the standardized conversion rates approved for the City for this purpose; and (3) Any additional information the customer believes is relevant to determining its efforts to comply in good faith with this section.

**Level of Significance with Mitigation Incorporated**

Impact 4.13.B will remain less than significant with the incorporation of **Mitigation Measure PU-2**.

**References**

- <sup>1</sup> City of Colton General Plan Environmental Impact Report. Volume I. 4.17 Utilities and Service Systems. May 2013.
- <sup>2</sup> West Valley Water District. Urban Water Management Plan. Table 7-6 Projected Supply and Demand Comparison During Multiple Dry Years 2021-2025. January 2006.
- <sup>3</sup> San Bernardino Valley Municipal Water District. 2010 San Bernardino Valley Regional Urban Water Management Plan. September 2012.
- <sup>4</sup> City of Colton Water and Wastewater Department. <http://www.ci.colton.ca.us/index.aspx?nid=180> [July 2, 2014]
- <sup>5</sup> San Bernardino Valley Municipal Water District. 2010 San Bernardino Valley Regional Urban Water Management Plan. September 2012.
- <sup>6</sup> City of Colton. City Services. Water/Wastewater. <http://www.ci.colton.ca.us/index.aspx?nid=180> [July 8, 2014]
- <sup>7</sup> City of Colton. 2012-2013 Fiscal Year Budget. Water Utility Fund.
- <sup>8</sup> West Valley Water District. Boundary Map. <https://www.wvwd.org/index.aspx?NID=31> [July 30, 2014]
- <sup>9</sup> CalRecycle. Jurisdictions with Construction & Demolition Ordinances (San Bernardino County). <http://www.calrecycle.ca.gov/ConDemo/Ordinances/Jurisdiction/SanBernardino.htm> [July 9, 2014]



# 5.0 Alternatives



# 6.0 Analysis of Long Term Effects



CEQA requires discussion of cumulative, growth-inducing, energy conservation, and long-term impacts of proposed projects. The following sections address these issues as evaluated under the previously certified EIR as well as with respect to the currently proposed new Building 1 project.

### CUMULATIVE IMPACTS 6.1

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According to Section 15355 of the CEQA Guidelines, a cumulative impact is defined as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. An environmental impact report must discuss the cumulative impacts of a project when the project's incremental impacts are cumulatively considerable (Section 15130(a)). An impact is considered cumulatively considerable when the incremental impacts of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects (Section 15065(a)(3)). The discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effect attributable to the proposed project alone (Section 15130(b)). According to Section 15130 of the CEQA Guidelines, an environmental impact report must describe and analyze cumulative impacts only if the impact is significant and the project's incremental effect is cumulatively considerable.

Section 15130(b)(1) of the CEQA Guidelines identify two methods to determine the scope of related projects for cumulative impact analysis:

**List-of-Projects Method:** a list of past, present, and probably future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

**Summary-of-Projections Method:** a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

As noted in the previously certified EIR, a list of related projects was compiled by the City within an approximately two-mile radius of the Agua Mansa Commerce Center site. This radius encompassed lands within the City of Colton, City of Riverside, City of Rialto, County of Riverside, and the County of San Bernardino. A list of these projects is identified in Table 6.1-1. The two-mile radius is an approximate area defined to identify other projects that are interrelated and share direct and indirect impacts both individually and cumulatively. However, some cumulative analysis such as biology, air quality, mineral resources, and water quality are assessed and analyzed on a regional level.

The combined cumulative projects primarily included 448 residential lots and approximately 596,515 square feet of commercial space, 1,116,317 square feet of manufacturing and warehouse space, 12,556 square feet of office space, and 878,758 square feet of industrial space not including the proposed Master Plan of approximately 1.3 million square feet of industrial building space. There were other past, present, and probable future projects within the two mile radius that are not included in the table for analysis, either due to the small scale of the projects or the type of land use. This table has been supplemented with additional projects identified for the traffic analysis prepared for the proposed Building 1.

As related to the proposed project, and for analysis of nearer-term cumulative impacts, a list of related projects was developed. The related projects are listed in Table 6.1-1 (Related Projects List). These projects reflect present and probably future projects. This SEIR considers the related projects' impacts in conjunction with project-related impacts within the context of the existing environment in the vicinity of the proposed project. Ambient growth is also considered and calculated into the long-term projections; therefore, the cumulative analysis is a function of both near-term project development and long-term growth estimates.

**Table 6.1-1  
Cumulative Impacts within a Two-Mile Radius of the Approved Master Plan**

Jurisdiction	Location	Description
<i>Certified EIR Cumulative Projects List</i>		
City of Colton	West of Rosedale Ave. and South of La Loma Ave.	Subdivision of 18.75 acres on 4 contiguous parcels into 73-lot, single-family residences.
City of Colton	2042 Agua Mansa Road	48-Megawatt Electrical Generating Facility
City of Colton	West Tropica Rancho Road	3,600 SF warehouse and 2,232 SF of office space on 8.64 acres; and 1,620 SF warehouse, and 936 SF of office space on 1.3 acres.
City of Colton	Southwest corner of Litton and Bostic	Subdivision of parcels into 69 lots to include 66 single-family residences, 2 runoff basins and a public park on Gross 20.45 acres.
City of Colton	2110 Agua Mansa Road	33,184 SF warehouse/office building.
City of Colton	South of Slover Avenue, 190 feet west of Santa Ana River	19,500 SF RV Maintenance and Repair Facility
City of Rialto	501 E. Santa Ana Avenue	22,293 SF Bio-solids processing facility
City of Rialto	562 W. Santa Ana Avenue	400,000 SF Warehouse facility
City of Rialto	2280 S. Lilac Avenue	20,800 SF Industrial building
City of Rialto	3141 S. Riverside Avenue	12,000 SF Storage building
City of Rialto	East of S. Riverside at Industrial Dr.	71,830 SF Cross Dock Truck Terminal
City of Rialto	2575 S. Willow Avenue	18,000 SF Warehouse addition
City of Rialto	330 W. Resource Drive	511,065 SF Distribution center expansion
City of Rialto	450 E. Santa Ana Avenue	250,000 SF Pallet repair/storage yard
City of Rialto	South of S. Santa Ana Avenue and 320 feet west of willow Ave.	Concrete batch plant
City of Rialto	West of Riverside Avenue, approximately 170 feet of Slover Ave.	10,833 SF Industrial building
City of Rialto	3700 S. Riverside Avenue	Two 20,000 SF built to spec. buildings
City of Riverside	Southeast corner of Main Street and Garner Road	6 Industrial buildings totaling approximately 205,000 SF on 11.02 acres
City of Riverside	Center Street east of North Orange Street	77-unit ,manufactured home park; recreation center and other amenities on approximately 12.5 acres
City of Riverside	3625 Placentia	21,455 SF customer operation center on a 7.26 acre lot
City of Riverside	1100 Citrus Avenue	292,365 SF Industrial business park development on 13.97 acres consisting five buildings ranging in size from 21,920 SF to 150,071 SF
City of Riverside	North side of Citrus Street easterly of Iowa Avenue	Four industrial buildings totaling about 510,000 SF
Riverside County	5190 Wilson Street	7.30 acre proposed Industrial complex
Riverside County	Block bounded by Holly Street, Hall Avenue, Agua Mansa Road, and 15 <sup>th</sup>	Agua Mansa Industrial Park: 3 Industrial buildings with office space on 12.99 acres
Riverside County	5325 Wilson Street	54,725 SF Chassis assembly facility
San Bernardino County	Holly Street (west side) and 352' north of Wilson Street	Establish a 87,125 SF recycling center including a 5,000 SF material sorting building and an outdoor storage area on 2.2 acres
San Bernardino County	Slover Avenue (north side) and approximately 320' west of Locust Avenue	Add a 1196 SF office building, a 1282 SF office building, a 4000 SF rental equipment storage building with 3 bays and an office, a 12 pump gas station with a 1600 SF mini-market & automatic car wash, and an 86 unit mini storage facility with a 500 SF office to an existing auto auction in 6 phases on 53 acres.
San Bernardino County	Valley Boulevard (north side) approximately 286' west of Linden Avenue	Establish a recycling center with 207,770 SF open lot service area and a total of 6,410 SF office buildings on 5.61 acres
San Bernardino County	Southwest corner of 7th Street and	Preliminary & final development plan for 122 units, a

Jurisdiction	Location	Description
	Linden Street	sewer treatment facility, 2 detention basins, 2 parks, horse trails & open space areas on 86.69 ac; tentative tract 17902 for 46 residential lots & 8 lettered lots w/variance for length to width ratio on 31.42 ac; tentative tract 17903 for 64 residential lots & 6 lettered lots on 30.03 ac.
Name	Land Use	Size
<i>Building 1 Cumulative Project List</i>		
Scannel Properties	High-Cube Warehouse	320,000 SF
Crane	Light Industrial	20,800 SF
Riverside Ave Warehouse	High-Cube Warehouse	300,773 SF
PPD1966	Concrete Batch Plant	47,800 SF
El Rivino	High-Cube Warehouse Light Industrial	269,000 SF 80,000 SF
Oakmont El Rivino	High-Cube Warehouse	3,659,000 SF
Tract 34908	Single-Family Residential	15 DU
Dollar Store	Specialty Retail	8,039 SF
Agua Mansa Logistics	High-Cube Warehouse	808,500 SF
Agua Mansa	High-Cube Warehouse	899,103

For analysis of longer-term cumulative impacts, this SEIR relies on projections contained in adopted local and regional planning documents. The relevant planning documents include the City of Colton's General Plan and Environmental Impact Report, the South Coast Air Quality Management Plan (AQMP), and the Regional Transportation Plan (RTP).

The cumulative impact analysis considers the vicinity of the proposed project and the region and analyzes whether the proposed project would contribute to any cumulative impacts. The Initial Study for the Agua Mansa Commerce Center determined that some issues related to agricultural resources, land use and planning, population and housing, and recreation would result in No Impact. As noted above, CEQA does not require an SEIR to provide cumulative analyses for environmental issues that were determined to be not significant when the proposed project's incremental effect is not cumulatively considerable; therefore, the environmental issues discussed in Section 7 under the No Impact determination are not addressed in the cumulative analysis below.

## Less Than Significant Cumulative Impacts

### ***AESTHETICS***

#### Previously Certified EIR

As noted in the previously certified EIR, the approved Master Plan was proposed to meet the Agua Mansa Industrial Corridor Specific Plan Medium/Heavy Industrial development standards and the Riverside Avenue Corridor Overlay District development standards. All the buildings within the approved Master Plan were proposed to have a contemporary architectural style and would incorporate a number of design elements. Visual impacts resulting from the approved Master Plan would cumulatively add to the urbanized character of the City and the Specific Plan area. The cumulative projects primarily consist of industrial and manufacturing uses that are anticipated to be of similar aesthetic and visually quality. The previously certified EIR determined that the approved Master Plan was consistent with adopted land use plans and therefore would not contribute to a significant cumulative impact. Since the Master Plan was approved, the Agua Mansa Industrial Corridor Specific Plan and the Riverside Avenue Corridor Overlay District have both been rescinded within the City of Colton.

As noted in the previously certified EIR, increases in light and glare within the approved Master Plan would add to the overall increase in light and glare in the vicinity. The approved Master Plan incorporates measures to reduce overspill of light and glare (such as directing light sources downward and into the approved Master Plan). The previously certified EIR determined that the increase would not be cumulatively significant with other sources of nighttime light as the area is planned for industrial uses.

Proposed New Building 1

**Scenic Vistas.** The context for assessing cumulative impacts to scenic vistas includes the potential for the proposed project to obstruct views of a scenic vista in conjunction with other potential future development to obstruct scenic views over the long-term. As mentioned in Section 4.1.A-B, the previously certified EIR noted that Agua Mansa Road is designated as a Scenic Drive by the City of Colton; however, it is not a State Designated or Eligible Scenic Highway. The proposed new Building 1 project is located approximately 0.40 miles south of Agua Mansa Road and thus is not in proximity to substantially disrupt intermittent views of the La Loma Hills and Santa Ana River. Furthermore, the proposed new Building 1 will be constructed at approximately the same elevation as anticipated in the previously certified EIR and is thus within the purview of the previously certified EIR determination that views will not be substantially reduced due to elevation. The project's contribution to cumulative impacts related to scenic vistas will be less than significant.

**Visual Character.** The geographic context for assessing cumulative impacts related to visual character and quality is the built environment in the vicinity of the proposed project. As mentioned in Section 4.1.C, the northern portion of the proposed new Building 1 project site is currently used for construction materials and truck trailer storage, and the southern portion is currently vacant and has been graded. Development of the proposed new Building 1 will include the development of 447,330 square feet of building area on 21.07 acres. On-site parking will consist of 216 parking stalls. The proposed warehouse building will have a maximum height of 45 feet, which is within the maximum building height for the Heavy Industrial (M-2) zone. The proposed new Building 1 project will change views for travelers on nearby roadways, especially on Miguel Bustamante Parkway and Riverside Avenue by introducing a large industrial building in place of primarily vacant land. The proposed new Building 1 project will also change views for travelers on the Santa Ana River Crest-to-Coast Trail. Views of automobile parking, truck parking, and loading docks proposed along Miguel Bustamante Parkway and Riverside Avenue will be screened from the street concrete tilt-up screen walls, landscaping, and berms for aesthetic and security purposes. The proposed new Building 1 project site has been planned and zoned for industrial uses as shown in the General Plan and the former Agua Mansa Industrial Corridor Specific Plan since 1986. However, the Specific Plan has since been rescinded in the City of Colton. Adherence to all design standards in the General Plan will reduce any potential impacts to less than significant. Moreover, the previously certified EIR incorporated Mitigation Measure AVQ-1, which required that architectural design elements of all proposed buildings be reviewed and approved by the Development Review Committee prior to the issuance of building permits. Implementation of certified EIR Mitigation Measure AVQ-1 will ensure adequate development review. Impacts will remain less than significant with mitigation incorporated. Therefore, the proposed new Building 1 project will not have a direct adverse visual impact and is not considered cumulatively considerable. Cumulative impacts related to visual character and quality will be less than significant.

**Light and Glare.** The context for assessing cumulative impacts from light and glare includes existing and future light sources surrounding the project site and in the general environment within the City of Colton. As mentioned in Section 4.1.D, the proposed new Building 1 project will introduce new sources of lighting due to land conversion from a vacant to an industrial site. Development of the new Building 1 project will require installation of outdoor lighting necessary for public safety and maintenance, as well as to accommodate nighttime business operations. All lighting will comply with the development standards contained in the City's Development Code. The standards require that on-site lighting be arranged as to reflect away from adjoining property or any public streets. The proposed new Building 1 exterior walls will primarily be surfaced with painted concrete. The proposed new Building 1 will include aluminum storefront framing with tempered glazing at all doors. Exterior metal wall louvers located on the north and south side of the building will be painted to match the adjoining building paint colors. Addition of new sources of permanent light and glare as a result of construction of the proposed new Building 1 could significantly increase ambient lighting in the vicinity. However, due to the partially developed nature of the new Building 1 project area, there is a significant amount of existing ambient light both in the project area and in the immediately surrounding vicinity as if the project site were located in a fully urbanized area. Adherence to the City's Development Code standards for light and glare and incorporation of previously certified EIR Mitigation Measures AVQ-2 through AVQ-6 will ensure that impacts associated with light and glare will remain less than significant with mitigation incorporation. Therefore, cumulative impacts related to light and glare would be less than significant.

***BIOLOGICAL RESOURCES***

Previously Certified EIR

As noted in the previously certified EIR, the approved Master Plan does not contain suitable habitat for any rare, threatened or endangered species. Other projects in the vicinity would incrementally increase the use of currently undeveloped land that could potentially be used by various wildlife species, including rare, threatened or endangered species. However, the City of

Colton is largely developed with urban uses and most of the cumulative project sites are already surrounded by development. In addition, project specific mitigation measures for other proposed development within the region would ensure that impacts to biological resources are mitigated. Therefore, the previously certified EIR determined that cumulative impacts to biological resources were determined to not be significant.

#### Proposed New Building 1

**Sensitive Species.** The context for assessing cumulative impacts to biological resources includes sensitive species and their habitat throughout the region. The southern portion of the 21.07 acre site was mass graded as part of the Master Plan area. As previously mentioned in Section 4.3, ICF International conducted special status species and habitat surveys prior to grading and provided biological monitoring during grading activities in 2008, 2009, and 2010 on the Master Plan area that includes the southern portion of the proposed new Building 1 project site. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. The northern portion (13.23 acres) of the proposed new Building 1 project site has been significantly disturbed and no habitat exists for sensitive or endangered species. Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 are no longer applicable to the Master Plan and are not applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan area. Therefore, cumulative impacts related to sensitive species would be less than significant.

#### **CULTURAL RESOURCES**

##### Previously Certified EIR

As noted in the previously certified EIR, the results of the Phase I Cultural Resource Investigation indicated that the approved Master Plan was previously used as a horse breeding/training facility. These facilities were present in 1993, but removed some time in the late 1990s or early 2000s, following the development of the RI/X facility on the adjacent property. Research showed that the majority of the approved Master Plan was previously surveyed for cultural resources. The approved Master Plan has a moderate to high potential of possessing significant cultural or historical resources. The previously certified EIR determined that, in the event that previously unknown resources are discovered, project specific mitigation measures would reduce cumulative impacts to cultural resources to less than significant levels.

##### Proposed New Building 1

**Historical Resources.** The context for assessing cumulative impacts to historic resources is the presence of any structures, buildings, or objects with the potential to hold historic value based on the definition of significant resources defined in Section 15064.5(a)(3)(A) of the State CEQA Guidelines as those resources that have made a significant contribution to the broad patterns of California's history and cultural heritage. Historic resources include resources listed in, or determined to be eligible by the State Historical Commission for listing in the California Register of Historical Resources or resources included in a local register of historic resources. A significant cumulative impact would occur if construction projects collectively destroyed historical resources that provide historic cultural information to the extent that such information would be permanently lost pursuant to Section 15064.5 of the State CEQA Guidelines.

The southern portion of the 21.07 acre site was mass graded as part of the Master Plan area. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. According to the National Register of Historic Places and the State Historic Preservation Office lists of properties, the proposed new Building 1 site is not listed as a historic resource. In addition, no City-designated historic landmarks are located on the proposed new Building 1 project site. Although the 13.23-acre addition to the Master Plan area has been graded and is currently developed and any resources have likely been unearthed, Mitigation Measures CR-1, CR-2, CR-3, and CR-4 will remain applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan due to the area's direct association with the historic community of Agua Mansa.

Future projects in the City of Colton would be subject to General Plan policies related to historic resources, ensuring that a collective loss of cultural information does not occur within the city. Outside of the city, projects statewide are subject to CEQA requiring evaluation and, if necessary, mitigation for the potential loss of historic resources. This will ensure that historical resources throughout the state are not lost to long-term development. Cumulative impacts related to the loss of historic resources would be less than significant with implementation of existing regulations.

**Archaeological Resources.** The context for assessing cumulative impacts to buried archaeological resources is the presence of any native, subsurface soil in the State based on the definition of significant resources defined in Section 15064.5(a)(3)(A) of the State CEQA Guidelines as those resources that have made a significant contribution to the broad patterns of California's history and cultural heritage. The context for assessing local cumulative impacts includes the potential for archeological resources within the region. A significant cumulative impact would occur if construction projects collectively destroyed archaeological resources that provide pre-historic and historic cultural information to the extent that such information would be permanently lost pursuant to Section 15064.5 of the State CEQA Guidelines.

The southern portion of the 21.07 acre site was mass graded as part of the Master Plan area. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. Although the 13.23-acre addition to the Master Plan area has been graded and is currently developed and any resources have likely been unearthed, Mitigation Measures CR-1, CR-2, CR-3, and CR-4 will remain applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan due to the area's direct association with the historic community of Agua Mansa.

All future projects within the city would be subject to General Plan policies related to archaeological resources. Outside of the city, projects statewide are subject to CEQA requiring evaluation and, if necessary, mitigation for the potential loss of archeological resources. This will ensure that archaeological resources throughout the state are not lost to long-term development. Cumulative impacts related to the loss of archaeological resources would be less than significant with implementation of existing regulations.

**Paleontological Resources.** The context for assessing cumulative impacts to buried paleontological resources is the presence of any native, subsurface soil in which paleontological resources have the potential to occur. A significant impact would occur if construction projects collectively destroyed paleontological resources that provide prehistoric information to the extent that such information would be permanently lost. The southern portion of the 21.07 acre site was mass graded as part of the Master Plan area. The northern portion (13.23 acres) will be added to the Master Plan and is currently occupied by a construction materials storage facility and a truck trailer storage facility that has been graded and is paved with asphalt and gravel. Although the 13.23-acre addition to the Master Plan area has been graded and is currently developed and any resources have likely been unearthed, Mitigation Measures CR-1, CR-2, CR-3, and CR-4 will remain applicable to the 13.23-acre portion of the proposed new Building 1 project site being added to the Master Plan due to the area's direct association with the historic community of Agua Mansa.

All future projects within the city would be subject to General Plan policies related to paleontological resources. Outside of the city, projects statewide are subject to CEQA requiring evaluation and, if necessary, mitigation for the potential loss of paleontological resources. This will ensure that paleontological resources throughout the state are not lost to long-term development. Cumulative impacts related to the loss of paleontological resources would be less than significant with implementation of existing regulations.

## ***GEOLOGY AND SOILS***

### **Previously Certified EIR**

As noted in the previously certified EIR, according to the geotechnical reports prepared for the approved Master Plan, no known active or potentially active faults pass through the approved Master Plan site. The approved Master Plan lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered remote. It was determined that impacts associated with geology and soils would be site specific and are either less than significant or can be reduced to less than significant with implementation of the mitigation measures. Therefore, the previously certified EIR determined that cumulative impacts were considered to be less than significant.

### **Proposed New Building 1**

There is generally no geographic context for assessing project-level cumulative impacts caused by strong seismic groundshaking, ground failure, and expansive soils because geological hazards are site specific. Developing on one project site would not increase geological hazards on surrounding sites such that a cumulative increase in the potential for loss of property or life would occur. Any future development would be subject to site-specific soils reports and design features to minimize impacts related to geology and soils as required by the California Building Code. No cumulative impacts related to geology and soils would occur.

## ***HYDROLOGY AND WATER QUALITY***

### **Previously Certified EIR**

As noted in the previously certified EIR, development of other projects (shown in Table 6.1-1) would result in an increase in impervious surfaces and increase runoff from these sites into the local and regional storm drain systems. In addition, urban pollutants associated with parking lots, roads, and landscaping, combine with stormwater that ultimately ends up in major watercourses flowing through Colton. Stormwater requirements administered by the Santa Ana Regional Water Quality Control Board (RWQCB) require individual projects to employ Best Management Practices (BMPs) to control urban runoff from each site during construction. The RWQCB is also responsible for reviewing each project's Water Quality Management Plan (WQMP) for long-term operation and issuing the Waste Discharge Requirements for each project. In addition, individual business owners may also be required to submit Water Quality Management Plans and be issued Waste Discharge Requirements by the RWQCB on an individual basis within larger development projects. Employing BMPs that reduce the potential for storm water discharges to affect water quality have been proven successful when implemented at construction projects. Therefore, the previously certified EIR determined that this impact would be less than cumulatively significant.

### **Proposed New Building 1**

**Water Quality.** The context for assessing cumulative surface water quality impacts is the Upper Santa Ana River Watershed. Incremental increases in impervious surfaces coupled with increased potential for pollutant discharges from new development and redevelopment within the Watershed when considered in light of existing development has the potential to cumulatively impact surface waters. The proposed project and any other future development within the Watershed are subject to the requirements of the National Pollution Discharge Pollution Elimination System (NPDES) and the goals and policies of the Santa Ana Regional Water Quality Control Board (RWQCB) Basin Plan. Projects within the watershed will be subject to construction and operational requirements for implementation of Best Management Practices (BMPs) to ensure that pollution discharges to surface waters are minimized. Cumulative impacts to surface waters would be less than significant with implementation of existing regulations.

**Groundwater Levels.** The context for assessing cumulative groundwater impacts is the Upper Santa Ana River Watershed that underlies the project site. The proposed project would result in increased impervious surfaces when compared to existing conditions. However, the proposed project is not located on an existing groundwater spreading basin and will not significantly change the runoff from the project site that may otherwise recharge groundwater basins. Therefore, the proposed project would not contribute considerably to Basin-wide groundwater recharge reduction rates, would not result in increase runoff, and would not result in increased erosion or siltation.

**Drainage.** The proposed new Building 1 project will result in an increase in the amount of runoff coming from the site. However, the southern portion of the proposed new Building 1 project site is designed to drain into the detention basin and was accounted for in the previously certified EIR. The northern portion of the proposed new Building 1 project site (13.23 acres being added to the Master Plan) will drain into the Santa Ana River. With the existence of the detention basin constructed as part of the previously certified EIR, and adherence to mitigation measures identified to mitigate water quality impacts associated with drainage patterns during project construction and operation (Mitigation Measure HWQ-6). Therefore, the proposed new Building 1 would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems in the project area. Impacts would not be cumulatively considerable.

## ***HAZARDS***

### **Previously Certified EIR**

As noted in the previously certified EIR, the approved Master Plan would store, use, and dispose of hazardous materials typical of industrial and manufacturing uses. Certain projects in Table 6.1-1 include uses that would support industrial and manufacturing activities and some other commercial uses that could include service stations. The transport, use, storage, and disposal of hazardous materials would increase incrementally as development continues in the area. However, the approved Master Plan and related projects (other than residential) are regulated by local, state and federal agencies for hazardous materials, and must show proof of compliance with all applicable regulations. The previously certified EIR determined that compliance with these regulations would result in less than significant cumulative impacts.

### **Proposed New Building 1**

**Hazardous Materials.** The proposed project would result in a significant hazard if the proposed project would result in the routine transport, use, or disposal of hazardous materials in conjunction with areawide transport, use, or disposal of hazardous materials. Construction of the proposed new Building 1 project will require the use of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed new Building 1 project will require ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices to be employed include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. Mitigation Measure HAZ-1 which requires the applicant to comply with all state and local regulations including the preparation of a Business/Emergency Contingency Plan prior to the issuance of occupancy permits remains applicable to the Master Plan and the proposed new Building 1 project. Impacts related to hazardous materials would not be cumulatively considerable.

### ***MINERAL RESOURCES***

#### **Previously Certified EIR**

As noted in the previously certified EIR, according to the Mineral Land Classification (1987), the approved Master Plan is located within Mineral Resource Zone-2 (MRZ-2). Although these resources exist, the majority of the resources lack appropriate permits for extraction (mining). Consequently, currently permitted reserves are not adequate for supplying construction aggregate to the region for the next fifty years. The anticipated consumption of aggregate resources in the San Bernardino Production-Consumption (P-C) Region to the year 2032 is forecasted to be 476 million tons. According to the findings of the Mineral Land Classification of the Greater Los Angeles Area, Special Report 143, Part VII, 1987 an estimated 476 million tons of aggregate resources existed in the San Bernardino P-C Region. Approximately 116 square miles of land in the San Bernardino P-C Region has been classified MRZ-2. Many of the sand and gravel deposits contained within these MRZ-2 areas lie beneath already urbanized areas. Some of the remaining unoccupied land is broken up into isolated properties by subdivisions, freeways, and other threads of urban expansion. Many of these isolated, unoccupied properties are too small to be considered for sand and gravel extraction. Where feasible, consideration is given to the mineral resource potential of any properties before they are approved for urban development. However, much of the City of Colton is already built out. The previously certified EIR determined that cumulative impacts to mineral resources were not anticipated to be significant on a regional level.

#### **Proposed New Building 1**

The proposed new Building 1 project will add approximately 13.23 acres of land to the Agua Mansa Commerce Center Master Plan area. The additional land is currently developed with a construction materials storage facility and a truck trailer storage facility. The addition of this acreage to the Master Plan will also constitute a significant additional loss of non-permitted resources. However, as mentioned in the previously certified EIR, although these resources exist, the majority of the resources lack appropriate permits for extraction (mining). Thus, impacts related to hazardous materials would not be cumulatively considerable.

### ***NOISE***

#### **Previously Certified EIR**

As noted in the previously certified EIR, noise sources associated with the approved Master Plan are related to: 1) introduction of new uses to an existing underdeveloped area; and 2) vehicle trips that when combined with traffic generated by other related projects would increase the ambient noise levels in the vicinity.

The approved Master Plan is located in an area that is currently exposed to noise from Riverside Avenue, Agua Mansa Road, and surrounding land uses. Short-term construction impacts are temporary and would be mitigated if they are potentially significant. Long-term noise is associated with new industrial uses and associated new vehicle trips. Area roadways are projected to experience significant noise impacts due to area-wide growth in general. The approved Master Plan was not projected to result in a substantial noise increase (i.e., increases greater than 3 dB) along any of the existing roadway segments. Most of the noise increase that will occur along roadways adjacent to the project in 2030 will be due to the regional growth in traffic that will occur independently of the project itself. Therefore, increases in ambient noise in the area could be cumulatively significant. However, the minimization of noise impacts can occur with appropriate project design; both to alleviate noise generation from the project and to alleviate noise impacts to sensitive receptors. Noise barriers would be constructed for all schools, residential areas, and parks that could be impacted by traffic noise from any cumulative projects.

The previously certified EIR determined that with the compliance of appropriate City and/or County noise standards, and project specific mitigation measures (if required) for any cumulative projects, the approved Master Plan would result in less than significant cumulative noise related impacts.

#### Proposed New Building 1

**Temporary Noise and Vibration.** Similar to short-term air quality and hazardous materials cumulative impacts, the context for assessing cumulative short-term construction-related noise and vibration impacts is the combination of nearby construction activities occurring concurrently with development of the project site. Cumulative impacts would occur where the cumulative effects of project construction and construction in the project vicinity cause noise level and vibration thresholds to be exceeded, thereby potentially impacting the health and quality of life of persons in the project vicinity.

**Ambient Noise.** The context for assessing cumulative noise impacts in the project vicinity is the extent to where noise from operation of the proposed project is no longer discernible with existing and potential future ambient noise sources. Future development when considered with existing development would result in traffic increase and other business activities in the project vicinity. These activities would gradually increase ambient noise levels throughout the area. Future development would be subject to development review to assess noise impacts and ensure that General Plan Noise Element standards are met. Future uses would also be subject to Municipal Code noise ordinance standards for the control of nuisance noise.

### ***PUBLIC SERVICES***

#### Previously Certified EIR

As noted in the previously certified EIR, public services include fire protection, and police/law enforcement. No significant impact to public services would occur as a result of the approved Master Plan. Other commercial and industrial/warehouse projects would not directly affect schools, libraries, medical facilities or recreation because these uses do not generate additional residents directly. As individual projects are planned and approved, they are required to pay development fees that would go toward funding improvements to public services such as additional staff, new facilities or upgrades to existing facilities. Payment of development fees as projects are approved would allow provision of public services to continue to support an expanding population or service area. A part of the sales tax revenue also generated from commercial/retail uses goes to public service departments that would further offset any significant impacts. Therefore, the previously certified EIR determined that no cumulative impacts would occur.

#### Proposed New Building 1

The context for assessing cumulative environmental impacts associated with expansion of facilities needed to provide police, fire, and school services is the extent of the jurisdiction providing the service.

### ***TRAFFIC AND CIRCULATION***

#### Previously Certified EIR

As noted in the previously certified EIR, according to the traffic impact analysis prepared by Kunzman Associates, an analysis of future conditions in 2007, 2009, and 2030 with and without the approved Master Plan as well as expected growth in the area was conducted. Future traffic projections were interpolated from existing traffic counts and from the East Valley Traffic Model<sup>2</sup>. The existing traffic count data served as both the starting point for the refinement process, and also provided important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The traffic model was consistent with the City of Colton General Plan.

The City of Colton General Plan designates land uses to all areas of the City. The 2030 traffic model includes the zoning for each area of the City and those projects known at the time the traffic model is developed. Mitigation measures in the form of street improvements, internal parking and roadway design, and signals are listed to achieve acceptable levels of service. The City of Colton also requires the payment of traffic fees for off-site improvements.

With the improvements on the following intersections: Riverside Avenue at Valley Boulevard, Riverside Avenue at Slover Avenue, Riverside Avenue at Agua Mansa Road, and Rancho Avenue at Agua Mansa Road, for the approved Master Plan, and other roadway upgrades funded by the payment of development impact fees, the incremental impacts from the approved Master Plan in conjunction with the listed cumulative projects and overall growth, would not contribute to significant cumulative

impacts to traffic. It is assumed that the respective jurisdictions for the approved Master Plan and the cumulative projects will use the fees for the improvements needed as a result of the projects.

#### Proposed New Building 1

**Construction Impacts.** Construction of Building 1 will result in construction-related trips from workers and vendors. No soil hauling will be required because the project site will balance. Should any of the projects identified in the cumulative projects list (or other buildings identified in the Agua Mansa Master Plan) be constructed concurrently with Building 1, each project will be subject to standard uniform construction traffic management techniques to minimize temporary impacts on local and regional roadways and intersections. Individual construction control measures will ensure that cumulative, temporary construction-related traffic impacts are minimized.

**Operational Impacts.** The project traffic study includes cumulative list project traffic generation and ambient traffic growth with project scenarios to assess spatial cumulative traffic impacts. The analysis also includes opening year and year 2035 scenarios to account for temporal cumulative impact assessment. The project traffic analysis supports the determination that the project's contribution to cumulative local and regional impacts will be less than significant with mitigation incorporated.

**Air Traffic.** The project will not impact air traffic patterns; therefore, it could contribute considerably to any cumulative impacts to air traffic patterns.

**Emergency Access.** The proposed Building 1 does not include any feature that could hinder emergency access to any other property; therefore, the project could not contribute to cumulative impacts to emergency access.

**Hazardous Design Features.** The proposed Building 1 does not include any roadways or roadway modifications that could result in dangerous vehicle maneuvers or traffic conditions; therefore, the project could not contribute to any related cumulative impact.

**Transit, Bicycle, and Pedestrian Facilities.** Building 1 and the Agua Mansa Commerce Center are located in an area with little access to alternative transit modes such as buses or trains considering the highly industrial character of the vicinity. Building 1 includes no features that would conflict with the use or safety of any alternative mode of transit; therefore, it could not contribute to any cumulative impacts to such facilities.

#### ***PUBLIC UTILITIES***

##### Previously Certified EIR

As noted in the previously certified EIR, public utilities include water service, sewer service and wastewater treatment, solid waste disposal, and storm drain systems. No significant impacts would occur as a result of the approved Master Plan. Cumulative projects in the area, including the approved Master Plan, would incrementally increase the use of these systems. Long-range planning on the part of the various agencies responsible for maintaining and upgrading these systems take into account assumptions made by individual cities and counties about community growth and what will be required to maintain adequate utilities and infrastructure. According to the previously certified EIR, continued cooperation between the various agencies should ensure that cumulative impacts to public utilities remain less than significant.

#### Proposed New Building 1

**Water, Wastewater, and Solid Waste Facilities.** The context for assessing cumulative impacts to utilities and service systems is the water supply, wastewater conveyance and treatment, and solid waste disposal infrastructure that support the project site and other development with the City and County.

**Water Supply.** The context for assessing cumulative impacts is the water sources serving the proposed project and the region.

#### **Potentially Significant Cumulative Impacts**

According to the certified EIR, the proposed Agua Mansa Commerce Center project, in conjunction with other related projects identified in Table 6.1-1 may result in significant cumulative impacts to Air Quality associated with increased vehicle trips.

**AIR QUALITY**

As noted in the previously certified EIR, cumulative projects would generate emissions of criteria pollutants based on the size and type of projects. Individually, many of these projects may not exceed the CEQA threshold of significance due to their small size or lack of emission sources. However, vehicle trips associated with industrial/manufacturing uses associated with the proposed project, and other projects as listed in Table 6.1-1, would result in significant cumulative impacts to air quality. Refer to the certified EIR for modeling results of cumulative projects. The proposed project creates vehicle trips and related emissions that exceed the City's CEQA thresholds. However, the warehousing and industrial park related services provided by the proposed project would likely reduce the overall vehicle miles by providing a local industrial commerce center for the existing and future businesses in the Inland Empire. Impacts to air quality can be minimized by compliance with SCAQMD rules and regulations, and implementation of measures recommended in the 2003 Air Quality Management Plan, project related EIRs, and the respective counties' and cities' General Plans. Some of these measures include the implementation of construction-related mitigation measures such as dust control and equipment and vehicle maintenance, and the implementation of best available control technology for industrial, mining, and manufacturing projects. Based on the analysis in the certified EIR, with the implementation of mitigation measures, cumulative impacts may continue to be significant.

Concerning Building 1, the AQMP analysis provided in Impact 4.2.A found that the Building 1 will no conflict with the AQMP because it will not result in substantial criteria pollutant or toxic air contaminant emissions and is not considered a *significant project*. Using the projection method, AQMP consistency indicates that Building 1 will not result in a considerable contribution to regional air quality impacts; therefore, cumulative air quality impacts remain potentially significant and unavoidable.

**GROWTH INDUCING IMPACTS 6.2**

CEQA Guidelines Section 15126.2(d) requires an evaluation of growth inducing impacts that may result from a proposed project. Growth inducing impacts can occur when a proposed project places additional stress on a community by directly inducing economic or population growth that would lead to construction of new development projects in the same area as the project.

The certified Agua Mansa Commerce Center would be developed on approximately 94.18 acres. The Agua Mansa Commerce Center area is intended to provide for a much needed manufacturing and warehousing base both on a local and regional level and would likely reduce the overall vehicle miles by providing a local industrial commerce center for the existing and future businesses in the Inland Empire. The proposed Building 1 project would be developed on approximately 21.07 acres of the overall Agua Mansa Commerce Center area, with the inclusion of an additional 13.23 acres of land to the north.

Several utility systems servicing the surrounding area pass through the project site and would adequately serve the proposed project. The project site is located within an urban area to which all required public services and utilities can be provided.

Although the proposed project will generate additional jobs during the construction and operation periods, it is expected that those jobs can be filled by the existing labor force in the area. The proposed project does not provide infrastructure such as water systems, energy generation, sewer systems, schools, public services, or transportation improvements, beyond that needed to serve the proposed development; that could potentially support increased growth in the region. The surrounding region is largely built out.

The proposed project addresses existing and projected needs for manufacturing and warehousing and will not result in growth-inducing impacts. The development associated with the proposed project is consistent with that previously projected by the Agua Mansa Industrial Corridor Specific Plan and the City of Colton General Plan to:

- To establish an industrial development that provides an economically viable addition to the City of Colton that conforms to the applicable General Plan and zoning designations;
- To develop an industrial development plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development;
- Preparation of a master economic development plan for the region to stimulate additional employment opportunities in the industrial sector;

- Provide a marketing package suitable for attracting industrial developments to the Agua Mansa Industrial Corridor.

The proposed project does not include a housing component that could directly attract new residents to the area. The proposed project does not include the upgrading or extension of any utility, roadway, or other service to any areas where it does not currently exist. Therefore, the proposed project could not induce growth in these ways.

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## ENERGY CONSERVATION 6.3

### Introduction

This energy conservation analysis has been prepared pursuant to California Public Resources Code Section 21100(b)(3) and Appendix F of the California Environmental Quality Act (CEQA) Guidelines.

The purpose of this analysis is to assess the short- and long-term energy demand of the proposed project, identify proposed and required conservation measures, and assess the extent to which the proposed project would conserve energy. Project energy demand will not be wasteful, inefficient, or unnecessary if it does not increase energy demand over typical construction and operating requirements. Note that the analysis provided below only accounts for Building 1 because mandated analysis of energy conservation was not required at the time the certified EIR was prepared.

Energy demand and conservation effectiveness are primarily based on demand surveys utilized in the California Emissions Estimator Model (CalEEMod). CalEEMod estimates energy demand for purposes of modeling greenhouse gas emissions.

Appendix F of the State CEQA Guidelines states that the goal of assessing energy conservation in a project is to ensure the wise and efficient use of energy. Energy efficiency is achieved by decreasing energy consumption, decreasing reliance on fossil fuels, and increasing use of renewable energy sources. The guidelines for analysis of energy conservation provided in Appendix F of the State CEQA Guidelines are provided herein.

### CEQA Appendix F: Energy Conservation

#### I. Introduction

*The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:*

- (1) decreasing overall per capita energy consumption,*
- (2) decreasing reliance on fossil fuels such as coal, natural gas and oil, and*
- (3) increasing reliance on renewable energy sources.*

*In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)). Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production.*

#### II. EIR Contents

*Potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances specific items may not apply or additional items may be needed. Where items listed below are applicable or relevant to the project, they should be considered in the EIR.*

- A. Project Description may include the following items:*

1. *Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.*
  2. *Total energy requirements of the project by fuel type and end use.*
  3. *Energy conservation equipment and design features.*
  4. *Identification of energy supplies that would serve the project.*
  5. *Total estimated daily vehicle trips to be generated by the project and the additional energy consumed per trip by mode.*
- B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.*
- C. Environmental Impacts may include:*
1. *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*
  2. *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*
  3. *The effects of the project on peak and base period demands for electricity and other forms of energy.*
  4. *The degree to which the project complies with existing energy standards.*
  5. *The effects of the project on energy resources.*
  6. *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*
- D. Mitigation Measures may include:*
1. *Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.*
  2. *The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste.*
  3. *The potential for reducing peak energy demand.*
  4. *Alternate fuels (particularly renewable ones) or energy systems.*
  5. *Energy conservation which could result from recycling efforts.*
- E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.*
- F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.*
- G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.*
- H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the project's energy costs over the project's lifetime.*
- I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.*

## Energy Demand

Short-term energy demand would result from construction of the proposed project. This would include energy demand from worker and vendor vehicle trips and construction equipment usage. Long-term energy demand would result from operation of the proposed project. This would include energy demand from vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. This section quantifies the energy needs of these activities.

### CONSTRUCTION ACTIVITIES

Worker and vendor trips have been estimated based on the construction schedule assumptions used in the preparation of the project air quality and climate change report. The construction schedule for the proposed project was estimated used CalEEMod defaults with an anticipated start date in early 2015. Vendor trips are based on construction vendor trip data

compiled by the Sacramento Metropolitan Air Quality Management District. Fuel consumption from worker and vendor trips are estimated by evaluating the number of vehicle trips and travel distances required to complete each construction phase. Construction is scheduled to occur in the years 2015-2016 based on the construction phasing schedule. Fuel economy for the worker vehicle fleet mix is estimated at 35.4 miles per gallon (mpg) in 2015 and 36.6 mpg in 2016, based on estimates prepared by the California Air Resources Board (ARB).<sup>1</sup> Fuel efficiency for the vendor and hauling heavy duty fleet mix is estimated using data provided by the National Highway Traffic Safety Administration (NHTSA) in the Environmental Impact Statement (EIS) for the adopted national medium- and heavy-duty vehicle fuel consumption standard.<sup>2</sup> Worker vehicles are assumed to be gasoline and vendor/hauling vehicles are assumed to be diesel. Fuel demand for worker and vendor trips for each construction phase activity is calculated as follows:

$$\text{Fuel} = [(\text{Trips} * \text{Length}) \div \text{Economy}] * \text{Days}$$

Where:

- Fuel = Total Fuel Demand (gallons)
- Trips = Daily Worker/Vendor Trips
- Length = Trip Length (miles)
- Economy = Fuel Economy of Vehicle Fleet (miles/gallon)
- Days = Total Days of Activity

Fuel demand for hauling trips for each demolition activity is calculated as follows:

$$\text{Fuel} = [(\text{Trips} * \text{Length}) \div \text{Economy}] * \text{Days}$$

Where:

- Fuel = Total Fuel Demand (gallons)
- Trips = Daily Hauler Trips
- Length = Trip Length (miles)
- Economy = Fuel Economy of Vehicle Fleet (miles/gallon)
- Days = Total Days of Activity

Calculations for total worker, vendor, and hauler fuel consumption are provided in Table 6.1-2 (Construction Worker Gasoline Demand), Table 6.1-3 (Construction Vendor Diesel Demand), and Table 6.1-3 (Construction Hauler Fuel Construction). Total gasoline consumption from worker trips is estimated to be 60,257.41 gallons and estimated total diesel consumption is estimated at 76,059.26 gallons.

**Table 6.1-2  
Construction Worker Gasoline Demand**

Phase	Trips	Trip Length	Total Miles	Fuel Economy	gal/day	Total Days	Total Demand
Site Preparation	18	14.7	264.6	35.4	7.47	10	74.75
Grading	20	14.7	294.0	35.4	8.31	35	290.68
Building Construction	385	14.7	5,659.5	35.4	159.87	370	59,152.97
Paving	15	14.7	220.5	36.6	6.02	20	120.49
Architectural Coating	77	14.7	1,131.9	36.6	30.93	20	618.52
<b>Total Worker Gasoline Use (gal)</b>							<b>60,257.41</b>

**Table 6.1-3  
Construction Vendor Diesel Demand**

Phase	Trips	Trip Length	Total Miles	Fuel Efficiency	gal/day	Total Days	Total Demand
Building Construction	150	6.9	1,035	5.4	191.67	370	70,916.67
<b>Total Vendor Diesel Use (gal)</b>							<b>70,916.67</b>

**Table 6.1-4  
Construction Hauler Diesel Demand**

Phase	Trips	Trip Length	Total Miles	Fuel Efficiency	Total Demand
Grading	2,777	10	27,770	5.4	5,142.59
<b>Total Hauler Diesel Use (gal)</b>					<b>5,142.59</b>

Diesel fuel consumption by construction equipment has been estimated based on the construction schedule and equipment usage assumptions used in the preparation of the project air quality and climate change analysis. The construction schedule and equipment assumptions are based on SCAQMD construction survey data that accounts for equipment needs at over 50 construction sites. Fuel usage is determined by evaluating the anticipated usage of each piece of equipment at an estimated fuel use rate of 0.04 gallons per horsepower hour.<sup>3</sup> Equipment fuel demand for each construction phase activity is calculated as follows:

$$\text{Fuel} = \text{HP} * \text{Load} * \text{Rate} * \text{Pieces} * \text{Hrs} * \text{Days}$$

Where:

Fuel = Total Fuel Demand (gallons)

HP = Horsepower of Equipment

Load = Load Factor of Equipment

Pieces = Number of Equipment Required for Activity

Hrs = Hours per Day Equipment is in Operation

Days = Total Days of Activity

Calculations for total construction equipment diesel consumption are provided in Table 6.1-5 (Construction Equipment Diesel Demand). Total diesel consumption after all construction phases is estimated to be 47,763.23 gallons.

Table 6.1-5  
Construction Equipment Diesel Demand

Phase and Activity	Equipment Type	Horse Power	Load Factor	Fuel Rate	Fuel Use/Hr	No. Equipment	Hrs/Day	Total Days	Total Fuel Use
Grading	Excavators	162	0.38	0.04	2.46	2	8	35	1,378.94
Site Preparation	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	4	8	10	459.39
Building Construction	Generators Sets	84	0.74	0.04	2.49	1	8	370	7,359.74
Grading	Rubber Tired Dozers	255	0.40	0.04	4.08	1	8	35	1,142.40
Grading	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	2	8	35	803.94
Building Construction	Cranes	226	0.39	0.04	3.53	1	7	370	9,131.30
Building Construction	Forklifts	89	0.20	0.04	0.71	3	8	370	6,322.56
Building Construction	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	3	7	370	11,154.61
Grading	Graders	174	0.41	0.04	2.85	1	8	35	799.01
Paving	Pavers	125	0.42	0.04	2.10	2	8	20	672.00
Paving	Rollers	80	0.38	0.04	1.22	2	8	20	389.12
Paving	Paving Equipment	130	0.36	0.04	1.87	2	8	20	599.04
Architectural Coating	Air Compressors	78	0.48	0.04	1.50	1	8	20	239.62
Site Preparation	Rubber Tired Dozers	255	0.40	0.04	4.08	3	8	10	979.20
Grading	Scrapers	361	0.48	0.04	6.93	2	8	35	3,881.47
Building Construction	Welders	46	0.45	0.04	0.83	1	8	370	2,450.88
<b>Total Construction Equipment Diesel Demand (gal)</b>									<b>47,763.23</b>

## Operational Activities

### MOBILE SOURCES

Employees, vendors, and customers of the proposed project will result in the generation of vehicle trips to and from the project site. This will result in the use of gasoline and diesel fuels over the life of the proposed project. Vehicle trips from the proposed project were estimated in the project traffic study. Similar to construction worker and vendor trips, fuel consumption by operation-related vehicles will depend on the number of trips and the length of the trip. Operational trip type, trip length, and fleet mix were generated in CalEEMod from data provided by ARB and SCAQMD. 77 percent of trips are assumed to be employee home to work (H-W) trips and 23 percent are assumed to be commercial-nonwork (C-NW) trips to reflect goods deliveries. Based on the annual fleet mix provided in the model, 77 percent are considered passenger vehicles and are assumed to run on gasoline. The remaining 23 percent of vehicles represent medium-heavy duty to heavy-duty vehicles and are assumed to run on diesel. Annual operational fuel demand was calculated as follows:

$$\text{Fuel}_{\text{TT}} = [(\text{Trips} * \text{TTP}_{\text{TT}} * \text{Type} * \text{TL}_{\text{TT}}) \div \text{Economy}] * 365 \text{ Days}$$

Where:

- Fuel = Total Annual Fuel Demand (gallons)
- Trips = Total Daily Trips
- TTP = Total Trip Percentage
- Type = Ratio of Fleet by Fuel Type
- Economy = Fuel Economy of Vehicle Fleet (miles/gallon)
- TT = Trip Type

Calculations for annual mobile source fuel consumption are provided in Table 6.1-6 (Mobile Source Gasoline Demand) and Table 6.1-7 (Mobile Source Diesel Demand). Mobile sources from the proposed project will require approximately 99,606 gallons of gasoline per year and 194,293 gallons of diesel per year beginning in 2017.

**Table 6.1-6  
Mobile Source Gasoline Demand**

Trip Type	Daily Trips	Trip Length	Daily Miles	Fuel Economy	gal/day	Total Days	Total Demand
Employee	579	16.6	9,606	35.2	273	365	99,606
<b>Total Operational Gasoline Demand (gal)</b>							<b>99,606</b>

**Table 6.1-7  
Mobile Source Diesel Demand**

Trip Type	Daily Trips	Trip Length	Daily Miles	Fuel Economy	gal/day	Total Days	Total Demand
Trucks	173	17.4	3,008	5.65	532	365	194,293
<b>Total Operational Diesel Demand (gal)</b>							<b>194,293</b>

### ELECTRICITY AND NATURAL GAS USE

Electricity and natural gas would be required to provide energy to the proposed assisted living facility for indoor and outdoor lighting, office equipment, building cooling and heating, kitchen operations, and water heating. Energy demand was estimated using CalEEMod default calculations. The annual increase in electricity demand will be approximately 1,647,636 kilowatt hours per year (kWh/yr) and natural gas demand by 957,286 thousand British Thermal Units per year (kBTU/yr).

**WATER AND WASTEWATER**

Electricity will indirectly be required to treat and convey water to the project site and convey wastewater away from the project site. Water demand for the proposed project was estimated using CalEEMod default calculations. Electricity demand for water-related energy is estimated using the CEC *Refining Estimates of Water-Related Energy Use in California*.<sup>4</sup> Water demand is estimated to increase by approximately 2.47 million gallons per year (MGY) (without consideration of CALGREEN 2011 building code requirements). Wastewater discharges were estimated at 0.47 million gallons per year (80 percent of indoor water demand). Indirect energy demand for water and wastewater purposes is calculated as follows:

$$\text{Indirect}_w = (D_w * \text{Supply}) + (D_w * \text{Treat}) + (D_w * \text{Distribute})$$

Where:

- Indirect = Indirect Electricity Demand (kWh/year)
- D = Demand/Discharge (million gallons per year)
- Supply = Electricity Required to Supply (kWh)
- Treat = Electricity Required to Treat (kWh)
- Distribute = Electricity Required to Convey (kWh)
- W = Water or Wastewater

Indirect electricity demand for water and wastewater treatment and conveyance is detailed in Table 6.1-8 (Indirect Electricity Demand). Water and wastewater treatment and conveyance will increase by approximately 28,365 kWh/yr of electricity.

**Table 6.1-8  
Indirect Electricity Demand**

Source	MGY	Supply	Treat	Distribute	Total
Water	2.47	9,727	111	1,272	6,576
Wastewater	0.47	--	1,911		905
<b>Total Indirect Demand (kWh/yr)</b>					<b>28,365</b>

**Energy Demand by Source**

Short- and long-term energy demand is summarized in Table 23 (Energy Demand by Source). Electricity demand has been summarized by production source, based on the *Emissions and Generation Resource Integrated Database* (eGRID) for Southern California Edison (SCE).<sup>5</sup> Construction-related demand has been amortized over a 30-year period to compare to annual operational emissions.

**Energy Conservation**

The proposed project will be subject to state water efficiency regulations pursuant to the California Building Code (CBC) that will reduce long-term project energy demand. These requirements would reduce wasteful, inefficient, and unnecessary consumption of energy over the long-term. The following quantifies energy demand reductions pursuant to these requirements.

**California Building Code**

Pursuant to the CBC CALGREEN requirements, the Agua Mansa Commerce Center will be subject to the following requirements:<sup>6</sup>

- 20 percent reduction in water demand (5.303.2)
- 20 percent reduction in wastewater discharges (5.303.4)

### ***Reduce Water and Wastewater Demand (5.303.2 & 5.303.4)***

The minimum 20 percent reduction in water demand and wastewater discharges would decrease indoor water demand and wastewater discharges. This would result in a concurrent reduction in energy demand to supply, treat, and convey water and wastewater.

### **Agua Mansa Master Plan Mitigation Measures**

The Agua Mansa Commerce Center, including Building 1, is subject to Mitigation Measures AQ-2 and AQ-4 that were adopted in the certified Agua Mansa Master Plan EIR. Mitigation Measure AQ-2 requires implementation of construction measures to reduce pollutant emissions from construction activities. In particular to energy conservation, construction equipment will be required to be properly tuned and thus reducing diesel fuel consumption through better performance. Furthermore, Mitigation Measure AQ-4 includes a list of energy efficiency measures that will be incorporated into the project. These include use of automated time clocks or sensors for building cooling and heating, energy efficient street lights, cool roofs, window glazing, wall insulation, and efficient ventilation. Implementation of these mitigation measures will further reduce energy demand from construction and operational activities.

### **Conclusion**

With implementation of existing regulations, energy demand for the proposed Agua Mansa Commerce Center will not be wasteful, inefficient, or unnecessary.

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## **SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES 6.4**

CEQA Guidelines Section 15126.2(c) states significant irreversible environmental changes to nonrenewable resources which would be caused by the proposed project should it be implemented must be addressed. The proposed project will result in loss of mineral resources that is considered a significant irreversible environmental changes to nonrenewable resources. However, a potential 0.0016 percent loss of mineral resources is minimal and therefore, is considered to be less than significant. Development of the Agua Mansa Commerce Center Building 1 will be in accordance with all applicable building and development code requirements for energy savings such as insulation of buildings and energy-efficient lighting (as feasible), heating and cooling systems installed with timers, and other energy saving devices. Landscaping with drought tolerant plants and water conservation devices would also be designed into the project.

### **Potential Urban Decay**

The proposed project is not anticipated to contribute to urban decay, as it will not result in the loss of existing industrial business or building vacancy. The project site is currently run-down and vacant and this project will revitalize the area. Development of the site would provide enhanced employment opportunities that will utilize, and enhance the existing road network, alleviating traffic on major thoroughfares such as 10 Freeway and 215 Freeway, and will reduce overall trips from residences to more distant employment areas. Currently, the area is underserved with respect to industrial development. The project is anticipated to broaden the community's economic base by attracting new industrial uses to the project area. The project site is also consistent with the City of Colton General Plan. Development of the industrial center would enhance the economic base of the local and regional revenues through business and property tax revenues. Therefore, urban decay as a result of the development of the proposed project is not anticipated.

The proposed project would be developed in an urbanized area; therefore, the irreversible loss of natural, undeveloped lands would not occur.

An irreversible commitment of non-renewable natural resources is inherent in any development project. Such resources would include, but are not limited to, lumber and other related forest products for building construction; sand and gravel for driveways and grading activities, a variety of metals used in the manufacture of building materials such as steel, copper piping and wiring, etc., along with hydrocarbon-based fuel sources that require extraction and chemical alteration and/or combustion of natural resources such as oil, natural gas, coal, and shale.

The proposed project represents a long-term commitment to the consumption of energy for electricity, water and space heating, water supply and treatment, and fuels to power various modes of motorized transportation including automobiles and landscape equipment, as discussed in Section 6.3. Impacts associated with long term energy consumption would depend on the energy sources and methods of producing energy. Typical hydrocarbon-based sources produce higher volumes of various criteria air pollutants and greenhouse gases than renewable energy sources such as wind and solar power or alternative fuel sources such as biodiesel and cellulosic ethanol. To the extent that hydrocarbon based fuel sources are replaced with less polluting, renewable sources; emissions would be reduced.

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## **UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS 6.5**

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The analysis presented in Sections 4.1 through 4.13 concluded that impacts related to loss of mineral resources and operational increases in criteria pollutants and greenhouse gas emissions would remain significant and are unavoidable after incorporation and consideration of all feasible mitigation.

### **References**

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- <sup>1</sup> California Air Resources Board. Technical Assessment. Comparison of Greenhouse Gas Reductions Under CAFÉ Standards and ARB Regulations Adopted Pursuant to AB1493. January 2008
  - <sup>2</sup> National Highway Traffic Safety Administration. Final Environmental Impact Statement. Medium- and Heavy-Duty Fuel Efficiency Improvement Program. June 2011
  - <sup>3</sup> Pratt, David. Fundamentals of Construction Estimating. 2<sup>nd</sup> Ed. 2004
  - <sup>4</sup> California Energy Commission. Refining Estimates of Water-Related Energy Use in California. 2006
  - <sup>5</sup> United States Environmental Protection Agency. eGRIDweb: Southern California Edison Co. [http://cfpub.epa.gov/eGRIDweb/view\\_egco.cfm](http://cfpub.epa.gov/eGRIDweb/view_egco.cfm) [August 12, 2011]
  - <sup>6</sup> California Building Standards Commission. California Building Code. January 2011

# 7.0 Effects Found Not to be Significant

7.0 EFFECTS FOUND NOT  
TO BE SIGNIFICANT

**7.0 EFFECTS FOUND NOT  
TO BE SIGNIFICANT**

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## **EFFECTS FOUND NOT TO BE SIGNIFICANT 7.0**

CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects are determined not to be significant and therefore are not discussed in the SEIR. The Initial Study prepared for the Agua Mansa Commerce Center was circulated on July 21, 2014 through August 19, 2014 and determined that the impacts listed below would not occur or would be less than significant; therefore, these topics have not been further analyzed in this SEIR. Please refer to Appendix A (Initial Study) for explanations of the basis for these conclusions.

### **Agricultural Resources**

- Farmland Mapping and Monitoring Program – No Impact
- Agricultural Zoning and Land Use – No Impact
- Timberland Zoning – No Impact
- Forest Land Loss/Conversion – No Impact

### **Land Use and Planning**

- Divide Established Community – No Impact
- Land Use Plan Conflict – Less Than Significant Impact
- Conservation Planning – No Impact

### **Population and Housing**

- Population Growth – Less Than Significant
- Displace Housing – No Impact
- Displace People – No Impact

### **Recreation**

- Deterioration of Facilities – No Impact
- Expansion of Facilities – No Impact



# 8.0 Preparation Team



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## PREPARATION TEAM 8.0

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### LEAD AGENCY

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### RESPONSIBLE AGENCY

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None

### CONSULTANTS TO THE LEAD AGENCY

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## 9.0 References

## 9.0 REFERENCES

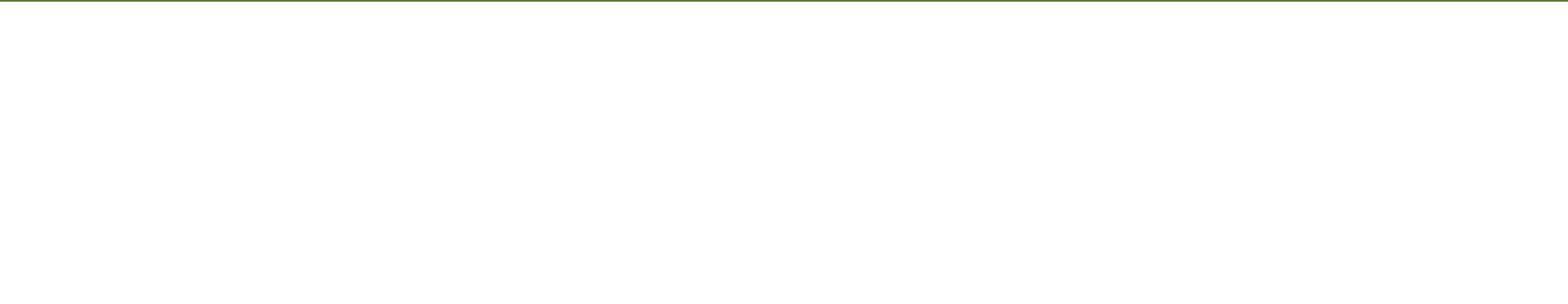
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## **ORGANIZATIONS AND PERSONS CONSULTED 9.0**

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None





## ALTERNATIVES 5.0

This section evaluates alternatives that would reduce or eliminate the significant environmental impacts as evaluated under the previously certified EIR as well as with respect to the proposed new Building 1 project.

CEQA Guidelines Section 15126.6 describes the consideration and discussion of alternatives to a proposed project. The Guidelines state that an EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly obtain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR does not need to consider every conceivable alternative to the project, but must consider a range of reasonable alternatives that would facilitate informed decision making and public participation.

The range of alternatives is governed by the “rule of reason”, thus the EIR need only evaluate those alternatives necessary to permit a reasoned choice. Alternatives should be limited to only those that would avoid or substantially lessen any significant effects of the project. Also, an EIR should not consider alternatives with effects that cannot be reasonably ascertained and whose implementation is remote and speculative.

The previously certified EIR focused on direct and indirect effects on the environment that would result from implementation of the approved Master Plan. As noted in the previously certified EIR, direct environmental impacts of the approved Master Plan were anticipated to be related to air quality, biological resources, cultural resources, animal life, plant life, hydrology and water quality, noise, and traffic and circulation. The previously certified EIR determined that direct impacts could be mitigated to a level that is considered less than significant with the exception of those associated with mineral resources and air quality.

The project alternatives evaluated in the previously certified EIR include the following:

- 1) No-Project/No-Development Alternative
- 2) Reduced Scale Alternative
- 3) High-Cube Warehouse Alternative

As noted in the previously certified EIR, the environmentally superior alternative was selected from among these alternatives and the approved Master Plan project. An alternative that is environmentally superior would result in the fewest or least significant environmental impacts and still be able to achieve the objectives of the planning effort. Based on the evaluation of the three alternatives in the previously certified EIR, implementation of the No-Project/No Development Alternative was determined to result in fewer impacts than the approved Master Plan but would not meet Master Plan objectives. The Reduced Scale Alternative would incrementally reduce air emissions and traffic volumes from expected vehicle trips but would not reduce either of these impacts to less than significant levels. The High-Cube Warehouse Alternative would not create as many jobs as the approved Master Plan and therefore would not be as effective in meeting the objective of increasing local employment opportunities.

The analysis of alternatives includes the assumption that all applicable mitigation measures associated with the approved Master Plan will be implemented with the appropriate alternatives. However, applicable mitigation measures may be scaled to reduce or avoid the potential impacts of the alternative under consideration and may not precisely match those identified for the approved Master Plan. Provided in the previously certified EIR, Table 5.0-1 is a summary of the level of alternative project impacts compared to the approved Master Plan.

Table 5.0-1  
Impact Comparison of Approved Master Plan and Alternative Projects

Environmental Issues	Approved Master Plan	No-Project/No-Development Alternative	Reduced Scale Alternative	High-Cube Warehouse Alternative
Air Quality	Potentially Significant	Less Impact	Similar Impact	Similar Impact

<b>Biological Resources</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Cultural Resources</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Geology and Soils</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Hazards and Hazardous Materials</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Hydrology and Water Quality</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Mineral Resources</b>	Potentially Significant	Less Impact	Similar Impact	Similar Impact
<b>Noise</b>	Less Than Significant	Less Impact	Similar Impact	Similar Impact
<b>Public Services</b>	Less Than Significant	Less Impact	Similar Impact	Similar Impact
<b>Public Utilities</b>	Less Than Significant with Mitigation	Less Impact	Less Impact	Less Impact
<b>Traffic and Circulation</b>	Less Than Significant with Mitigation	Less Impact	Less Impact	Less Impact
<b>Aesthetics</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Overall Impact</b>	Potentially Significant	<b>Less Impact</b>	<b>Similar Impact</b>	<b>Less Impact</b>

### Project Description

The approved Agua Mansa Commerce Center Master Plan is located in the City of Colton, San Bernardino County, California. The approved Master Plan is bound by Riverside Avenue to the west, Miguel Bustamante Parkway to the south and east, and Agua Mansa Road to the north. The Master Plan was originally approved for the construction of a 1,365,450 square foot industrial business park on a 94.18-acre site. The previously certified EIR was amended three times to analyze various changes to the project.

At the time the previous EIR was certified, the Master Plan was located within the Agua Mansa Industrial Corridor Specific Plan area. Adopted on February 18, 1986, the Agua Mansa Industrial Corridor Specific Plan was a multi-jurisdictional land use and economic development plan encompassing approximately 4,285 acres within portions of Colton, Rialto, and unincorporated areas of San Bernardino and Riverside Counties. However, the Specific Plan has since been rescinded within the City of Colton.

As noted in the previously certified EIR, since the ports of Los Angeles and Long Beach handle more than 40 percent of the nation's total containerized cargo import traffic and 24 percent of the nation's total exports, there is a growing demand for industrial warehousing space to store and distribute these goods as they proceed to the market. The City of Colton and the location of the Master Plan are in close proximity to both the Colton and San Bernardino railway shipping yards and are well situated to assist in supplying the manufacturing and warehousing base for the region. In addition, the City of Colton's unique location where the two transcontinental railroads intersect provides a major hub for the movement and transportation of goods throughout the country. According to the previously certified EIR, the Master Plan would also provide much needed jobs in the Inland Empire area.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project is located partially within the approved Agua Mansa Commerce Center Master Plan at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway. The proposed new Building 1 site is 21.07 acres and will add 13.23 acres to the approved Master Plan. There are currently several different uses on the proposed new Building 1 site. Approximately eleven acres are currently used for construction materials and equipment storage, and a driveway and truck trailer storage associated with the adjacent truck terminal occupies the northern 2.17 acres. The remaining 8.54 acres on the southern portion of the proposed new Building 1 site are currently within the approved Master Plan area, have been graded, and remain vacant. The proposed new Building 1 project includes the construction

of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area. The building is intended to be used as a warehouse/distribution facility; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed construction will be a concrete tilt-up building. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls.

## Project Objectives

CEQA Guidelines Section 15124(b) requires that the project description include a statement of objectives sought by the project. The goals and objectives of the City on behalf of its residents and the members of the general public and those of the landowner/developer are vitally important as these factors, in conjunction with the City's regulatory enactments such as the General Plan and zoning ordinance, guide the review and analysis of development projects. The goals and objectives of all parties, including third parties, are considered in the course of the review of the project, its potential impacts, mitigation measures, alternatives and conditions imposed upon the land use.

### ***AGUA MANSÁ COMMERCE CENTER PROJECT OBJECTIVES***

As noted in the previously certified EIR, the following are the goals and objectives the Applicant and the City established for the Agua Mansa Commerce Center Master Plan:

- To establish an industrial development that provides an economically viable addition to the City of Colton that conforms to the applicable General Plan and zoning designations;
- To develop an industrial development plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development.
- To provide a plan for roadways, infrastructure, and utilities to support on-site land uses.
- To provide a cohesive pattern of land uses within the project boundaries which are compatible with the surrounding land uses.
- To take advantage of an existing labor pool living in the City of Colton that currently commutes to Los Angeles and Orange counties for employment.

### ***AGUA MANSÁ INDUSTRIAL CORRIDOR SPECIFIC PLAN OBJECTIVES***

As noted in the previously certified EIR, the Agua Mansa Industrial Corridor Specific Plan established the following goals and objectives:

- Preparation of a master economic development plan for the region to stimulate additional employment opportunities in the industrial sector.
- Provide a marketing package suitable for attracting industrial developments to the Agua Mansa Industrial Corridor.
- Attract industry which is employee-intensive to stimulate economic development in the four participating jurisdictions of the Agua Mansa Industrial Corridor Specific plan.

However, the Agua Mansa Industrial Corridor Specific Plan has since been rescinded within the City of Colton.

## Alternatives Considered and Rejected

CEQA Guidelines 15126.6(c) requires that an EIR identify any alternatives that were considered and rejected as infeasible, and briefly explain the reasons for rejection.

### ***BUILDOUT UNDER THE EXISTING ZONING ALTERNATIVE***

As noted in the previously certified EIR, under this alternative, the Master Plan would be developed with industrial uses as per the zoning code. According to the Agua Mansa Industrial Corridor Specific Plan, which has since been rescinded within the City of Colton, the maximum lot coverage for the Master Plan was 50 percent of the lot size. This would have resulted in a development of approximately 2,000,000 square feet. The previously certified EIR concluded that this alternative would have yielded similar or greater impacts and therefore was rejected.

### ***LOCATION ALTERNATIVES***

As noted in the previously certified EIR, under this alternative, an alternative project site would be developed as an industrial warehouse center. It was assumed that a development of similar size would be developed within the same air quality basin. The previously certified EIR concluded that this alternative should be rejected because a development of similar size within the same air basin would yield similar air quality impacts. In addition, the use of an alternative location would not preclude the future development of the Master Plan consistent with the existing zoning.

## **Alternatives Considered for Evaluation**

As noted in the previously certified EIR, three alternatives were evaluated as alternatives to the approved Master Plan. The following alternatives were chosen to provide a reasonable range of alternatives to allow a comparison of environmental impacts when compared to the approved Master Plan.

### ***NO-PROJECT/NO-DEVELOPMENT ALTERNATIVE***

As noted in the previously certified EIR, the No-Project/No-Development Alternative would allow the continued existence of the Master Plan site in its current vacant and underutilized condition. While this alternative would not meet the project objectives, CEQA requires the alternative to be analyzed. This alternative is similar to the discussion of existing conditions for each issue addressed in Chapter 4.0, Environmental Impact Evaluation (e.g., air quality, biological resources, cultural resources, etc.).

### ***REDUCED SCALE ALTERNATIVE***

As noted in the previously certified EIR, the Reduced Scale Alternative would allow for the development of a similar project by eliminating one or more uses/buildings, or by reducing the size of one or more of the proposed uses. As noted in the previously certified EIR, for this alternative the Master Plan was reduced approximately 15 percent by eliminating Building 1 (26,948 square feet), Building 8 (75,848 square feet) and Building 11 (124,588 square feet) thereby reducing size of the development from approximately 1,365,450 square-feet to 1,138,066.

### ***HIGH-CUBE WAREHOUSE ALTERNATIVE***

As noted in the previously certified EIR, the High-Cube Alternative would allow High-Cube warehouses that are used for the storage of manufactured goods prior to their distribution to retail outlets. These facilities consist of large shells of steel buildings (100,000 square feet or larger) and large halls, often subdivided for individual tenants, with a typical ceiling height of 24 to 26 feet or greater; they are also characterized by a small employment count due to a high level of mechanization, truck activities frequently outside of the peak hour of the adjacent street system and good freeway access. This alternative would not meet the project objective of stimulating additional employment opportunities in the industrial sector; however, an alternative use for the site is required under CEQA.

## **Evaluation of Alternatives**

### ***NO-PROJECT/NO-DEVELOPMENT ALTERNATIVE***

Under this alternative, no development would occur. The approved 94.18 acre Agua Mansa Commerce Center Master Plan including the proposed 21.07-acre new Building 1 project site would remain vacant and underutilized.

#### **Air Quality**

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, structures and parking lots would not be constructed; therefore, construction related air quality impacts would not be created. Operational emissions from onsite activities and from new vehicle trips would not occur. Therefore, air quality impacts would decrease under this alternative when compared to the approved Master Plan. Air quality impacts would also decrease under the No-Project/No-Development Alternative when compared to the addition of the proposed new Building 1 project.

### Biological Resources

As noted in the previously certified EIR, no development would occur under the No-Project/No-Development Alternative. Therefore, existing biological resources onsite and in the immediate vicinity of the approved Master Plan would not be impacted. Impacts would decrease under this alternative when compared to the approved Master Plan.

Since the previous EIR was certified, the entire 94.18-acre Master Plan has been mass graded and the 416,888 square foot Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the Master Plan area. Biological monitoring was completed for the entire Master Plan area during mass grading activities as required by the mitigation measures established in the previously certified EIR. The southern portion of the proposed new Building 1 project site was mass graded as part of the Master Plan. The northern portion of the proposed new Building 1 project site is currently occupied by a construction equipment storage facility and a truck trailer storage facility which is paved with gravel and concrete. No valuable habitat exists within the proposed new Building 1 project site. Although no development would occur under the No-Project/No-Development Alternative, impacts would be neutral when compared to the proposed new Building 1 project site because no valuable biological habitat exists on site.

### Cultural Resources

As noted in the previously certified EIR, no development would occur under the No-Project/No-Development Alternative. Therefore, existing cultural resources within the approved Master Plan and in the immediate vicinity of the sites would not be impacted. Impacts would decrease under this alternative when compared to the approved Master Plan.

Since the previous EIR was certified, the entire 94.18-acre Master Plan has been mass graded and the Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the Master Plan area. Cultural resources monitoring was completed for the entire Master Plan area during mass grading activities as required by the mitigation measures established in the previously certified EIR. The southern portion of the proposed new Building 1 project site was mass graded as part of the Master Plan. The northern portion of the proposed new Building 1 project site is currently occupied by a construction equipment storage facility and a truck trailer storage facility which is paved with gravel and concrete. No cultural resources were discovered on the Building 1 project site during the required cultural resources monitoring conducted as part of the previously certified EIR. However, cultural resources mitigation measures will remain applicable to the 13.23-acre addition to the Master Plan due to the area's direct association with the historic community of Agua Mansa.

Although no development would occur under the No-Project/No-Development Alternative, impacts would be neutral when compared to the proposed new Building 1 project because no valuable cultural resources were discovered during grading activities and cultural resources mitigation measures will remain applicable to the 13.23 acre addition to the Master Plan.

### Geology and Soils

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, no grading or any other soil disturbing activities would occur that could result in soil erosion or runoff. Therefore, existing geologic conditions will remain unchanged and impacts would decrease under this alternative as compared to the approved Master Plan.

Although the entire Master Plan area has been mass graded, impacts related to geology and soils would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no construction related soil disturbing activities that would result in soil erosion or runoff would occur.

### Hazards and Hazardous Materials

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, no industrial uses would be developed and therefore impacts from transportation or storage of hazardous materials are not anticipated. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to hazards and hazardous materials would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no transportation or storage of hazardous materials would occur.

Hydrology and Water Quality

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, no construction or increases in impervious surfaces would cause increases urban pollutants. Stormwater runoff would remain unchanged, and no new sources of urban pollutants would be generated. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to hydrology and water quality would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no construction or increases in impervious surfaces would occur.

Mineral Resources

As noted in the previously certified EIR, the No-Project/No-Development Alternative would not have an impact on mineral resources, as existing conditions would remain unchanged. No loss of potential mineral resources would occur as would result with the approved Master Plan. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to mineral resources would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no loss of mineral resources would occur.

Noise

As noted in the previously certified EIR, the No-Project/No-Development Alternative would not result in a new source of noise, as conditions would remain unchanged. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to noise would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no operational or construction noise would occur.

Public Services

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, no development would occur; therefore, the need for additional public services would not be created as conditions would remain unchanged. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to public services would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no development would occur; therefore, the need for additional public services would not be created.

Public Utilities

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, new land uses are not proposed and therefore, the need for additional public utilities would not be created as conditions would remain unchanged. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to public utilities would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no development would occur; therefore, the need for additional public utilities would not be created.

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### Traffic and Circulation

As noted in the previously certified EIR, under the No-Project/No-Development Alternative, no development is proposed and therefore, additional vehicle trips would not be generated as conditions would remain unchanged. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to traffic and circulation would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 project because no development would occur; therefore, additional vehicle trips would not be generated.

### Aesthetics

As noted in the previously certified EIR, the approved Master Plan currently consists of vacant land surrounded by industrial uses and vacant land. The No-Project/No-Development Alternative would not have an impact on aesthetics in the sense that no changes in the characteristics of the property would occur. Impacts would decrease under this alternative as compared to the approved Master Plan.

Impacts related to aesthetics would decrease under the No-Project/No-Development Alternative when compared to the proposed new Building 1 projects because no development would occur; therefore, no changes in the characteristics of the property would occur.

### Ability to Meet Project Objectives

According to the previously certified EIR, the No-Project/No-Development Alternative would not meet the approved Master Plan's goal of establishing a manufacturing/warehouse development that provides an economically viable addition to the City of Colton, provides local employment opportunities, and adds to manufacturing and warehousing base for the region. If the property were left undeveloped it would provide a potential opportunity for illegal dumping and would result in a loss of tax benefits to the City.

Project goals intended to provide a land use that was consistent with the City of Colton General Plan and the Agua Mansa Corridor Specific Plan. However, the Specific Plan has since been rescinded within the City of Colton. Without development, the Master Plan area would remain underutilized. The No-Project/No-Development Alternative would be environmentally superior as no development and related adverse impacts would occur; however, this alternative would not meet any of the project objectives previously listed.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Agua Mansa Commerce Center Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. Therefore, the approved Agua Mansa Commerce Center Master Plan goals and objectives apply. As previously noted, the No-Project/No-Development Alternative would not meet the approved Master Plan's goal of establishing a manufacturing/warehouse development that provides an economically viable addition to the City of Colton, provides local employment opportunities, and adds to manufacturing and warehousing base for the region. The No-Project/No-Development Alternative would be environmentally superior as no development and related adverse impacts would occur; however, this alternative would not meet any of the project objectives previously listed.

### ***REDUCED SCALE ALTERNATIVE***

As noted in the previously certified EIR, the Reduced Scale Alternative involved reducing the approved Master Plan by approximately 15 percent thereby reducing the building area of the Master Plan from approximately 1,365,450 square feet to 1,138,066 square feet. Eliminating Buildings 1, 8, and 11 from the Master Plan would decrease the total industrial square footage by approximately 227,384 square feet or approximately 15 percent.

### Air Quality

As noted in the previously certified EIR, the Reduced Scale Alternative would decrease the total amount of industrial square footage by approximately 15 percent on the approved Master Plan by eliminating buildings 1, 8, and 11. This would in turn result in a lower total trip volume thereby reducing long-term emissions of criteria air pollutants resulting

from the approved Master Plan project. Under this alternative, the 15 percent traffic reduction is unlikely to be sufficient to reduce any of the criteria pollutants to less than significant levels. Little or no reduction in short-term (construction) air quality impacts would be afforded by this alternative because the same acreage would be developed as the approved Master Plan. Impacts were determined to be similar to that of the approved Master Plan.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. The previously certified EIR was amended three times to analyze various changes to the project. Since the previous EIR was certified, the entire 94.18-acre Master Plan has been mass graded and the Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the Master Plan area. The Agua Mansa Commerce Center Master Plan was originally approved for the construction of a 1,365,450 square foot industrial business park. Addendum 3 decreased the Master Plan building square footage to 1,139,951. With the proposed new Building 1 project the Master Plan building square footage will total 1,346,433. Due to the reduction in square footage under the Reduced Scale Alternative (1,138,066), impacts would decrease when compared to the proposed new Building 1 project.

#### Biological Resources

As noted in the previously certified EIR, although the Reduced Scale Alternative involved reducing the size of the overall development, it was anticipated that the same area would be impacted because the remaining acreage would likely require grading for landscaping or other improvements. Therefore, the previously certified EIR concluded that the Reduced Scale Alternative would have similar impacts as compared to the approved Master Plan project.

The entire Master Plan area was mass graded following approval of the Master Plan pursuant to required biological resources mitigation measures and conditions of approval. In addition, the Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. The entire Master Plan and the southern portion of the proposed new Building 1 site has been mass graded. Both the Reduced Scale Alternative and the Building 1 project would impact the same general area. As mentioned in the previously certified EIR, the remaining acreage would likely be graded for landscaping or other improvements. Thus, when compared to the Reduced Scale Alternative the proposed new Building 1 project impacts related to biological resources would be similar.

#### Cultural Resources

As noted in the previously certified EIR, although the Reduced Scale Alternative involves reduction of building square footage by 15 percent or 1,138,066 square feet it is anticipated that the remainder area would still require grading for landscaping or other improvements. Therefore, the previously certified EIR concluded that under this alternative, the impact to cultural resources would be similar to those addressed within the Master Plan because the entire site would be disturbed.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. The entire Master Plan area was mass graded following approval of the Master Plan pursuant to required cultural resources mitigation measures and conditions of approval. Furthermore, since the previous EIR was certified, the Lineage Logistics refrigerated warehouse was constructed in the eastern portion of the approved Master Plan area. Archaeological, paleontological, and cultural monitoring was provided by McKenna et al. during the clearing and mass grading of the Master Plan area which included the southern portion of the proposed new Building 1 project site. No archaeological resources were discovered on the Master Plan area during site grading. However, the 13.23-acre addition to the Master Plan will remain subject to cultural resources mitigation measures due to the area's direct association with the historic community of Agua Mansa. Thus, when compared to the Reduced Scale Alternative the proposed new Building 1 project impacts related to cultural resources would be similar.

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### Geology and Soils

As noted in the previously certified EIR, similar amounts of soil disturbing and grading activities would occur within the Master Plan development despite the Reduced Scale Alternative reducing building square footage by 15 percent or 1,138,066 square feet. It was determined that similar impacts would occur to geology and soils under the Reduced Scale Alternative as compared to the approved Master Plan project.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. Similar amounts of soil disturbing and grading activities would occur when comparing the Reduced Scale Alternative to the Building 1 project. Thus, when compared to the Reduced Scale Alternative, the proposed new Building 1 project impacts related to geology and soils would be similar.

### Hazards and Hazardous Materials

As noted in the previously certified EIR, the Reduced Scale Alternative would result in transportation or storage of slightly less but similar hazardous materials. Therefore, under the Reduced Scale Alternative, impacts related to hazards and hazardous materials were anticipated to be similar to the Master Plan project.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. Although the Reduce Scale Alternative would have 15 percent less square footage, the same types of hazardous materials would be required. When compared to the Reduced Scale Alternative, the proposed new Building 1 project impacts related to the transport, storage, and disposal of hazardous materials would be similar.

### Hydrology and Water Quality

As noted in the previously certified EIR, under the Reduced Scale Alternative, impacts associated with stormwater runoff and water quality will be virtually the same as the Master Plan project because similar mitigation to control runoff and to protect water quality will be utilized.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. When compared to the Reduced Scale Alternative, the proposed new Building 1 project impacts related to the hydrology and water quality would be similar because similar mitigation to control runoff and to protect water quality will be utilized.

### Mineral Resources

As noted in the previously certified EIR, since the entire Master Plan would be disturbed under the Reduced Scale Alternative, impacts to Mineral Resources were anticipated to be similar to that of the approved Master Plan.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. The proposed new Building 1 project will impact a greater area of aggregate resources than the Reduced Scale Alternative. Impacts to mineral resources would be reduced under the Reduced Scale Alternative when compared to the proposed new Building 1 project.

### Noise

As noted in the previously certified EIR, the noise impacts from vehicular traffic under the Reduced Scale Alternative are anticipated to be similar to that of the Master Plan in spite of the 15 percent reduction in the building square footage. Therefore, the overall noise impacts and mitigation would be similar to that of the approved Master Plan.

The proposed new Building 1 project is located within the approved Agua Mansa Commerce Center Master Plan and will add 13.23 acres to the approved Master Plan which will result in a total of 21.07 acres for the proposed new Building 1 project site. Although the Reduce Scale Alternative would have 15 percent less square footage, the noise impacts from

vehicular traffic under the Reduced Scale Alternative are anticipated to be similar to that of the proposed new Building 1 project.

#### Public Services

As noted in the previously certified EIR, the Reduced Scale Alternative would still generate similar needs for public services as that for the Master Plan. Similar impacts would occur.

The proposed new Building 1 project would generate similar needs for public services as the Reduced Scale Alternative. When compared to the Reduced Scale Alternative, the proposed new Building 1 project impacts related to public services would be similar.

#### Public Utilities

As noted in the previously certified EIR, under the Reduced Scale Alternative, the demand on water and wastewater utilities would be reduced because the building square footage is reduced by 15 percent. This alternative would have fewer impacts than that of the approved Master Plan.

As mentioned herein, the Reduced Scale Alternative involved reducing the approved Master Plan by approximately 15 percent thereby reducing the size of the Master Plan from approximately 1,365,450 square feet to 1,138,066 square feet. Eliminating Buildings 1, 8, and 11 from the Master Plan would decrease the total industrial square footage by approximately 227,384 square feet or approximately 15 percent. The proposed new Building 1 project will result in the Master Plan square footage totaling 1,346,433. The demand on water and wastewater utilities would be reduced under the Reduced Scale Alternative.

#### Traffic and Circulation

As noted in the previously certified EIR, the Reduced Scale Alternative would involve a decrease in the total amount of industrial square footage and related vehicle trips by approximately 15 percent as compared to the approved Master Plan. The impact on level of service at key intersections would also be reduced. This alternative would result in fewer impacts on traffic and circulation.

The Reduced Scale Alternative involved reducing the approved Master Plan by approximately 15 percent thereby reducing the size of the Master Plan from approximately 1,365,450 square feet to 1,138,066 square feet. The proposed new Building 1 project will result in the Master Plan square footage totaling 1,346,433. Impacts would be reduced under the Reduced Scale Alternative.

#### Aesthetics

As noted in the previously certified EIR, the Reduced Scale Alternative would reduce the number of structures located on the eastern portion of the site (adjacent to the elbow of Miguel Bustamante Parkway and at the southern portion of the site near the corner of Miguel Bustamante Parkway and Riverside Avenue). The decrease in parking and building pads would result in a slight decrease in the amount of light emitted from the Master Plan from both parking lot lighting and lighting generated from the buildings. However, a 15 percent reduction in the Master Plan would still yield a project of approximately 1,138,066 square feet in size and therefore this alternative would have similar overall visual impacts.

The proposed new Building 1 project is a revision to the approved Agua Mansa Commerce Center Master Plan. The proposed new Building 1 project includes the construction of a speculative warehouse distribution facility that includes 12,000 square feet of office space and 435,330 square feet of warehouse space totaling 447,330 square feet of building area located at the northeast corner of Riverside Avenue and Miguel Bustamante Parkway on 21.07 acres. The new Building 1 project proposes a total of 210 automobile parking spaces and 99 trailer parking stalls. The southern portion of the 21.07-acre proposed new Building 1 site was mass graded as part of the approved Master Plan. The northern portion of the 21.07 acres (13.23 acres) will be added to the Master Plan area. The 13.23-acre area is currently occupied by a construction materials storage facility and a truck trailer storage facility. When compared to the Reduced Scale Alternative, the proposed new Building 1 project would have similar overall visual impacts.

Ability to Meet Project Objectives

As noted in the previously certified EIR, the Reduced Scale Alternative would meet all of the following goals and objectives established by the City: establish a manufacturing/warehouse development that provides an economically viable addition to the City, provide local employment opportunities, and add to the manufacturing and warehousing base for the region. According to the previously certified EIR, the Reduced Scale Alternative would also allow for a development that is consistent with the City of Colton General Plan and the Agua Mansa Corridor Specific Plan. However, the Agua Mansa Corridor Specific Plan has since been rescinded within the City of Colton.

As noted in the previously certified EIR, since the amount of development would be reduced, the direct impact on traffic and public utilities would reduce proportionately. However, it is anticipated that street improvements and other mitigation measures would still be required. In addition, potential impacts to air quality would remain significant. Indirect impacts on population and housing would be reduced as the number of jobs decreased. Therefore, this alternative was not considered to be environmentally superior to the Master Plan project because overall it would have similar impacts.

The Reduced Scale Alternative is not considered to be environmentally superior to the proposed new Building 1 project because overall it would have similar impacts. When compared to the Reduced Scale Alternative, the proposed new Building 1 impacts related to air quality, mineral resources, public utilities, and traffic would be greater than the Reduced Scale Alternative. The proposed new Building 1 impacts related to biological and cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, aesthetics would remain similar when compared to the Reduced Scale Alternative.

**HIGH-CUBE WAREHOUSE ALTERNATIVE**

As noted in the previously certified EIR, under this alternative, the high-cube warehouse/industrial commerce center (approximately 80 percent high-cube warehouse and 20 percent industrial park) would not be developed and a 100 percent high-cube warehouse development would be planned. The development of high-cube warehouse uses is consistent with the zoning. This alternative would provide for the construction of approximately 1.3 million square feet of warehouse and office space in the 94.18-acre Agua Mansa Commerce Center area. High-cube warehouses are used for storage of manufactured goods prior to their distribution to retailers, and do not involve any manufacturing on-site. Therefore, even though the square footage would be the same, the overall peak hour traffic and employees would be less.

Air Quality

As noted in the previously certified EIR, construction emissions would be similar to those addressed within the Master Plan project due to site preparation and building. As indicated in Table 5.0-2, operational emissions would be reduced for mobile sources but would still exceed SCAQMD thresholds. Air quality impacts would be slightly less than those identified for the Master Plan project but would still be considered a significant impact.

**Table 5.0-2  
High-Cube Alternative URBEMIS 2007 Operational Emissions Summary  
(Winter Pounds per Day)**

Source	ROG	NOx	CO	PM10	PM25
Area Sources	8.07	0.81	0.68	0.00	0.00
Mobile Sources	22.38	317.78	149.35	34.97	14.87
<b>Totals</b>	<b>30.45</b>	<b>318.59</b>	<b>150.03</b>	<b>34.97</b>	<b>14.87</b>
SCAQMD Threshold	55	55	550	15	55
<b>Significance</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: URBEMIS 2007 Version 9.2.2, Lilburn Corp. 2007.  
Based on trip rate of 1.10; 45% full and trucks empty; 10% cars

When compared to the High-Cube Warehouse Alternative, the Master Plan with the addition of the proposed new Building 1 would increase ROG, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions and decrease NO<sub>x</sub> emissions (see Table 5.0-3).

Analysis of SO<sub>2</sub> emissions was not included under the URBEMIS model (used in the certified EIR); however, analysis of SO<sub>2</sub> emissions was included in the newer CalEEMod model. Air quality impacts would be decreased under the High-Cube Warehouse Alternative.

**Table 5.0-3  
 Agua Mansa Commerce Center Emissions (Master Plan with proposed new Building 1)**

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
<i>Winter</i>						
Warehouses	57	215	272	<1	39	14
Industrial Park	5	34	47	<1	5	2
<b>Total</b>	<b>62</b>	<b>249</b>	<b>319</b>	<b>1</b>	<b>44</b>	<b>16</b>

Source: MIG | Hogle-Ireland 2014

Biological Resources

As noted in the previously certified EIR, since the entire site would be disturbed for grading and building construction, impacts to biological resources under the High-Cube Warehouse Alternative would be similar to those addressed within the approved Master Plan.

The entire 94.18-acre Agua Mansa Commerce Center Master Plan was mass graded following approval of the Master Plan pursuant to required biological resources mitigation measures and conditions of approval and the Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. When compared to the High-Cube Warehouse Alternative, impacts to biological resources would be similar to those addressed within the approved Master Plan.

Cultural Resources

As noted in the previously certified EIR, since the entire site would be disturbed for grading and building construction, impacts to cultural resources would be similar to those addressed within the approved Master Plan.

The entire 94.18-acre Agua Mansa Commerce Center Master Plan was mass graded following approval of the Master Plan pursuant to required cultural resources mitigation measures and conditions of approval and the Lineage Logistics refrigerated warehouse has been constructed in the eastern portion of the approved Agua Mansa Commerce Center Master Plan area. Archaeological, paleontological, and cultural monitoring was provided by McKenna et al. during the clearing and mass grading of the Master Plan area which includes the southern portion of the proposed new Building 1 project site. No archaeological resources were discovered on the Master Plan area during site grading. When compared to the High-Cube Warehouse Alternative, impacts to cultural resources would be similar to those addressed within the approved Master Plan.

Geology and Soils

As noted in the previously certified EIR, impacts due to soil disturbing and grading activities would be similar to that of the approved Master Plan because the amount of area to be graded would remain the same.

When compared to the High-Cube Warehouse Alternative, the proposed new Building 1 project impacts related to geology and soils would remain similar because the amount of area to be graded would remain the same.

Hazards and Hazardous Materials

As noted in the previously certified EIR, the High-Cube Warehouse Alternative would have similar building square footage and it is anticipated that it would be a somewhat cleaner use with respect to outside activities since it would involve warehousing only. Hazards due to routine transportation of hazardous materials would be similar. In general, this alternative would have similar impacts to the approved Master Plan.

When compared to the High-Cube Warehouse Alternative, the proposed new Building 1 project impacts related to hazards and hazardous materials would also remain similar.

Hydrology and Water Quality

As noted in the previously certified EIR, under the High-Cube Warehouse Alternative, impacts associated with stormwater runoff and water quality would be virtually the same as the approved Master Plan because similar mitigation to control runoff and to protect water quality would be utilized.

When compared to the High-Cube Warehouse Alternative, the proposed new Building 1 project impacts related to hydrology and water quality would also remain similar.

Mineral Resources

As noted in the previously certified EIR, since the entire approved Master Plan would be disturbed under the High-Cube Warehouse Alternative, impacts to Mineral Resources are anticipated to be similar to that of the approved Master Plan.

The proposed new Building 1 project impacts related to mineral resources would remain similar to the High-Cube Warehouse Alternative.

Noise

As noted in the previously certified EIR, the noise impacts from deliveries under the High-Cube Warehouse Alternative would be similar to that of the approved Master Plan. Therefore, the overall noise impacts and mitigation would be similar to the approved Master Plan.

The proposed new Building 1 project impacts related to noise would remain similar to the High-Cube Warehouse Alternative.

Public Services

As noted in the previously certified EIR, the High-Cube Warehouse Alternative would generate similar needs for public services as the Master Plan. Thus, similar impacts would occur.

The proposed new Building 1 project impacts related to public services would remain similar to the High-Cube Warehouse Alternative.

Public Utilities

As noted in the previously certified EIR, the High-Cube Warehouse Alternative would reduce demand on water, wastewater treatment, and solid waste as the number of employees would decrease. However, impacts associated with this alternative will be similar to the proposed project.

The proposed new Building 1 project impacts related to public utilities would remain similar to the High-Cube Warehouse Alternative.

Traffic and Circulation

As noted in the previously certified EIR, under the High-Cube Warehouse Alternative, traffic impacts would be significantly reduced as compared to those within the approved Master Plan. Table 5.0-4 indicates that the daily trip generation for the High-Cube Warehouse Alternative is approximately 2,792 PCE's as compared to approximately 5,791 PCE's for the approved Master Plan. In addition, a majority of the truck trips associated with the high-cube warehouse occur outside of the peak hours. Therefore, the High-Cube Warehouse Alternative is anticipated to have fewer impacts than the approved Master Plan.

**Table 5.0-4  
High-Cube Alternative: Total Project Traffic Generation in PCE's<sup>1</sup>**

Building	Land Use	Quantity	Units <sup>2</sup>	Peak hour						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
All	High-Cube	1,368,442	TSF	96	85	181	71	105	176	2,612

5.0 Alternatives

Buildings	Warehouse									
-----	Truck Parking Facility	81	TPS	4	22	37	22	4	37	180
Total				100	107	216	93	109	213	2,792

Source: Derived from City of Colton, Agua Mansa Commerce Center, Traffic Impact Analysis (Revised) July 27, 2007, Tables 2 and 3.

<sup>1</sup> PCE's= Passenger Car Equivalent's

<sup>2</sup> TSF= Thousand Square Feet; TPS= Truck Parking Spaces

Table 5.0-5 shows trip generations for the current proposed master plan, including the proposed new Building 1. Trip generations for buildings 1, 4, 9, 10, and 11 were calculated using the high-cube warehouse trip generation rate and the trip generation for building 5 was calculated using the industrial warehouse trip generation rate. The current proposed master plan, including the proposed new Building 1, will generate approximately 3,828 daily trips in PCE's. Thus, when compared to the High-Cube Warehouse Alternative, impacts will be greater.

**Table 5.0-5  
Current Proposed Master Plan: Total Project Traffic Generation in PCE's**

Land Use	Quantity (TSF)	Trip Generation Rates	Trips Generated in PCE's
High Cube Warehouse	1263.93	1.68	2,782
Industrial Warehouse	82.504	6.96	1,046
Total	1346.434	--	3,828

Aesthetics

As noted in the previously certified EIR, the High-Cube Warehouse Alternative would have a similar appearance as the approved Master Plan. The decrease in parking and building pads would result in a slight decrease in the amount of light emitted from the project from both parking lot lighting and lighting generated from the buildings. However, generally, High-Cube Warehouse Alternative would have similar overall visual impacts.

The proposed new Building 1 project impacts related to aesthetics would remain similar to the High-Cube Warehouse Alternative.

Ability to Meet Project Objectives

As noted in the previously certified EIR, the High-Cube Warehouse Alternative would achieve most of the project objectives of establishing a manufacturing/warehouse development that provides an economically viable addition to the City of Colton, provides local employment opportunities, and adds to manufacturing and warehousing base for the region. The High-Cube Warehouse Alternative would allow for a development that is consistent with the City of Colton General Plan. This alternative would not provide employee-intensive industries as were encouraged by the Agua Mansa Industrial Corridor Specific Plan. However, the Specific Plan has been rescinded within the City of Colton since the previous EIR was certified and no longer applies.

As noted in the previously certified EIR, the High-Cube Warehouse Alternative would result in reduced impacts on public utilities and traffic. Under the High-Cube Warehouse Alternative, traffic would decrease by approximately 48 percent as compared to the approved Master Plan and the majority would be non-peak hour. Therefore, it is anticipated that it would not require as many street improvements when compared to the approved Master Plan. The previously certified EIR determined that the High-Cube Warehouse Alternative would be environmentally superior to the Master Plan.

The proposed new Building 1 impacts related to biological and cultural resources, geology and soils, hydrology and water quality, mineral resources, noise, public services, public utilities, hazards and hazardous materials, and aesthetics would be similar to the High-Cube Warehouse Alternative impacts. The proposed new Building 1 impacts related to air quality and traffic and circulation would be greater when compared to the High-Cube Warehouse Alternative.

## Summary of Alternatives Analysis

As noted in the previously certified EIR, Table 5.0-1 (Impact Comparison of Approved Master Plan and Alternative Projects) shows the impact levels of each of the three alternatives evaluated as compared to those of the Master Plan. The alternative that has impact levels similar to or less than the Master Plan, and no impact levels greater than the Master Plan, is the High-Cube Warehouse Alternative. As noted in the previously certified EIR, the High-Cube Warehouse Alternative also met all the objectives of the Master Plan. The previously certified EIR determined that it was therefore the “Environmentally Superior Alternative.”

Table 5.0-6 (Impact Comparison of Current Proposed Master Plan and Alternative Projects) shows the impact levels of each of the three alternatives evaluated in the previously certified EIR as compared to the current proposed master plan including the new Building 1 project. The No-Project/No-Development Alternative would have less impact when compared to the current proposed master plan. The Reduced-Scale Alternative and the High-Cube Warehouse Alternative would both have similar impacts when compared to the current proposed master plan. However, impacts related to air quality, mineral resources, public utilities, and traffic and circulation would be decreased under the Reduced Scale Alternative. Impacts related to air quality and traffic would decrease under the High-Cube Alternative.

**Table 5.0-6  
Impact Comparison of Current Proposed Master Plan and Alternative Projects**

<b>Environmental Issues</b>	<b>Master Plan with the Proposed New Building 1</b>	<b>No-Project/No-Development Alternative</b>	<b>Reduced Scale Alternative</b>	<b>High-Cube Warehouse Alternative</b>
<b>Air Quality</b>	Potentially Significant	Less Impact	Less Impact	Less Impact
<b>Biological Resources</b>	Less Than Significant with Mitigation	Neutral Impact	Similar Impact	Similar Impact
<b>Cultural Resources</b>	Less Than Significant with Mitigation	Neutral Impact	Similar Impact	Similar Impact
<b>Geology and Soils</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Hazards and Hazardous Materials</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Hydrology and Water Quality</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Mineral Resources</b>	Potentially Significant	Less Impact	Less Impact	Similar Impact
<b>Noise</b>	Less Than Significant	Less Impact	Similar Impact	Similar Impact
<b>Public Services</b>	Less Than Significant	Less Impact	Similar Impact	Similar Impact
<b>Public Utilities</b>	Less Than Significant with Mitigation	Less Impact	Less Impact	Similar Impact
<b>Traffic and Circulation</b>	Less Than Significant with Mitigation	Less Impact	Less Impact	Less Impact
<b>Aesthetics</b>	Less Than Significant with Mitigation	Less Impact	Similar Impact	Similar Impact
<b>Overall Impact</b>	Potentially Significant	<b>Less Impact</b>	<b>Similar Impact</b>	<b>Similar Impact</b>

