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Addendum to the Colton's Hub City Centre Specific Plan Environmental Impact Report for the NEC 10 Pepper Project

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADT	average daily traffic
ARMC	Arrowhead Regional Medical Center
BMPs	best management practices
Caltrans	California Department of Transportation
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CEQA	California Environmental Quality Act
CH ₄	methane
CHCCSP	Colton's Hub City Centre Specific Plan
City	City of Colton
CO	carbon monoxide
CUP	Conditional Use Permit
CWRF	Colton Water Reclamation Facility
dB	decibel
dBA	A-weighted decibel
DSF	Delhi Sands flower-loving fly
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
GHG	greenhouse gas
GIS	geographic information system
HCP	Habitat Conservation Plan
I-	Interstate
ITE	Institute of Transportation Engineers
IRWMP	Integrated Regional Water Management Plan
LOS	Level of Service
LST	Localized significance threshold
MMs	Mitigation Measures
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
OCHCS	Orange County Habitat Classification System
PDFs	Project Design Features
PPPs	Plans, Programs, or Policies
proposed project	NEC 10 Pepper project

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Acronym/Abbreviation	Definition
REC	Recognized Environmental Concern
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWPPP	Stormwater pollution prevention plan
TIA	Traffic Impact Analysis
USFWS	U.S. Fish and Wildlife Service
WQMP	Water Quality Management Plan
WVSP	West Valley Specific Plan

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1 INTRODUCTION

1.1 Project Overview

The City of Colton (City) has received a development application from J. Scott Fawcett & Michael Lundin, Lumar Devco II LLC (project applicant) requesting approval for development of the NEC 10 Pepper project (proposed project). The proposed project includes construction of three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet, along with associated on- and adjacent off-site improvements such as parking and landscape setbacks. The approximately 3-acre site is wholly located within the boundary of the Colton's Hub City Centre Specific Plan (CHCCSP) for Planning Area 22.

The proposed project would require the following approvals:

- Hub City Centre Master Plan for Planning Area (Planning Area) 22
- Architectural and Site Plan Review for (a) site development, including new retail buildings, including fast food and drive-through restaurants; (b) less-than-required parking due to joint use of parking by different proposed uses; and (c) demolition of an existing building and improvements
- Conditional Use Permit (CUP) for outdoor dining areas and a drive-through restaurant
- Parcel Map to consolidate the two existing lots into one unified parcel and re-divide into three lots with joint-use parking and driveways
- Variances for lots with less-than-minimum required lot area, for less-than-required landscape (parking) setback, and for less-than-required parking spaces
- Uniform Sign Program for proposed and future signage
- Sign Design Review for installation of new freestanding signs

The proposed project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.). In accordance with CEQA Guidelines Section 15367, the City is the lead agency with principal responsibility to consider the proposed project for approval.

This introduction will discuss the following:

- The requirements of CEQA
- The CHCCSP Environmental Impact Report (EIR) (CHCCSP EIR; SCH No. 2008041067; City of Colton 2014a) certified by the City Council

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- The primary purpose of an addendum to a previously certified CHCCSP EIR
- The standards for adequacy of an addendum pursuant to the CEQA Guidelines
- The format and content of this Addendum
- The City's processing requirements to consider the proposed project for approval
- An explanation of the Environmental Checklist (Appendix G of CEQA Guidelines; 14 CCR 15000 et seq.)
- A summary of documents to be incorporated by reference and points of contact for the proposed project

1.2 California Environmental Quality Act Compliance

CEQA, a statewide environmental law described in Public Resources Code Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.3 Project Planning Setting

The proposed project would help the City meet several of the project objectives identified in the CHCCSP EIR (City of Colton 2014a). These objectives include the following:

- Establish a land use plan with comprehensive development regulations, community planning and design standards that will create a sense of community and a sense of place.
- Create a community that becomes a place where people are encouraged to walk or bicycle between homes, shopping, restaurants, entertainment, and businesses.
- Assure that the area develops in a comprehensive and coordinated fashion with adequate consideration for infrastructure, public safety, public services, and resource management.
- Incorporate bus rapid transit (BRT) routes planned by Omnitrans along major streets with the CHCCSP project area.

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- Create a new employment center for the City of Colton.
- Strengthen the City's economic base.
- Implement the goals and policies of the City of Colton General Plan.

1.4 Project Background

West Valley Specific Plan

The subject property is located within an area formerly subject to the now-defunct West Valley Specific Plan (WVSP). The WVSP consisted of two subareas: the West Subarea of approximately 476 acres and the East Subarea of approximately 152 acres. The West Subarea is bounded by San Bernardino Avenue on the north, the city boundary on the west, the Interstate I-10 Freeway on the south, and the Union Pacific Railroad on the east. The East Subarea was bounded by "C" Street on its uppermost northern parts, Grand Avenue on the west, the San Bernardino I-10 Freeway on the south, and the Burlington Northern and Santa Fe Railroad tracks near Pennsylvania Avenue on the east (City of Colton 2014a).

The WVSP was adopted on June 18, 1996, and was prepared in response to the opportunities for economic growth and revitalization associated with the construction of the Arrowhead Regional Medical Center (ARMC). Since this time, the region has experienced new developments to the east and west, while properties within the WVSP area remained largely undeveloped. In 2007, the City began work on an amendment to the WVSP to revise the planning areas and land use types to take advantage of the proximity to the San Bernardino ARMC. A notice of availability was submitted to the State Clearinghouse on September 22, 2009, and circulated for a public review period of 45 days. The City received a number of comments from agencies and interested parties, but suspended work on the preparation of the Final Specific Plan Amendment. The issues, which caused the City to suspend work, were the recession that began in late 2007 and the presence of the Delhi Sands flower-loving fly (DSF; *Rhaphiomidas terminatus abdominalis*) and associated habitat within the project area (City of Colton 2014a).

West Valley Habitat Conservation Plan

The Draft Habitat Conservation Plan (HCP) for the Delhi Sands Flower-Loving Fly (West Valley HCP) area encompasses approximately 416.3 acres, including 5.8 acres along Slover Avenue, west of Pepper Avenue on the south side of I-10 (City of Colton 2014b).

A large part of the delay for implementation of the WVSP was due to the presence of DSF, particularly in the western portion of the project area. Since DSF is a federally listed endangered species, and because development of land impacted by DSF is prohibited by federal law unless

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certain requirements are met, development opportunities have been limited. Thus, the City of Colton recognized the need to address the mitigation needs of DSF. The West Valley HCP was authorized by the City and submitted to the U.S. Fish and Wildlife Service (USFWS) for review. The CHCCSP incorporates the conservation areas specified in the West Valley HCP. The HCP is an independent process although it was processed concurrently with the WVSP (City of Colton 2014b).

Colton's Hub City Centre Specific Plan

The CHCCSP revised and amended a portion of the West Subarea of the existing WVSP Area; the East Subarea was reclassified to conventional zoning. The vision of the CHCCSP evolved out of a series of public meetings, site tours of other communities in Southern California, meetings with the ARMC representatives, discussions with representatives of the development industry, contact with local Indian tribes, and meetings within various governmental agencies (City of Colton 2014c).

The amendment to the WVSP that would affect the West Subarea of the Specific Plan project area has been developed to implement the goals and policies of the City's General Plan. General plan consistency is achieved when the land uses proposed within a specific plan project area are compatible with, and serve to achieve the objectives, policies, general pattern of land uses, and programs set forth in the General Plan. The Governor's Office of Planning and Research considers a specific plan to be consistent with the General Plan through furthering the objectives and policies of the General Plan (City of Colton 2014c).

Development standards, regulations, guidelines, and administrative procedures have been tailored to implement the City's vision for the CHCCSP project area. City staff and elected officials will use them with property owners, developers, and builders to implement development through future parcel and tentative tract maps, final maps, improvement plans, and other site design and administrative reviews. These standards, regulations, guidelines, and administrative procedures would supersede the relevant portions of the City of Colton Zoning Ordinance, Title 18 of the Municipal Code. If the CHCCSP does not cover specific topics or uses covered in the Municipal Code, then the City code shall prevail. If there is a discrepancy between the City Zoning Ordinance and the CHCCSP, then the CHCCSP would take precedence (City of Colton 2014c).

The CHCCSP is divided into 24 Planning Areas with associated land use designations. The land uses include Retail, Business Park, Retail Mixed Use, Office Mixed Use, Residential, Open Space, Habitat, and Park Uses. Table 1 provides a detailed planning area summary for all uses.

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**Table 1
Planning Area Summary**

Planning Area No.	Land Use	Designation	Acres ¹
1	Business Park	BP	9.00
2	Residential Medium	RES-M	10.70
3	Open Space/Habitat	OS/H	2.60
4	Res-Medium 1	RES-M1	5.6
5	Business Park	BP	14.90
6	Open Space/Habitat	OS/H	6.40
7	Res-Medium 1	RES-M1	4.20
8	Res-Medium 1	RES-M1	5.40
9	Retail Mixed Use	RMU	25.00
10	Business Park	BP	15.70
11	Open Space/Habitat	OS/H	12.20
12	OS/Park	OS/P	3.91
13	Residential Medium	RES-M	9.40
14	OS/Park	OS/P	0.60
15	Residential Medium	RES-M	6.80
16	Retail	R	68.10
17	Business Park	BP	12.10
18	Open Space/Habitat	OS/H	27.20
19	Office Mixed Use	OMU	10.60
20	Retail	R	7.40
21	Office Mixed Use	OMU	10.00
22	Retail	R	3.70
23	Office Mixed Use	OMU	3.00
24	Retail Mixed Use	RMU	43.80
	Major Street Right-of-Ways	N/A	54.89

Source: CHCCSP, City of Colton 2014c

Note:

¹ The acres of the individual Planning Areas are approximate. Precise boundaries and acreage will be established in conjunction with the tentative tract maps, parcel maps, or other instruments with each development application. Minor boundary and acreage variation shall be permitted, subject to Section 7.3.9, Minor Modifications, of the CHCCSP without an amendment to the CHCCSP.

Colton's Hub City Centre Specific Plan EIR

The CHCCSP Draft EIR (City of Colton 2014a), the CHCCSP (City of Colton 2014c), and the CHCCSP Final EIR (City of Colton 2014d) was certified in the City Council Resolution No. R-100-14, along with the introduction of Ordinance No. O-10-14 on October 7, 2014. The CHCCSP EIR was prepared to evaluate the potential environmental impacts associated with the implementation of an amendment to the WVSP. The EIR was intended to address all public infrastructure improvements and all future development that are within the parameters of the

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CHCCSP. Discretionary approvals and permits are required by the City or for implementation of the projects within the CHCCSP project area. Under the CHCCSP, applicants for projects within the CHCCSP are required to obtain a number of discretionary approvals and actions, including:

- Tentative Vesting and Final Map(s)
- Master Plan and Master Plan Amendments
- Development Agreements
- CUPs for hotel and cinema uses as well as senior housing projects
- Formation of districts for infrastructure (i.e., Mello-Roos, Community Facilities Districts, or other mechanism)
- Minor Use Permits (e.g., alcohol beverage service, outdoor seating, parking garages, etc.)
- Architectural and Site Plan Review
- Major/Minor Subdivisions
- Lot Line Adjustment
- Exercising Options for Land Acquisition (e.g., roadway improvements)

The primary purpose of the CHCCSP is to implement the vision and policies of the City for the Hub City Centre Specific Plan that amends and updates a portion of the existing WVSP. The CHCCSP EIR provides an evaluation of potential environmental impacts of the proposed projects and recommends mitigation measures to reduce impacts to a less-than-significant impact where feasible. With the implementation of mitigation measures proposed, no significant and unavoidable impacts will result from the CHCCSP, with the exception of impacts to air quality. For this environmental topic, the Colton City Council adopted a Statement of Overriding Considerations (City of Colton 2014a).

1.5 Format and Content of this Addendum

The following components comprise this Addendum:

- Introduction (Section 1) and Project Description (Section 2)
- The completed Environmental Checklist and its associated analyses (Section 3), which conclude that the proposed project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the levels disclosed in the CHCCSP EIR.

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- Other documentation that evaluates the proposed project and/or project site, which are appended to this Addendum:
 - Appendix A: CHCCSP EIR Mitigation Monitoring and Reporting Program
 - Appendix B: Biological Resources Assessment Materials
 - Appendix C: Geotechnical Investigation
 - Appendix D: Phase I Environmental Site Assessment
 - Appendix E: Preliminary Water Quality Management Plan (WQMP) and Infiltration Report
 - Appendix F: Traffic Impact Analysis and Parking Study
- The CHCCSP Draft EIR (City of Colton 2014a), the West Valley HCP (City of Colton 2014b), the CHCCSP (City of Colton 2014c), the CHCCSP Final EIR (City of Colton 2014d), City of Colton General Plan (City of Colton 2014e), and the Colton Municipal Code (City of Colton 2017a), and are all incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review as follows:

In Person

City of Colton
Development Services Department
659 North La Cadena Drive
Colton, California 92324

Online

<http://www.ci.colton.ca.us/>

1.6 Preparation and Processing of This Initial Study

The City directed and supervised the preparation of this Addendum. Although prepared with assistance from the consulting firm Dudek, the content contained in, and the conclusions drawn by, this Addendum reflect the sole independent judgment of the City.

This Addendum will be forwarded, along with the previously certified CHCCSP EIR, to the City's decision-making body for review as part of its deliberations concerning the proposed project. A public hearing will be held at a later date to evaluate the proposed project and the adequacy of this Addendum. Public comments will be heard at this hearing. At the conclusion of the public hearing, the decision-making body may provide a decision to approve, approve with

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modifications, or deny approval of the proposed project. If approved, the decision-making body will adopt findings relative to the proposed project's environmental impacts.

1.7 Initial Study Checklist

The City prepared the proposed project's Environmental Checklist per CEQA Guidelines Sections 15063(d)(3) and 15168(c)(4). Appendix G of the CEQA Guidelines includes a suggested checklist to indicate whether the conditions set forth in Section 15162, which would require a Subsequent or Supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the CHCCSP EIR. The checklist can be found in Section 3 of this document. Following the checklist, Sections 3.1 through 3.18 include an explanation and discussion of each significance determination made in the checklist.

For this addendum, the following four possible responses to each of the individual environmental issue areas are included in the checklist:

1. **New Significant Impact.** This response is used to indicate when the proposed project has changed to such an extent that major revisions of the CHCCSP EIR are required due to the presence of new significant environmental effects.
2. **More Severe Impacts.** This response is used to indicate when the circumstances under which the proposed project is undertaken have changed to such an extent that major revisions of the CHCCSP EIR are required because the severity of previously identified significant effects would substantially increase.
3. **New Ability to Substantially Reduce Significant Impact.** This response is used to show when new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the CHCCSP EIR was certified indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the proposed project.
4. **No Substantial Change from Previous Analysis.** This response is used to indicate that the proposed project would not create a new impact or substantially increase the severity of the previously identified environmental impact disclosed in the CHCCSP EIR.

The Environmental Checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the proposed project in the context of environmental impacts addressed in the previously certified CHCCSP EIR. In doing so, the City will determine the extent of additional environmental review, if any, for the proposed project.

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1.8 Existing Documents to Be Incorporated by Reference

CEQA Guidelines Sections 15150, 15168(c)(3), and 15168(d)(2) permit and encourage that an environmental document incorporate by reference other documents that provide relevant data. The City of Colton General Plan, the Colton Municipal Code, the CHCCSP, and the CHCCSP EIR and its Mitigation Monitoring and Reporting Program, technical appendices, Findings and Statement of Facts, and associated City Council Resolutions, which are all incorporated herein by reference pursuant to CEQA Guidelines Section 15150, are available for review in the City's Development Services Department (see Section 1.5 for location). These documents can also be found online at the City's website: <http://www.ci.colton.ca.us/>.

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2 PROJECT DESCRIPTION

2.1 Project Location

The approximately 3-acre irregularly shaped project site is located in the western portion of the City of Colton in southwestern San Bernardino County (Figure 1). The project site is generally bounded by I-10 to the south, Pepper Avenue to the west, Valley Boulevard to the north and east, and the ARMC to the north. The address associated with the project site is 1595 West Valley Boulevard and the Assessor's Parcel Numbers associated with the site are 025-419-109 and 025-419-111.

2.2 Environmental Setting

Colton's Hub City Centre Specific Plan

The CHCCSP project area is the West Subarea of the WVSP. The WVSP is comprised of approximately 373 acres bordered by San Bernardino County to the north, I-10 to the south, and Hermosa Avenue to the east; on the west is the City of Colton boundary with the City of Rialto (City of Colton 2014c). Under the WVSP amendment, the CHCCSP project area may be developed with a variety of land uses including retail, office, business park, residential, and open space for recreation use. The West Valley HCP is also a component of the CHCCSP.

The western portion of the CHCCSP project area is bordered by the City of Rialto. Existing buildings include CSM Bakery Products, vacant warehouse structures, a vacant office space, a hotel, and businesses located south of Valley Boulevard. The central portion of the CHCCSP project area, west of the Colton Golf Club and west of Pepper Avenue, is comprised largely of vacant land with some existing commercial and operational use buildings. To the east of Pepper Avenue is the ARMC and the Hermosa Gardens Cemetery, both outside of the CHCCSP project area, but within the WVSP area. Within the CHCCSP project area, there are several existing office, service, and retail structures.

Since the approval of the CHCCSP in 2014, the project area has seen an increase in a variety of land uses, including commercial land uses in Planning Areas 10 and 17. As of October 2017, there are proposed residential units in Planning Areas 2, 4, 7, and 8, and proposed retail development in a portion of Planning Area 16.

Project Site

According to the CHCCSP Land Use Plan, the project site is located within Planning Area 22 designated Retail (R) (Figure 2). The project site currently supports an occupied auto sales building on the southeast corner of Pepper Avenue and Valley Boulevard, a vacated street (the

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former Valley Boulevard, which has been relocated to the north), and an additional strip of disturbed land that was once part of the vacated street right-of-way located between the former street right-of-way and the California Department of Transportation (Caltrans) right-of-way (ROW; Figure 3).

On-site ground surface consists of exposed soil with sparse to moderate native grass and weed growth. Several large trees are present near the southern property line.

The City of Colton Zoning Map (City of Colton 2017b) identifies the project site as within the CHCCSP (Figure 4). The General Plan Land Use Map designates the project site as within the WVSP, although the CHCCSP is an approved amendment to the West Subarea of the WVSP (Figure 5) (City of Colton 2014e).

Surrounding Land Uses

The project site is surrounded by a variety of land uses. Specific land uses located in the vicinity of the project site include:

- North: Valley Boulevard; ARMC
- East: Valley Boulevard; commercial uses
- South: I-10 (San Bernardino Freeway)
- West: Pepper Avenue; commercial uses

2.3 NEC 10 Pepper Project

The proposed project includes construction of three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet (12,900 square feet excluding the outdoor patio areas), along with associated on- and adjacent off-site improvements, such as parking and landscape setbacks (Figure 6).

As shown in Figure 6, the three restaurant/retail use areas are referred to as PAD A, PAD B, and PAD C. The northern portion of the project site, PAD A, would consist of a 3,400-square-foot fast food restaurant (inclusive of a 400-square-foot outdoor patio) with drive through. The southwestern and central portion of the project site, PAD B, would be subdivided into B-1, B-2, and B-3. These areas would consist of a 2,400-square-foot fast food restaurant (inclusive of a 400-square-foot outdoor patio) with no drive through, a 2,900-square-foot retail area, and a 2,800-square-foot fast food restaurant with drive through, respectively (the B-2 and B-3 spaces would share a 235-square-foot outdoor patio). The southeastern corner of the project site, PAD C, would consist of a 2,600-square-foot fast food restaurant (inclusive of a 400-square-foot

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outdoor patio) with drive through. The buildings would be surrounded by pavement for vehicle parking and drive aisles, with areas of concrete flatwork and landscape planters.

Access to the project site would be provided via a proposed right-in/right-out driveway on Pepper Avenue. In addition, two driveways along West Valley Boulevard would provide inbound and outbound access. The project site would include 133 parking spaces.

As part of the proposed project, new infiltration basins would be constructed on site to collect stormwater runoff. In addition, vegetated swales would capture stormwater sheet flows.

2.4 Construction and Phasing

The proposed project would be constructed in a single phase starting in approximately summer 2018 and is expected to be completed in 2019. To facilitate construction of the proposed project, the existing auto sales use and associated parking area, and the vacated street, would be demolished and removed from the project site. If deemed feasible by the project applicant and their construction contractor, the demolished asphalt would be ground and reused as base underlying the project site, and the remainder of the demolition debris would be transported to recycling and landfill facilities.

Construction would consist of several phases, some of which may occur concurrently or otherwise overlap. The following is a preliminary construction schedule for the proposed project¹:

- Demolition/Clearing: Summer 2018
- Site Preparation/Rough Grading: Fall 2018
- Excavation/Trenching: Winter 2019
- Building Construction: Winter 2019–Summer 2019
- Paving/Hardscaping: Spring 2019–Summer 2019
- Architectural Coatings: Summer 2019–Fall 2019
- Landscaping: Fall 2019

2.5 Project Approvals

The following discretionary actions would be required to implement the proposed project.

- Hub City Centre Master Plan for Planning Area 22

¹ The construction schedule is provided for informational purposes and is subject to change.

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- Architectural and Site Plan Review for (a) site development including new retail buildings, including fast food and drive-through restaurants; (b) less-than-required parking due to joint use of parking by different proposed uses; and (c) demolition of an existing building and improvements
- CUP for outdoor dining areas and a drive-through restaurant
- Parcel Map to consolidate the two existing lots into one unified parcel and re-divide into three lots with joint-use parking and driveways
- Variances for lots with less-than-minimum required lot area, for less-than-required landscape (parking) setback, and for less-than-required parking spaces
- Uniform Sign Program for proposed and future signage
- Sign Design Review for installation of new freestanding signs

Addendum to the Colton's Hub City Centre Specific Plan Environmental Impact Report NEC 10 Pepper Project

3 INITIAL STUDY CHECKLIST

1. Project title:

NEC 10 Pepper

2. Lead agency name and address:

City of Colton
Development Services Department
659 North La Cadena Drive
Colton, California 92324

3. Contact person and phone number:

Jay Jarrin, Senior Planner
909.370.5596

4. Project location:

The approximately 3-acre irregularly shaped project site is located in the western portion of the City of Colton in southwestern San Bernardino County (Figure 1). The project site is generally bounded by I-10 to the south, Pepper Avenue to the west, Valley Boulevard to the north and east, and the Arrowhead Regional Medical Center to the north. The address associated with the project site is 1595 West Valley Boulevard, and the Assessor's Parcel Numbers associated with the site are 025-419-109 and 025-419-111.

5. Project sponsor's name and address:

J. Scott Fawcett & Michael Lundin, Lumar Devco II LLC
3835 Birch Street
Newport Beach, California 92660

6. General plan designation:

West Valley Specific Plan

7. Zoning:

Colton's Hub City Centre Specific Plan (identified within the Specific Plan as R (Retail))

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8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The proposed project includes construction of three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet, along with associated on- and adjacent off-site improvements, such as parking and landscape setbacks. Refer to Section 2.3 for a more detailed project description.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project site is surrounded by a variety of land uses. Specific land uses located in the vicinity of the project site include:

- North: Valley Boulevard; Arrowhead Regional Medical Center
- East: Valley Boulevard; commercial uses
- South: I-10 (San Bernardino Freeway)
- West: Pepper Avenue; commercial uses

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- California Department of Transportation (Caltrans) (Freeway Signage Review)
- County of San Bernardino (National Pollutant Discharge Elimination System (NPDES) General Construction Permit)

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

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DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature



Date

Addendum to the Colton's Hub City Centre Specific Plan Environmental Impact Report NEC 10 Pepper Project

EVALUATION OF ENVIRONMENTAL IMPACTS

Section 15168(c) of the CEQA Guidelines provides that when the lead agency adopts a program EIR, subsequent activities in the program are examined in light of the program EIR to determine whether an additional environmental document must be prepared. If the lead agency finds that pursuant to CEQA Guidelines Section 15162, no new effects could occur or mitigation measures would be required, the activity may be approved as being within the scope of the project covered by the program EIR (CEQA Guidelines Section 15162(c)(2)). Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, if the lead agency determines that one or more of the following conditions are met, a subsequent EIR or negative declaration shall be prepared for the project:

1. Substantial project changes are proposed that 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
2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to 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 that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified 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 identified 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 proponent declines to adopt the mitigation measures or alternatives; or
 - D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

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Where none of the conditions specified in Section 15162 are present, the lead agency can choose not to prepare a subsequent or supplemental EIR (CEQA Guidelines Section 15162(a)), but may prepare a negative declaration, an addendum, or no further CEQA documentation. Section 15164 of the CEQA Guidelines states that an addendum to an EIR shall be prepared “if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the CHCCSP EIR is the appropriate environmental document for the project. This Addendum reviews the changes proposed by the project and any pertinent changes to the circumstances under which the project is undertaken that have occurred since the CHCCSP EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the CHCCSP EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the CEQA Guidelines and their applicability to the project.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Addendum to the Colton's Hub City Centre Specific Plan Environmental Impact Report NEC 10 Pepper Project

3.1 Aesthetics

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project have a substantial adverse effect on a scenic vista? (*Less Than Significant Impact With Mitigation Incorporated*)
- b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (*Less Than Significant Impact With Mitigation Incorporated*)
- c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings? (*Less Than Significant Impact With Mitigation Incorporated*)
- d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (*Less Than Significant Impact With Mitigation Incorporated*)

Proposed Project Significance Determination

- a) *Would the project have a substantial adverse effect on a scenic vista?*

No Substantial Change from Previous Analysis. Scenic vista and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. While the immediate project area does not contain any such landforms, distant mountains can be seen from the project area. In order to prevent views of these scenic resources from being impeded from the public ROW, design of the proposed project would comply with mandatory building setbacks from the surrounding public streets, which would allow views from these public areas to be maintained. In addition, the proposed project would adhere to the height limitations specified in the CHCCSP, which will also help to preserve mountain view corridors. Aside from the distant mountains, there are no other distinctive scenic resources in the vicinity of the project area, as described in the CHCCSP EIR (City of Colton 2014a).

Therefore, no new or more severe impacts associated with scenic vistas would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new Plans, Programs, or Policies (PPPs); Project Design Features (PDFs); and/or Mitigation Measures (MMs) are required.

Addendum to the Colton's Hub City Centre Specific Plan Environmental Impact Report NEC 10 Pepper Project

- b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Substantial Change from Previous Analysis. The project site is not located within the vicinity of a state scenic highway. The nearest, and only, officially designated scenic highway is the segment of State Route 38 from east of South Fork Campground to State Lane (Caltrans 2011). This segment of roadway is located more than 25 miles northeast of the project site. Because of this considerable distance, and due to the intervening natural topography and man-made structures between this roadway and the project site, the proposed project would be located well outside of the viewshed of this scenic highway.

Therefore, no new or more severe impacts associated with scenic resources within a state scenic highway would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

No Substantial Change from Previous Analysis. As described in the CHCCSP EIR, overall implementation of the CHCCSP is expected to represent a visual improvement to the area while maintaining view corridors. The proposed project site is within Planning Area 22 of the CHCCSP and would be developed with retail uses consistent with the CHCCSP. With the exception of standards for which a variance application is being requested, the proposed project would be consistent with Chapter 4, Development Regulations, of the CHCCSP and would be consistent with the site design requirements most directly associated with the overall visual character and quality of the project site, including building setback and height, lighting, signage, and landscaping design. In addition, MMs AES-1 through AES-4 from the CHCCSP EIR require the project applicant to submit site specific landscape plans and lighting plans in addition to compliance with the Design and Development standards set forth in the CHCCSP.

Therefore, no new or more severe impacts associated with the visual character or quality of the site and its surroundings would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Addendum to the Colton's Hub City Centre Specific Plan Environmental Impact Report NEC 10 Pepper Project

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No Substantial Change from Previous Analysis. The proposed project would involve fast food and retail development with lighting requirements typical of such uses. If not properly shielded, this new exterior lighting could potentially result in light trespass (i.e., excessive and unwanted light generated on one property illuminating another property). To avoid light trespass, the proposed project would be required to comply with MMs AES-3 and AES-4, which require the proposed project to prepare a photometric plan that identifies the proposed luminosity and location of all exterior lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, and the type of shielding that would minimize light spillover, and to demonstrate through the photometric analysis how the fixtures would avoid the spread of stray light across site boundaries, and especially onto the nearby ARMC site.

In addition, Section 18.42.090 of the City of Colton Zoning Ordinance mandates that exterior lighting be arranged as to reflect away from and to not cause a nuisance at surrounding land uses, adjoining property, and the public ROW. This will be accomplished on the project site by utilizing exterior light fixtures that are shielded with hoods, filtering louvers, glare reducers, or other means to maintain adequate lighting without undue nighttime glare impacts on adjoining areas.

Therefore, no new or more severe impacts associated with light or glare would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated aesthetics would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to aesthetics:

- AES-1** Applicants submitting development review applications on sites in the project area shall prepare and submit a landscape plan along with their site plan to the City of Colton that meets the requirements of the City Municipal Code and is

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consistent with the adopted Specific Plan Landscape Design Guidelines of the CHCCSP Project.

AES-2 Landscaping and revegetation of graded areas shall occur as soon as practical after grading, to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts.

AES-3 Applicants submitting development review applications on sites in the project area along with their site plans shall prepare and submit a Lighting Plan with photometric analysis to the City of Colton that identifies the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries. Lighting specifications that reduce light and glare shall comply with City of Colton requirements and shall appear as notes on the building plans.

AES-4 Applicants submitting development review applications for projects within Planning Areas 16, 20, 22 (retail), and Planning Areas 21, 23, 24 (office- and retail-mixed) shall prepare and submit site plans including building elevations and lighting plans with photometric lighting analysis to the County of San Bernardino Land Uses Services Department for review and comment, that identifies the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries into the ARMC site. Lighting specifications that reduce light and glare shall appear as notes on the building plans.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2 Agriculture and Forestry Resources

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (*No Impact*)

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- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? *(No Impact)*
- c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? *(No Impact)*
- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use? *(No Impact)*
- e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? *(No Impact)*

Proposed Project Significance Determination

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Substantial Change from Previous Analysis. The proposed project would be located within the CHCCSP area of the City, the majority of which includes vacant land, commercial retail areas, and other small businesses. According the Farmland Mapping and Monitoring Program (FMMP) maps, the project site and surrounding area is designated as Urban and Built-Up Land and Other Land (DOC 2016a). Neither the project site nor the surrounding area contains any parcels identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The nearest such land to the project site is Farmland of Statewide Importance located approximately 3 miles southwest of the project site. Due to the relatively considerable distance between the project site and this Farmland of Statewide Importance, the proposed project would not impede, interfere with, convert, or otherwise affect this piece of agricultural land.

Therefore, no new or more severe impacts associated with agricultural and forestry resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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- b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Substantial Change from Previous Analysis. Pursuant the California Department of Conservation's Williamson Act Map for the project area, no parcel identified under a Williamson Act contract are located on the project site (DOC 2016b). The nearest such parcels to the project site are located several miles from the project site near the Cities of Loma Linda and Redlands.

Therefore, no new or more severe impacts associated with agricultural resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- c) ***Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

and

- d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Substantial Change from Previous Analysis. The broader project area is largely urbanized and built out. The City's zoning map does not identify any forest land or timberland zones in the project area, and no forested land is found within the City. As such, the proposed project would not conflict with existing zoning for forest land or timberland use.

Therefore, no new or more severe impacts associated with forestry resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- e) ***Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

No Substantial Change from Previous Analysis. As previously addressed, neither the project site nor the surrounding area contains Farmland or forest land, and no such land

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occurs in the broader vicinity of the site. Consequently, the proposed project would not result in conversion of agricultural land or forest land.

Therefore, no new or more severe impacts associated with agricultural and forestry resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with agricultural lands, agricultural zoning, Williamson Act contracts, or timberland would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR did not recommend any PPPs, PDFs, and/or MMs related to agriculture and forestry resources.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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3.3 Air Quality

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP project would result in the following impacts:

- a) Would the project conflict with or obstruct implementation of the applicable air quality plan? (*Significant and Unavoidable*)
- b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? (*Significant and Unavoidable*)
- 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)? (*Significant and Unavoidable*)
- d) Would the project expose sensitive receptors to substantial pollutant concentrations? (*Significant and Unavoidable*)
- e) Would the project create objectionable odors affecting a substantial number of people? (*Less Than Significant Impact*)

Proposed Project Significance Determination

- a) ***Would the project conflict with or obstruct implementation of the applicable air quality plan?***

and

- b) ***Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

and

- 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 which exceed quantitative thresholds for ozone precursors)?***

and

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d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

The proposed project site is within Planning Area 22 of the CHCCSP. According to Table 4.15-3 of the CHCCSP EIR, Planning Area 22 was originally analyzed as containing 40,293 square feet of retail/shopping center use. Thus, as currently designed, the proposed project's three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet, along with associated on- and adjacent off-site improvements, represent a substantial reduction in development intensity on the project site.

As shown in Table 3, the proposed project is forecast to generate approximately 2,733 net daily trips, 220 of which will occur during the morning peak hour and 196 of which will occur during the evening peak hour. The estimated 2,733 net daily trips generated by the proposed project would be fewer than the 3,761 daily trips estimated for Planning Area 22, as identified in Table 4.15-3 in the CHCCSP EIR. Thus, a corresponding decrease in mobile source air emissions (i.e., tailpipe emissions) attributed to Planning Area 22 would be expected. Additionally, the substantial decrease in building footprints compared with the project evaluated in the CHCCSP EIR for Planning Area 22 would result in a corresponding substantial reduction in other non-mobile source air emissions, including those associated with construction, area sources (i.e., emissions related to the on-site use of consumer products, architectural coating, and landscaping equipment), and energy usage (i.e., emissions related to the on-site use of nature gas).

Further, much of the CHCCSP area is still awaiting to be developed/redeveloped. As such, much of the air emissions associated with buildout of the CHCCSP, as identified in Tables 4.3-9 and 4.3-10 of the CHCCSP EIR, have yet to be realized. Any mobile source emissions attributed to the proposed project would fall under daily air emissions analyzed in the CHCCSP EIR, and accordingly, the proposed project would not result in an increase in air emissions previously evaluated and disclosed in the CHCCSP EIR.

In regard to localized air emissions impacts, the TIA prepared for the proposed project (Appendix F) found that the proposed project would not result in any study area intersections to operate at a Level of Service (LOS) E or worse. This is noteworthy because of reduced speeds and vehicle queuing, carbon monoxide (CO) "hot spots" typically occur at high traffic volume intersections with a LOS E or worse. Consequently, the proposed project would not cause emission levels in excess of the CO standards. In terms of the operational localized significance thresholds (LSTs), the CHCCP EIR found that according to South Coast Air Quality Management District (SCAQMD) LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources, such as power plants, or attracts mobile sources that may

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spend long periods on-site queuing and idling, such as warehouse/transfer facilities. The proposed project does not include such land uses or activities.

Notwithstanding, in an effort to reduce air emissions contributed to the proposed project to the greatest feasible extent, all applicable air quality MMs identified in the CHCCSP EIR still apply to the project.

Therefore, no new or more severe impacts associated with regional and localized air emissions would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

e) *Would the project create objectionable odors affecting a substantial number of people?*

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement and diesel exhaust emissions. The objectionable odors that may be produced during the construction process are of short-term in nature, and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Due to the short-term nature and limited amounts of odor producing materials being used, no significant impact related to odors would occur during construction of the proposed project.

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the proposed project.

Therefore, no new or more severe impacts associated with objectionable odors would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with air quality would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to air quality:

Construction Mitigation Measures

AQ-1 The project applicant shall require that the grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust and limit the grading area to no more than 5 acres per day. In addition the DSF HCP provides clear direction on how BACMs should be implemented as follows: Each Covered Project Proponent shall ensure that active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately. This would include such measures as:

- Sweeping local streets regularly during construction;
- Applying dust palliatives to areas that are not under active construction;
- Pre-water larger sites prior to initiation of grading, grade sites in phases timed to coincide with construction so that no sites are left graded and exposed to the elements;
- Washing construction vehicles prior to leaving a construction site;
- Installing wind fencing around construction sites with signage that identifies who to call if dust is seen blowing from the site; and
- Any other measures that, at the time of approval of individual development projects, must be implemented on a project-by-project basis.

AQ-2 The project applicant shall require that architectural coating products are used that do not exceed more than 5g/L VOC [5 grams per liter of volatile organic compounds] content.

AQ-3 The project applicant shall require that all diesel construction equipment used on - site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient.

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Operational Mitigation Measures

- AQ-4** All new development projects, or sites where significant redevelopment will occur shall be required to provide sidewalks along and within the property boundaries.
- AQ-7** All new development projects, or sites where significant redevelopment (greater than 50% increase in land use, or building coverage) will occur shall require that any future commercial tenants restrict delivery truck idling on the project site.
- AQ-8** All future tenants must institute a recycling program that reduces waste to landfills by a minimum of 50%, or as stipulated by CalRecycle. The recycling program must include designated recycling bins at each proposed trash storage area and require all green waste to be stored in containers separate from other types of municipal solid waste.
- AQ-9** All new development projects, or sites where significant redevelopment will occur shall exceed 2013 Title 24, Part 6 Standards by 3%, and meet Green Building Code Standards.
- AQ-10** All new development projects, or sites where significant redevelopment will occur shall be equipped with faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures.
- AQ-11** Water-efficient irrigation systems shall be installed at all new development projects, or sites where significant redevelopment will occur that conforms to the requirements of Colton Municipal Code.
- AQ-12** All new development projects, or sites where significant redevelopment will occur shall include ENERGY STAR-compliant appliances wherever appliances are needed in buildings on-site and that natural gas only hearths be installed when needed.
- AQ-13** All new development projects, or sites where significant redevelopment will occur shall be developed with high-efficiency lighting on-site that is at least 10% more efficient than standard lighting.
- AQ-14** All new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance/re-application do not exceed more than 5g/L VOC content.

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AQ-15 All new development projects, or sites where significant redevelopment will occur adjacent to or near conservation sites established in the HCP, shall include measures to reduce impacts associated with the operation of any development projects must be developed on a project by project basis depending on the type of land use being proposed and a site's proximity to the conservation areas identified in the HCP. These may include BMPs [best management practices] such as routine parking lot and street sweeping to reduce particulate matter; encouraging employees to use alternative modes of transportation and carpooling, and the development of workforce housing near employment generators such as the ARMC.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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3.4 Biological Resources

The following analysis is based on a biological resources assessment conducted by Dudek in October and November 2017. This assessment included a pre-field review of the latest available relevant literature, published research, maps, soil data, elevation, data on biological baselines, special-status habitats, and species distributions to determine those resources that have the potential to occur within the 3-acre project site and surrounding 100-foot buffer (the biological study area) (Figure 7). A search of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CDFW 2017a–d), California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Plants* (CNPS Inventory; CNPS 2017), and USFWS occurrence data (USFWS 2017a) was conducted to identify special-status biological resources from the region. The CNDDDB and CNPS Inventory were queried based on the U.S. Geological Survey 7.5-minute topographic quadrangle map for San Bernardino South where the biological study area is located, as well as the surrounding eight 7.5-minute quadrangle maps (i.e., Devore, Fontana, Harrison Mountain, Redlands, Riverside East, Riverside West, San Bernardino North, and Sunnymead). Potential and/or historic drainages and aquatic features were also investigated based on a review of the U.S. Geological Survey topographic maps (1:24,000 scale), aerial photographs, the USFWS' National Wetlands Inventory database (USFWS 2017b), and the Natural Resource Conservation Service Web Soil Survey (USDA 2017). Other documentation reviewed included the City of Colton General Plan (2013), Colton's Hub City Centre Specific Plan Final EIR (City of Colton 2014d), and the West Valley HCP (RBF Consulting 2014).

Following the pre-field literature review, Dudek biologists Janice Wondolleck and Dale Powell (TE-006559) conducted a reconnaissance-level biological survey and habitat assessment between 0930 and 1030 hours on November 6, 2017. Climatic conditions ranged from 64° Fahrenheit (°F) to 66°F with clear skies and light winds (1 to 2 miles per hour). During the field survey, vegetation communities and land covers were mapped according to the *List of Vegetation Alliances and Associations* (or Natural Communities List; CDFG 2010), which is based on *A Manual of California Vegetation, Second Edition* (Sawyer et. al. 2009). Land covers not included in the Natural Communities List followed the Orange County Habitat Classification System (OCHCS; Gray and Bramlet 1992). A general inventory of plant and wildlife species detected by sight, calls, tracks, scat, or other field indicators were compiled, and a determination was made concerning the potential for special-status species to occur within the biological study area. In addition, a preliminary investigation of the extent and distribution of U.S. Army Corps of Engineers- jurisdictional waters of the United States, Regional Water Quality Control Board (RWQCB)-jurisdictional waters of the state, and CDFW-jurisdictional streambed and associated riparian habitat was conducted.

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The biological study area is characterized by three non-natural vegetation communities and land covers, including ruderal vegetation community, urban/developed land cover, and transportation land cover, and one semi-natural vegetation community, eucalyptus groves alliance (Figure 7).

The ruderal vegetation community is not recognized by the Natural Communities List but is described by the OCHCS (Gray and Bramlet 1992). Ruderal vegetation occurs in areas disturbed by human activities, such as roadsides and graded fields, and consists of early successional grassland dominated by pioneering herbaceous plants. Dominant species within the biological study area include golden crownbeard (*Verbesina encelioides*) and puncture vine (*Tribulus terrestris*), as well as other disturbance-related species including California croton (*Croton californicus*), telegraph weed (*Heterotheca grandiflora*), and prickly Russian thistle (*Salsola tragus*).

The urban/developed land cover is not recognized by the Natural Communities List, but is described by the OCHCS (Gray and Bramlet 1992). Urban/developed land refers to areas supporting man-made structures, including homes, yards, sidewalks, and other highly modified lands supporting structures associated with dwellings or other permanent structures. Vegetation in these areas, if present at all, is typically associated with ornamental landscaping that has been included in the development footprint. Within the biological study area, the urban/developed land cover consists of paved parking areas, buildings, and concrete sidewalks.

The transportation land cover is not recognized by the Natural Communities List, but is described by the OCHCS (Gray and Bramlet 1992). The transportation land cover is mapped adjacent to the project site within the 100-foot biological study area. This land cover refers to areas supporting man-made roads, including West Valley Road to the north and east, North Pepper Avenue to the west, and I-10 to the south.

The eucalyptus grove alliance is recognized by the Natural Communities List as a semi-natural alliance. Eucalyptus groves are dominated by red river gum (*Eucalyptus camaldulensis*), blue gum (*Eucalyptus globulus*), or other *Eucalyptus* species with an intermittent to continuous canopy less than 164 feet in height. This alliance requires more than 80% relative cover in the tree layer and consists of a sparse to intermittent shrub and herbaceous layers. Eucalyptus groves occur at an elevation between 0 and 984 feet above mean sea level; eucalyptus does not have a state or global rank. Within the biological study area, this alliance supports red river gum, blue gum, and Peruvian pepper tree (*Schinus molle*), with an understory of Bermuda grass (*Cynodon dactylon*), flax-leaved horseweed (*Erigeron bonariensis*), California croton, and telegraph weed.

Wildlife species observed or detected during the field survey of the biological study area included American crow (*Corvus brachyrhynchos*), western fence lizard (*Sceloporus*

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occidentalis), and brush-footed butterfly (*Nymphalidae* sp.). No active bird nests were detected, and no special-status wildlife species were detected within the biological study area.

The biological study area does not contain drainage features that would be regulated under the jurisdiction of the U.S. Army Corps of Engineers, RWQCB, or CDFW.

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP project would result in the following impacts:

- a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*Less Than Significant Impact With Mitigation Incorporated*)
- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*No Impact*)
- c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*No Impact*)
- d) Would the project 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? (*Less Than Significant Impact With Mitigation Incorporated*)
- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (*Less Than Significant Impact*)
- f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (*Less Than Significant Impact*)

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Proposed Project Significance Determination

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Substantial Change from Previous Analysis. The biological study area includes the construction footprint of the proposed project on approximately 3 acres, plus a 100-foot buffer around the project site (Figure 7). Due to the existing setting and urban condition of the biological study area, the potential for special-status species to occur is low.

Plant Species

The project site is characterized by semi-natural and non-natural vegetation communities and land covers. No plant species listed or proposed for listing as rare, threatened, or endangered by the USFWS or CDFW were detected within the biological study area during the survey conducted in November 2017. In addition, no plant species considered sensitive by the CNPS were detected. The survey was not conducted during the peak bloom period for most flowering plants; however, special-status plant species would be unlikely to survive with the current amount of disturbance, non-native plant competition, and development already in place.

A review of literature, existing documentation, and geographic information systems (GIS) data was performed to evaluate the potential for special-status plant species to occur within the biological study area. Each special-status plant species was given a rating of not expected, low, medium, or high based on relative location to known occurrences, vegetation communities, soils, and elevation. Based on the results of the literature review and database searches, 74 special-status plant species were identified as previously occurring within the region. However, all of these species are not expected to occur or have low potential to occur within the biological study area based on the soils, current disturbance levels, vegetation communities (habitat) present, and elevation ranges of the project site. The complete results of this potential to occur evaluation for special-status plants are included as Appendix B-1 of this document. In addition, there is no USFWS-designated critical habitat for listed plant species within the biological study area.

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Therefore, no new or more severe impacts associated with candidate, sensitive, or special-status plant species would occur, and the level of impact would not change from the level identified in the CHCCSP EIR; no new MMs are required.

Wildlife Species

No wildlife species listed or proposed for listing as rare, threatened, or endangered by the USFWS or CDFW were detected within the biological study area during the survey conducted in November 2017. Conditions were suitable for detection of diurnal wildlife species and wintering migratory birds. Direct observation of mammal species was limited because the survey was conducted during the daytime when many of the species potentially occurring on the survey area are inactive (e.g., small rodents). Thus, identification of mammals primarily relied on detection of surface sign such as scat, burrows, and tracks.

A review of literature, existing documentation, and GIS data was performed to evaluate the potential for special-status wildlife species to occur within the biological study area. Each special-status wildlife species was given a rating of not expected, low, moderate, or high based on relative location to known occurrences, vegetation communities, and elevation. Based on the results of the literature review and database searches, 59 special-status wildlife species were identified as occurring within the region. One special-status wildlife species has at least a moderate potential to occur within the project site: the federally listed as endangered Delhi Sands flower-loving fly. Undeveloped portions of the project site (characterized as a ruderal vegetation community) that encompass 0.5 acres may support DSF. The CHCCSP Final EIR (City of Colton 2014d) encompasses the entire project site, which is zoned as retail within Planning Area 22. The northern half of the project site occurs within the West Valley HCP, which affords protection for DSF but identified the parcel as “developed” with no habitat quality or conservation value (RBF Consulting 2014). In addition, the land northeast of the project site immediately across West Valley Boulevard supports occupied habitat for DSF and is part of the Hospital Reserve Site (Management Unit 2; 6.8 acres). Assuming DSF is present within the project site because of the presence of 0.5 acres of undeveloped areas on the project site that provide suitable habitat for DSF, direct impacts to DSF as a result of implementing the proposed project could be significant.

However, implementation of previous commitments contained within the CHCCSP Final EIR (City of Colton 2014d) and West Valley HCP (RBF Consulting 2014)—specifically MMs BIO-1 through BIO-10—would help the City avoid and minimize impacts to DSF.

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Therefore, with implementation of mitigation identified in the CHCCSP Final EIR, impacts associated with DFS would be less than significant.

All other special-status wildlife species are not expected or were determined to have a low potential to occur within the biological study area based on the vegetation communities (habitat) present, elevation ranges, and proximity of previous CNDDDB occurrences to the project site. The complete results of this potential to occur evaluation for special-status wildlife are included as Appendix B-2 of this document. In addition, there is no USFWS-designated critical habitat for listed wildlife species within the biological study area.

Therefore, with the incorporation of MMs BIO-1 through BIO-10, no new or more severe impacts associated with candidate, sensitive, or special-status wildlife species would occur, and the level of impact would not change from the level identified in the CHCCSP EIR; no new MMs are required.

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

No Substantial Change from Previous Analysis. The project site is located entirely on disturbed and developed land. No natural vegetation communities are present within the impact footprint. There is no native riparian community that occurs on the project site. As a result, there would be no impact to riparian or sensitive vegetation communities.

Therefore, no new or more severe impacts associated with riparian or sensitive vegetation communities would occur, the level of impact would not change from the level identified in the CHCCSP EIR, and no new mitigation measures are required.

- c) ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Substantial Change from Previous Analysis. No federally defined waters of the United States or state occur within the biological study area. This includes the absence of federally defined wetlands and other waters (e.g., drainages) and state-defined waters (e.g., streams and riparian extent). No direct impacts to jurisdictional waters or wetlands would occur.

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Therefore, no new or more severe impacts associated with federally protected wetlands would occur, the level of impact would not change from the level identified in the CHCCSP EIR, and no new mitigation measures are required.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Substantial Change from Previous Analysis. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as stepping stones for wildlife dispersal. Due to the disturbed and developed nature of the project site, there are no wildlife corridors within the impact footprint. Immediately adjacent to the project site is dedicated open space for DSF (the Hospital Reserve Site). However, this relatively small block of open space was designated for preserving a listed species' habitat with limited range and not for maintaining wildlife movement throughout the region.

The project site is devoid of any trees or shrubs that could potentially be used by migratory birds for breeding. However, potential nesting habitat occurs within the 100-foot buffer of the biological study area. Direct and indirect impacts to migratory nesting birds must be avoided to comply with the Migratory Bird Treaty Act and California Fish and Game Code. The project would be limited to existing disturbed and developed areas, and no removal of trees or other nesting habitat would occur; therefore, direct impacts to nesting birds are not expected. Indirect impacts to nesting birds associated with short-term construction-related noise could result in decreased reproductive success or abandonment of an area as nesting habitat during the breeding season (i.e., February 1 through June 30).

However, implementation of previous commitments contained within the CHCCSP Final EIR (City of Colton 2014d)—specifically MM BIO-14—would help the City avoid and minimize impacts to nesting and migratory birds. Therefore, with implementation of mitigation identified in the CHCCSP Final EIR, impacts associated with DFS would be less than significant.

Therefore, following compliance of the Migratory Bird Treaty Act and California Fish and Game Code and MM BIO-14, no new or more severe impacts associated with nesting

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birds would occur, and the level of impact would not change from the level identified in the CHCCSP EIR; no new MMs are required.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Substantial Change from Previous Analysis. The City has adopted the Street Tree Ordinance of the City of Colton, California (Municipal Code Chapter 12.20, Trees and Shrubs), which affords protection to any tree, shrub, or plant maintained by the City. It is unlawful to cut, trim, prune, plant, remove, injure, or interfere with any parkway tree or plant without a permit. The biological study area contains several mature trees that have been planted and maintained for several years. However, the proposed project site does not contain mature trees. Thus, a tree removal permit is not anticipated to be obtained for the proposed project.

Therefore, no new or more severe impacts associated with local policies or ordinances protecting biological resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR; no new mitigation measures are required.

- f) ***Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Substantial Change from Previous Analysis. The southern portion of the project site is not within an adopted conservation plan and consists of the abandoned portion of West Valley Boulevard and a strip of undeveloped, yet disturbed land (ruderal) between the abandoned roadway and the adjacent Caltrans ROW for I-10. The northern portion of the proposed project is located within the West Valley HCP for DSF. This portion of the project site is identified as Parcel ID 125, which is characterized as “Developed” and is not within an area earmarked by the West Valley HCP as “Proposed Conservation” (Figure 7 of the West Valley HCP; RBF Consulting 2014). As a result, the proposed project would be considered a covered activity and in compliance with the West Valley HCP following implementation of the proposed PDFs.

Therefore, no new or more severe impacts associated with an adopted HCP would occur; the level of impact would not change from the level identified in the CHCCSP EIR; and no new MMs are required.

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Conclusion

In conclusion, no new or more severe impacts associated with biological resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to biological resources:

BIO-1 Construction Monitoring:

- a. Cover Project Proponents will retain an experienced DSF biologist, e.g., someone who has conducted field research and/or presence/absence surveys, to function as the Biological Monitor for any development projects in the CHCCSP project area.
- b. At least 30 days prior to initiating project activities, project proponents will submit to the City, in writing, the name(s), any permit numbers, and resumes of all prospective Biological Monitors.
- c. Project activities, will not begin until a Biological Monitor(s) has been approved by the City.
- d. At least one week prior to grading, City-approved monitor(s) shall provide the City's Development Services Department with written and photographic documentation that the limits of construction have been properly defined, i.e., marked and fenced, are readily identifiable and are not encroaching on the existing or proposed conservation areas that will be established by this HCP.
- e. The Biological Monitor(s) shall be responsible for ensuring that the approved limits of grading are not exceeded, that the fencing delineating the limits of construction is maintained, and that the contractor adheres to the other provisions set forth in this Section.
- f. The Biological Monitor will visit the site at least a twice weekly during project construction.
- g. The monitor(s), in cooperation with the on-site construction manager(s), shall have the authority to halt construction activities in the event that these provisions are not met.

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- h. The monitor(s) shall submit a report to the City's Development Services Department at the end of the month during each month of construction documenting the implementation of all grading and construction minimization measures.
- i. If construction results in encroachment on existing or proposed conservation areas, the City will report the encroachment to the USFWS within 24 hours after receiving the monthly report.

BIO-2 The City of Colton will retain a qualified Biological Monitor for any repair, operations or maintenance, or emergency activities resulting in disturbance to occupied or potentially suitable DSF habitat. Biological Monitors for these activities will be subject to the same experience, approval and reporting requirements as for construction.

BIO-3 Worker Environmental Awareness Program:

- a. All contractors and city employees who may work in areas containing occupied or potential Delhi Sands flower-loving fly habitat will attend a worker environmental awareness program (WEAP) conducted by a biological monitor familiar with the species, to ensure that they are informed of the sensitivity of conserved areas and all applicable avoidance and minimization requirements to ensure conformity with all applicable provisions of the HCP Section 5.3, General Measures to Avoid/Minimize Impacts. The Biological Monitor will present information on the life history, ecology, legal and conservation status of the Delhi Sands flower-loving fly and potential penalties that could occur as a result of violations of the endangered species Act. The importance and significance of the associated HCP and incidental take permit to the City of Colton will be emphasized. Personnel will be required to sign and date a form indicating that they have attended the program and fully understand the conservation measures and agree to comply.

BIO-4 Control of Toxic Substances: During and after the construction of any Covered Project, the proper use and disposal of oil, gasoline, diesel fuel, antifreeze, and other toxic substances shall be restricted so as to avoid impacts to DSF and their habitat.

BIO-5 Fire Prevention Equipment - to extinguish small brush fires (e.g., from trucks or vehicles) shall be present on site during all phases of construction, along with

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personnel trained in the use of such equipment. Smoking shall be prohibited in construction areas adjacent to flammable vegetation.

BIO-6 Controlled Access: Prior to commencement of clearing or grading activities, areas of existing conservation and areas proposed for conservation shall be clearly marked by a Biological Monitor, and temporary fencing will be installed to prevent disturbance by construction vehicles. All movement of construction personnel, including ingress and egress of equipment and personnel shall be limited to designated construction zones. The temporary fencing will be removed upon completion of all construction activities and replaced with permanent fencing to protect conserved habitat.

The Covered Project Proponent and its contractor(s)/subcontractor(s) shall be responsible for compensating at a ratio of 10:1 (acre off-site conservation/acre impact) from the Colton Dunes Conservation Bank or through a private purchase of suitable DSF habitat and a commitment to its long-term management for the disturbance of sensitive habitat outside of the approved limits of construction. Any restoration mandated for infringements outside the project footprint shall require a restoration plan approved by the City.

BIO-7 Storage and Staging Areas - No temporary storage or stockpiling of construction materials shall be allowed within conserved areas/habitat, and all staging areas for equipment and materials shall be located a minimum of 50 feet away from existing or proposed conserved habitat. Staging areas and construction sites shall be kept free of trash, refuse, and other waste; no waste dirt, rubble or trash shall be deposited within conserved habitat.

BIO-8 Dust Control - Active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately.

BIO-9 Lighting - Night lighting shall be prohibited during the course of construction, unless absolutely necessary for safety and protection of property. If necessary, the lights must be shielded to minimize impacts to the surrounding habitat.

BIO-10 Habitat Assessment - The City of Colton and USFWS have already spent considerable time and money inventorying the suitability of DSF habitat within

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the CHCCSP project area boundaries. This information provided the basis for the Incidental Take analysis, as well as the proposed conservation measures. The following additional avoidance and mitigation measures are proposed:

- a. The City of Colton will fence all conservation areas to limit access. Educational signage will be posted with information regarding the Colton Dunes natural community and DSF.
- b. Permanent lighting in developed areas adjacent to DSF conservation areas/habitat will be shielded to minimize impacts to DSF and other wildlife.
- c. Project applicants will be given a map clearly delineating DSF existing or proposed conservation areas in proximity to their project site.
- d. Project applicants will be responsible for clearly defining their project boundaries, i.e., marking and fencing, and designating the ingress and egress routes and demonstrating to the City of Colton that no impacts will occur to existing or proposed DSF conservation areas.
- e. All incidences of damage to DSF habitat not approved for development under the HCP will be reported within 24 hours to USFWS for their evaluation and recommendations for compensation, including the following:
 - i. Any damage or loss of 0.25 acre or more of DSF habitat within existing or proposed conservation areas by the applicant or construction crews or contractors working for the applicant will be mitigated in the Colton Dunes Conservation Bank at a 5:1 ratio with the minimum compensation being 1-acre.
- f. In addition, all damaged DSF habitat will be fully restored at the applicant's expense. A restoration plan will be developed for the review and approval of the City of Colton and the Service. It will include the following measures:
 - i. Berms or excavations created by equipment will be removed restoring the natural contour of the site. To the extent possible, displaced topsoil and native vegetation (even if crushed) will be placed back in the area of the disturbance.
- g. Native seed will be collected from the surrounding area and seeded into the site after the top soil and grubbed vegetation is placed on the site of the disturbance.

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- h. Weeds will be hand pulled or treated with an approved herbicide for two years in the growing season following the restoration.
- i. Performance standards will be developed for the restoration and the site will be monitored by a biologist for a specified period to determine if they have been met.
- j. Remediation actions will be specified in the restoration plan and taken in the event the performance standards are not met within the specified period.

BIO-14 The following measures shall be implemented for other avian species:

- Vegetation removal, clearing, and grading on development sites shall be performed outside of the avian breeding and nesting season (between February 1 and June 30), when feasible, to minimize the effects of these activities on breeding activities of migratory birds and other species. If clearing occurs during breeding season, a 30-day clearance survey for nesting birds shall be conducted. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFG. If nesting activity is present at any nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code.
- If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for raptors in the region of the project site normally occurs from February 1 to June 30. To protect any nest site, the following restrictions on construction are required between February 1 and June 30 (or until nests are no longer active as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying shall not be allowed within 200 feet of any occupied nest. Any encroachment into the 300/200-foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. Construction during the nesting season can occur only at the sites if a qualified biologist has determined that fledglings have left the nest.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.5 Cultural Resources

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (*Less Than Significant Impact With Mitigation Incorporated*)
- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (*Less Than Significant Impact With Mitigation Incorporated*)
- c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (*Less Than Significant Impact With Mitigation Incorporated*)
- d) Would the project disturb any human remains, including those interred outside of formal cemeteries? (*Less Than Significant Impact With Mitigation Incorporated*)

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Proposed Project Significance Determination

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

and

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

No Substantial Change from Previous Analysis. The CHCCSP EIR included a 2013 Cultural Resources Assessment based on a literature review through the Archaeological Information Center, Native American Heritage Commission (NAHC) Records Search, communication with local Native American tribes, and a pedestrian survey of vacant or underutilized properties.

The results of the records searches indicated that two formally recorded resources were located within the area of potential effect, including a historic-age power transmission line ROW (36-013627/CA-SBR-12613H) and one isolated resource (36-60239). In addition, two pending resources are located within the area of potential effect: P-1074-4 (prehistoric scatter) and P-1074-5 (historic age roads).

During the 2012/2013 pedestrian survey, two pending resources (P-1074-4 and P-1074-5) and two previously recorded resources (36-60239 and 36-013627/CA-SBR-12613H) were addressed. Resource 36-013627/CA SBR-12613H was observed in its recorded location; however, P-1074-4, P-1074-5, and 36-60239 could not be relocated in the field. In addition, while no new prehistoric resources were detected, three previously undocumented historic age resource were recorded (HCP-001, HCP-002, and HCP-003).

However, none of these aforementioned archaeological and/or historic resources are located on the project site or in close enough proximity to the site as to expect indirect impacts to occur. The existing on-site building was not constructed until circa 2005 (NETR 2017), and thus, is not of an age that would allow it to be eligible for listing as a historic resource. As such, the project site has a low sensitivity for both significant historic and archaeological resources.

As is the case with any subsurface construction activities, it is always possible that intact archaeological deposits are present at subsurface levels during earthwork activities. MM CR-3 from the CHCCSP EIR requires a series of steps to be implemented to preserve any

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unrecorded, potentially significant cultural/archaeological resources in the unlikely event that such a resource is encountered during subsurface construction activities.

Therefore, no new or more severe impacts associated with historical and archaeological resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No Substantial Change from Previous Analysis. The paleontological review as part of the Cultural Resources Assessment found that the CHCCSP project area is located primarily upon Quaternary younger fan deposits of Holocene or historically recent age (less than 11,000 years). The Holocene alluvium has low potential for significant fossil deposits and is thereby assigned low paleontological sensitivity. However, these Holocene sediments were mapped some years ago and may have been disturbed and/or buried units. In addition, the City of Colton General Plan EIR identifies much of the City as containing Holocene (recent) sedimentary deposits, too young to contain significant paleontological resources. Thus, the project site has a low sensitivity for significant paleontological resources.

Nonetheless, as is the case with any subsurface construction activities, it is always possible that intact paleontological deposits are present at subsurface levels during earthwork activities. MM CR-4 from the CHCCSP EIR requires the project applicant to perform a site-specific paleontological resources evaluation. Pursuant to MM-CR 4, if the site-specific assessment determines that the project site has low paleontological sensitivity, no program to mitigate adverse impacts to paleontological resources will be necessary.

Therefore, no new or more severe impacts associated with paleontological resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

No Substantial Change from Previous Analysis. The project site is largely disturbed and currently contains an auto sales building, surface parking lots, the former Valley Boulevard road ROW, and ornamental landscaping. No formal or informal cemeteries or burial grounds are known to be present on the project site or in the surrounding area.

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However, because there is always a remote chance to encounter unrecorded buried human remains during subsurface construction activities, the project applicant is required to comply with MM CR-5 from the CHCCSP EIR, which would address the unexpected encountering of human remains during construction activities. In the unlikely event that subsurface construction activities encounter potential human remains, CR-5 implements the mandatory provisions outlined in the Public Resources Code Section 5097.98.

Therefore, no new or more severe impacts associated with human remains would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with cultural resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to cultural resources:

- CR-1** Site-specific Records Search. Prior to project-level ground-disturbing activities within the CHCCSP project area, a project site-specific records search at the Archaeological Information Center must be completed to determine if the project site has been subjected to a professional survey. If a current cultural resources report addressing potential impacts on cultural resources is available, the City/applicant will implement the mitigation measures provided within the report. Otherwise, mitigation measures CR-2 and CR-3 must be implemented during the City's application review process.

- CR-3** Procedure for Unintentional Disturbance of Cultural Resources. If subsurface cultural resources are encountered during project-level implementation, or if evidence of an archaeological site or other suspected historic resources are encountered, all ground disturbing activity will cease within 100 feet of the resource. A qualified archaeologist will be retained by the City/applicant to assess the find, and to determine whether the resource requires further study. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened

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soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated by a qualified archaeologist retained by the City/applicant for significance under all applicable regulatory criteria.

No further grading will occur in the area of the discovery until the City (CEQA Lead Agency) approves the measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation will be donated to a qualified scientific institution approved by the City (CEQA Lead Agency) where they would be afforded long-term preservation to allow future scientific study.

CR-4 In conjunction with the preparation of site-specific geotechnical reports for individual development projects, the applicant shall also have a site specific Paleontological assessment prepared to establish the probability that paleontological resources have the potential to occur on an individual project site. If the assessment results in a determination of moderate or high paleontologic sensitivity, a paleontologic monitoring program shall be implemented. This monitoring program shall be consistent with the current provisions of CEQA and with the guidelines of the Society of Vertebrate Paleontology.

CR-5 In the event of an accidental discovery or recognition of any human remains, PRC §5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” of the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate

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dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission,
 - The descendant identified fails to make a recommendation; or
 - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6 Geology and Soils

The following analysis is based, in part, on the Geotechnical Investigation prepared by Southern California Geotechnical and included as Appendix C of this Addendum.

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. *(Less Than Significant Impact With Mitigation Incorporated)*
 - ii. Strong seismic ground shaking? *(Less Than Significant Impact With Mitigation Incorporated)*
 - iii. Seismic-related ground failure, including liquefaction? *(Less Than Significant Impact With Mitigation Incorporated)*
 - iv. Landslides? *(Less Than Significant Impact With Mitigation Incorporated)*
- b) Would the project result in substantial soil erosion or the loss of topsoil? *(Less Than Significant Impact With Mitigation Incorporated)*

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- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*Less Than Significant Impact With Mitigation Incorporated*)
- d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*Less Than Significant Impact*)
- e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (*No Impact*)

Proposed Project Significance Determination

- a) ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***
 - i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

No Substantial Change from Previous Analysis. According to the California Division of Mines and Geology's Special Studies Zones – South San Bernardino Quadrangle map, the project site is not located within an Alquist-Priolo Zone or any other seismic hazard zone (DOC 1977). Due to the proximity to known active faults near the proposed project, the proposed project is likely to experience strong seismic ground shaking (see Section 3.6(a)(ii)) during its lifetime. However, the Geotechnical Investigation prepared for the proposed project (Appendix C) did not identify any evidence of faulting on the project site, and the proposed project would not be subject to loss, injury, or death resulting from on-site faulting.

Therefore, no new or more severe impacts associated with earthquake fault rupture would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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ii) *Strong seismic ground shaking?*

No Substantial Change from Previous Analysis. The intensity of ground shaking at a given location depends on several factors, but primarily on the earthquake magnitude, the distance from the epicenter to the site of interest, and the response characteristics of the soils or bedrock units underlying the site.

According to the City's General Plan Safety Element, the San Jacinto Fault runs along the eastern edge of the City, passing directly under the I-10/I-215 interchange. This fault is regarded as an active fault and has been subject to repeated earthquakes with a magnitude of 6.0 to 8.0 (City of Colton 1987a). Detectable ground shaking from this fault could result in strong seismic ground shaking within areas of the City. As such, the City has identified standards within its General Plan requiring structural design to be compatible with the local geologic hazard.

The proposed project would be designed in accordance with the requirements of the 2016 edition of the California Building Code (CBC). The CBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. The 2016 CBC Seismic Design Parameters were generated for the project based on the soil profile and known faults in the vicinity of the project site, and are included in the Geotechnical Investigation (Appendix C). The proposed project would be designed in accordance with the CBC, which would minimize the adverse effects of strong ground shaking to the greatest degree feasible during an earthquake.

Therefore, no new or more severe impacts associated with strong seismic ground shaking would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

iii) *Seismic-related ground failure, including liquefaction?*

No Substantial Change from Previous Analysis. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain, such as an earthquake. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type, and intensity and duration of ground shaking. Based on the lack of a

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high historic ground water table, liquefaction would not be a concern for the project site (Appendix C).

According to the California Division of Mines and Geology Seismic Hazard Zones – South San Bernardino Quadrangle Map, the project site is not located in an area susceptible to liquefaction (DOC 1977). As such, it is unlikely the project site would expose people or structures to liquefaction.

Therefore, no new or more severe impacts associated with seismically induced liquefaction would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

iv) Landslides?

No Substantial Change from Previous Analysis. The project site is relatively flat and lacks any hillsides or topographic features typically susceptible to landslides. Thus, the landslide potential for the project site is considered low. Additionally, the City's General Plan does not identify the project site as an area with the potential for landslide movement (City of Colton 2014e).

Therefore, no new or more severe impacts associated with seismically induced landslides would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

No Substantial Change from Previous Analysis. Construction of the proposed project would be subject to local and state codes and requirements for erosion control and grading. The proposed project would be subject to the provisions of the NPDES Construction General Permit. The Santa Ana RWQCB issues the regional NPDES permit to the County of San Bernardino. The Construction General Permit requires implementation of a stormwater pollution prevention plan (SWPPP), which would include project construction features (i.e., best management practices (BMPs)) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. In addition, the proposed project would be required to submit a WQMP, which includes construction BMPs to be implemented and managed during the lifetime of the proposed to ensure compliance with the RWQCB.

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Therefore, no new or more severe impacts associated with soil erosion or topsoil loss would occur, and the level of impact would not change from the level identified in the IBC Vision Plan EIR. No new PPPs, PDFs, or MMs are required.

- c) ***Would the project 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?***

No Substantial Change from Previous Analysis. As previously addressed in Section 3.6(a), the project site is relatively flat and lacks any hillsides or topographic features typically susceptible to landslides. In addition, the California Division of Mines and Geology Seismic Hazard Zones – South San Bernardino Quadrangle Map does not identify the project site as an area susceptible to liquefaction (DOC 1977).

In compliance with MM GEO-1, a Geotechnical Investigation (Appendix C) was conducted to provide recommendations appropriate for grading and construction based on the specific characteristics of the project site's soils. The Geotechnical Investigation found that the near surface soils possess loose to medium densities. The recommended grading would remove artificial fill soils and the majority of loose soils from the zones of influence of the new building foundations. In addition, it was determined that removal and compaction of the existing artificial fill and near-surface native soils would result in an average shrinkage of 10% to 15%. Minor ground subsidence would be expected to occur due to settlement. Therefore, it is recommended that all grading activities be conducted in accordance with the Grading Guide Specifications included in the Geotechnical Investigation.

Therefore, no new or more severe impacts associated with an unstable geologic unit or soils would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

No Substantial Change from Previous Analysis. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

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In compliance with MM GEO-1, a Geotechnical Investigation (Appendix C) was conducted to determine the presence of expansive soils on the project site. Based on the Geotechnical Investigation, it was determined that the near-surface soils generally consist of sands and silty sands with no appreciable clay content. As such, the materials have been visually classified as non-expansive.

Therefore, no new or more severe impacts associated with expansive soils would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Substantial Change from Previous Analysis. The proposed project would be served by the municipal sanitary sewer system and would not require septic tanks or other alternative wastewater disposal systems.

Therefore, no new or more severe impacts associated with adequate soils and alternative wastewater disposal systems would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with geology and soils would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to geology and soils:

- GEO-1** Final grading plans for individual development projects within the CHCC project area shall be reviewed by a professional geologist to determine whether additional geotechnical studies (possibly including supplemental subsurface investigation, soil expansion potential, ground failure, differential settlement, and geotechnical analysis) may be necessary to provide detailed recommendations that are appropriate for the grading and construction proposed for the types of

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development projects being proposed (e.g., single family residential, retail commercial, office buildings).

- GEO-2 Removal of Undocumented Fill:** Where encountered during future grading at project development sites, these materials shall be excavated and replaced as properly compacted fill. These surficial fills vary in age and depth, and likely exist across much of the CHCC project area to various extents, including but not limited to the abandoned air strip, abandoned reservoir, and within the golf course. Debris such as pieces of asphalt, concrete, plant matter should be removed from the artificial fill during future grading within the property.
- GEO-3 Re-evaluation of Documented Fill:** Although not confirmed during the geotechnical due diligence assessment, it is possible that the artificial fill associated with the numerous vacant cut and fill pads within the project area (both in developed and undeveloped areas) were tested and documented during placement. Exhibit 4.6-5 [of the CHCCSP EIR] shows the areas of the site containing vacant fill pads. Whether this is the case or not, it would be prudent to perform a geotechnical subsurface investigation in these areas to evaluate these fill soils if these pads are to be utilized for structural improvements. In addition, it is currently unknown whether or not these pads represent cut pads in structural late Pleistocene sediments, or documented fill pads. Fills and cuts also will likely occur associated with existing structures. Evaluation of these soils shall be considered for future proposed development on a project by project basis.
- GEO-4 Overexcavation of Near-Surface Soils:** The project area contains relatively loose soils in the near surface across most of the undeveloped portions of the project area including the vacant cut-fill pads. These loose soils are associated with historic human activity (dumping, minor grading): wind-blown sands, erosion, and near surface weathering. Therefore, in areas where these materials will not be completely removed as a result of design grading, the applicant shall be required to overexcavate and recompact the near-surface alluvium to mitigate excessive settlement and removal of deleterious material to the satisfaction of the project geologist.
- GEO-5 Cut/Fill Transitions:** To mitigate the potential for differential settlement and to provide a relatively uniform bearing surface for proposed structures supported thereon, the cut portions of the building pads should be overexcavated and replaced as compacted fill.

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GEO-6 **Surficial Stability of Existing Fill and Cut Slopes:** Numerous small to medium-sized fill and cut slopes exist within the project area. Since on-site soils consist largely of granular, non-cohesive sands and possibly gravelly sands, the fill slopes may be subject to erosion and would require overexcavation and recompaction.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.7 Greenhouse Gas Emissions

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP project would result in the following impacts:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (*Less Than Significant Impact With Mitigation Incorporated*)
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (*Less Than Significant Impact With Mitigation Incorporated*)

Proposed Project Significance Determination

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

and

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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in Section 3.3, the proposed project site is within Planning Area 22 of the CHCCSP. According to Table 4.15-3 of the CHCCSP EIR Planning Area 22 was originally analyzed as containing 40,293 square feet of retail/shopping center use. Thus, as currently designed, the proposed project's three restaurant/retail use buildings and outdoor dining areas totaling 14,435 square feet, along with associated on- and adjacent off-site improvements, represent a substantial reduction in development intensity on the project site.

As shown in Table 3, the proposed project is forecast to generate approximately 2,733 net daily trips, 220 of which will occur during the morning peak hour and 196 of which will occur during the evening peak hour. The estimated 2,733 net daily trips generated by the proposed project would be fewer than the 3,761 daily trips estimated for Planning Area 22, as identified in Table 4.15-3 in the CHCCSP EIR. Thus, a corresponding decrease in mobile source greenhouse gas (GHG) emissions (i.e., tailpipe emissions) attributed to Planning Area 22 would be expected. In addition, the substantial decrease in building footprints compared with the project evaluated in the CHCCSP EIR for Planning Area 22 would result in a corresponding substantial reduction in other non-mobile source GHG emissions, including those associated with construction, area sources (i.e., emissions related to the on-site use of consumer products, architectural coating, and landscaping equipment), energy usage (i.e., emissions related to the on-site use of electricity and nature gas), solid waste (i.e., the carbon dioxide (CO₂) and methane (CH₄) emissions created from the proposed project's solid waste placed in landfills), and water and wastewater (i.e., emissions from electricity used for transport of water and processing of wastewater).

Further, much of the CHCCSP area is still awaiting to be developed/redeveloped. As such, much of the GHG emissions associated with buildout of the CHCCSP, as identified in Tables 4.7-2 and 4.7-3 of the CHCCSP EIR, have yet to be realized. Any increase in mobile source emissions attributed to the proposed project would fall under daily air emissions analyzed in the CHCCSP EIR, and accordingly, the proposed project would not result in an increase in GHG emissions previously evaluated and disclosed in the CHCCSP EIR.

In an effort to reduce GHG emissions contributed to the proposed project to the greatest feasible extent, all applicable air quality mitigation measures identified in the CHCCSP EIR still apply to the project.

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Therefore, no new or more severe impacts associated with GHG emissions would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with GHG emissions would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to GHG emissions.

Construction Mitigation Measures

AQ-1 The project applicant shall require that the grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust and limit the grading area to no more than 5 acres per day. In addition the DSF HCP provides clear direction on how BACMs should be implemented as follows: Each Covered Project Proponent shall ensure that active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately. This would include such measures as:

- Sweeping local streets regularly during construction;
- Applying dust palliatives to areas that are not under active construction;
- Pre-water larger sites prior to initiation of grading, grade sites in phases timed to coincide with construction so that no sites are left graded and exposed to the elements;
- Washing construction vehicles prior to leaving a construction site;
- Installing wind fencing around construction sites with signage that identifies who to call if dust is seen blowing from the site; and
- Any other measures that, at the time of approval of individual development projects, must be implemented on a project-by-project basis.

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- AQ-2** The project applicant shall require that architectural coating products are used that do not exceed more than 5g/L VOC content.
- AQ-3** The project applicant shall require that all diesel construction equipment used on - site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25% efficient.

Operational Mitigation Measures

- AQ- 4** All new development projects, or sites where significant redevelopment will occur shall be required to provide sidewalks along and within the property boundaries.
- AQ-7** All new development projects, or sites where significant redevelopment (greater than 50% increase in land use, or building coverage) will occur shall require that any future commercial tenants restrict delivery truck idling on the project site.
- AQ-8** All future tenants must institute a recycling program that reduces waste to landfills by a minimum of 50%, or as stipulated by CalRecycle. The recycling program must include designated recycling bins at each proposed trash storage area and require all green waste to be stored in containers separate from other types of municipal solid waste.
- AQ-9** All new development projects, or sites where significant redevelopment will occur shall exceed 2013 Title 24, Part 6 Standards by 3%, and meet Green Building Code Standards.
- AQ-10** All new development projects, or sites where significant redevelopment will occur shall be equipped with faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures.
- AQ-11** Water-efficient irrigation systems shall be installed at all new development projects, or sites where significant redevelopment will occur that conforms to the requirements of Colton Municipal Code.
- AQ-12** All new development projects, or sites where significant redevelopment will occur shall include ENERGY STAR-compliant appliances wherever appliances are needed in buildings on-site and that natural gas only hearths be installed when needed.

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AQ-13 All new development projects, or sites where significant redevelopment will occur shall be developed with high-efficiency lighting on-site that is at least 10% more efficient than standard lighting.

AQ-14 All new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance/re-application do not exceed more than 5g/L VOC content.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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3.8 Hazards and Hazardous Materials

The following analysis is based, in part, on the Phase I Environmental Site Assessment (ESA) prepared by Environmental and Regulatory Specialists Inc. and included as Appendix D of this Addendum.

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (*Less Than Significant Impact With Mitigation Incorporated*)
- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (*Less Than Significant Impact With Mitigation Incorporated*)
- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*Less Than Significant Impact With Mitigation Incorporated*)
- d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (*Less Than Significant Impact With Mitigation Incorporated*)
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*Less Than Significant Impact With Mitigation Incorporated*)
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*Less Than Significant Impact With Mitigation Incorporated*)
- g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less Than Significant Impact With Mitigation Incorporated*)

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- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*Less Than Significant Impact*)

Proposed Project Significance Determination

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

and

- b) *Would the project 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?*

Short-Term Construction Impacts

No Substantial Change from Previous Analysis. During project construction, hazardous and potentially hazardous materials typically associated with construction activities would be routinely transported and used on the project site. These hazardous materials could include gasoline, diesel fuel, lubricants, and other products used to operate and maintain construction equipment. The transport, use, and handling of these materials would be a temporary activity coinciding with project construction. Although such materials may be stored on the project site, any transport, use, and handling of these materials is expected to be limited to quantities and concentrations required to operate and maintain equipment. Removal and disposal of any hazardous materials from the project site during construction would be conducted by a permitted and licensed service provider.

Any handling, transport, use, or disposal would comply with all applicable federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, the Resource Conservation and Recovery Act, and the San Bernardino County Fire Department Hazardous Materials Division (the Certified Unified Program Agency for San Bernardino County). In addition, as mandated by the U.S. Occupational Safety and Health Administration, all hazardous materials stored on site would be accompanied by a Material Safety Data Sheet, which would inform on-site personnel about the necessary remediation procedures in the case of accidental release.

A Phase I ESA (Appendix D) prepared for the proposed project determined that the project site is not listed as a hazardous materials site pursuant to California Government

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Code Section 65962.5 (“Cortese List”), and no other property in the surrounding area is considered a Recognized Environmental Concern (REC). As such, there is no evidence that construction workers interacting with subsurface soils during earthwork activities would be subject to contamination.

Therefore, no new or more severe short-term construction impacts associated with the transport, use, and disposal of hazardous materials would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Long-Term Operational Impacts

No Substantial Change from Previous Analysis. Hazardous and potentially hazardous materials would likely also be transported and used on the project site during operation of the proposed project, primarily for cleaning and maintenance activities. The types of these materials would vary greatly, but would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered Household Hazardous Wastes, Common Wastes, and/or Universal Wastes by the U.S. Environmental Protection Agency, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2017). Federal, state, and local regulations allow these types of wastes to be handled and disposed of under less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste.

In addition, any hazardous materials would be limited in quantity and concentrations, consistent with other similar commercial and residential communities in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. As mandated by the U.S. Occupational Safety and Health Administration, all hazardous materials stored on site would be accompanied by a Material Safety Data Sheet, which would inform on-site personnel about the necessary remediation procedures in the case of accidental release (OSHA 2017).

Further, the San Bernardino County Fire Department Hazardous Materials Division administers and implements a Hazardous Materials Management Program within the City as a Certified Unified Program Agency authorized by the California Environmental Protection Agency. The Hazardous Materials Division regulates and enforces the requirements of the Uniform Fire Code relating to hazardous materials, including the use

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and storage of materials that are ignitable, reactive, corrosive, or toxic. Businesses using such materials are subject to permitting and inspection (San Bernardino County Fire 2017).

Overall, the proposed project must comply with HAZ-1 through HAZ-14 of the CHCCSP EIR, which are required as standard conditions of approval for applicable development projects in the CHCCSP to ensure that impacts relating to hazardous materials, would be minimized to acceptable levels.

Therefore, no new or more severe long-term operational impacts associated with the transport, use, and disposal of hazardous materials and release of hazardous materials into the environment would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

No Substantial Change from Previous Analysis. There are no existing schools located within a 0.25-mile radius of the project site. In addition, as addressed in Section 3.8(a), the proposed project would not result in the emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste.

Therefore, no new or more severe impacts associated with hazardous emissions or handling of hazardous materials near a school would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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

No Substantial Change from Previous Analysis. According to both the California Department of Toxic Substances Control's EnviroStor and the State Water Resources Control Board's GeoTracker online databases (DTSC 2017; SWRCB 2017), the project site is not listed as a hazardous materials site pursuant to California Government Code Section 65962.5 ("Cortese List"). Although the GeoTracker identifies one leaking underground storage tank cleanup site located within a 0.25-mile radius of the project site, this site has a "Completed-Case Closed" cleanup status.

In addition, a Phase I ESA (Appendix D) prepared for the proposed project determined that the project site is not listed as a hazardous materials site pursuant to California

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Government Code Section 65962.5 (“Cortese List”), and no other property in the surrounding area is considered a REC.

Therefore, no new or more severe impacts associated with hazardous materials sites would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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

and

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

No Substantial Change from Previous Analysis. The nearest airport to the project site is Ontario International Airport, located approximately 12.8 miles to the west. The project site is located within the influence area of this airport; however, it is not within the Federal Aviation Administration height notification area (Ontario Airport Planning 2011). No impact associated with public airport hazards would occur.

The ARMC contains helicopter landing pads located on the southeast corner of Violet Street and Meridian Avenue, approximately 0.3 miles northeast of the project site. The proposed project is located in an area having generally low likelihood of accident occurrences and is zoned in the CHCCSP as Retail. In addition, the height and lighting of the proposed project would be similar to the existing conditions in the project area, and thus, would not result in any new or increased hazards to air navigations. As such, the proposed project should not impact the flights arriving and departing from the helicopter pad.

Nonetheless, the proposed project must comply with HAZ-12 of the CHCCSP EIR, which requires certain Pas within the CHCCSP, including the project site (Planning Area 22) to submit lighting plans to the County of San Bernardino Land Use Services Department, which is responsible for coordination with the ARMC regarding the helicopter landing pads. HAZ-12 is required as a standard condition of approval for applicable development projects in the CHCCSP to ensure that hazard effects related to helicopter landing pads would be minimized to acceptable levels.

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Therefore, no new or more severe impacts associated with public airports and private airstrips or heliports would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

No Substantial Change from Previous Analysis. The County of San Bernardino has prepared an Emergency Operations Plan (EOP) to provide guidance for the County's response to emergencies. The EOP provides a source of guidance and procedures for the County to prepare for and respond to emergencies. The EOP provides guidance to the most likely natural and man-made emergencies. Responsible organizations are identified within the EOP to ensure that communication and emergency management is maintained in the event of an emergency (County of San Bernardino Fire Department 2013). The proposed project would not interfere with these responsible organizations' ability to implement the EOP and to respond to emergencies.

According to the City of Colton's General Plan Safety Element, specific evacuation routes have not been identified; however, the freeways and major arterials would be used as a first source (City of Colton 1987a). Thus, the roadways surrounding the project site, including I-10, Pepper Avenue, and Valley Boulevard, are considered emergency evacuation route. In addition, the ARMC is located in the project vicinity, and access along these roads would be required in the event of an emergency.

As discussed in Sections 3.16(a) and 3.16(b), the proposed project would not adversely affect operations on the local or regional circulation system, and therefore, would not impact the use of these facilities as emergency response routes. As such, the proposed project would not result in adverse impacts to an emergency response or evacuation plan.

Therefore, no new or more severe impacts associated with emergency response plan or emergency evacuation plan would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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

No Substantial Change from Previous Analysis. The project site is located in a predominantly developed part of the City of Colton, outside of a wildland-urban

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interface area. The nearest area of expansive open space is La Loma Hills, which are located approximately 2.4 miles south of the project site.

Therefore, no new or more severe impacts associated with wildland fires would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with hazards and hazardous materials would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to hazards and hazardous materials:

- HAZ-2** Prior to on-site development of sites not listed as having a REC or a PEC [potential environmental concerns] on site, the landowner/developer shall conduct a Phase I ESA that determines if contamination from pesticide and herbicide usage has occurred by taking soil samples at suspected former orchard grove sites. This measure also applies to sites where evidence of illegal dumping has occurred. Remediation, if required, shall occur prior to any site disturbing activities.
- HAZ-5** Prior to demolishing any existing building(s), the landowner/developer shall conduct an inspection to assess existing building for asbestos containing materials prior to demolition, and if encountered, the material shall be abated prior to demolition by a qualified contractor in accordance with current local, State, and federal regulations.
- HAZ-6** Prior to on-site development, existing buildings found with soil drip lines shall be tested for lead-based paints, and if found to be positive, shall be removed and replaced with non, lead-based coated soil drip lines.
- HAZ- 8** Prior to on-site development, all existing transformers, to be removed, shall be conducted by a licensed contractor or utility agency responsible for transformer maintenance.

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- HAZ-9** Prior to on-site development, the landowner/developer shall remove all miscellaneous trash debris and dispose of it in accordance with current regulations. Areas underneath debris accumulation piles shall be re-inspected for staining and possible hazardous waste material.
- HAZ-10** During on-site development, if a septic tank is encountered, the landowner/developer shall provide for the removal and disposal of septic tank(s) in accordance with current regulations.
- HAZ-12** Prior to development of projects within Planning Areas 16, and 19 through 24, site plans, including lighting plans must be submitted to the County of San Bernardino Land Use Services Department who will be responsible for coordinating with the ARMC administration to ensure no impacts to the ARMC or the helicopter landing pads occur. In addition, emergency access to and from the ARMC site must also be considered in the planning of future development projects in these planning areas. Site plans must include proposed building setbacks from property lines and show the distance between the ARMC helicopter landing pads and proposed buildings. Lighting and landscape plans must also accompany the site plans. The County shall provide input to proposed plans to ensure compatibility between proposed land uses within these planning areas and the ARMC's ability to provide safe ingress and egress of helicopters, and emergency vehicles.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.9 Hydrology and Water Quality

The following analysis is based, in part, on the WQMP and Infiltration Testing study prepared by Southern California Geotechnical and included as Appendix E of this Addendum.

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project violate any water quality standards or waste discharge requirements?
(Less Than Significant Impact With Mitigation Incorporated)

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- b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? *(Less Than Significant Impact)*
- c) Would the project 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? *(Less Than Significant Impact With Mitigation Incorporated)*
- d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? *(Less Than Significant Impact With Mitigation Incorporated)*
- e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? *(Less Than Significant Impact With Mitigation Incorporated)*
- f) Would the project otherwise substantially degrade water quality? *(Less Than Significant Impact With Mitigation Incorporated)*
- g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? *(No Impact)*
- h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? *(No Impact)*
- i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? *(No Impact)*
- j) Would the project be susceptible to inundation by seiche, tsunami, or mudflow? *(No Impact)*

Proposed Project Significance Determination

- a) ***Would the project violate any water quality standards or waste discharge requirements?***

and

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- c) *Would the project 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?*

and

- d) *Would the project 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?*

and

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

and

- f) *Would the project otherwise substantially degrade water quality?*

Short-Term Construction Impacts

No Substantial Change from Previous Analysis. Construction of the proposed project would be subject to local and state requirements for erosion control and grading. Since the project would result in more than 1 acre of ground disturbance, the project would be required to comply with the NPDES stormwater program's Construction General Permit. The Construction General Permit requires development and implementation of a SWPPP. Among the required items that must be included in a SWPPP are PDFs intended to protect against substantial soil erosion as a result of water and wind erosion, commonly known as BMPs. Typical BMPs include maintaining or creating drainages to convey and direct surface runoff from bare areas, and installing physical barriers such as berms, silt fencing, wattles, straw bales, and gabions. The implementation of a Construction General Permit, including preparation of a SWPPP and incorporation of BMPs, would reduce both stormwater runoff and soil erosion impacts to acceptable levels, which would subsequently minimize the opportunity for impacts to downstream receiving waters.

Therefore, no new or more severe short-term construction impacts associated with water quality standards, waste discharge requirements, erosion or siltation, flooding, and

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degradation of water quality would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Long-Term Operational Impacts

No Substantial Change from Previous Analysis. Consistent with state and local requirements, a preliminary WQMP (Appendix E) has been prepared for the proposed project, which is intended to comply with the provisions of the local NPDES Stormwater Program by identifying BMPs that will be implemented on the project site to control predictable stormwater runoff and the conveyance of pollutants, topsoils, silt, and other constituents off site.

The preliminary WQMP identifies a combination of specific BMPs to be installed on the project site, including a variety of structural source control and non-structural BMPs. Collectively, implementation of these BMPs would help ensure that no downstream water quality impacts occur. These BMPs may include use of landscaped areas to drain rooftops and adjacent impervious areas, street sweeping, inlet filters, and infiltration basins. The preliminary WQMP would be prepared to comply with all applicable requirements set forth by the current version of the Municipal Separate Storm Sewer System Permit (MS4 Permit), adopted by the Santa Ana RWQCB and issued to the County of San Bernardino. The MS4 Permit requires all new development and significant redevelopment projects to incorporate low-impact development BMPs to the maximum extent practicable. In addition, development of a standard design and post-development guidance is required for incorporation, where feasible and applicable, into site design/low-impact development, source control, and treatment control BMPs. The preliminary WQMP would be prepared in accordance with the Technical Guidance Document for Water Quality Management Plans, which provides direction to project proponents and lead agencies on the regulatory requirements applicable to development activities, from project conception to completion (County of San Bernardino 2013).

Therefore, no new or more severe long-term operational impacts associated with water quality standards, waste discharge requirements, erosion or siltation, flooding, and degradation of water quality would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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- b) *Would the project 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 (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

No Substantial Change from Previous Analysis. The City of Colton Water Department provides water service to the majority of residents and businesses located within the City's corporate boundary, including the proposed project area. Colton's existing potable water system facilities consist of 15 wells, 5 main booster pumping plants, 9 water storage reservoirs, 2 pressure reducing facilities, and 120 miles of water transmission lines. The City's water supply is all local groundwater pumped from the San Bernardino Basin Area, the Rialto–Colton Subbasin, and the Riverside North Subbasin. Colton currently does not import water in order to meet the demands of its service area (City of Colton 2013).

According to the 2015 San Bernardino Valley Regional Urban Water Management Plan, available groundwater supply is not expected to change as groundwater is less vulnerable to seasonal and climatic changes than surface water supplies. Nonetheless, to provide long-term water management, the Integrated Regional Water Management Plan (IRWMP) serves to ensure reliable water supply for the San Bernardino Valley Region, including the City of Colton. IRWMP stakeholders formed a Basin Technical Advisory Committee to facilitate implementation of the IRWMP, largely emphasizing groundwater management (Water Systems Consulting 2016). Thus, although the proposed project would rely on water supplies composed of groundwater, the active management of the San Bernardino Basin Area ensures that existing and future development does not adversely affect groundwater levels and supplies.

In addition, the project site currently contains an auto sales business and vacant land, including abandoned ROW associated with the former alignment of Valley Boulevard. As such, the project site does not presently serve as a designated or important groundwater recharge site.

Therefore, no new or more severe impacts associated with groundwater recharge and supplies would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

and

h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

and

i) *Would the project 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?*

and

No Substantial Change from Previous Analysis. According to the Federal Emergency Management Agency Flood Insurance Map (No. 06071C8678J), the project site is located in Flood Hazard Zone X, which is an area located outside of the 100-year floodplain and susceptible to only minimal flood hazard (FEMA 2016). In addition, the CHCCSP EIR determined that the entire Planning Area is not located in proximity to a body of water that would be subject to flooding. The project site is located in a predominantly urbanized area and is not located downstream from a watercourse with floodwaters controlled by a dam. The Santa Ana River is located downstream from the project area, and Lytle Creek, whose channels flow south and east, is located east of the project site. As such, impacts associated with flooding of a river or creek is minimal.

Therefore, no new or more severe impacts associated with flooding would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

j) *Inundation by seiche, tsunami, or mudflow?*

No Substantial Change from Previous Analysis. In regards to seiche, tsunami, and mudflow, the project site, and the entire CHCCSP planning area is not located near a body of water that could surge during an earthquake causing a seiche or tsunami. The project site consists of relatively flat topography, and as such, the project would not be susceptible to mudflow.

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Therefore, no new or more severe impacts associated with seiche, tsunami, or mudflow would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with hydrology and water quality would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to hydrology and water quality:

HWQ-1 Future projects developed in the CHCCSP project area shall be subject to the development standards set forth in the Specific Plan including the development and implementation of Landscape Management Plans (LMPs) for landscaped areas with the goal of reducing potential discharge of herbicides, pesticides, fertilizers, and other contaminants to local waterways. All contractors involved in project-related landscaping conducted during individual phases of development, as well as maintenance of landscaping following project completion, shall complete their work in strict compliance with the LMP. Project developers shall be responsible for ensuring that requirements of the LMP are provided to and instituted by future project tenants following project completion. A licensed landscape architect or architectural firm with experience in methods to reduce or eliminate the use of landscape chemicals that could cause adverse effects to the environment shall prepare the LMP. At a minimum, an LMP Shall:

- Require that pesticides and fertilizers not be applied in excessive quantities, and only applied at times when rain is not expected for at least two weeks, in an effort to minimize leaching and runoff into the storm drainage system.
- Encourage the use of organic fertilizers and mulching of landscaped areas to inhibit weed growth and reduce water demands.
- Utilize native, perennial, drought-tolerant species of vegetation to minimize irrigation needs

HWQ-2 Because the project area will be developed by a number of project proponents and not as one development project, each project proponent must provide a

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hydrology/drainage study for each site being developed or redeveloped. Therefore, on a project by project basis, each project proponent shall provide a detailed engineering design for a project site and show how the site will be connected to the CHCCSP storm drain system to refine the design currently shown in the Exhibit 4.9-3 prepared by Hall and Foreman, August 2013. The facilities shall be sized to meet current requirements based on proposed CHCCSP land uses to the satisfaction of the City Engineer.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10 Land Use and Planning

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project physically divide an established community? (*Less Than Significant Impact*)
- b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (*Less Than Significant Impact With Mitigation Incorporated*)
- c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? (*Less Than Significant Impact*)

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Proposed Project Significance Determination

a) *Would the project physically divide an established community?*

No Substantial Change from Previous Analysis. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the project site is not used as a connection between established communities. Instead, connectivity within the area surrounding the project site is facilitated via local roadways and pedestrian sidewalks.

Therefore, no new or more severe impacts associated with dividing an established community would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Substantial Change from Previous Analysis. The CHCCSP was developed in accordance with the goals and policies of the City of Colton General Plan. The development standards of the CHCCSP take precedence over the City of Colton Zoning Ordinance. According to the CHCCSP EIR, the CHCCSP meets the goals of the City of Colton Land Use Element by including Development Regulations that provide basic criteria that govern uses and development within the CHCCSP (CHCCSP Section 4), and Community Design Guidelines (CHCCSP Section 6) that provide the standards and guidelines for all major community design elements (City of Colton 2014c).

The CHCCSP was prepared to implement the City's vision to create a dynamic mixed use center where people can live, shop, work, and play. The CHCCSP established a land use plan with comprehensive development regulations, community planning and design guidelines/standards that will create a sense of community and a sense of place. The proposed project would help develop the project area into a pedestrian friendly community that becomes a place where people are encouraged to walk and cycle between homes, businesses, shopping areas, and entertainment areas. Implementation of the proposed project will create a new employment center for the City and strengthen its economic base.

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The proposed project involves development of restaurant and retail uses within Planning Area 22, which currently consists of an auto sales business and vacant land. Development of the proposed project within Planning Area 22 is consistent with the allowable uses for that planning area under the CHCCSP, which aims to provide a walkable community utilizing the “Smart Growth” model.

The project applicant is requesting variances for lots with less-than-minimum required lot area, for less-than-required landscape (parking) setback, and for less-than-required parking spaces. With the exception of these requested variances, the proposed project would be consistent with the standard and site design requirements set forth in the CHCCSP.

Per Section 18.58.040 of the Colton Zoning Code, a variance is a permissible action approved by the applicable City decision-making body that can be granted when, because of special circumstances applicable to a property, including size, shape, topography, location or surroundings, the strict application of the Zoning Code deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

As outlined in the CHCCSP EIR, the Development Services Director or his/her designee shall have the authority to grant the joint use of parking facilities for two or more uses without the need for a variance when the uses/parties sharing the parking can demonstrate that there is not a significant overlap in demand, and that the total number of spaces is sufficient to meet the peak parking demand of any combination of simultaneous uses.

A Shared Parking Study (Appendix F) was prepared for the purpose of determining if the proposed project's 133 on-site parking spaces are sufficient to accommodate the peak parking demand forecast for the proposed retail store, coffee shop, and fast-food restaurant uses. The peak parking demand was estimated using the CHCCSP parking ratios based on a shared parking concept that multiple land uses may share a joint parking facility when the peak parking demand for each use occurs during different time periods. Based on this approach, the peak weekday parking demand of 152 parking spaces is forecast to occur in December at 1:00 p.m., and the weekend peak parking demand of 149 parking spaces is forecast to occur in December at 12:00 p.m. As such, using the share parking methodology, there would be a projected parking deficit of 19 parking spaces during the weekdays for the peak month of December and a projected parking deficit of 16 parking spaces during the weekends for the peak month of December.

The Shared Parking Study also showed the peak parking demand estimated using the observed parking ratios based on the actual parking surveys conducted at similar coffee shops and fast-food restaurant uses. Since the proposed project would likely include a

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Starbucks coffee shop and other fast-food restaurants, the Shared Parking Study concluded that it may be appropriate to utilize the empirical parking data from other Starbucks coffee shops and similar fast-food restaurants to estimate the future parking demand of the proposed project. Based on this approach, the estimated project peak parking demand is 133 on-site parking spaces, which yields no parking space surplus or deficiency. As a result, by employing this empirical methodology, sufficient parking would be provided on site, although a parking variance would be required, as previously addressed.

Therefore, no new or more severe impacts associated with applicable land use plans, policies, and regulations would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

c) ***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

No Substantial Change from Previous Analysis. The southern portion of the project site is not within an adopted conservation plan and consists of the abandoned portion of West Valley Boulevard and a strip of undeveloped, yet disturbed land (ruderal) between the abandoned roadway and the adjacent Caltrans ROW for I-10. The northern portion of the proposed project is located within the West Valley HCP for DSF. This portion of the project site is identified as Parcel ID 125, which is characterized as “Developed” and is not within an area earmarked by the West Valley HCP as “Proposed Conservation” (Figure 7 of the West Valley HCP; RBF Consulting 2014). As a result, the proposed project would be considered a covered activity and in compliance with the West Valley HCP following implementation of the proposed PDFs.

Therefore, no new or more severe impacts associated with an adopted HCP would occur; the level of impact would not change from the level identified in the CHCCSP EIR; and no new mitigation measures are required.

Conclusion

In conclusion, no new or more severe impacts associated with land use and planning would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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Existing PPPs, PDFs, and/or MMs Not Applicable to Proposed Project

The CHCCSP EIR recommended the following PPPs, PDFs, and/or MMs related to land use and planning that are not applicable to the proposed project:

- LU-1** When projects are proposed that would site Business Park and Residential land uses in planning areas that are adjacent to the City of Rialto’s Gateway Specific Plan project area (planning areas 1, 2, 3, 4, 5, and 10), future developers shall coordinate with the City or Rialto in order to ensure that future land uses in adjacent planning areas (F-C, R-C, I-P and O-P) are considered and that if necessary, special setback and screening requirements are identified.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11 Mineral Resources

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project 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? (*Less Than Significant Impact*)
- b) Would the project 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? (*Less Than Significant Impact*)

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Proposed Project Significance Determination

- a) *Would the project 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?*

and

- b) *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Substantial Change from Previous Analysis. According to the County of San Bernardino's General Plan Mineral Resource Zones Map, the project site is located in Mineral Resource Zone 3, which is defined as areas containing mineral deposits, the significance of which cannot be evaluated from available data (County of San Bernardino 2014). Similarly, according to the City's General Plan Open Space and Conservation Element, mineral resources in the Colton area may not all be identified despite comprehensive research. However, the main resource is currently limestone deposits in and around Slover Mountain, which is located approximately 0.6 miles to the southeast of the project site (City of Colton 1987b). As such, the project site is highly unlikely to be underlain by any important mineral resource that would be of value to the region or state, and the site is not a locally important mineral resource recovery site.

Therefore, no new or more severe impacts associated with mineral resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with the mineral resources would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR did not recommend any PPPs, PDFs, or MMs related to mineral resources.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12 Noise

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP project would result in the following impacts:

- a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*Less Than Significant Impact With Mitigation Incorporated*)
- b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*Less Than Significant Impact With Mitigation Incorporated*)

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- c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*Less-Than-Significant Impact With Mitigation Incorporated*)
- d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (*Less Than Significant Impact With Mitigation Incorporated*)
- e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*Less Than Significant Impact*)
- f) Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*Less Than Significant Impact*)

Proposed Project Significance Determination

- a) *Would the project result in 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?*

and

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

and

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

and

Short-Term Construction Impacts

No Substantial Change from Previous Analysis. Construction noise represents 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. Demolition and grading activities will have similar noise levels.

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The CHCCSP EIR found that the maximum noise level for most construction equipment is 70 A-weighted decibels (dBA) to 95 dBA at a distance of 50 feet. Noise levels at further distances would be lower. For example, at 200 feet, the maximum construction noise levels range from 58 dBA to 83 dBA. 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 (e.g., loaders, graders, and trucks) generate noise levels that typically do not exceed the middle of the aforementioned ranges. Construction of the proposed project would utilize that same means and methods as analyzed in the CHCCSP EIR, and thus, a similar range of short-term construction noise levels is expected for proposed project.

The proposed project site is within Planning Area 22 of the CHCCSP. According to Table 4.15-3 of the CHCCSP EIR, Planning Area 22 was originally evaluated as containing 40,293 square feet of retail/shopping center use. Thus, as currently designed, the proposed project's 14,435 square feet of three restaurant/retail use buildings represent a substantial reduction in development intensity on the project site. This substantial decrease in building footprints compared with the project analyzed in the CHCCSP EIR for Planning Area 22 would result in a corresponding reduction in construction schedule compared with what was originally envisioned for project site. As such, while construction noise levels would be the same as compared with those disclosed in the CHCCSP EIR, the duration of these temporary noise level increases in the immediate project area would be shorter than originally estimated in the CHCCSP EIR.

MMs N-1 and N-23 from the CHCCSP EIR require construction of the proposed project to comply with mandated construction hours and implement other noise-reduction methods to minimize construction noise.

Therefore, no new or more severe short-term construction impacts associated with noise would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Long-Term Operational Impacts

Project Generated Traffic Noise

No Substantial Change from Previous Analysis. The CHCCSP EIR found that buildout of the CHCCSP would result in traffic noise increases of up to 3.7 community noise equivalent level (CNEL) over Year 2016 noise levels without the proposed project, and up to 3.3 CNEL over Year 2035 noise levels without new projects, in the vicinity of the

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project site. Based on modeling results, noise levels associated with vehicle traffic on Pepper Avenue at Year 2035 in this area were expected to reach up to 72.8 CNEL. The CHCCSP EIR determined that the project area near the intersection of Pepper Avenue and Valley Boulevard is heavily influenced by vehicle traffic traveling on Valley Boulevard and the I-10 Freeway, but because there are no sensitive receptors in this area, no significant traffic noise impacts would occur.

In addition, for a 3 dBA CNEL increase in traffic noise to occur, the existing average daily traffic (ADT) along a roadway segment would need to be doubled (Caltrans 2013). As discussed in Section 3.16, the project would generate 8,520 ADT, all of which would be distributed between Pepper Avenue and Valley Boulevard adjacent to the project site. Pepper Avenue currently carries 96,100 ADT, while Valley Boulevard presently carries 66,600 ADT. The proposed project's contribution of less than 6% to the existing ADT along these adjacent roadways. As such, the proposed project would not double traffic along these streets and would not have the potential to generate a substantial permanent increase in ambient noise levels in the project vicinity.

Operational Noise Impacts Associated with Proposed Land Uses

No Substantial Change from Previous Analysis. According to the CHCCSP EIR, there are no existing or proposed sensitive land uses located in the vicinity of the project site. Although there is an existing open space/habitat area located north of the project site on the northern side of Valley Boulevard, this area is already subject to roadway noise from Valley Boulevard. Thus, any noise generated on the project site would be masked by the roadway noise already produced in the immediate vicinity. The CHCCSP EIR found that the project area is already developed and that additional development associated with buildout of the project site is unlikely to increase ambient noise in the surrounding area to the point that a significant impact would occur.

In addition, the project site was identified in the CHCCSP EIR as containing retail/shopping center use. As such, the proposed project, which would also include similar restaurant/retail uses, would contain noise sources similar to those sources envisioned in the CHCCSP EIR, and no unique source of noise would be introduced onto the project site compared with the EIR.

Therefore, no new or more severe long-term operational impacts associated with noise would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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- b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of future construction activities could respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. It is highly unlikely, however, that damage would occur.

Once operational, activities on the project site would be consistent with those commercial/retail activities typical to any other restaurant/retail uses. As such, no significant sources of long-term operational vibration would be found on the project site.

Therefore, no new or more severe impacts associated with vibration would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

and

- f) Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

The nearest airport to the project site is Ontario International Airport, located approximately 12.8 miles to the west. The project site is located within the influence area of this airport (Ontario Airport Planning 2011), and would not be subject airport noise.

The ARMC site includes helicopter landing pads located on the southeast corner of Violet Street and Meridian Avenue, approximately 0.3 miles northeast of the project site. Helicopters landing and taking off at this nearby location would be intermittent sources of aircraft noise. However, helicopter flights would be short-term in nature and would occur only irregularly over the course of a day. The proposed project does not include residential uses or any other noise-sensitive land use that would be susceptible to adverse impacts from temporary noise level increases due to nearby helicopter operations.

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Therefore, no new or more severe impacts associated with public airport or private airstrip/heliport noise would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with noise and vibration would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to noise and vibration:

MM N-5 Prior to issuance of building permits for non-residential land uses within planning areas 5, 9, 16, 21, 22, 23 and 24, all project proponents shall prepare a detailed noise study that shall ensure that these sources do not exceed 55 dBA (Leq) and 75 dBA (Lmax) during the daytime (7:00 AM to 10:00 PM), and 45 dBA (Leq) and 65 dBA (Lmax) during the nighttime (10:00 PM to 7:00 AM). The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with these levels shall be demonstrated and any measures required to comply with the Noise Ordinance will be included in the project plans. The report shall be completed and approved by the City prior to issuance of building permits.

MM N-6 New non-residential development shall be constructed with roof-ceiling assemblies that make up the building envelope to have an STC [Sound Transmission Class] of at least 50 and exterior windows must have minimum STC of 30 where sound levels at the property line regularly exceed 65 decibels. This measure shall apply to new non-residential land uses proposed along Valley Boulevard and Pepper Avenue. This measure would reduce interior noise levels to acceptable levels and mitigate any impact to less than significant. Buildings with few or no occupants and where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings are exempt from this measure.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13 Population and Housing

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (*Less Than Significant Impact*)
- b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*Less Than Significant Impact*)
- c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*Less Than Significant Impact*)

Proposed Project Significance Determination

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No Substantial Change from Previous Analysis. As discussed in the CHCCSP EIR, the CHCCSP has the potential to induce both direct and indirect population growth. It will add an estimated 965 new residents to the City’s population through the development of

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new dwelling units. The proposed project involves development of restaurant and retail uses within Planning Area 22, which currently consists of an auto sales business and vacant land. Development of proposed project within Planning Area 22 is consistent with the allowable uses for that planning area under the CHCCSP, which aims to provide a walkable community utilizing the “Smart Growth” model. The proposed project will provide employment opportunities for local residents.

Therefore, no new or more severe impacts associated with substantial population growth would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

and

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Substantial Change from Previous Analysis. The project site currently contains an auto sales business and vacant land. No residential uses are located on or immediately adjacent to the project site. As such, no residences or residents would be displaced as a result of the proposed project.

Therefore, no new or more severe impacts associated with displacement of housing or people would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with population and housing would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR did not recommend any PPPs, PDFs, or MMs related to population and housing.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14 Public Services

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
- Fire Protection (*Less Than Significant Impact With Mitigation Incorporated*)
 - Police Protection (*Less Than Significant Impact With Mitigation Incorporated*)
 - Schools (*Less Than Significant Impact With Mitigation Incorporated*)
 - Parks (*Significant and Unavoidable*)
 - Other Public Facilities (*Significant and Unavoidable*)

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

Fire protection and Police protection?

No Substantial Change from Previous Analysis. As discussed in the CHCCSP EIR, development of the CHCCSP area will increase call volume due to an increase in number of structures as well as an increase in the permanent and transitory population. The proposed project will increase the number of structures within Planning Area 22 by introducing new restaurant/retail uses on a property currently containing an auto sales business and vacant land, and thus, would likely increase the number of calls for service for both fire and police services.

The presently developed site is already located within the service areas of both the Colton Fire Department and Colton Police Department. Thus, it is anticipated that the proposed project could be served by these agencies without adversely affecting personnel-to-resident ratios, response times, or other performance objectives.

The CHCCSP EIR included MM PS-1, which requires the relocation of Fire Station 212 to a new, fully equipped fire station within or in close proximity to the CHCCSP area, in order to maintain adequate response time. As stated in the CHCCSP EIR, the timing and location of a new fire station will be determined by the Colton Fire Department as development in the project area occurs. In addition, the CHCCSP EIR includes MM PS-3, which requires the development of a police substation within the CHCCSP area to improve response times and provide adequate staffing to the entire CHCCSP area. As asserted in the CHCCSP EIR, the timing and location of a new police station will be determined by the Colton Police Department as development in the project area occurs. Development of the proposed project would not impede implementation of either MM PS-1 or MM PS-3.

The proposed project would comply with MM PS-2, which requires that all structures be equipped with the most reliable, commercially available fire suppression and alarm technology as required under the Uniform Building Code standards and approved by the City of Colton Fire Department and that these systems be maintained during project operations. The proposed project will also adhere to MM PS-4, which requires the project applicant to pay Development Impact Fees for all public services, including fire and

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police services. Compliance with MM PS-2 and MM PS-4 will ensure that impacts resulting from the proposed project remain less than significant.

Therefore, no new or more severe impacts associated with fire and police protection would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Schools?

No Substantial Change from Previous Analysis. The project site is located within the enrollment boundaries of the Colton Joint Unified School District. The proposed project would include nonresidential uses only and would not generate students for the Colton Joint Unified School District. Nonetheless, the proposed project would adhere to MM PS-4, which requires the project applicant to pay Development Impact Fees for all public services, including schools.

Therefore, no new or more severe impacts associated with schools would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Parks?

No Substantial Change from Previous Analysis. The proposed project would include nonresidential uses only and would not result in an increase in the City's population or usage of park and recreational facilities located within and around the City.

Therefore, no new or more severe impacts associated with parks would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Other public facilities?

No Substantial Change from Previous Analysis. As previously discussed, the proposed project would include nonresidential uses only and would not result in an increase in the population or patronage of public facilities such as libraries located within and around the City.

Therefore, no new or more severe impacts associated with public facilities would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

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Conclusion

In conclusion, no new or more severe impacts associated with public services would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to Proposed Project

The CHCCSP EIR recommended the following PPPs, PDFs, and/or MMs related to public services that are applicable to the proposed project:

PS-2 Prior to occupancy of any project buildings, all structures shall be equipped with the most reliable, commercially available fire suppression and alarm technology as required under the Uniform Building Code (UBC) standards and approved by the City of Colton Fire Department. The project applicant shall be responsible for maintaining these systems during project operations. Furthermore, if the call load for fire inspections increases beyond fire inspection sustainability (as indicated in annual reports) for the CHCCSP, a Fire Inspector shall be provided.

PS-4 Each developer proposing a new project, or the substantial redevelopment of a project site shall pay Development Impact Fees for all Public Services (Fire, Police, Schools, Libraries, Parks) as determined by the Community Development Director or his/her designee.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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3.15 Recreation

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (*Significant and Unavoidable*)
 - b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (*Significant and Unavoidable*)
- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

and

- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Substantial Change from Previous Analysis. The proposed project would include nonresidential uses only and would not result in an increase in the City's population or usage of park and recreational facilities located within and around the City.

Therefore, no new or more severe impacts associated with recreational facilities would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with recreational facilities would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following PPPs, PDFs, and/or MMs related to recreational facilities that are applicable to the proposed project:

PS-4 Each developer proposing a new project, or the substantial redevelopment of a project site shall pay Development Impact Fees for all Public Services (Fire, Police, Schools, Libraries, Parks) as determined by the Community Development Director or his/her designee.

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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3.16 Transportation and Traffic

The following analysis is based in part on the Traffic Impact Analysis (TIA) and the Parking Study prepared by Kunzman Associates and included as Appendix F.

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP project would result in the following impacts:

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

Proposed Project Significance Determination

- a) ***Would the project 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***

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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?

and

- b) *Would the project 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?*

No Substantial Change from Previous Analysis. The purpose of the TIA was to provide an assessment of the traffic impacts resulting from development of the project site with the proposed project. Based on an approved scoping agreement with the City of Colton (see Appendix F), the following intersections were analyzed as part of the TIA:

1. Pepper Avenue (NS) at Blue Drive (EW)
2. Pepper Avenue (NS) at Valley Boulevard (EW)
3. Pepper Avenue (NS) at the project driveway (EW)
4. Pepper Avenue (NS) at I-10 Westbound Ramps (EW)
5. Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)
6. Project West Driveway (NS) at Valley Boulevard (EW)
7. Project East Driveway (NS) at Valley Boulevard (EW)
8. Meridian Avenue (NS) at Valley Boulevard (EW)

The following six scenarios were analyzed:

1. Existing Conditions
2. Existing Plus Project Conditions
3. Opening Year (2019) Without Project Conditions
4. Opening Year (2019) With Project Conditions
5. Horizon Year (2040) Without Project Conditions
6. Horizon Year (2040) With Project Conditions

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Existing Traffic Conditions

Existing Roadway Facilities

Regional access to the project site is provided by the I-10 Freeway. Local circulation is provided north–south by Pepper Avenue and Meridian Avenue, and east–west by Valley Boulevard. Figure 8 identifies the existing number of through lanes, intersection traffic controls, and intersection geometry.

Existing Traffic Volumes

Figure 9 depicts the average daily traffic volumes for the study area roadways. Existing peak traffic volumes are based upon morning peak and evening peak period intersection turning movement counts obtained from Kunzman Associates (see Appendix F).

Figures 10 and 11 show the morning peak hour and evening peak hour intersection turning movement volumes for the study area roadways.

Existing Intersection Level of Service

LOS is used to describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure).

The technique used to assess the performance of an unsignalized study intersection is known as the intersection delay method based on the procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology compares the volume of traffic using the intersection to the capacity of the intersection to calculate the delay associated with the traffic control at the intersection. The intersection delay is then correlated to the appropriate LOS based on the *Highway Capacity Manual* method.

The LOS analysis for signalized intersections was performed by Kunzman Associates (Appendix F) using optimized signal timing. This analysis included an assumed lost time of 2 seconds per phase, and considered pedestrian safety and signal coordination. The LOS calculations for signalized intersections is based on the *Highway Capacity Manual* calculations.

Table 2 shows the LOS for morning and evening peak hour levels under the Existing condition. LOS worksheets are provide in Appendix F.

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**Table 2
Existing Intersection Delay and Levels of Service**

Intersection	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Delay – Level of Service					
		Northbound			Southbound			Eastbound			Westbound			Morning			Evening		
		L	T	R	L	T	R	L	T	R	L	T	R						
1 Pepper Avenue (NS) at Blue Drive (EW)	TS	0	2	1	1	2	0	0	0	0	1	0	1	6.6	-	A	8.8	-	A
2 Pepper Avenue (NS) at Valley Boulevard (EW)	TS	1	3	1	2	3	1	2	2	1	2	1.5	0.5	22.5	-	C	22.9	-	C
3 Pepper Avenue (NS) at Project Driveway (EW)	CSS	0	2.5	0.5	0	2	0	0	0	0	0	0	1	0.0	-	A	0.0	-	A
4 Pepper Avenue (NS) at I-10 Westbound Ramps (EW)	TS	1	2	0	0	2	1	0	0	0	0	<1>	1	22.4	-	C	13.6	-	B
5 Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)	TS	0	1	1	2	1	0	1	<1>	0	0	0	0	24.3	-	C	23.5	-	C
6 Project West Driveway (NS) at Valley Boulevard (EW)	CSS	0	0	1	0	0	0	0	2.5	0.5	1	2	0	0.0	-	A	0.0	-	A
7 Project East Driveway (NS) at Valley Boulevard (EW)	CSS	0.5	0	0.5	0	0	0	0	2.5	0.5	1	2	0	16.0	-	C	17.4	-	C
8 Meridian Avenue (NS) at Valley Boulevard (EW)	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	45.9	-	E	55.4	-	F

Notes: L = left; T = through; R = right; NS = north-south; EW = east-west; TS = traffic signal; CSS = cross street stop

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As shown in Table 2, the study intersections currently operate at LOS D or better during peak hours, except at the following intersection:

- Meridian Avenue (NS) at Valley Boulevard (EW)

Traffic Signal Warrant Analysis

The unsignalized intersection has been evaluated for a traffic signal using the Caltrans Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (2014 Update).

A traffic signal appears to currently be warranted at the following study area intersection for existing traffic conditions (see Appendix F):

- Meridian Avenue (NS) at Valley Boulevard (EW)

Future Traffic Conditions

Proposed Project Traffic

Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of the land use. Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. Table 3 shows the project trip generation rates obtained from Institute of Transportation Engineers (ITE) *Trip Generation Manual* (ITE 2017) and the San Diego Association of Governments’ “Brief Guide of Vehicular Traffic Generation Rates” (SANDAG 2002). It should be noted that for high-turnover (sit-down) restaurant, fast-food restaurant, and commercial retail, a portion of the trips would come from pass-by trips from adjacent roadways—trips that are currently on the roadway system. The traffic volumes from the project have been reduced as a result of these pass-by trips based upon the ITE *Trip Generation Handbook* (ITE 2014).

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**Table 3
Project Trip Generation**

Trip Generation Rates										
Project				Morning Peak			Afternoon Peak			Daily
No.	Land Use	Code ¹	Unit ²	In %	Out %	Total	In %	Out %	Total	
1	Fast-Food Restaurant without Drive-Thru Window	ITE 933	TSF	60%	40%	25.10	50%	50%	28.34	346.23
2	Fast-Food Restaurant with Drive-Thru Window	ITE 934	TSF	51%	49%	40.19	52%	48%	32.67	470.95
3	Specialty Retail	SANDAG	TSF	60%	40%	1.20	50%	50%	3.60	40.00
Trip Generation										
Project				Morning Peak			Afternoon Peak			Daily
No.	Land Use	Quantity ²	Unit	In	Out	Total	In	Out	Total	
A	Fast-Food Restaurant without Drive-Thru Window	2.400	TSF	36	24	60	34	34	68	831
	Pass-By Trips ³	49%		-18	-12	-30	-17	-17	-34	-407
	<i>Subtotal Net Trips</i>			18	12	30	17	17	34	424
B	Fast-Food Restaurant with Drive-Thru Window	9.130	TSF	187	180	367	155	143	298	4,300
	Pass-By Trips ³	49%		-92	-88	-180	-76	-70	-146	-2,107
	<i>Subtotal Net Trips</i>			95	92	187	79	73	152	2,193
C	Specialty Retail	2.900	TSF	2	1	3	5	5	10	116
Total Trips without Adjustment		14.430	TSF	225	205	430	194	182	376	5,247
Total Pass-By Trip Reduction				-110	-100	-210	-93	-87	-180	-2,514
Total Net Trips with Pass-By Trip Reduction				115	105	220	101	95	196	2,733

Note:

¹ ITE 2017; SANDAG 2002.

² TSF = thousand square feet

³ AM Pass-By Trips: ITE 2014, Table E.31 Pass-By and Non Pass-By Trips Weekday, AM Peak Period Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window, Average Pass-By Trip Percentage = 49%.

PM Pass-By Trips: ITE 2014, Table E.32 Pass-By and Non Pass-By Trips Weekday, PM Peak Period Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window, Average Pass-By Trip Percentage = 50%.

As shown in Table 3, the proposed project is forecast to generate approximately 2,733 net daily trips, 220 net trips of which will occur during the morning peak hour and 196 net trips of which will occur during the evening peak hour. Since the project site is currently occupied by a car dealership, the existing trip credit for the existing land use is estimated based on existing intersection turning movement counts collected at the existing driveway on Valley Boulevard, which included two trips during the morning peak hour and seven trips during the evening peak hour. For a conservative analysis, the existing trip credit for the project are only considered at the project driveways but not at the off-site intersection analysis locations.

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The estimated 2,733 net daily trips generated by the proposed project would be fewer than the 3,761 daily trips estimated for Planning Area 22, as identified in Table 4.15-3 in the CHCCSP EIR.

Trip Distribution

Figures 12 and 13 show the forecast directional outbound and inbound distributions of the project-generated trips. The project trip distribution patterns are based on review of existing traffic data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 14. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figure 15 and Figure 16, respectively.

Future Traffic Volumes

Method of Projection

To assess the future traffic conditions, the average daily traffic volumes have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model Year 2012 and Year 2040 average daily traffic volume forecasts (Appendix F). This difference defines the growth in traffic over the 28-year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2017 and Year 2040. For this purpose, linear growth between the Year 2012 base condition and the forecast Year 2040 condition was assumed. Since the increment between Year 2017 and Year 2040 is 23 years of the 28-year time frame, a factor of 0.82 (i.e., 23/28) was used.

The Year 2040 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model traffic model Year 2012 and Year 2040 peak hour volumes. Traffic model forecasting calculation worksheets are shown in Appendix F.

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**Table 4
Other Development Trip Generation**

ID	Other Development Name	Quantity	Units ¹	Trips Generated							
				Source ²	Morning Peak Hour			Evening Peak Hour			Daily
					Inbound	Outbound	Total	Inbound	Outbound	Total	
<i>City of Colton</i>											
COL1	CUSM (300 N. Pepper Avenue)	150.000	ST	ITE 540	14	3	17	9	8	17	173
COL2	1601 W. Valley Boulevard.	NA	Rooms	ITE 310	-	-	-	-	-	-	-
		NA	FP	ITE 190	-	-	-	-	-	-	-
COL3	1600 Agua Mansa Road	805.500	TSF	ITE 150	105	32	137	40	113	153	1,402
COL4	Cal-Med Surgery Center (1281 W. C Street)	5.600	TSF	ITE 720	12	4	16	5	14	19	195
COL5	Valley Orange Ent. (1600 W. Valley Boulevard)	8	FP	ITE 945	41	41	82	56	56	112	1,376
COL6	Diesel Injection (1610 Fairway Drive)	1.350	TSF	ITE 942	2	1	3	2	2	4	32
COL7	New Juan Colorado Family Restaurant (195 W. Valley Boulevard)	NA	TSF	ITE 932	-	-	-	-	-	-	-
COL8	1175 S. Mt. Vernon Avenue	104.000	TSF	ITE 710	104	17	121	19	101	120	1,013
COL9	495 W. Valley Boulevard	NA	Seats	ITE 560	-	-	-	-	-	-	-
COL11	839 Fairway Drive	103	Beds	ITE 254	12	8	20	10	17	27	268
COL12	1601 Fairway Drive	178.980	TSF	ITE 130	57	15	72	14	58	72	603
COL13	1550 E. Washington Street	120	Seats	ITE 560	1	0	1	1	3	4	53
COL14	1559 Steel Rd.	60.000	TSF	ITE 130	19	5	24	5	19	24	202
COL15	1603 Steel Rd.	159.271	TSF	ITE 130	51	13	64	13	51	64	537
COL16	785 E. M Street	20.600	TSF	ITE 110	13	1	14	2	11	13	102
COL17	Colton Iron Metal (790 E. M St.)	156.816	TSF	ITE 110	97	13	110	13	86	99	778
COL18	644-660 Laurel Lane	7	DU	ITE 210	1	4	5	4	3	7	66
COL19	1200 Jefferson Ln.	NA	TSF	ITE 710	-	-	-	-	-	-	-
COL20	602 Agua Mansa Rd.	19.919	TSF		63	16	47	97	64	33	1,125

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**Table 4
Other Development Trip Generation**

ID	Other Development Name	Quantity	Units ¹	Source ²	Trips Generated						
					Morning Peak Hour			Evening Peak Hour			Daily
					Inbound	Outbound	Total	Inbound	Outbound	Total	
COL21	1395 Washington St.	NA	TSF	ITE 848	-	-	-	-	-	-	-
COL22	Single-Family Detached Residential	20	DU	ITE 210	4	11	15	12	8	20	189
COL23	University/College	240	ST		32	9	41	13	28	41	410
	Medical/Dental Office	20	TSF		38	10	48	20	51	71	723
COL25	Mixed Use	-			142	120	262	127	118	245	6,585
<i>County of Riverside</i>											
RIVCO1	TR28957	36	DU	ITE 210	7	20	27	22	14	36	340
RIVCO2	TR32989	29	DU	ITE 210	6	15	21	18	11	29	274
RIVCO3	TR32291	69	DU	ITE 210	13	38	51	43	25	68	651
RIVCO4	CUP03718	19.988	TSF	ITE 110	12	2	14	2	11	13	99
RIVCO5	PP24798	2.400	TSF	ITE 820	1	1	2	4	5	9	91
		3.405	TSF	ITE 710	3	1	4	1	3	4	33
		2.961	TSF	ITE 820	2	1	3	5	6	11	112
RIVCO6	PP25482	2.632	TSF	ITE 710	3	0	3	0	3	3	26
RIVCO7	Trucks Sales Facility (PP25505)	1.952	TSF	ITE 710	2	0	2	0	2	2	19
		6.000	TSF	ITE 151	0	1	1	0	1	1	9
RIVCO8	TR36668 (Bixby Highgrove)	201	DU	ITE 210	38	111	149	125	74	199	1,897
<i>City of Grand Terrace</i>											
GT1	SA-14-03	1	DU	ITE 210	0	1	1	1	0	1	9
GT2	TT18071 (Karger Pico Tract)	18	DU	ITE 210	3	10	13	11	7	18	170
GT3	SA 13-05	1	DU	ITE 210	0	1	1	1	0	1	9
GT4	Site and Architectural Review 12-04	12	DU	ITE 220	1	5	6	4	3	7	88
GT5	Grand Terrace Town Square Master Plan	209.611	TSF	ITE 820	122	75	197	384	415	799	7,913

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**Table 4
Other Development Trip Generation**

ID	Other Development Name	Quantity	Units ¹	Source ²	Trips Generated						
					Morning Peak Hour			Evening Peak Hour			Daily
					Inbound	Outbound	Total	Inbound	Outbound	Total	
	SA-07-07	65.730	TSF	ITE 820	38	24	62	120	130	250	2,481
GT6	SA 14-05; SA 14-07	1	DU	ITE 210	0	1	1	1	0	1	9
	SA 14-06	1	DU	ITE 210	0	1	1	1	0	1	9
GT7	Barton Plaza Commercial Center (Phase 2)	16.251	TSF	ITE 710	16	3	19	3	16	19	158
GT8	SA 15-01	1.800	TSF	ITE 710	2	0	2	0	2	2	18
GT9	SA 15-06 ACUP15-07 E15-08	2.870	TSF	ITE 720	6	2	8	3	7	10	100
GT10	SA 15-07 E15-09	1.800	TSF	ITE 820	1	1	2	3	4	7	68
GT11	SA 15-04 E15-07	8.800	TSF	ITE 710	9	1	10	2	8	10	86
GT12	SA 15-05; ACUP15-06; V15-02	1	TSF	ITE 710	1	1	2	0	2	2	14
GT13	TTM 15-01; SA 15-03; E15-05	12	DU	ITE 210	2	7	9	7	5	12	113
GT14	SA05-19-A1; E15-06	35	DU	ITE 220	4	12	16	12	8	20	256
<i>City of Riverside</i>											
R31	R31 P15-0812	61	DU	ITE 220	7	21	28	21	13	34	447
R35	P13-0956; P13;0959; P13-0960; P13-0963; P13-0964 P13-0965; P13-0966	1461.449	TSF	ITE 130	468	117	585	117	468	585	4,925
R38	R38 P14-1033; P14-1034	308.000	TSF	ITE 150	40	12	52	15	44	59	536
Total Other Development Trips Generated					1,769	937	2,674	1,594	2,294	3,760	41,840

Notes:

1 DU = dwelling units; TSF = thousand square feet, ST = students, FP = fuel pumps

2 TE 2017

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Project traffic volumes were then added to the Year 2040 San Bernardino Transportation Analysis Model volumes. To account for ambient growth on roadways for Opening Year (2019) conditions, existing traffic volumes were increased by 1.0% per year over a 2-year period, which is a total of 2.0%. In addition, City of Colton staff provided a list of other developments in the study area. Table 4 shows the daily and peak hour vehicle trips generated by the surrounding other development in the study area. Those trips which are expected to travel through the study area intersections were added to Opening Year (2019).

Average Daily Traffic Volumes

Existing Plus Project

The traffic volumes for Existing Plus Project conditions have been derived by adding the project-generated trips to existing traffic volumes. Existing Plus Project average daily traffic volumes are shown in Figure 17. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figure 18 and Figure 19, respectively.

Opening Year (2019) Without Project

Opening Year (2019) Without Project average daily traffic volumes are shown on Figure 20. Opening Year (2019) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figure 21 and Figure 22, respectively.

Opening Year (2019) With Project

To assess Opening Year (2019) With Project traffic conditions, the project-generated trips are added to Opening Year (2019) Without Project traffic volumes. Opening Year (2019) With Project average daily traffic volumes are shown on Figure 23. Opening Year (2019) With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 24 and Figure 25, respectively.

Horizon Year (2040) Without Project Traffic

Horizon Year (2040) Without Project average daily traffic volumes are shown on Figure 26. Horizon Year (2040) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figure 27 and Figure 28, respectively.

Horizon Year (2040) With Project Traffic Volumes

To assess Horizon Year (2040) With Project traffic conditions, the project generated trips are added to Horizon Year (2040) Without Project traffic volumes. Horizon Year (2040)

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With Project average daily traffic volumes are shown on Figure 29. Horizon Year (2040) With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 30 and Figure 31, respectively.

Future Level of Service

Existing Plus Project

The Existing Plus Project LOS for the study intersections are provided in Table 5, which shows the intersection delay and LOS values based on the existing geometrics at the study area.

As shown on Table 5, the study intersections are projected to operate at LOS D or better during the peak hours for Existing Plus Project traffic conditions, except at the intersection of:

- Meridian Avenue (NS) at Valley Boulevard (EW)

Table 5 shows the proposed project is forecast to result in no significant impacts at the study intersections for Existing Plus Project traffic conditions, with the following recommended traffic signal improvements:

- Meridian Avenue (NS) at Valley Boulevard (EW)
 - New traffic signal

Opening Year (2019) Without Project

The Opening Year (2019) Without Project LOS for the study intersections are provided in Table 6, which shows the intersection delay and LOS values at the study intersections with existing geometry.

As shown in Table 6, the study intersections are projected to operate at LOS D or better during the peak hours for Opening Year (2019) Without Project traffic conditions, except at the intersection of:

- Meridian Avenue (NS) at Valley Boulevard (EW)

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**Table 5
Existing Plus Project Intersection Delay and Levels of Service**

Intersection	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Delay - Level of Service								Project Change		Project Impact				
		Northbound			Southbound			Eastbound			Westbound			Without Project				With Project				AM	PM					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning		Evening		Morning		Evening								
1 Pepper Avenue (NS) at Blue Drive (EW)	TS	0	2	1	1	2	0	0	0	0	1	0	1	6.6	-	A	8.8	-	A	6.6	-	A	8.8	-	A	0.0	0.0	No
2 Pepper Avenue (NS) at Valley Boulevard (EW)	TS	1	3	1	2	3	1	2	2	1	2	1.5	0.5	22.5	-	C	22.9	-	C	22.9	-	C	23.3	-	C	0.4	0.4	No
3 Pepper Avenue (NS) at Project Driveway (EW)	CSS	0	2.5	0.5	0	2	0	0	0	0	0	0	1	0.0	-	A	0.0	-	A	12.4	-	B	13.7	-	B	12.4	13.7	No
4 Pepper Avenue (NS) at I-10 Westbound Ramps (EW)	TS	1	2	0	0	2	1	0	0	0	0	<1>	1	22.4	-	C	13.6	-	B	25.0	-	C	13.8	-	B	2.6	0.2	No
5 Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)	TS	0	1	1	2	1	0	1	<1>	0	0	0	0	24.3	-	C	23.5	-	C	24.3	-	C	23.5	-	C	0.0	0.0	No
6 Project West Driveway (NS) at Valley Boulevard (EW)	CSS	0	0	1	0	0	0	0	2.5	0.5	1	2	0	0.0	-	A	0.0	-	A	10.4	-	B	10.5	-	B	10.4	10.5	No
7 Project East Driveway (NS) at Valley Boulevard (EW)	CSS	0.5	0	0.5	0	0	0	0	2.5	0.5	1	2	0	16.0	-	C	17.4	-	C	27.8	-	D	28.8	-	D	11.8	11.4	No
8 Meridian Avenue (NS) at Valley Boulevard (EW)	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	45.9	-	E	55.4	-	F	51.6	-	F	60.9	-	F	5.7	5.5	Yes
- New Traffic Signal	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5							12.0	-	B	8.4	-	A	-33.9	-47.0	No

Notes:
¹ When a right-turn lane is designated, the lane can 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 (de facto right-turn lane). L = left; T = through; R = right; <1> = shared left/through/right lane
² TS = traffic signal; CSS = cross street stop

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**Table 6
Opening Year 2019 Without Project Intersection Delay and Levels of Service**

Intersection	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Delay - Level of Service					
		Northbound			Southbound			Eastbound			Westbound			Morning			Evening		
		L	T	R	L	T	R	L	T	R	L	T	R						
1 Pepper Avenue (NS) at Blue Drive (EW)	TS	0	2	1	1	2	0	0	0	0	1	0	1	6.8	-	A	9.2	-	A
2 Pepper Avenue (NS) at Valley Boulevard (EW)	TS	1	3	1	2	3	1	2	2	1	2	1.5	0.5	25.7	-	C	24.9	-	C
3 Pepper Avenue (NS) at Project Driveway (EW)	CSS	0	2.5	0.5	0	2	0	0	0	0	0	0	1	0.0	-	A	0.0	-	A
4 Pepper Avenue (NS) at I-10 Westbound Ramps (EW)	TS	1	2	0	0	2	1	0	0	0	0	<1>	1	33.1	-	C	15.7	-	B
5 Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)	TS	0	1	1	2	1	0	1	<1>	0	0	0	0	25.2	-	C	24.0	-	C
6 Project West Driveway (NS) at Valley Boulevard (EW)	CSS	0	0	1	0	0	0	0	2.5	0.5	1	2	0	0.0	-	A	0.0	-	A
7 Project East Driveway (NS) at Valley Boulevard (EW)	CSS	0.5	0	0.5	0	0	0	0	2.5	0.5	1	2	0	16.9	-	C	18.6	-	C
8 Meridian Avenue (NS) at Valley Boulevard (EW)	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	67.1	-	F	80.9	-	F

Notes:

- ¹ When a right-turn lane is designated, the lane can 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 (de facto right-turn lane). L = left; T = through; R = right; <1> = shared left/through/right lane
- ² TS = traffic signal; CSS = cross street stop

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Opening Year (2019) With Project

The Opening Year (2019) With Project LOS for the study intersections are provided in Table 7, which shows the intersection delay and LOS values at the study intersections with existing geometry.

As shown in Table 7, the study intersections are projected to operate at LOS D or better during the peak hours for Opening Year (2019) With Project traffic conditions, except at the intersection of:

- Meridian Avenue (NS) at Valley Boulevard (EW)

Table 7 shows the proposed project is forecast to result in no significant impacts at the study intersections for Opening Year (2019) With Project traffic conditions, with the following recommended traffic signal improvements

- Meridian Avenue (NS) at Valley Boulevard (EW)
 - New traffic signal

Horizon Year (2040) Without Project Traffic

The Horizon Year (2040) Without Project LOS for the study intersections are provided in Table 8, which shows the intersection delay and LOS values at the study intersections with existing geometry.

As shown in Table 8, the study intersections are projected to operate at LOS D or better during the peak hours for Horizon Year (2040) Without Project traffic conditions, except at the intersection of:

- Meridian Avenue (NS) at Valley Boulevard (EW)

Horizon Year (2040) With Project Traffic Volumes

The Horizon Year (2040) With Project LOS for the study intersections are provided in Table 9, which shows the intersection delay and LOS values at the study intersections with existing geometry.

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**Table 7
Opening Year 2019 With Project Intersection Delay and Levels of Service**

Intersection	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Delay - Level of Service								Project Change		Project Impact				
		Northbound			Southbound			Eastbound			Westbound			Without Project				With Project				AM	PM					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning		Evening		Morning		Evening								
1 Pepper Avenue (NS) at Blue Drive (EW)	TS	0	2	1	1	2	0	0	0	0	1	0	1	6.8	-	A	9.2	-	A	6.8	-	A	9.3	-	A	0.0	0.1	No
2 Pepper Avenue (NS) at Valley Boulevard (EW)	TS	1	3	1	2	3	1	2	2	1	2	1.5	0.5	25.7	-	C	24.9	-	C	28.1	-	C	25.6	-	C	2.4	0.7	No
3 Pepper Avenue (NS) at Project Driveway (EW)	CSS	0	2.5	0.5	0	2	0	0	0	0	0	0	1	0.0	-	A	0.0	-	A	13.5	-	B	15.1	-	C	13.5	15.1	No
4 Pepper Avenue (NS) at I-10 Westbound Ramps (EW)	TS	1	2	0	0	2	1	0	0	0	0	<1>	1	33.1	-	C	15.7	-	B	35.0	-	C	16.7	-	B	1.9	1.0	No
5 Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)	TS	0	1	1	2	1	0	1	<1>	0	0	0	0	25.2	-	C	24.0	-	C	25.3	-	C	26.0	-	C	0.1	2.0	No
6 Project West Driveway (NS) at Valley Boulevard (EW)	CSS	0	0	1	0	0	0	0	2.5	0.5	1	2	0	0.0	-	A	0.0	-	A	10.6	-	B	10.5	-	B	10.6	10.5	No
7 Project East Driveway (NS) at Valley Boulevard (EW)	CSS	0.5	0	0.5	0	0	0	0	2.5	0.5	1	2	0	16.9	-	C	18.6	-	C	31.0	-	D	30.8	-	D	14.1	12.2	No
8 Meridian Avenue (NS) at Valley Boulevard (EW) - New Traffic Signal	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	67.1	-	F	80.9	-	F	85.9	-	F	89.9	-	F	18.8	9.0	Yes
	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5							12.2	-	B	8.5	-	A	-54.9	-72.4	No

Notes:

- ¹ When a right-turn lane is designated, the lane can 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 (de facto right turn lane). L = left; T = through; R = right; <1> = shared left/through/right lane; TS (bold) = Improvement
² TS = traffic signal; CSS = cross street stop

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**Table 8
Horizon Year 2040 Without Project Intersection Delay and Levels of Service**

Intersection	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Delay - Level of Service						
		Northbound			Southbound			Eastbound			Westbound			Morning		Evening				
		L	T	R	L	T	R	L	T	R	L	T	R							
1 Pepper Avenue (NS) at Blue Drive (EW)	TS	0	2	1	1	2	0	0	0	0	0	1	0	1	7.1	-	A	9.4	-	A
2 Pepper Avenue (NS) at Valley Boulevard (EW)	TS	1	3	1	2	3	1	2	2	1	2	1.5	0.5	33.9	-	C	27.0	-	C	
3 Pepper Avenue (NS) at Project Driveway (EW)	CSS	0	2.5	0.5	0	2	0	0	0	0	0	0	1	0.0	-	A	0.0	-	A	
4 Pepper Avenue (NS) at I-10 Westbound Ramps (EW)	TS	1	2	0	0	2	1	0	0	0	0	<1>	1	49.8	-	D	17.7	-	B	
5 Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)	TS	0	1	1	2	1	0	1	<1>	0	0	0	0	28.7	-	C	24.8	-	C	
6 Project West Driveway (NS) at Valley Boulevard (EW)	CSS	0	0	1	0	0	0	0	2.5	0.5	1	2	0	0.0	-	A	0.0	-	A	
7 Project East Driveway (NS) at Valley Boulevard (EW)	CSS	0.5	0	0.5	0	0	0	0	2.5	0.5	1	2	0	18.6	-	C	23.3	-	C	
8 Meridian Avenue (NS) at Valley Boulevard (EW)	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	428.9	-	F	676.9	-	F	

Note:

- ¹ When a right-turn lane is designated, the lane can 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 (de facto right-turn lane). L = left; T = through; R = right; <1> = shared left/through/right lane
- ² TS = traffic signal; CSS = cross street stop

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As shown in Table 9, the study intersections are projected to operate at LOS D or better during the peak hours for Horizon Year (2040) With Project traffic conditions, except at the intersection of:

- Meridian Avenue (NS) at Valley Boulevard (EW)

Table 9 shows the proposed project is forecast to result in no significant impacts at the study intersections for Horizon Year (2040) With Project traffic conditions, with the following recommended traffic signal improvements:

- Meridian Avenue (NS) at Valley Boulevard (EW)
 - New traffic signal

Summary and Conclusion

Under the existing traffic conditions, the study intersections currently operate at LOS D or better during the peak hours (see Table 2), except at the intersection of Meridian Avenue and Valley Boulevard. The unsignalized intersection (Meridian Avenue at Valley Boulevard) has been evaluated for traffic signal warrant analysis, and a traffic signal appears to currently be warranted.

Based on the methodology, modeling, and findings in the TIA prepared for the proposed project (Appendix F), the proposed project would not result in significant impacts to the Meridian Avenue and Valley Boulevard intersection, with the following recommended traffic signal improvement under the Existing Plus Project, Opening Year (2019) With Project, and Horizon Year (2040) Project traffic conditions:

- Meridian Avenue (NS) at Valley Boulevard (EW)
 - New traffic signal

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**Table 9
Horizon Year 2040 With Project Intersection Delay and Levels of Service**

Intersection	Traffic Control ²	Intersection Approach Lanes ¹												Peak Hour Delay - Level of Service								Project Change		Project Impact				
		Northbound			Southbound			Eastbound			Westbound			Without Project				With Project				AM	PM					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning		Evening		Morning		Evening								
1 Pepper Avenue (NS) at Blue Drive (EW)	TS	0	2	1	1	2	0	0	0	0	1	0	1	7.1	-	A	9.4	-	A	7.1	-	A	9.5	-	A	0.0	0.1	No
2 Pepper Avenue (NS) at Valley Boulevard (EW)	TS	1	3	1	2	3	1	2	2	1	2	1.5	0.5	33.9	-	C	27.0	-	C	34.3	-	C	27.6	-	C	0.4	0.6	No
3 Pepper Avenue (NS) at Project Driveway (EW)	CSS	0	2.5	0.5	0	2	0	0	0	0	0	0	1	0.0	-	A	0.0	-	A	15.0	-	B	17.8	-	C	15.0	17.8	No
4 Pepper Avenue (NS) at I-10 Westbound Ramps (EW)	TS	1	2	0	0	2	1	0	0	0	0	<1>	1	49.8	-	D	17.7	-	B	52.7	-	D	19.3	-	B	2.9	1.6	No
5 Pepper Avenue (NS) at I-10 Eastbound Ramps (EW)	TS	0	1	1	2	1	0	1	<1>	0	0	0	0	28.7	-	C	24.8	-	C	30.6	-	C	27.2	-	C	1.9	2.4	No
6 Project West Driveway (NS) at Valley Boulevard (EW)	CSS	0	0	1	0	0	0	0	2.5	0.5	1	2	0	0.0	-	A	0.0	-	A	10.7	-	B	11.2	-	B	10.7	11.2	No
7 Project East Driveway (NS) at Valley Boulevard (EW)	CSS	0.5	0	0.5	0	0	0	0	2.5	0.5	1	2	0	18.6	-	C	23.3	-	C	33.2	-	D	35.0	-	D	14.6	11.7	No
8 Meridian Avenue (NS) at Valley Boulevard (EW)	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	428.9	-	F	676.9	-	F	465.9	-	F	720.5	-	F	37.0	43.6	Yes
- New Traffic Signal	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5							12.4	-	B	9.8	-	A	-416.5	-667.1	No

Notes:

¹ When a right-turn lane is designated, the lane can 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 (de facto right-turn lane). L = left; T = through; R = right; <1> = shared left/through/right lane; **TS** = improvement

² TS = traffic signal; CSS = cross street stop

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This intersection was already identified in the CHCCSP EIR as operating at a deficient LOS under the same scenarios listed herein, and the a new traffic signal was identified in the EIR as being required at this location to improve LOS at this intersection. Consistent with the CHCCSP EIR, the new traffic signal improvement would eliminate all anticipated roadway operational deficiencies throughout the study area for Year 2040 traffic conditions. For the impacted intersection, improvements are included within the San Bernardino Associated Governments Nexus Fee Program (see Appendix F) to address the deficiencies.

The CHCCSP EIR concluded that adherence to development and design requirements set forth in the CHCCSP, payment of development impact fees, and site improvements made by individual project developers would ensure that impacts associated with traffic and circulation would be less than significant. Consistent with these findings and approach, the approximate costs for the Year 2040 improvements for the impact intersection have generally been estimated using cost guidelines in the Congestion Management Program Handbook (see Appendix F).

The project fair share contributions have also been calculated for Year 2040 improvement locations. The project share of cost has been based on the proportion of project peak hour traffic contributed to the improvement location relative to the total new peak hour Year 2040 traffic volume. Tables 9 and 10 in the TIA (see Appendix F) present a summary of improvement cost and project cost shares at the Year 2040 intersection improvement locations. The intersection fair share cost calculations are typically based on the higher of the morning and evening peak hour traffic volumes. Note that the total improvement and fair share costs provided in the TIA are simply estimates, and the City will ultimately determine costs required by the project applicant.

Overall, the recommend new traffic signal was already identified in the CHCCSP EIR as required at the intersection of Meridian Avenue (NS) at Valley Boulevard (EW). Therefore, no new or more severe impacts associated with traffic and LOS would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- c) ***Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Substantial Change from Previous Analysis. The nearest airport to the project site is Ontario International Airport, located approximately 12.8 miles to the west. The project

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site is located within the influence area of this airport (Ontario Airport Planning 2011). No impact associated with air traffic patterns would occur.

The ARMC site includes helicopter landing pads located on the southeast corner of Violet Street and Meridian Avenue, approximately 0.3 miles northeast of the project site. The proposed project is located in an area having generally low likelihood of accident occurrences and is zoned in the CHCCSP as Retail. In addition, the height and lighting of the proposed project would be similar to the existing conditions in the project area, and thus, would not result in any new or increased hazards to air navigations. As such, the proposed project should not impact the flights arriving and departing from the helicopter pad.

Nonetheless, the proposed project must comply with HAZ-12 of the CHCCSP EIR, which requires certain Planning Areas within the CHCCSP, including the project site (Planning Area 22) to submit lighting plans to the County of San Bernardino Land Use Services Department, which is responsible for coordination with the ARMC regarding the helicopter landing pads. HAZ-12 is required as a standard condition of approval for applicable development projects in the CHCCSP to ensure that hazard effects related to helicopter landing pads would be minimized to acceptable levels.

Therefore, no new or more severe impacts associated with air traffic patterns would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Substantial Change from Previous Analysis. All on-site and adjacent off-site improvements, such as parking and landscape setbacks, would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation on City roadway facilities. In addition, the City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structures or landscaping blocks the views of vehicles entering and exiting a site. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the proposed project.

Therefore, no new or more severe impacts associated with hazardous design features would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

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e) ***Would the project result in inadequate emergency access?***

No Substantial Change from Previous Analysis. The project site would be accessible by vehicle via three driveways: two from Valley Boulevard and one from Pepper Avenue and Figueroa Street. Each of the proposed project's driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The project site would be accessible to emergency responders during construction and operation of the proposed project. As a result of the proposed project's driveway entries and because the project would comply with all applicable local requirements related to emergency vehicle access and circulation, the proposed project would not result in inadequate emergency access.

Therefore, no new or more severe impacts associated with emergency access would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

f) ***Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

No Substantial Change from Previous Analysis. The City's General Plan update included a Mobility Element to reflect the City's intent to broaden the discussion of access and circulation around the City by traditional means (private vehicles), as well as alternative means (buses, bicycles, pedestrian use). Currently, the only alternative transportation options include several bus stops for three Omnitrans routes. The only bus stop shelter is located at the ARMC; all others consist of a bench and route sign. The development of projects in the CHCCSP area, including the proposed project, would require the construction of needed facilities in order to improve the use of alternative transportation in the project area and the surrounding community. Valley Boulevard was recently realigned and built out to its full design width, so it is expected that the proposed project would not have to provide any additional ROW to facilitate any planned future improvements related to alternative transit facilities.

MM-TC-4 requires new development projects to provide bicycle storage facilities, with which the proposed project would comply. Pursuant with Section 18.36.060 of the City of Colton Zoning Ordinance, the proposed project would provide short-term, permanently anchored bicycle racks in accordance with the latest adopted California Green Building Standards Code.

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Therefore, no new or more severe impacts associated with adopted policies, plans, or programs regarding alternative transit facilities would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, and/or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with transportation and traffic would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to the Proposed Project

The CHCCSP EIR recommended the following PPPs, PDFs, and/or MMs related to transportation and traffic that are applicable to the proposed project:

TC-1 Because development projects in the CHCCSP project area will be submitted by a number of different project applicants, the City's Public Works Department will be responsible for developing a fair share fee program for the purpose of funding for the necessary improvements identified in the CHCCSP Traffic Impact Study. The program shall specifically identify the nature, location, timing and cost of all improvements necessary to ensure that significant impacts are all adequately addressed and mitigated and the fair share program shall require the implementation of identified improvements at the appropriate time.

Specific improvements include

- a. Construct Pepper Avenue adjacent to the project from San Bernardino Avenue to the projects south boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.
- b. Construct Meridian Avenue adjacent to the project from the north project boundary to Valley Boulevard at its ultimate half section width as a Collector Street including landscaping and parkway improvements in conjunction with development.
- c. Construct San Bernardino Avenue adjacent to the project from the projects west boundary to Meridian Street at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

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- d. Construct Valley Boulevard adjacent to the project from the projects west boundary to the projects east boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.
- e. The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service on-site parking demand.
- f. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- g. Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvements plans.

TC-4 In addition, the City of Colton requires new development projects to provide bicycle storage facilities. Because of the unique nature of the proposed mixed-use project, the CHCCSP would require applicants for future non-residential projects to provide a bicycle parking study that analyzes the specific project need for bicycle parking and storage. The study shall identify where this bicycle storage would be provided in each component of the project to meet the intent of the City Zoning Ordinance. The implementation of this project design feature would result in less than significant related to bicycles as it actually would encourage greater bicycle usage.

HAZ-12 Prior to development of projects within Planning Areas 16, and 19 through 24, site plans, including lighting plans must be submitted to the County of San Bernardino Land Use Services Department who will be responsible for coordinating with the ARMC administration to ensure no impacts to the ARMC or the helicopter landing pads occur. In addition, emergency access to and from the ARMC site must also be considered in the planning of future development projects in these planning areas. Site plans must include proposed building setbacks from property lines and show the distance between the ARMC helicopter landing pads and proposed buildings. Lighting and landscape plans must also accompany the site plans. The County shall provide input to proposed plans to ensure compatibility between proposed land uses within these planning areas and the ARMC's ability to provide safe ingress and egress of helicopters, and emergency vehicles.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.17 Utilities and Service Systems

Previous Significance Determination

The CHCCSP EIR determined that development in accordance with the CHCCSP would result in the following impacts:

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*Less Than Significant Impact*)
- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*Less Than Significant Impact*)

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- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*Less Than Significant Impact*)
- d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*Less Than Significant Impact*)
- e) Would the project 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? (*Less Than Significant Impact*)
- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*Less Than Significant Impact With Mitigation Incorporated*)
- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste? (*Less Than Significant Impact With Mitigation Incorporated*)

Proposed Project Significance Determination

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

and

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

and

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

and

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- e) *Would the project 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?*

Wastewater Treatment Facilities and Capacities

No Substantial Change from Previous Analysis. As discussed in the CHCCSP EIR, the City of Colton owns and operates a secondary wastewater treatment plant. The water reclamation plant (CWRP) accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. Average daily flows at the CWRP are 5.6 million gallons per day. Wastewater treatment requirements for the CWRP are established by the Santa Ana RWQCB, which issues the NPDES Permit. The CWRP is required to comply with the discharge requirements to ensure that effluent discharges are within acceptable water quality perimeters.

The secondary treated wastewater is directed to a rapid infiltration-extraction facility, jointly owned by the Cities of Colton and San Bernardino, where wastewater goes for tertiary treatment before being discharged to the Santa Ana River. Wastewater treatment for this facility is also established through the RWQCB's NPDES Permit (City of Colton 2017c).

Wastewater generated from the proposed project would be typical of similar commercial development in the project area. Effluent produced by the proposed project would not require special treatment prior to entering the municipal sewer system, and no atypical measures would be required to treat the proposed project's wastewater. According to the CHCCSP EIR, the City of Colton considered future development within the City's corporate boundary in developing the wastewater treatment facilities, including the CHCCSP project area (City of Colton 2014a).

In addition, the City's Municipal Code requires incremental expansion of wastewater treatment facilities based on new development through the collection of Public Improvement Fees (Section 12.32). This ensures adequate funding is available to meet future facility's needs, should expansion be necessary (City of Colton 2017a). Based on the existing capacity, the future anticipated demand for wastewater treatment services, along with the collection of Development Impact Fees, would not result in significant impacts to wastewater treatment requirements.

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Therefore, no new or more severe impacts associated with wastewater treatment facilities and capacities would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Water Facilities and Water Supplies

No Substantial Change from Previous Analysis. The City of Colton Water Department provides water service to the majority of residents and businesses located within the City’s corporate boundary, including the proposed project area. Colton’s existing potable water system facilities consist of 15 wells, 5 main booster pumping plants, 9 water storage reservoirs, 2 pressure reducing facilities, and 120 miles of water transmission lines. The City’s water supply is all local groundwater pumped from the San Bernardino Basin Area, the Rialto-Colton Subbasin, and the Riverside North Subbasin. Colton currently does not import water in order to meet the demands of its service area (City of Colton 2013).

According to the 2015 San Bernardino Valley Regional Urban Water Management Plan, available groundwater supply is not expected to change as groundwater is less vulnerable to seasonal and climatic changes than surface water supplies. Nonetheless to provide long-term water management, the IRWMP serves to ensure reliable water supply for the San Bernardino Valley Region, including the City of Colton. IRWMP stakeholders formed a Basin Technical Advisory Committee to facilitate implementation of the IRWMP, largely emphasizing groundwater management (Water Systems Consulting 2016).

Based on historical extraction and estimated population growth rates, the projected water supply and demand for the single- and multiple-year dry year scenarios were calculated for the 2015 Urban Water Management Plan. As an urban water supplier, the City is required to assess the reliability of their water supply service under the multiple-dry year scenario. Table 10 provides the City of Colton supply-and-demand comparison.

Table 10
Multiple-Dry Year Supply-and-Demand Comparison (acre-feet per year)

Dry Year Scenario	Supply and Demand	2020	2025	2030	2035	2040
First Year	Supply totals	12,608	13,000	13,770	14,853	14,853
	Demand totals	11,504	12,431	13,176	16,968	14,808
	Difference	1,104	569	594	885	45
Second Year	Supply totals	12,608	13,000	13,770	14,853	14,853

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Table 10
Multiple-Dry Year Supply-and-Demand Comparison (acre-feet per year)

Dry Year Scenario	Supply and Demand	2020	2025	2030	2035	2040
	Demand totals	11,504	12,431	13,176	16,968	14,808
	Difference	1,104	569	594	885	45
Third Year	Supply totals	12,608	13,000	13,1770	14,853	14,853
	Demand totals	11,504	12,431	13,176	13,968	14,808
	Difference	1,104	569	594	885	45

Source: Table 13-22, 2015 San Bernardino Valley Regional Urban Water Management Plan (Water Systems Consulting 2016)

As shown in Table 11, available groundwater supply is not expected to change. However, in the unlikely event of a drought, an earthquake that damages delivery facilities, or a regional power outage, the City has prepared a water shortage contingency plan. This plan involves four stages depending on the water supply conditions, with Stage I being normal conditions and Stage IV being Water Emergency. Each stage towards Stage IV includes further restrictions and prohibitions on water use to ensure adequacy of water supply. Thus, based on the future and existing capacity, and water management measures, it is anticipated there are sufficient water supplies to serve the proposed project.

Therefore, no new or more severe impacts associated with the water treatment facilities and supplies would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Substantial Change from Previous Analysis. As part of the proposed project, an engineered storm drainage system would be installed on site. Similar to all other on-site improvements associated with the proposed project, the environmental effects of the new storm drain system have been accounted for in this Addendum. No additional impacts would occur as a result of the stormwater drainage system.

Therefore, no new or more severe impacts associated with the new storm water drainage facilities would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

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f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

and

g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

No Substantial Change from Previous Analysis. The City of Colton contracts with CR&R Incorporated for trash, green waste/organic, and recycling disposal. Commercial customers are provided with a 3-cubic-yard recycle bin and waste bin, or a 64-gallon waste/ recycle and green waste cart. CR&R collects non-hazardous waste and transports waste to the Material Recovery, Transfer, and Disposal Location in the City of Colton to recycle and divert materials from the waste stream prior to being sent to the landfill. Debris that cannot be diverted would be transported to the appropriate waste facility.

Based on proximity to the project site, waste would likely be disposed of at the California Street Landfill in Redlands. This landfill encompasses 115 acres, including 106 acres for disposal, and is permitted to accept 829 tons of waste per day. The California Street Landfill is anticipated to operate until at least 2042 (CalRecycle 2017a).

Before starting project construction, the existing single-story auto sales building, approximately 2,000 square feet in size, would be demolished. The proposed program would utilize a variety of feasible processes, including source reduction, recycling, and resource recovery to manage solid waste. Given the capacity of the California Street Landfill, the short-term construction solid waste generation could be served by the appropriate landfill facility.

Once operational, the proposed project would produce solid waste. CalRecycle publishes solid waste generation rates by land types. Based on these generation rates, construction of the proposed 11,900 square feet of restaurant space and 2,900 square feet of retail can generate solid waste at a rate of approximately 17 pounds per employee per day, and 0.46 pounds per square feet per day, respectively (CalRecycle 2017b). Thus, the proposed project would generate approximately 1179.24 pounds per day (0.59 tons per day). The estimated 0.59 tons per day represents a nominal fraction (approximately 0.07%) of the California Street Landfill's daily permitted throughput.

The amount of solid waste generated by the operational activities of the proposed project would not cause the California Street Landfill to exceed its maximum daily use. Further, the proposed project would be required to comply with all applicable federal, state, and

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local agency regulations related to solid waste. Under Assembly Bill (AB) 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. The proposed project would be subject to compliance with AB 939.

In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the proposed project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 939, AB 341, or AB 1826, since the proposed project's waste generation would represent a nominal percentage of the waste created within the City.

Therefore, based on compliance with federal, state, and local regulations and USS-1, no new or more severe long-term operational impacts associated with solid waste disposal would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Conclusion

In conclusion, no new or more severe impacts associated with utilities and service systems would occur, and the level of impact would not change from the level identified in the CHCCSP EIR. No new PPPs, PDFs, or MMs are required.

Existing PPPs, PDFs, and/or MMs Applicable to Proposed Project

The CHCCSP EIR recommended the following applicable PPPs, PDFs, and/or MMs related to utilities and system service:

USS-1 Prior to issuance of demolitions permits, each project applicant shall submit a recycling plan to the City of Colton identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.

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	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
XIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.18 Mandatory Findings of Significance

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

No Substantial Change from Previous Analysis. As discussed and analyzed in this Addendum, the proposed project would not degrade the quality of the environment. For the reasons discussed in Section 3.4, Biological Resources, with the implementation of applicable MMs from the CHCCSP EIR, the proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

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In addition, for the reasons identified in Section 3.5, Cultural Resources, of this document, the project site does not contain any important examples of the major periods of California history or prehistory, and with the incorporation of applicable MMs, no impacts to such resources would occur. Therefore, implementation of the project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the CHCCSP EIR.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

No Substantial Change from Previous Analysis. Similar to the project originally analyzed in the CHCCSP EIR, the currently proposed project has the potential to result in incremental environmental impacts that are part of a series of approvals that were anticipated under the CHCCSP EIR. The CHCCSP EIR considered the project’s cumulatively considerable impacts where effects had the potential to degrade the quality of the environment as a result of buildout consistent with the CHCCSP project, which included development of the project site. The CHCCSP EIR determined that cumulative impacts related to air quality and public services were significant and unavoidable. In addition, the CHCCSP EIR concluded that mitigation measures recommended in the EIR would reduce impacts associated with aesthetics, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, traffic and circulation, and utilities and service systems. As discussed herein, the current project’s impacts would be consistent with the level of impact disclosed in the CHCCSP EIR, and no new or more severe impacts would occur. Therefore, implementation of the project would not result in any new cumulative impacts or increase the severity of a previously identified significant cumulative impact as previously analyzed in the CHCCSP EIR.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

No Substantial Change from Previous Analysis. The project would not create adverse environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Assuming approval of the proposed project, the project would allow for development of restaurant/retail uses and associated improvements. None of the proposed uses or activities would result in any substantial adverse effects on human beings, either directly or indirectly, as discussed throughout this document. Therefore, implementation of the proposed project would not result in any new impacts or increase the severity of a significant impact as previously identified and analyzed in the CHCCSP EIR.

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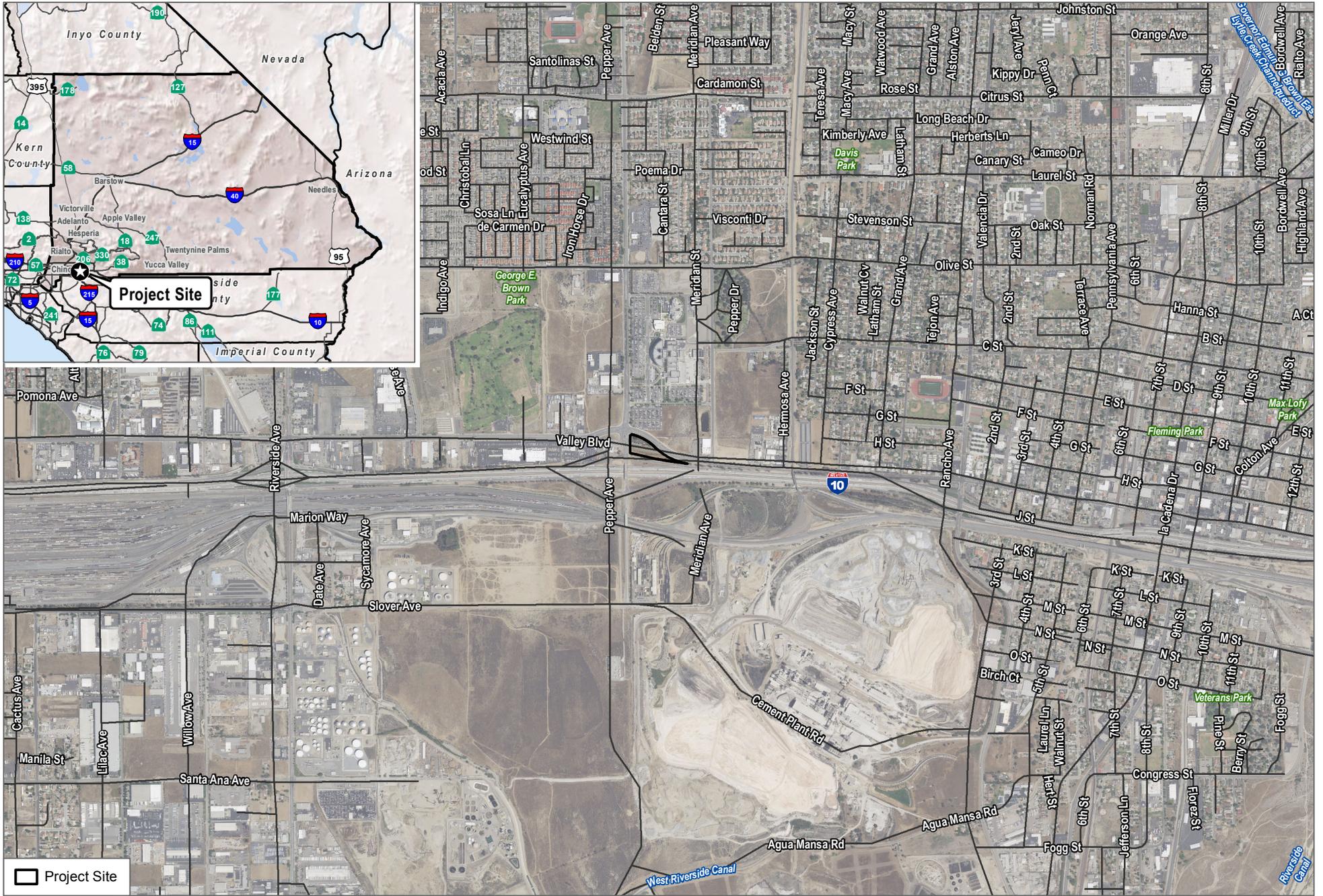
4.2 List of Preparers

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Ryan Henry, Biological Resources
Amy Seals, Technical Editor
Corinne Price, Technical Editor
David Mueller, Publications Specialist
Devin Brookhart, Publications Specialist Lead
Andrew Greis, GIS Technician

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SOURCE: NAIP, 2016; ESRI 2017

FIGURE 1
Project Location
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SOURCE: City of Colton 2014a

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ABOVE: Photo 1 - View east from northwest corner of property.
 BELOW: Photo 2 - View west from center of northern property line.

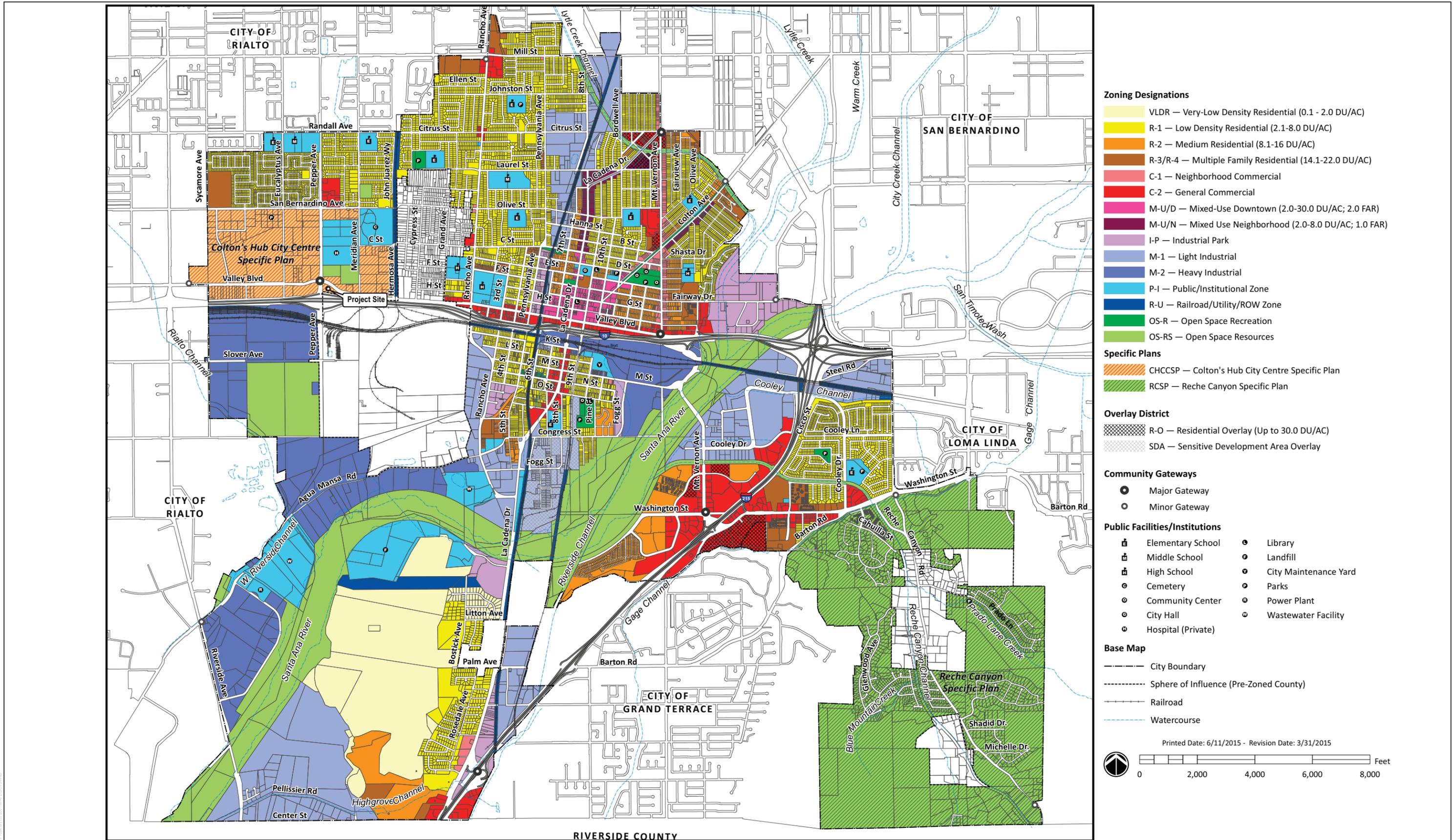


ABOVE: Photo 3 - View southeast from midpoint of western property line.
 BELOW: Photo 4 - View northeast from midpoint of western property line.



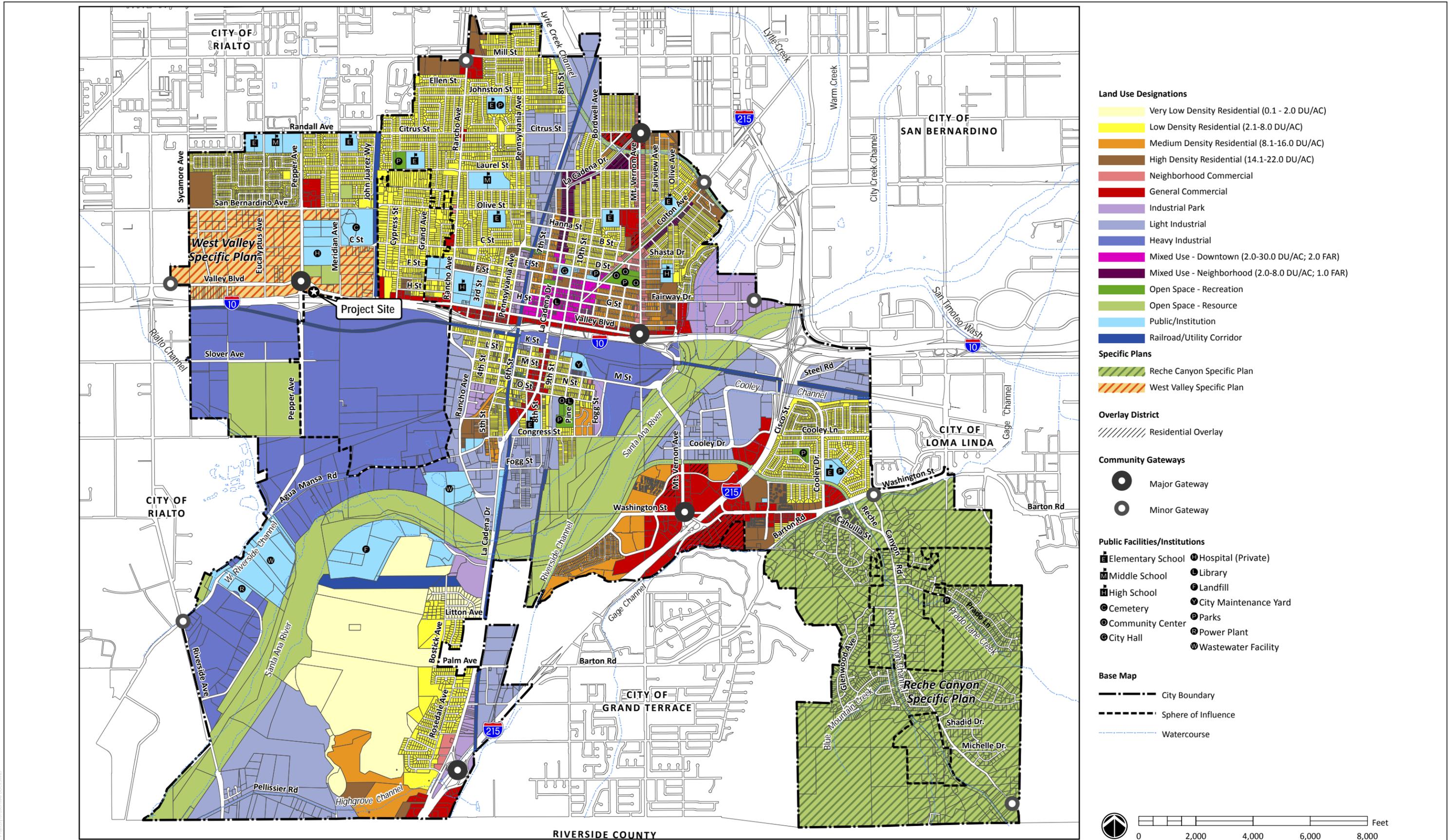
SOURCE: Environmental & Regulatory Specialists, Inc., 2017

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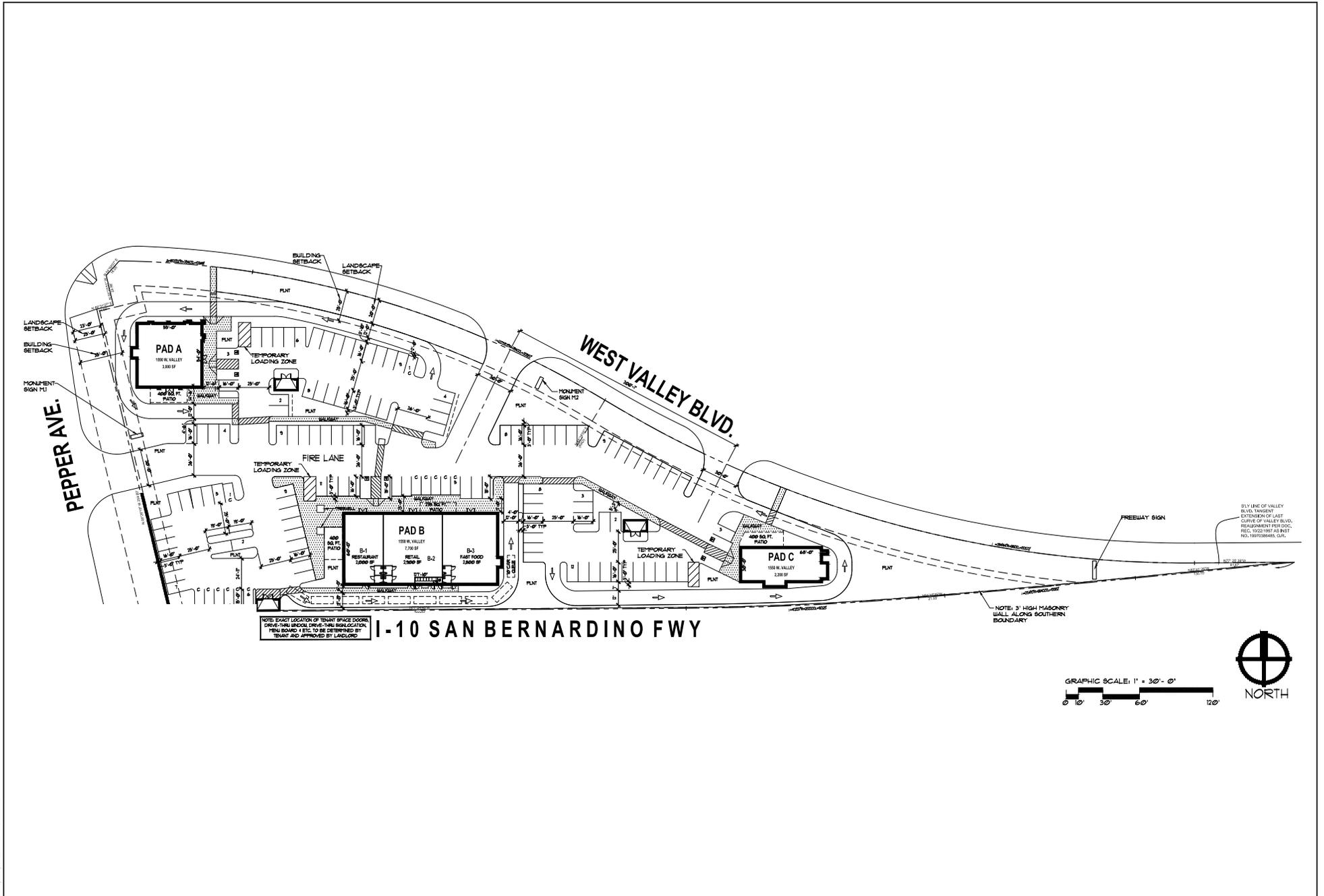
SOURCE: City of Colton, 2013

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SOURCE: City of Colton, 2013

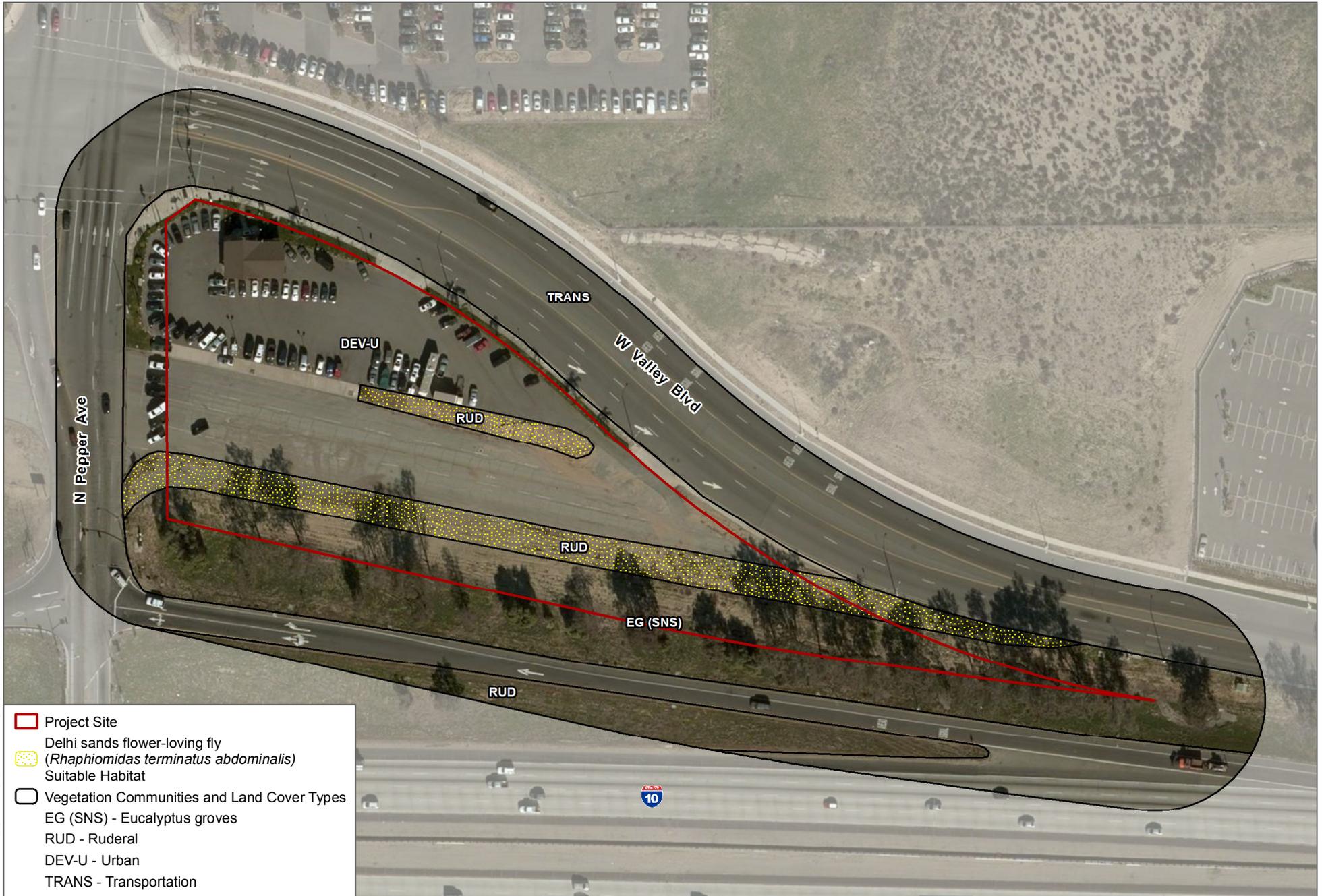
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SOURCE: Lundin Development Co., 2017; Marinita Development Company, 2017; RED Architectural Group, 2017

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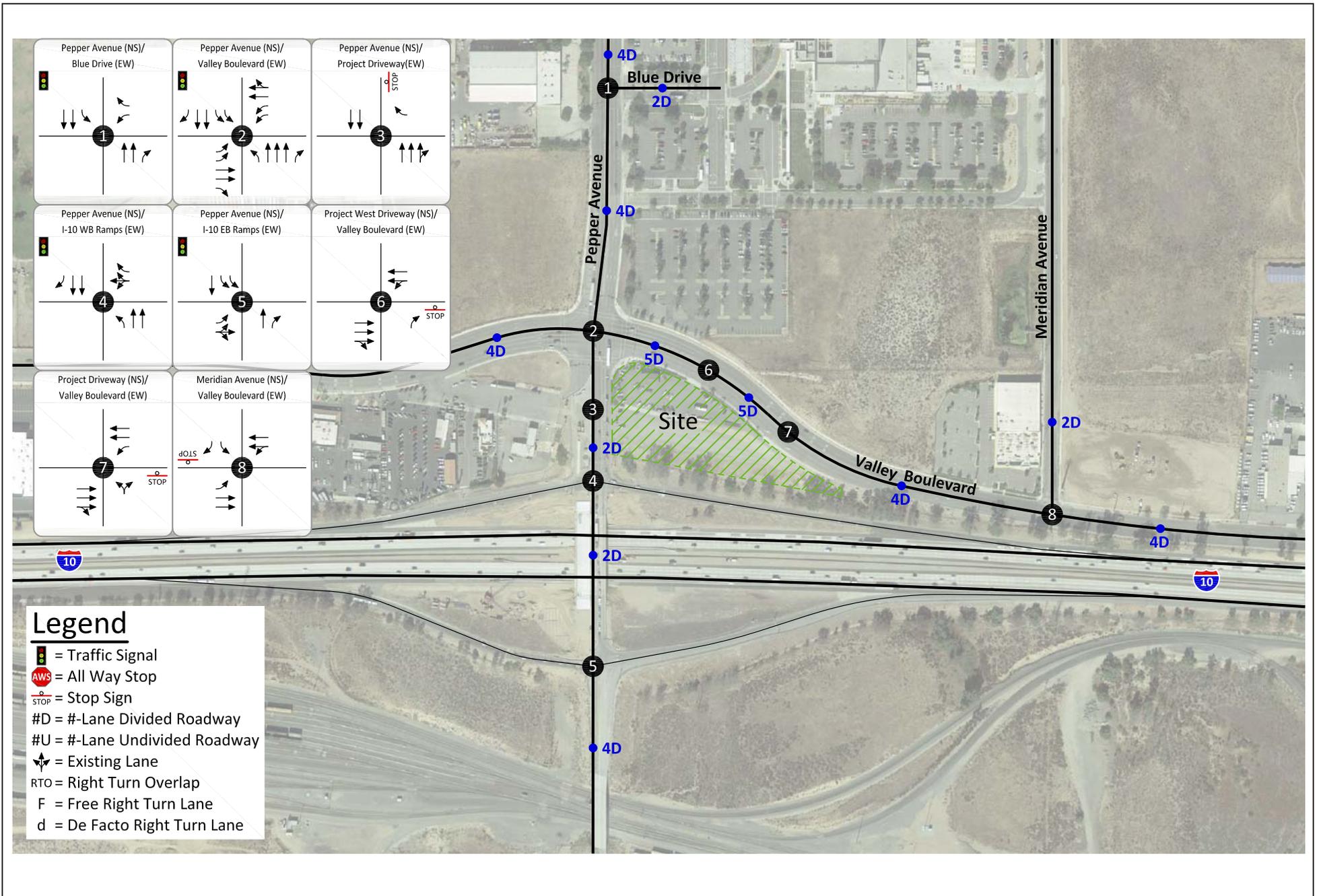


SOURCE: Bing Maps, 2017

FIGURE 7
 Vegetation Communities and Land Covers
 NEC 10 Pepper Addendum

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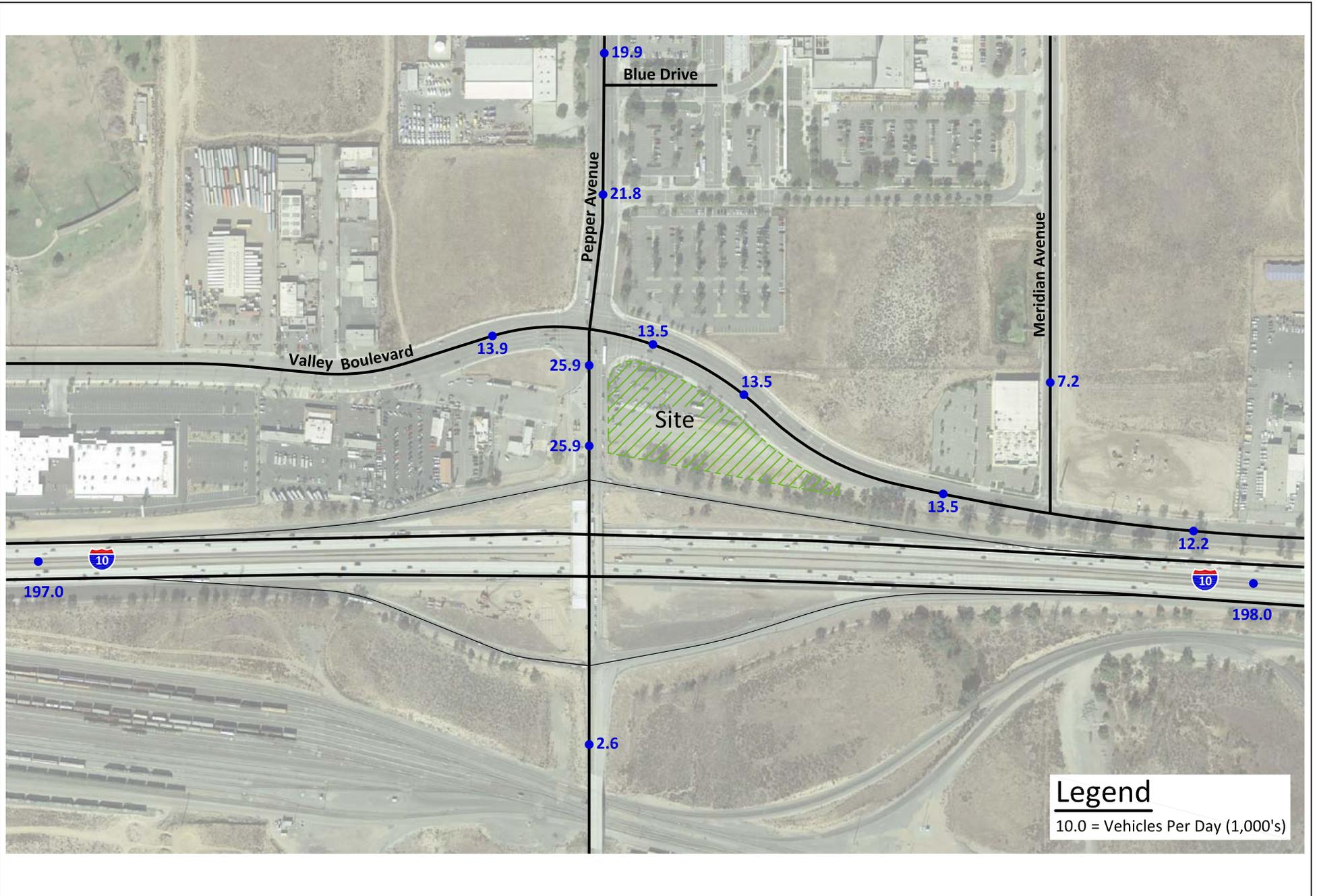
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SOURCE: Kunzman Associates, Inc., January 2018

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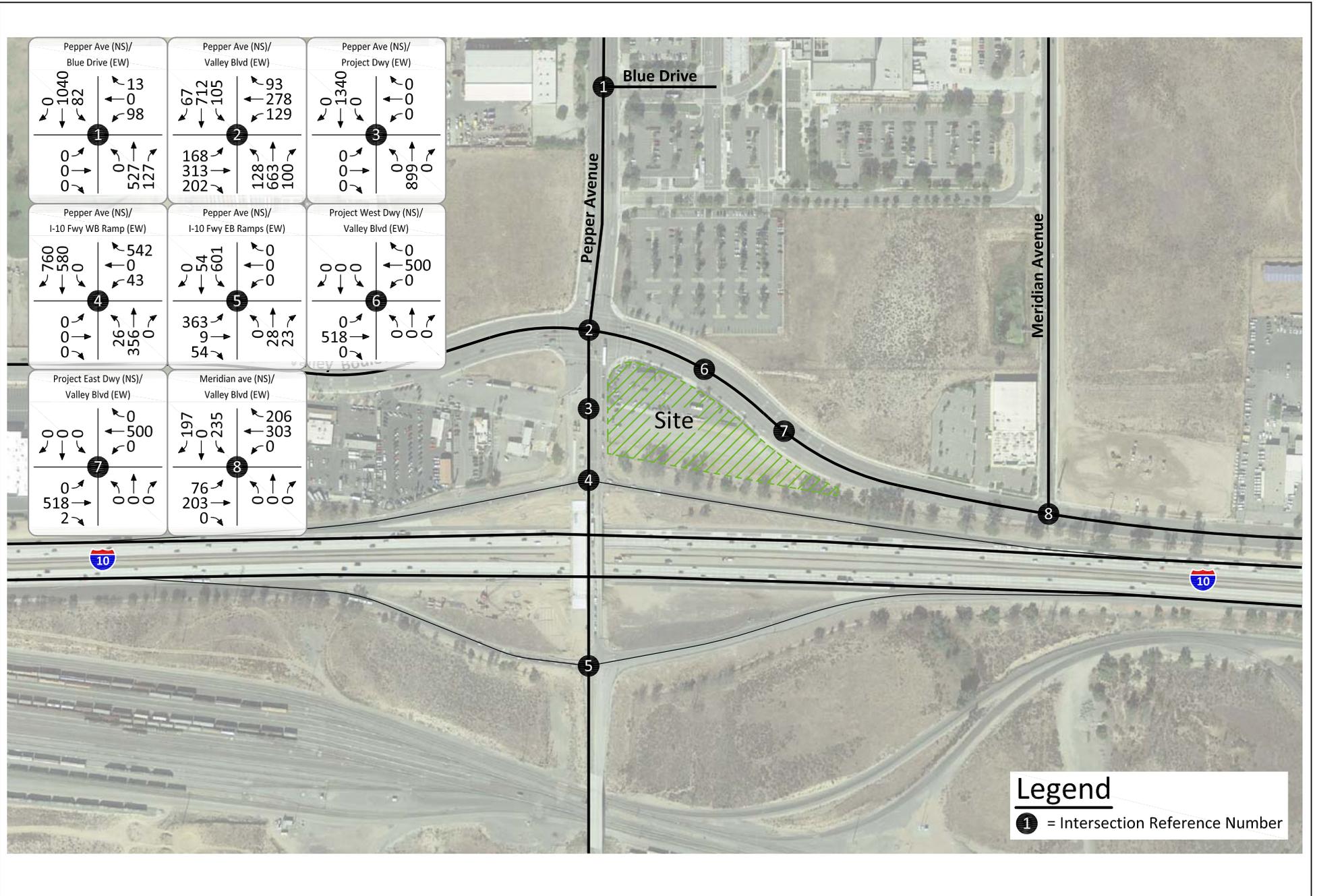
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SOURCE: Kunzman Associates, Inc., January 2018

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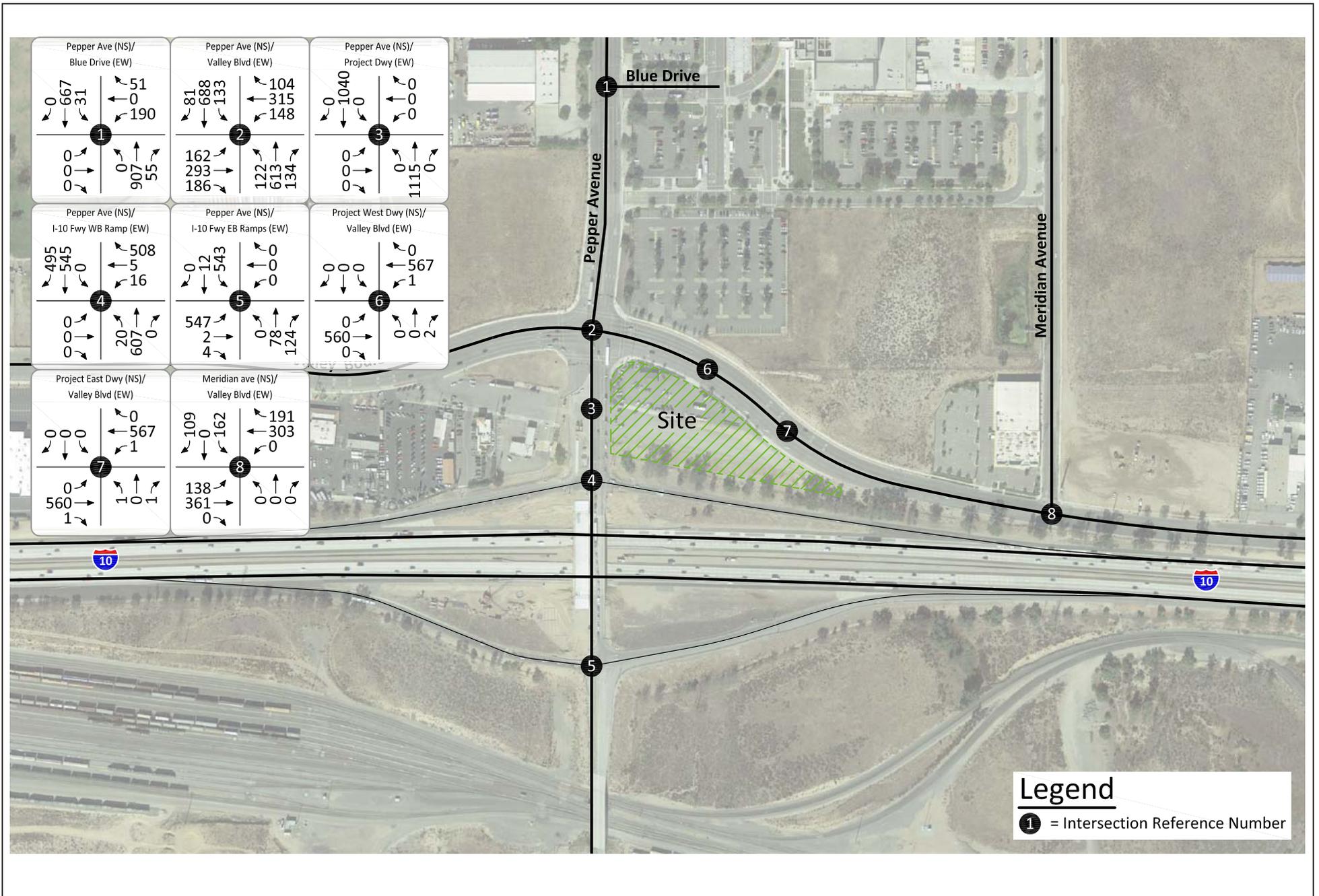


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 10
 Existing Morning Peak Hour Intersection Turning Movement Volumes

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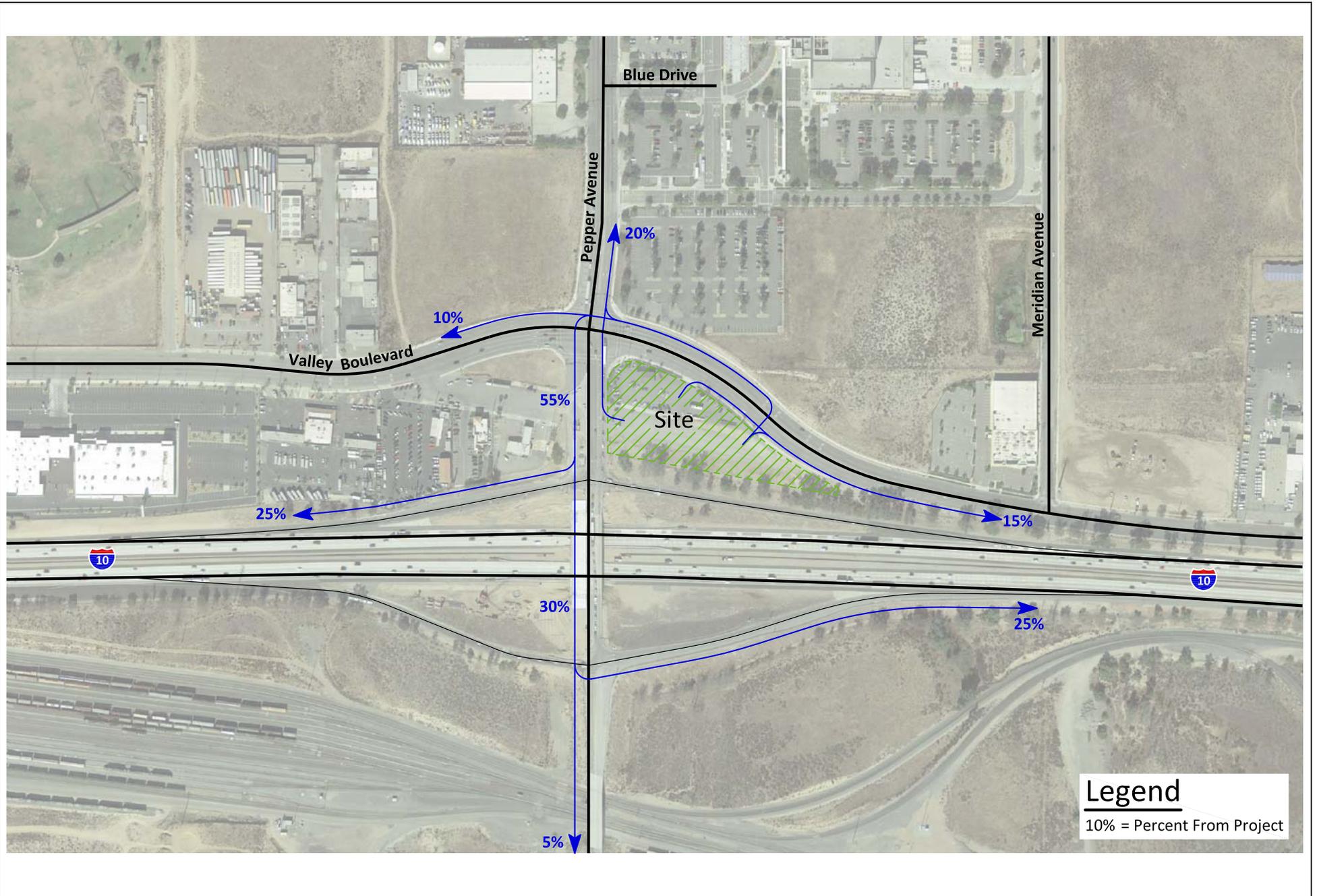


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 11
 Existing Evening Peak Hour Intersection Turning Movement Volumes

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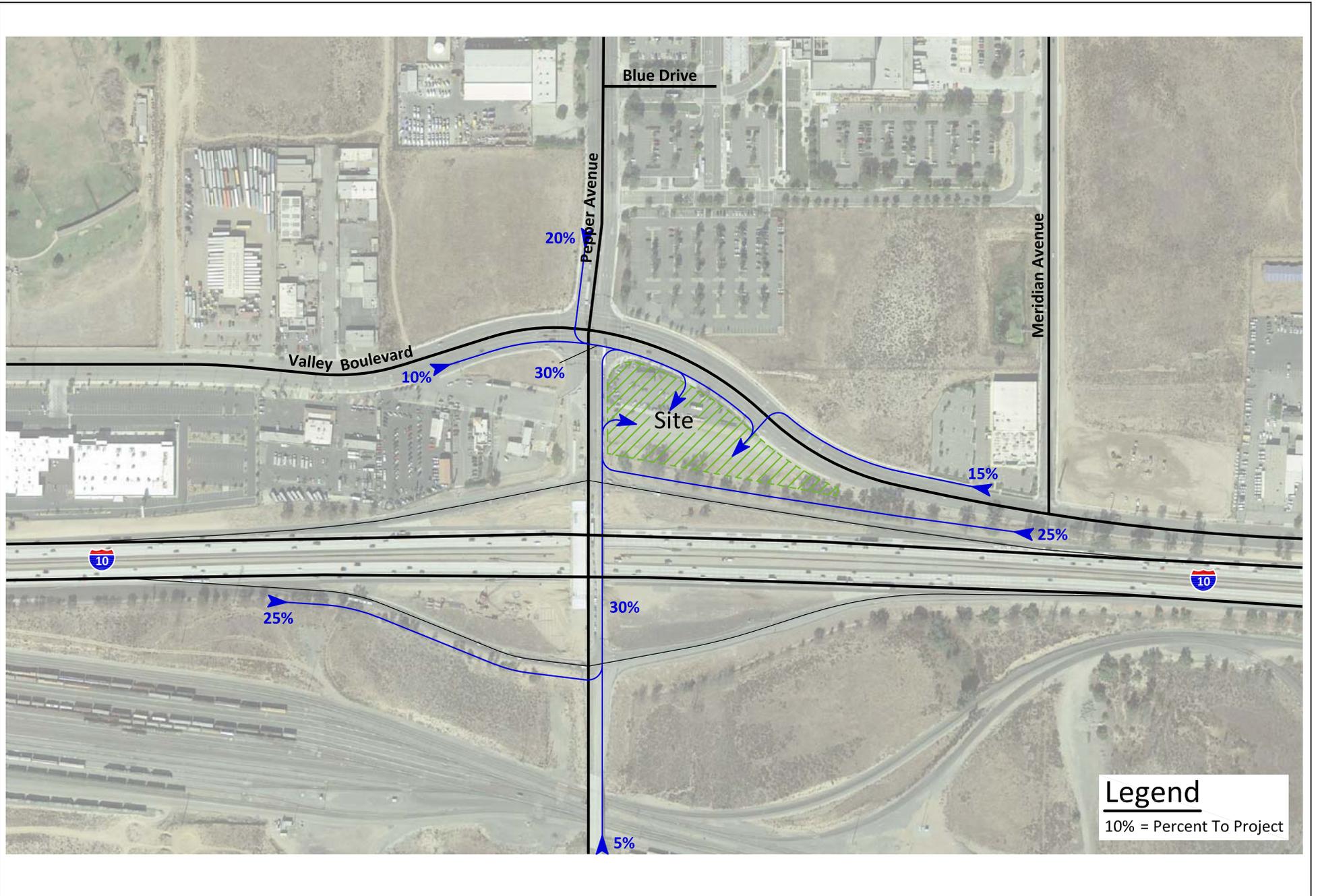
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SOURCE: Kunzman Associates, Inc., January 2018

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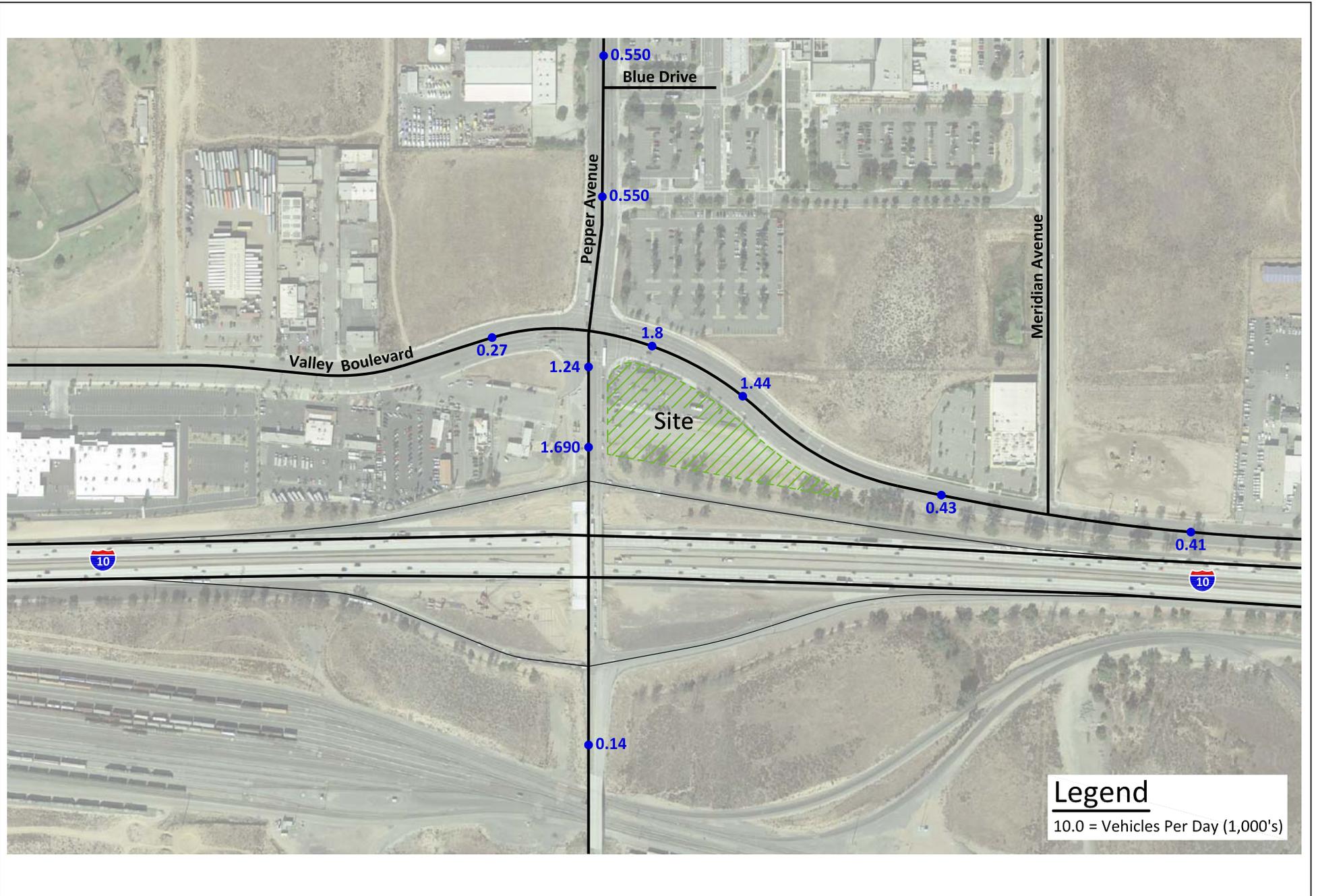
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SOURCE: Kunzman Associates, Inc., January 2018

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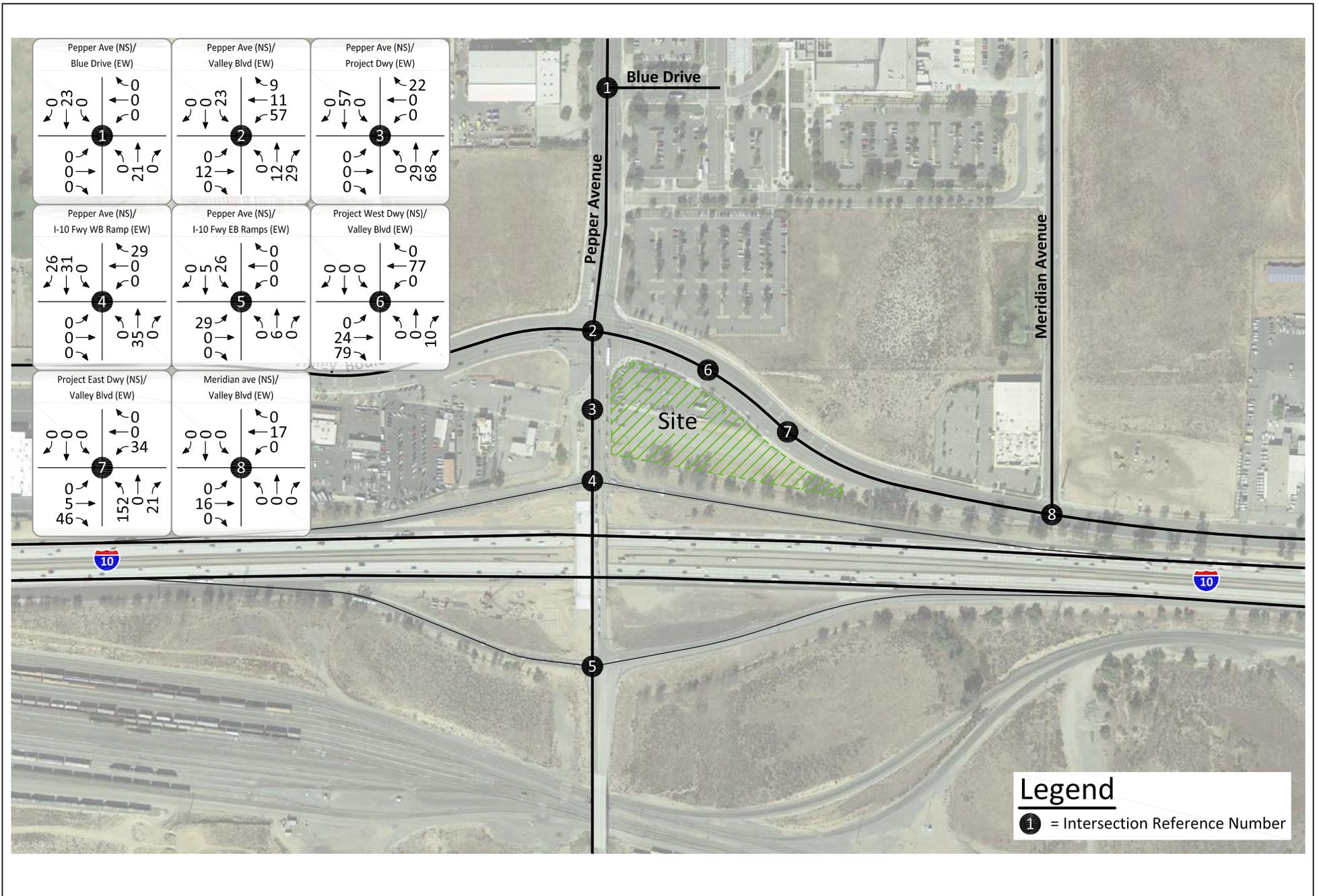


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 14
Project Average Daily Traffic Volumes
NEC 10 Pepper Addendum

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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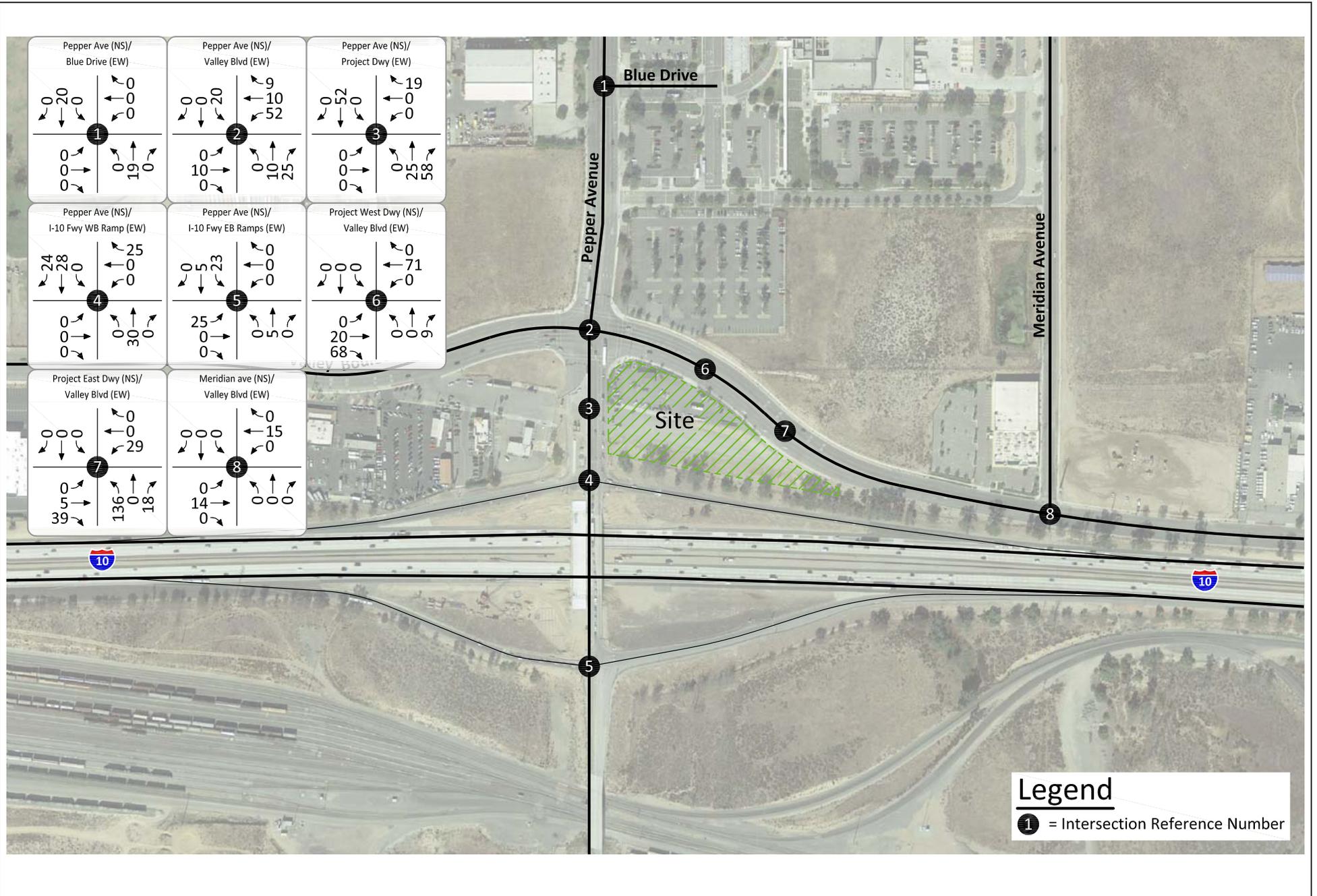


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 15
 Project Morning Peak Hour Intersection Turning Movement Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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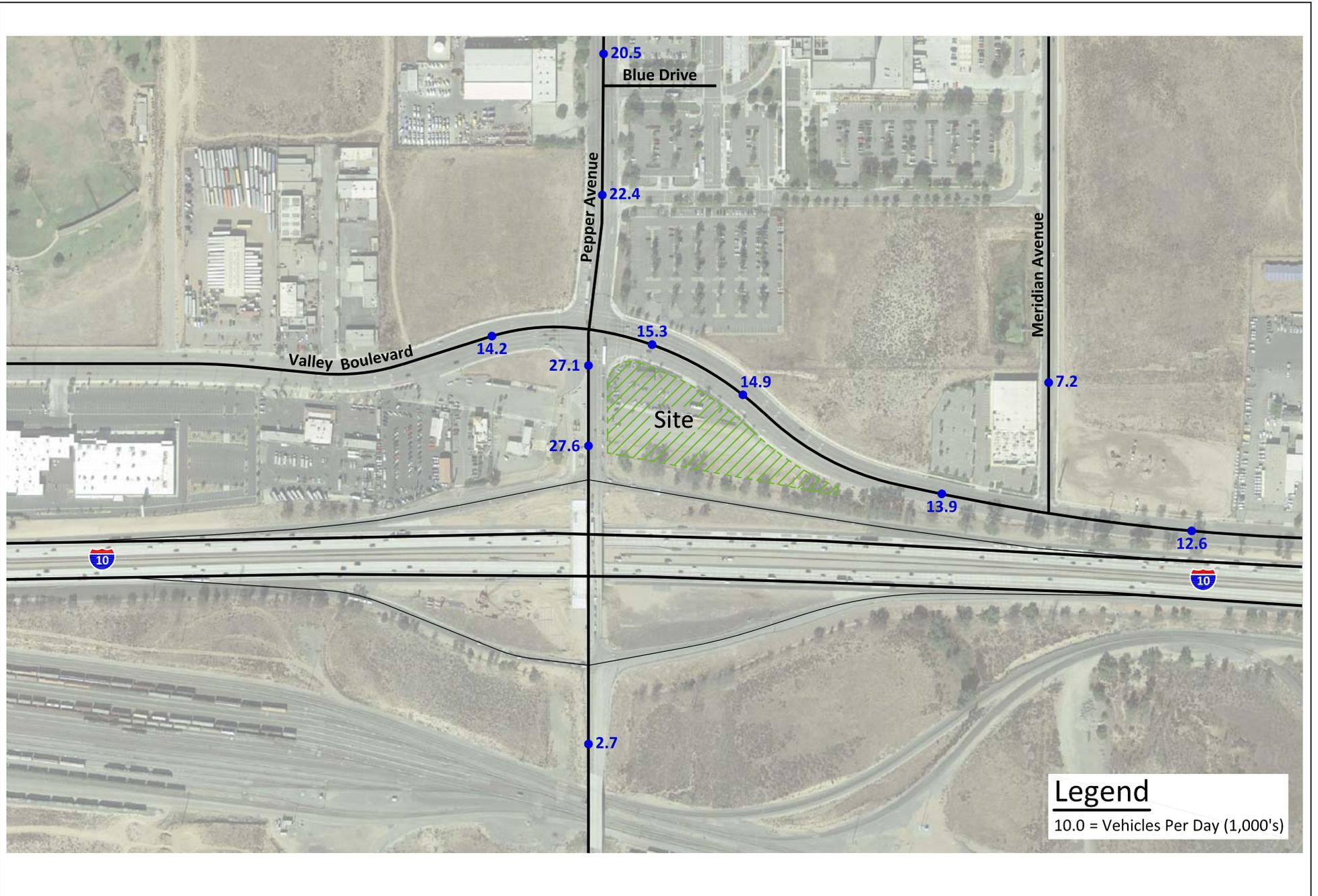


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 16
 Project Evening Peak Hour Intersection Turning Movement Volumes

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Environmental Impact Report NEC 10 Pepper Project**

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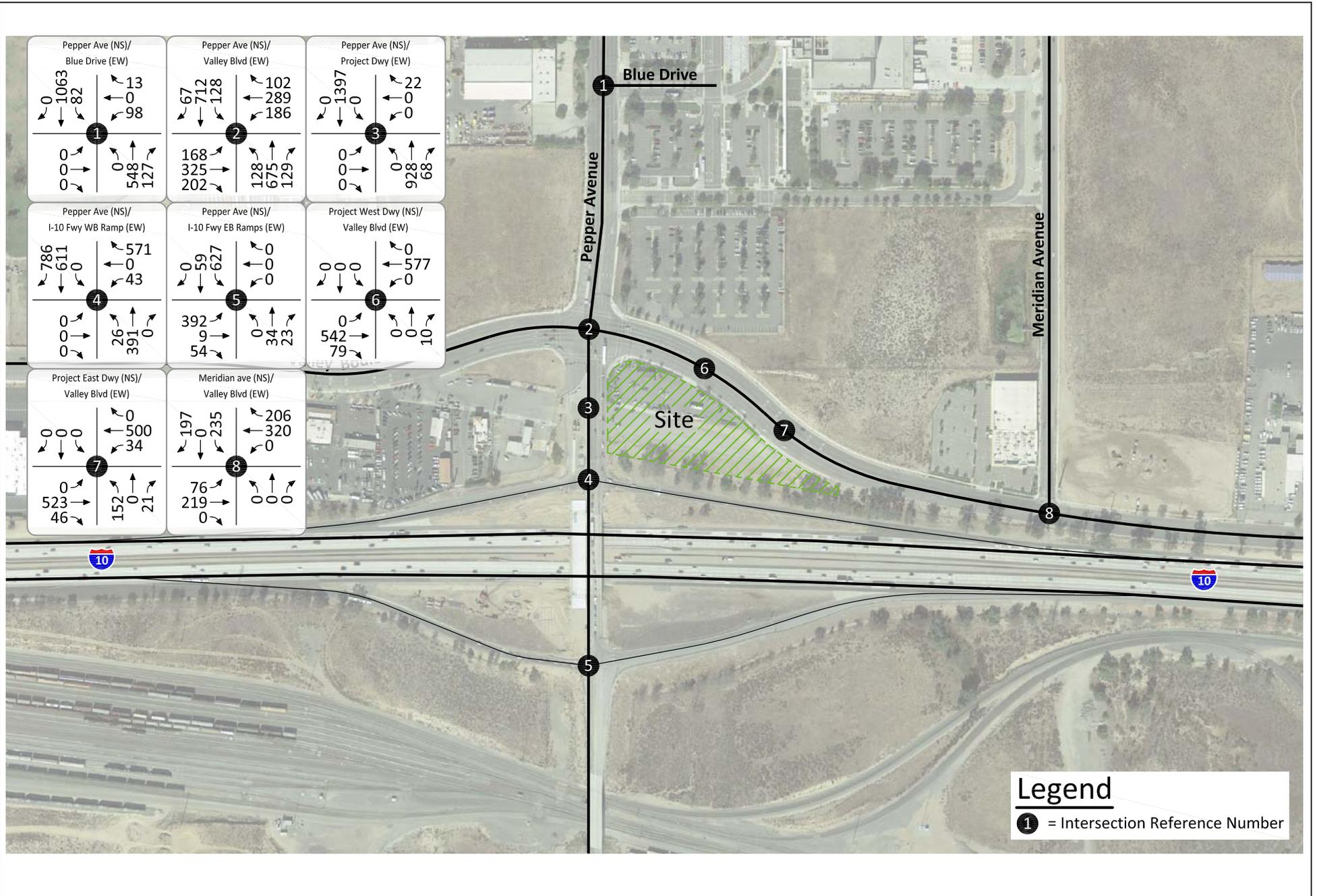


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 17
Existing Plus Project Average Daily Traffic Volumes
NEC 10 Pepper Addendum

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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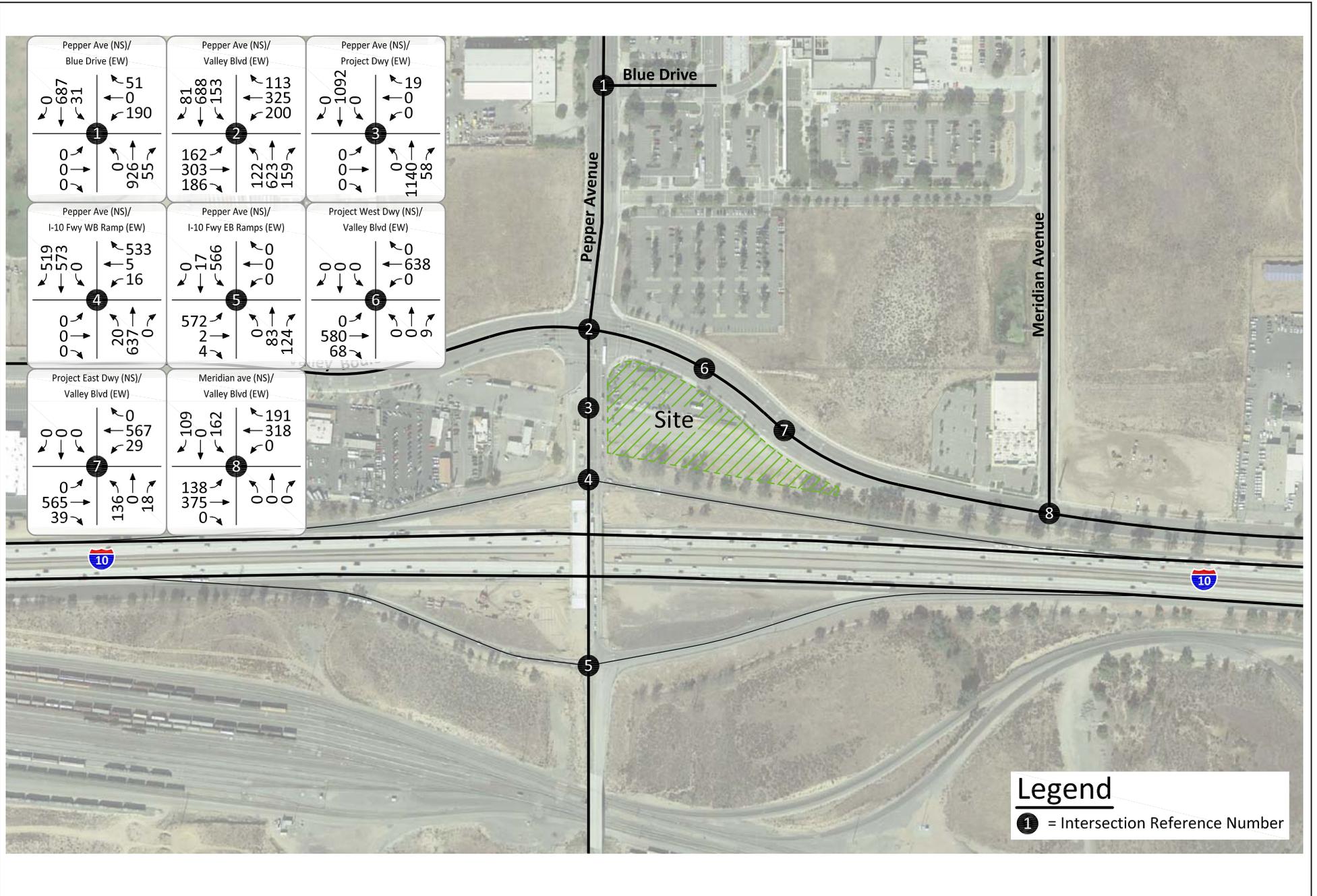


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 18
 Existing Plus Project Morning Peak Hour Intersection Turning Movement Volumes

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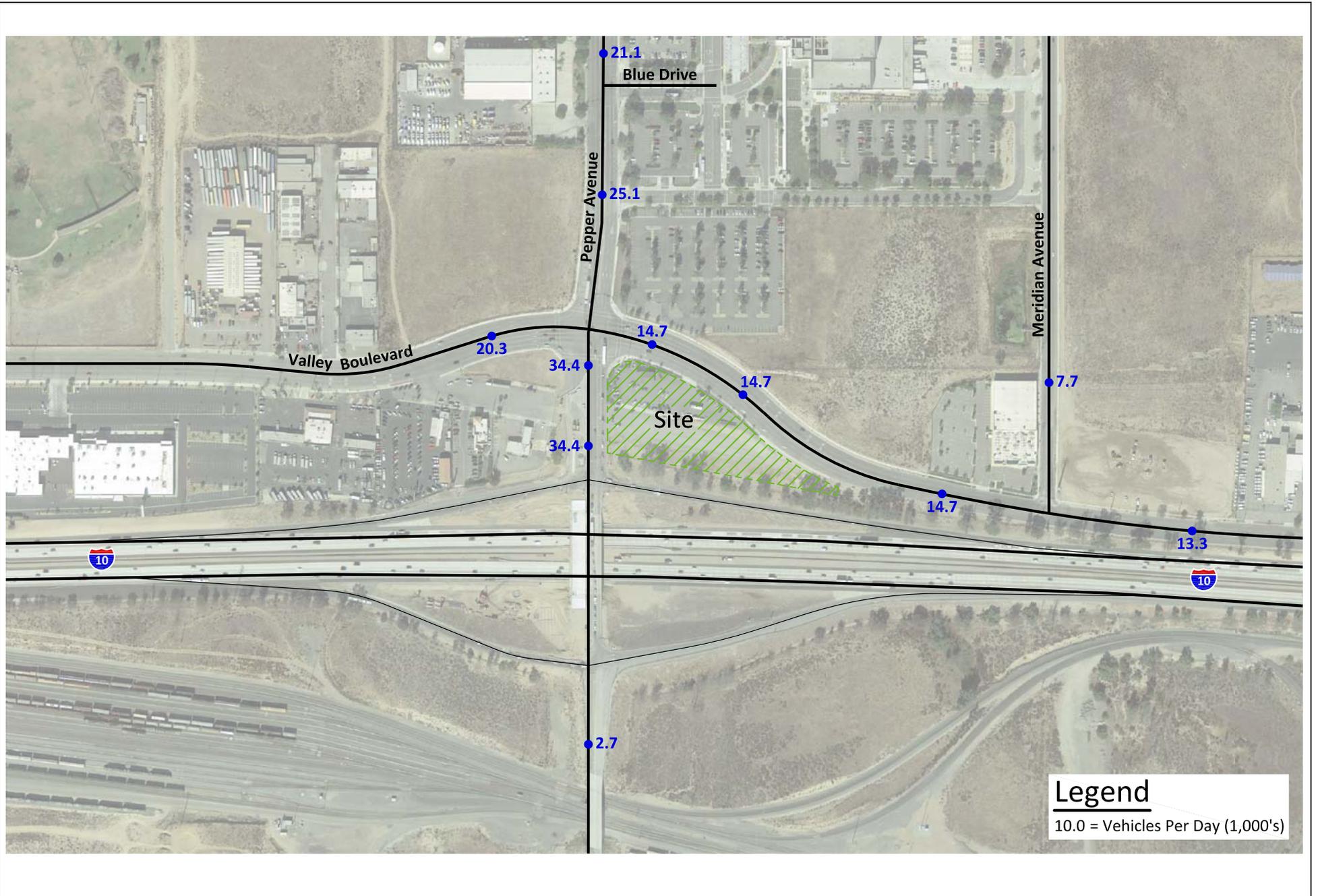


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 19
 Existing Plus Project Evening Peak Hour Intersection Turning Movement Volumes

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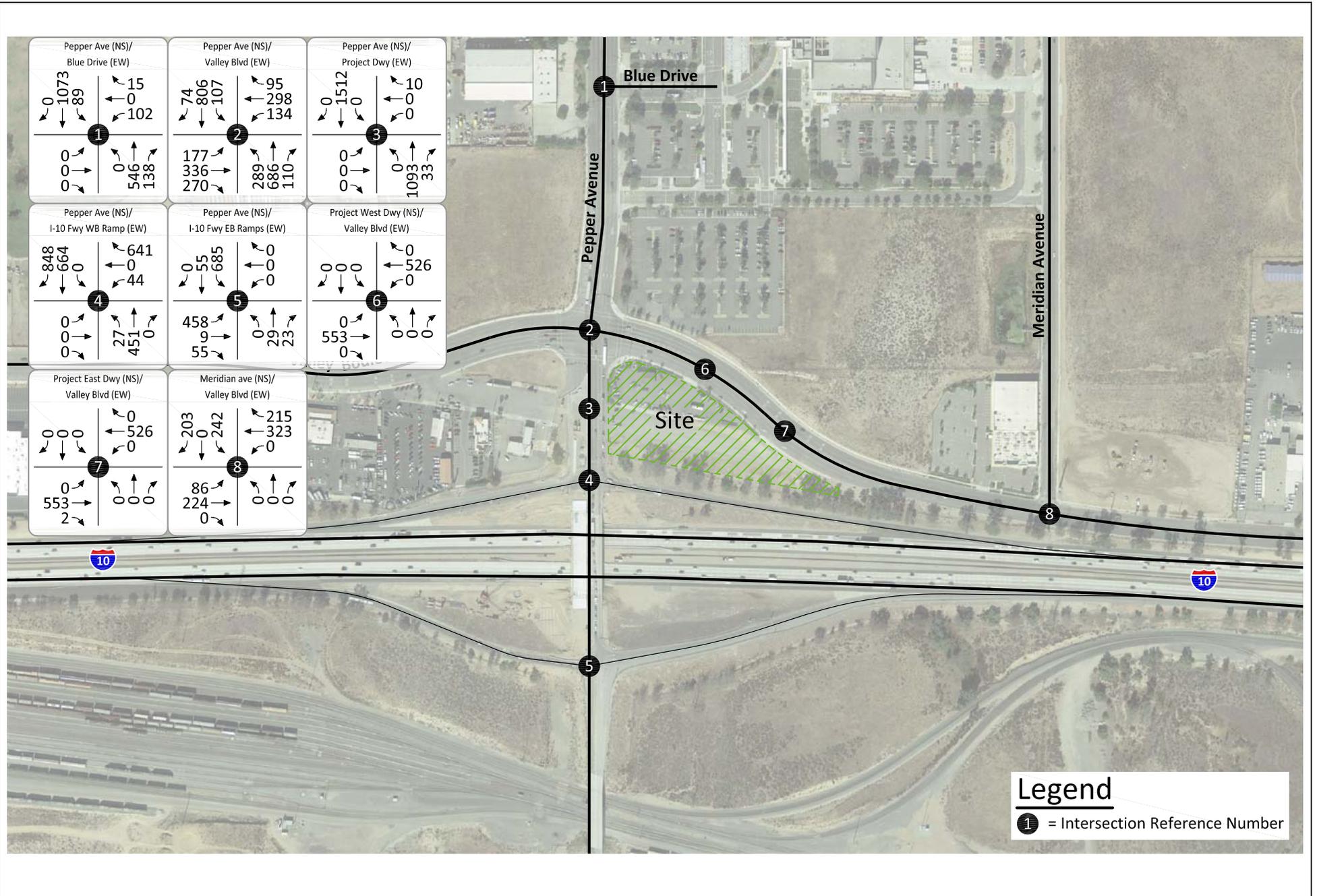


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 20
Opening Year (2019) Without Project Average Daily Traffic Volumes

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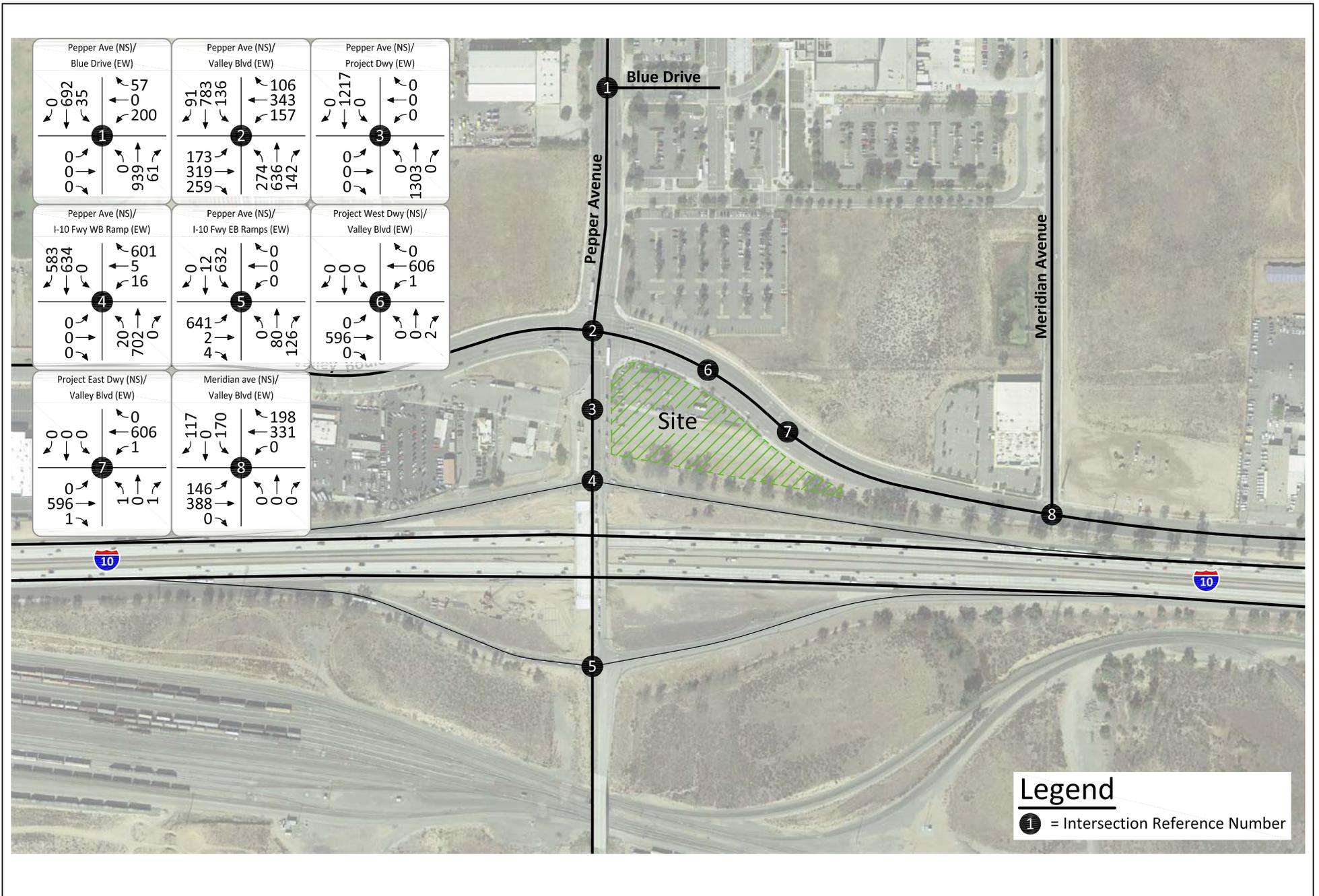


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 21
 Opening Year (2019) Without Project Morning Peak Hour Intersection Turning Movement Volumes

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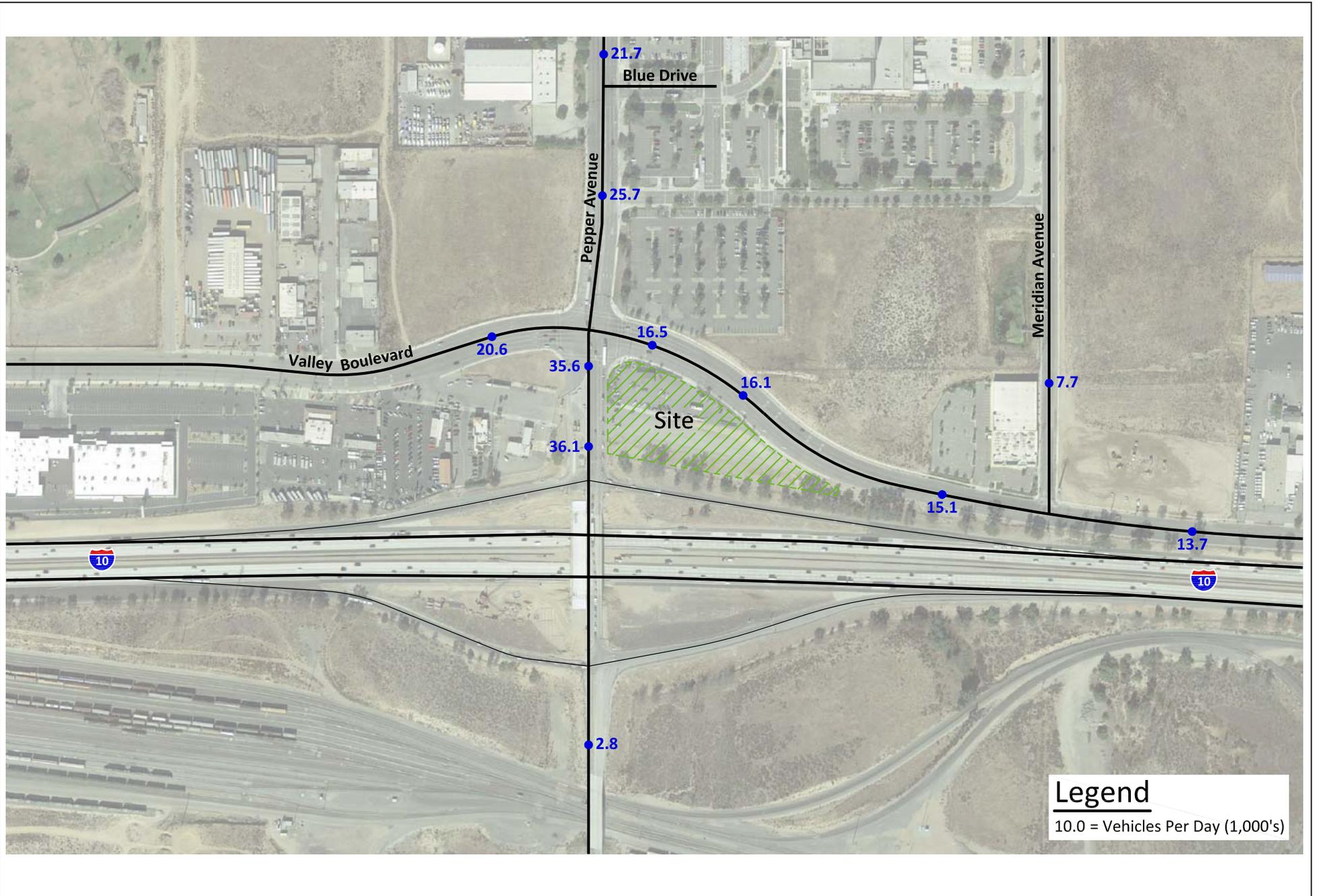


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 22
Opening Year (2019) Without Project Evening Peak Hour Intersection Turning Movement Volumes

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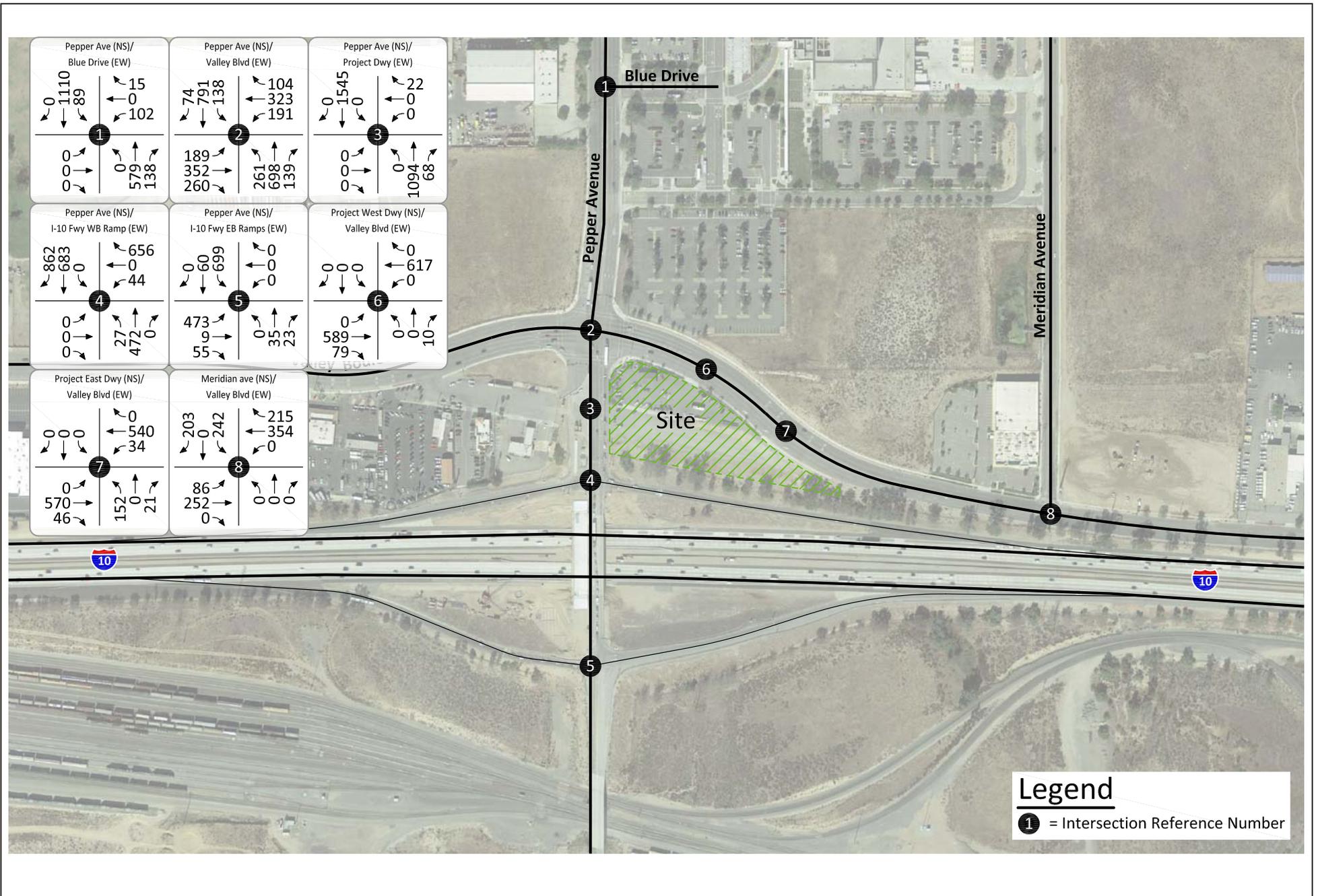


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 23
 Opening Year (2019) With Project Average Daily Traffic Volumes
 NEC 10 Pepper Addendum

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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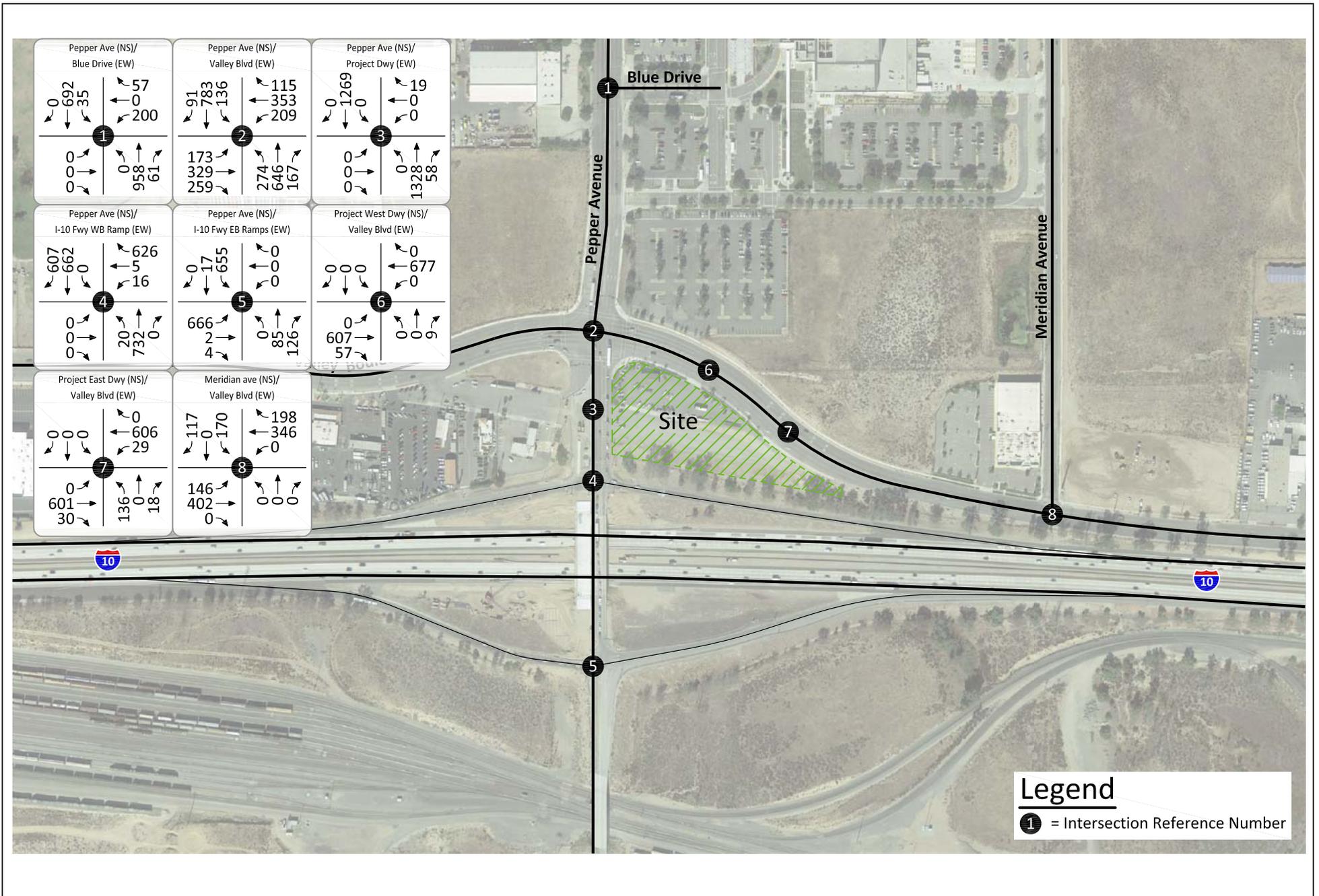
Legend
 1 = Intersection Reference Number

SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 24
 Opening Year (2019) With Project Morning Peak Hour Intersection Turning Movement Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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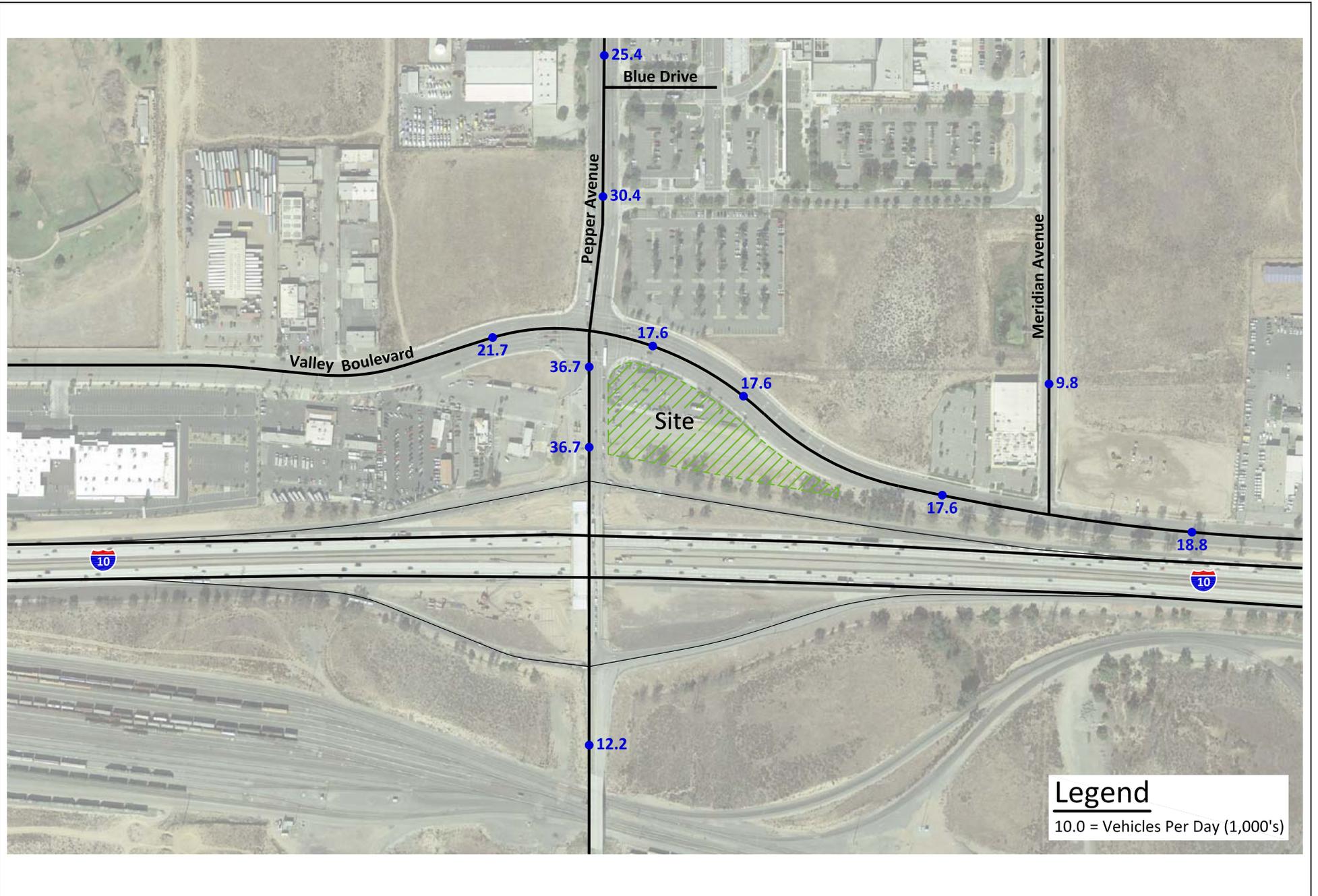


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 25
 Opening Year (2019) With Project Evening Peak Hour Intersection Turning Movement Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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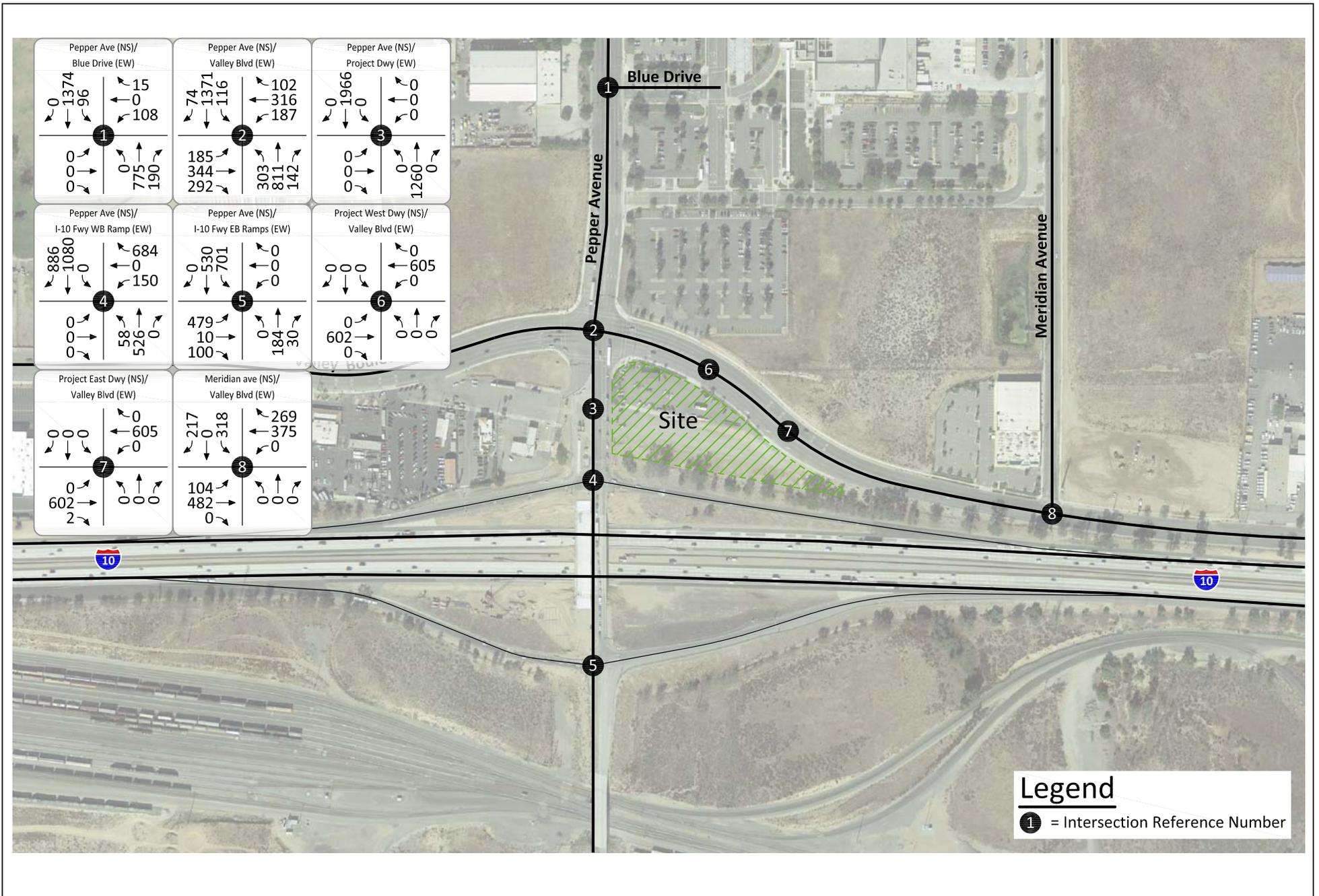


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 26
Horizon Year 2040 Without Project Average Daily Traffic Volumes
NEC 10 Pepper Addendum

**Addendum to the Colton's Hub City Centre Specific Plan
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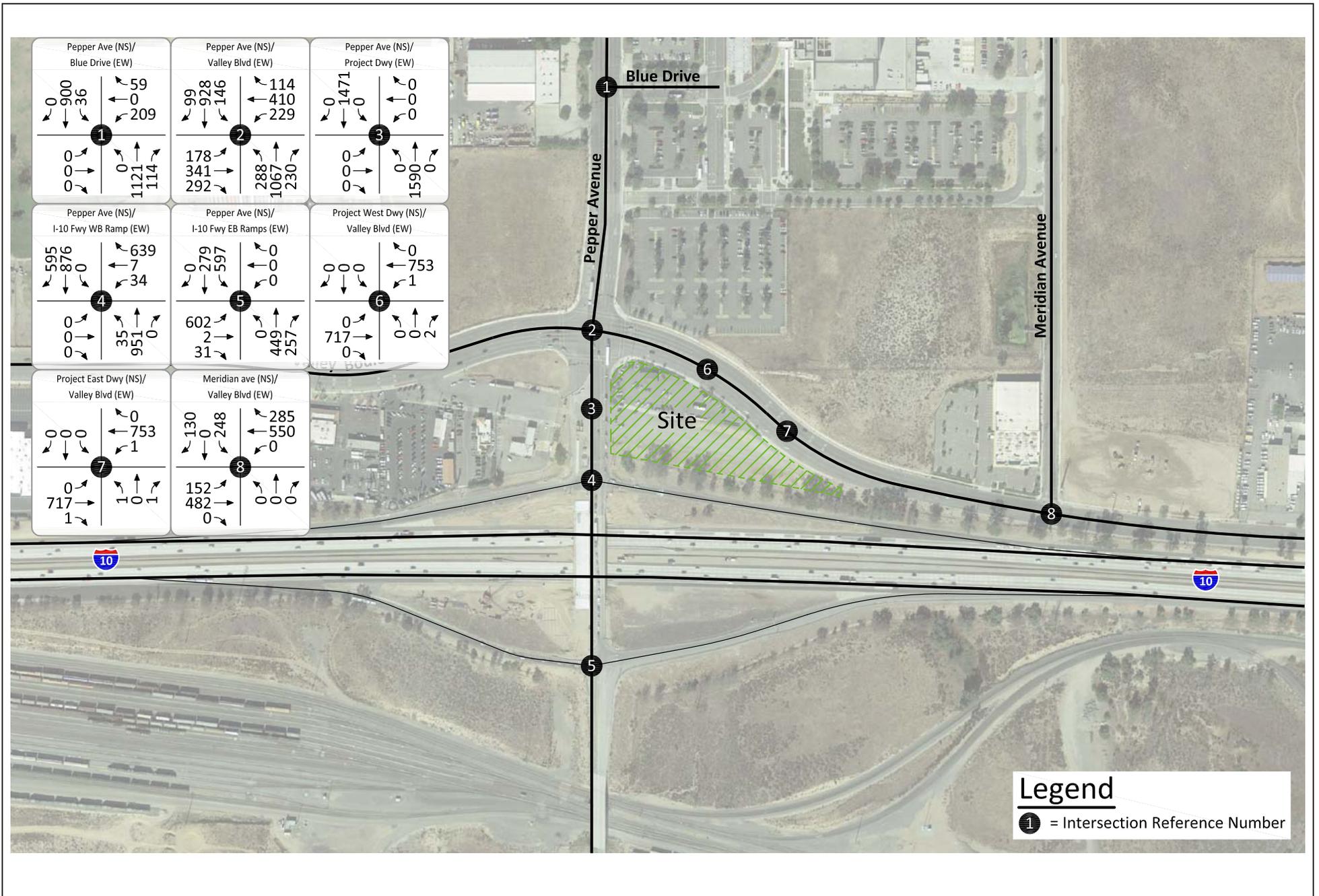


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 27
Horizon Year 2040 Without Project Morning Peak Hour Intersection Turning Movement Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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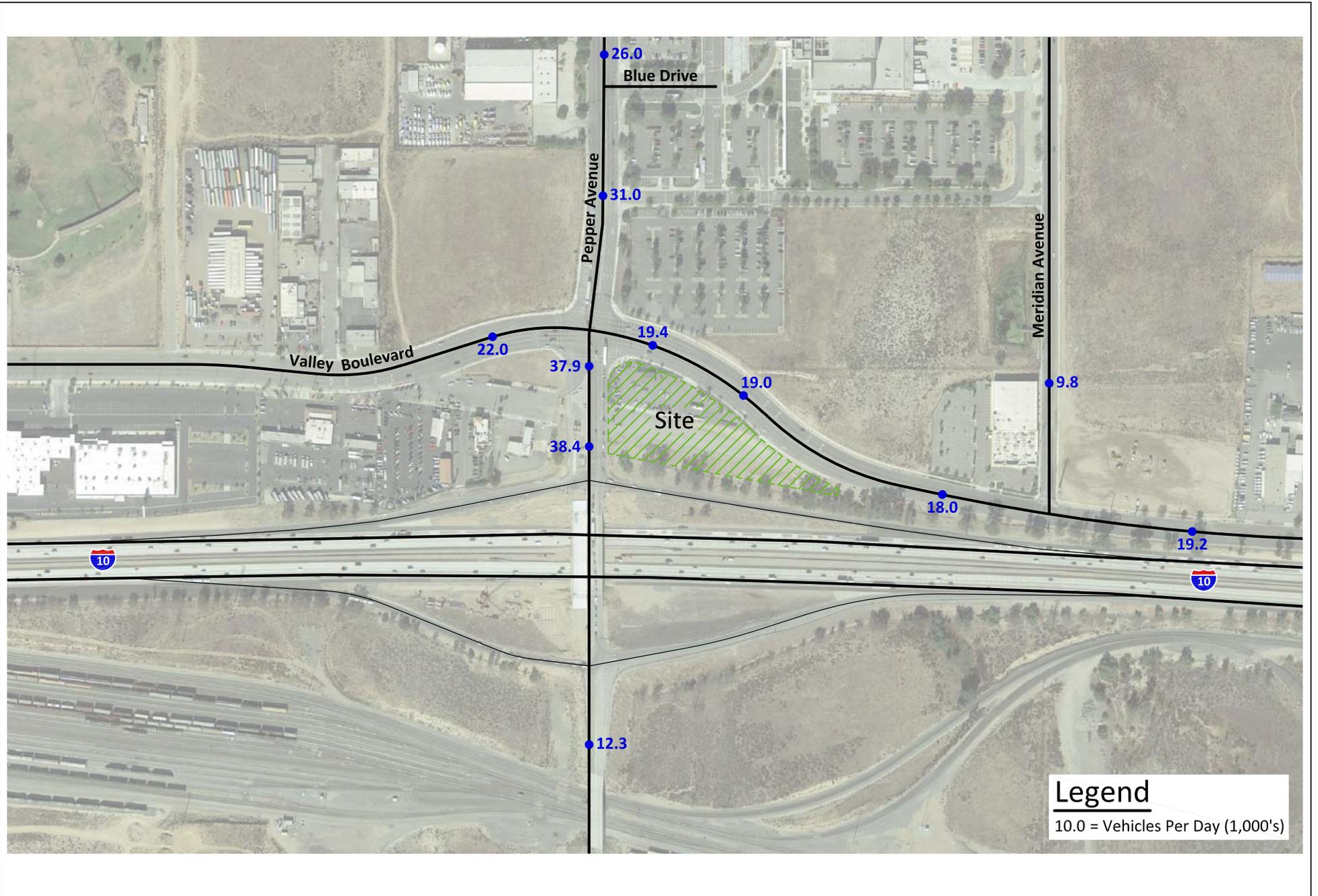


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 28
Horizon Year 2040 Without Project Evening Peak Hour Intersection Turning Movement Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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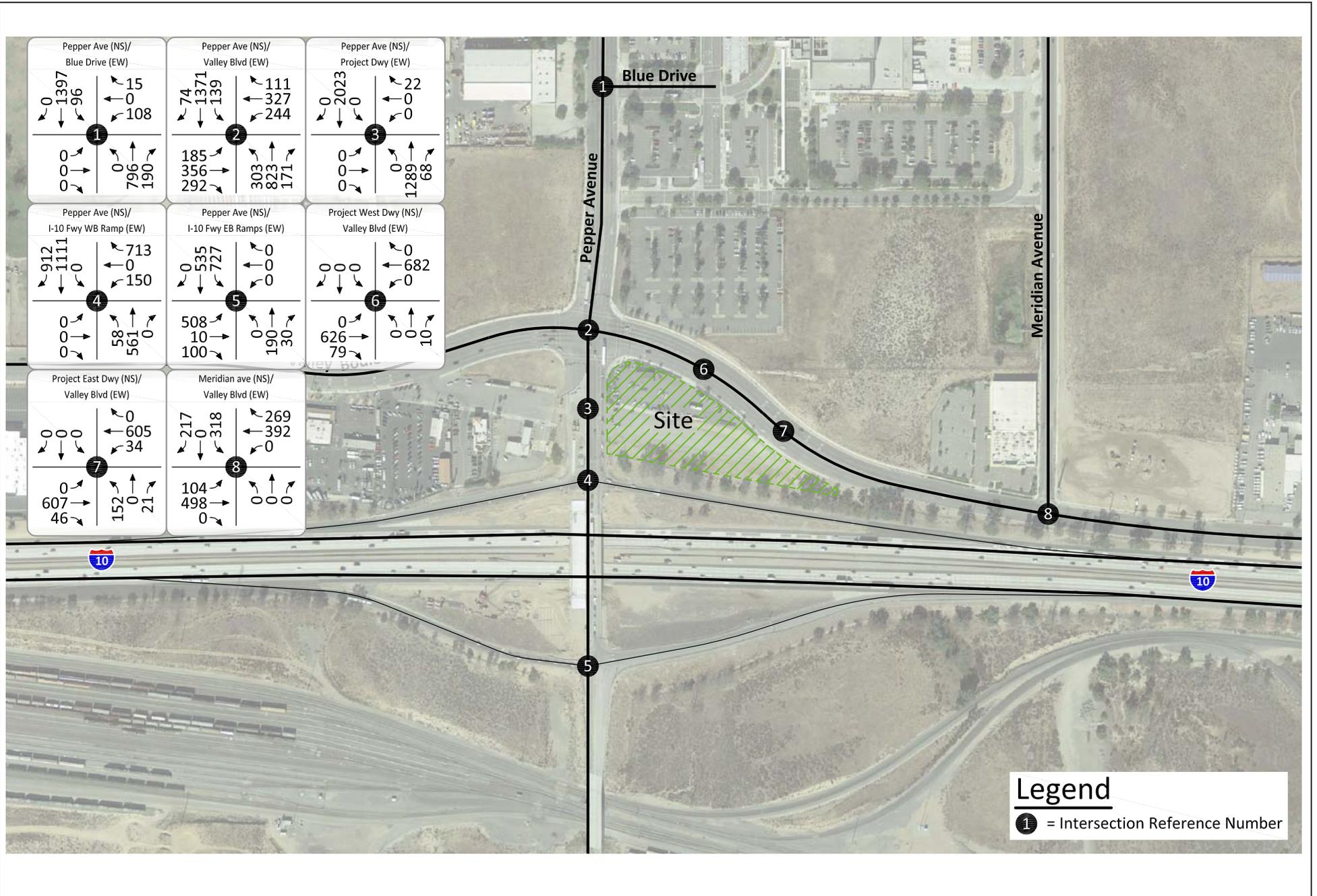


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 29
Horizon Year 2040 With Project Average Daily Traffic Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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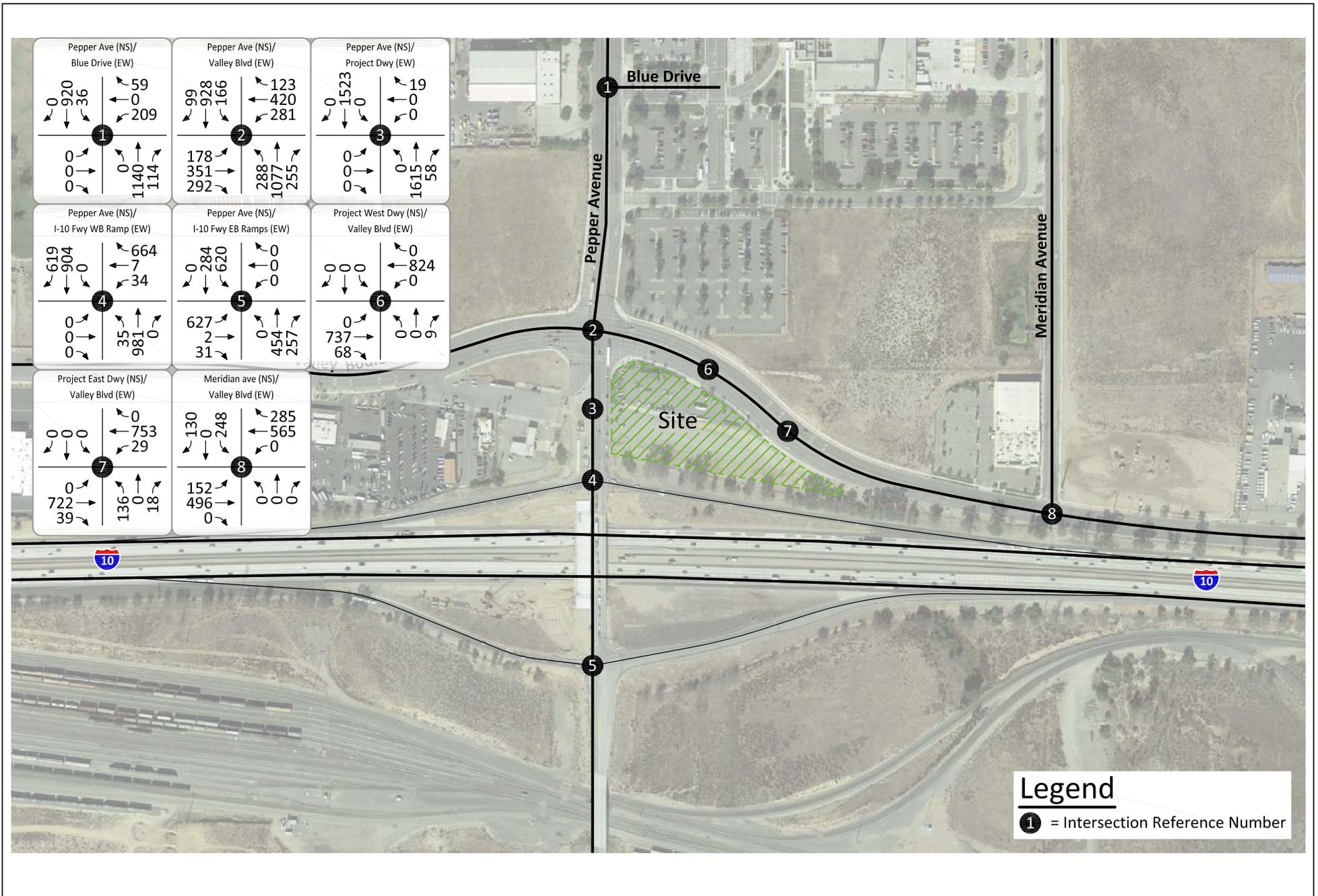


SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 30
 Horizon Year 2040 With Project Morning Peak Hour Intersection Turning Movement Volumes

**Addendum to the Colton's Hub City Centre Specific Plan
Environmental Impact Report NEC 10 Pepper Project**

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SOURCE: Kunzman Associates, Inc., January 2018

FIGURE 31
 Horizon Year 2040 With Project Evening Peak Hour Intersection Turning Movement Volumes

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Environmental Impact Report NEC 10 Pepper Project**

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