FINAL
ENVIRONMENTAL IMPACT REPORT ADDENDUM

Iron Horse Hills Project

Lead Agency:

CITY OF COLTON
PLANNING DIVISION
659 N. La Cadena Drive
Colton, CA 92324
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1.0 INTRODUCTION

This Addendum has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to evaluate the Environmental Impact Report for the Iron Horse Hills Residential Project (referenced herein as the "approved project") prepared by Michael Brandman Associates (2006 EIR; State Clearinghouse No. 2005041028), certified in 2006. The project site is located within the City of Colton to the north of the City's boundary with Riverside County, southeast of Barton Road, and west of Reche Canyon Road; refer to Exhibit 1-1, *Regional Vicinity* and Exhibit 1-2, *Project Vicinity*.

This Addendum focuses on the current project proposal (referenced herein as the "revised project"), which includes the development of 184 single-family detached residential units, as well as three parks, open space, detention basins, and other related infrastructure throughout the 119.6-acre site. Refer to Exhibit 3, *Conceptual Site Plan*. A previous version of the project was approved by the City of Colton in September 2006 that allowed the development of up to 187 single family detached residential units; however, the project has since been revised to include additional right-of-way surrounding "Street A" between Barton Road (the western project boundary) and Westwood Street (the eastern project boundary). Although not proposed as part of this project, the additional right-of-way would ensure project consistency with Colton General Plan Mobility Element Figure M-3 (Long-Term Roadway Improvements), which identifies this road as a "Planned Arterial" between Barton Road and Westwood Street. These improvements resulted in the loss of three single family detached residential units.

Additionally, it is anticipated that the proposed project will not result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the certified 2006 EIR, nor are there any other circumstances that require the preparation of a subsequent EIR. If it is determined that a subsequent EIR or other environmental compliance document is the appropriate CEQA document, future documentation would be developed.

1.1 PURPOSE OF AN ADDENDUM

CEQA, a Statewide environmental law contained in Public Resource Code (PRC) Sections 21000–21177, applies to most public agency decisions which carry out, authorize, or approve actions that have the potential to adversely affect the environment. The CEQA Guidelines allow for updating and using a previously certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new significant environmental impacts, an addendum to a previously certified EIR may be prepared, consistent with CEQA Guidelines Section 15164. This Addendum has been prepared in accordance with Section 21166 of CEQA and Sections 15162 and 15164 of the CEQA Guidelines.

Section 15164(a) of the CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR 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." Pursuant to Section 15162(a) of the CEQA Guidelines, a Subsequent EIR or Negative Declaration is only required when:

1. *Substantial changes are proposed in the project which will require major revision of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revision of the previous EIR due to the involvement of new significant environmental increase in the severity of previously identified significant effects; or*

3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:*

    (a) The project will have one or more significant effects not discussed in the previous EIR;

    (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162[a])

The following describes the requirements of an Addendum, as defined by CEQA Guidelines Section 15164:

1. *The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR 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.*

2. *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

3. *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*

4. *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

5. *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared, consistent with CEQA Guidelines Section 15164.

This Addendum to the 2006 EIR has been prepared because the evaluation of the proposed modifications does not result in any of the circumstances requiring a Subsequent or Supplemental EIR. Although the proposed modifications would result in development that differs in use than what was assumed in the 2006 EIR, those modifications do not trigger the need for preparation of a Subsequent or Supplemental EIR under the criteria listed in CEQA Guidelines Sections 15162 and 15163, respectively. Section 2.0, *Project Information*, and Section 3.0, *Environmental Analysis*, of this Addendum demonstrate that no substantial changes would result from the proposed project modifications nor have the existing conditions in the project vicinity substantially changed such that major revisions to the 2006 EIR would be required. The project would not result in a new significant environmental effect or a substantial increase in the severity of previously identified significant effects. Specifically, the proposed development, as compared to the 2006 EIR, do not result in new or substantially greater significant impacts because the scale and nature of the proposed development is sufficiently similar to that analyzed in the 2006 EIR such that the impacts of the proposed development are within the levels and types of environmental impacts disclosed in the 2006 EIR.

In addition, no substantial changes in circumstances under Section 15162(a)(2) have occurred since the certification of the 2006 EIR for the adopted approved project that would result in new significant impacts or substantially increase the severity of significant impacts previously identified, since the background environmental conditions have not significantly changed since that time. The City of Colton has received no information indicating there has been a substantial change in any circumstances that would result in a new or substantially greater significant impact.

Furthermore, no new information, which was not known and could not have been known at the time of the 2006 EIR preparation, has been revealed that shows new or substantially greater significant impacts would result (CEQA Guidelines Section 15162[a][3]). There are no new or different mitigation measures or alternatives that would substantially reduce one or more significant impacts of the adopted approved project but that are not adopted. The

proposed modifications do not identify or require adoption of any further mitigation measures or alternatives beyond those provided in the 2006 EIR for the adopted approved project (CEQA Guidelines Section 15162[a][3]).

This Addendum relies on the 2006 EIR and the related administrative record, in addition to the additional documentation included to support the Addendum. The Addendum is to be included or attached to the 2006 EIR and is not to be considered as an independent or separate document. As this Addendum does not identify new or substantially greater significant impacts, circulation for public review and comment is not required under CEQA Guidelines Section 15164(c).

1.2 PROJECT LOCATION

The City of Colton (City) is located in the southwest portion of the County of San Bernardino, within the Inland Empire region of the County; refer to Exhibit 1, *Regional Vicinity*. As shown in Exhibit 2, *Project Vicinity,* the proposed project is located in the eastern portion of the City of Colton to the north of the City's boundary with Riverside County Line, southeast of Barton Road, and west of Reche Canyon Road. Regional access to the site is provided by Interstate 215 freeway (I-215) and I-10 freeway. Local access is provided by various roadways in the vicinity of site, including Barton Road and Washington Street (east-west), and Reche Canyon Road, La Cadena Avenue, Waterman Avenue, and Center Drive (north-south).

The project is located within the boundaries of the Reche Canyon Specific Plan. The Reche Canyon Specific Plan was developed to maintain the semi-rural character of Reche Canyon by providing lower density residential land uses while preserving the canyon's natural features and open space. The proposed project currently spans most of Planning Area 1 and 25.7 acres of Planning Areas 2 and 6 of the Reche Canyon Specific Plan.

1.2.1 ENVIRONMENTAL SETTING

The project site is currently vacant and undeveloped with native and ruderal vegetation. The project site is within a northwest trending canyon area that has valley and hillside topography. The project site also consists of hilly and steep canyon topography with elevations ranging from approximately 1,020 feet above mean sea level (amsl) to 1,280 feet amsl.

The project site is traversed by trails and dirt roads that provide access to the transmission lines that cross the project site. The primary dirt road also connects Barton Road to Reche Canyon Road via Westwood Street. The dirt roads and trails are currently used for utilities for maintenance of onsite facilities, recreation by dirt bikes and mountain bikes, circulation for local and pass through traffic between Reche Canyon Road and Barton Road, and illicit activities such as dumping and loitering.

GENERAL PLAN LAND USE DESIGNATION AND ZONING

Based on the Reche Canyon Specific Plan, the project site consists primarily of residential and open space areas. The land use and zoning designation for the project site is Reche Canyon Specific Plan. Within the Reche Canyon Specific Plan designations, the project site is zoned residential (low, intermediate, and high density; rural density; and estate density) and open space.

SURROUNDING LAND USES AND ZONING

Surrounding land uses include a mixture of open space and residential uses. Specifically, land uses surrounding the project site include:

- *North*: Residential uses to the north of the project site are designated Reche Canyon Specific Plan.
- *East*: Properties to the east of the project site are designated for Estate Density. These properties feature 2 dwelling units per acre.
- *South*: Properties to the south of the project site are designated for Estate Density. These properties feature 2 dwelling units per acre.

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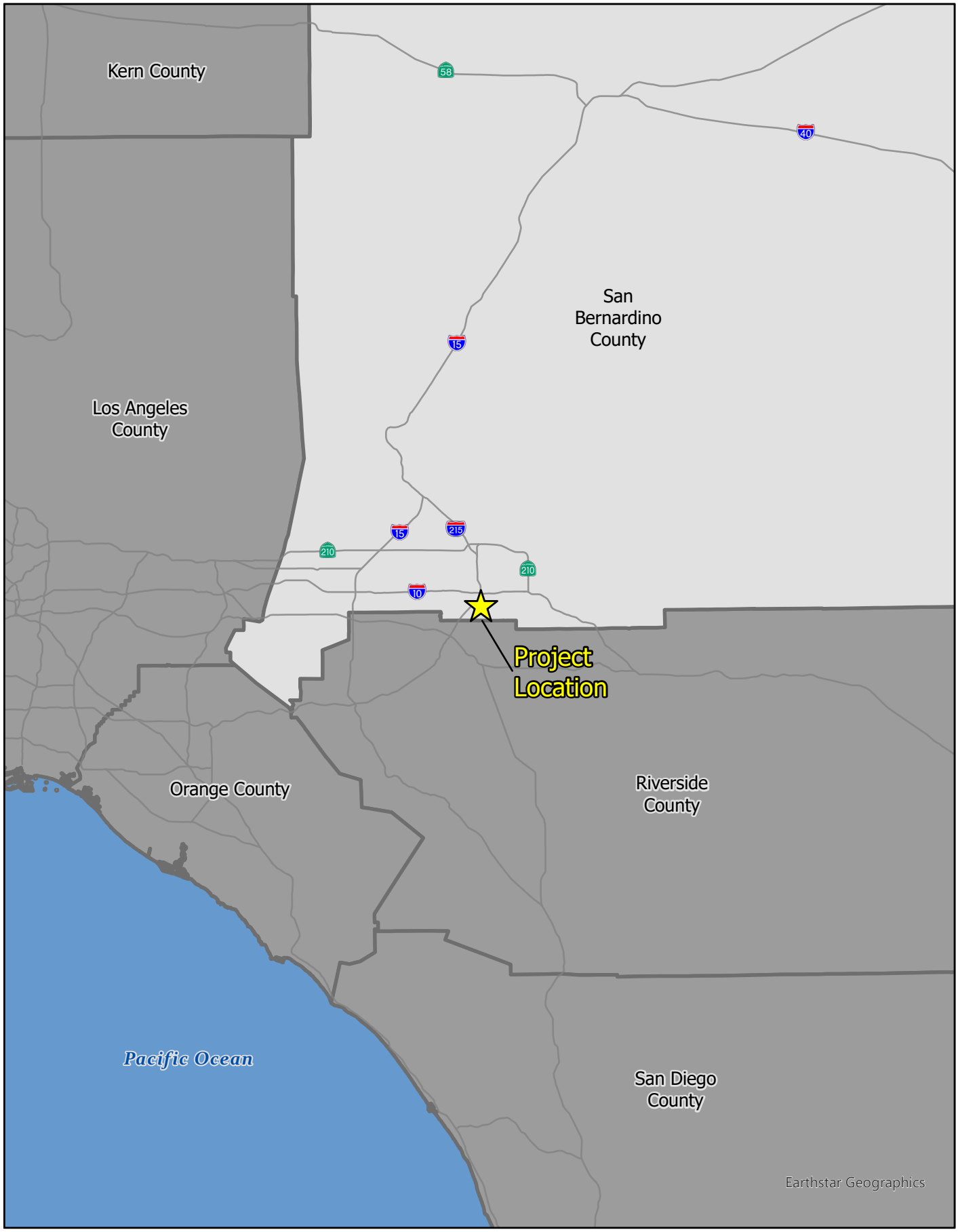

IRON HORSE HILLS PROJECT
ENVIRONMENTAL IMPACT REPORT ADDENDUM

Regional Vicinity

Michael Baker INTERNATIONAL

0 5 10 Miles

Source: ESRI

Exhibit 1

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IRON HORSE HILLS PROJECT
ENVIRONMENTAL IMPACT REPORT ADDENDUM

Project Vicinity

Michael Baker INTERNATIONAL

0 250 500 Feet

Source: ESRI

Exhibit 2

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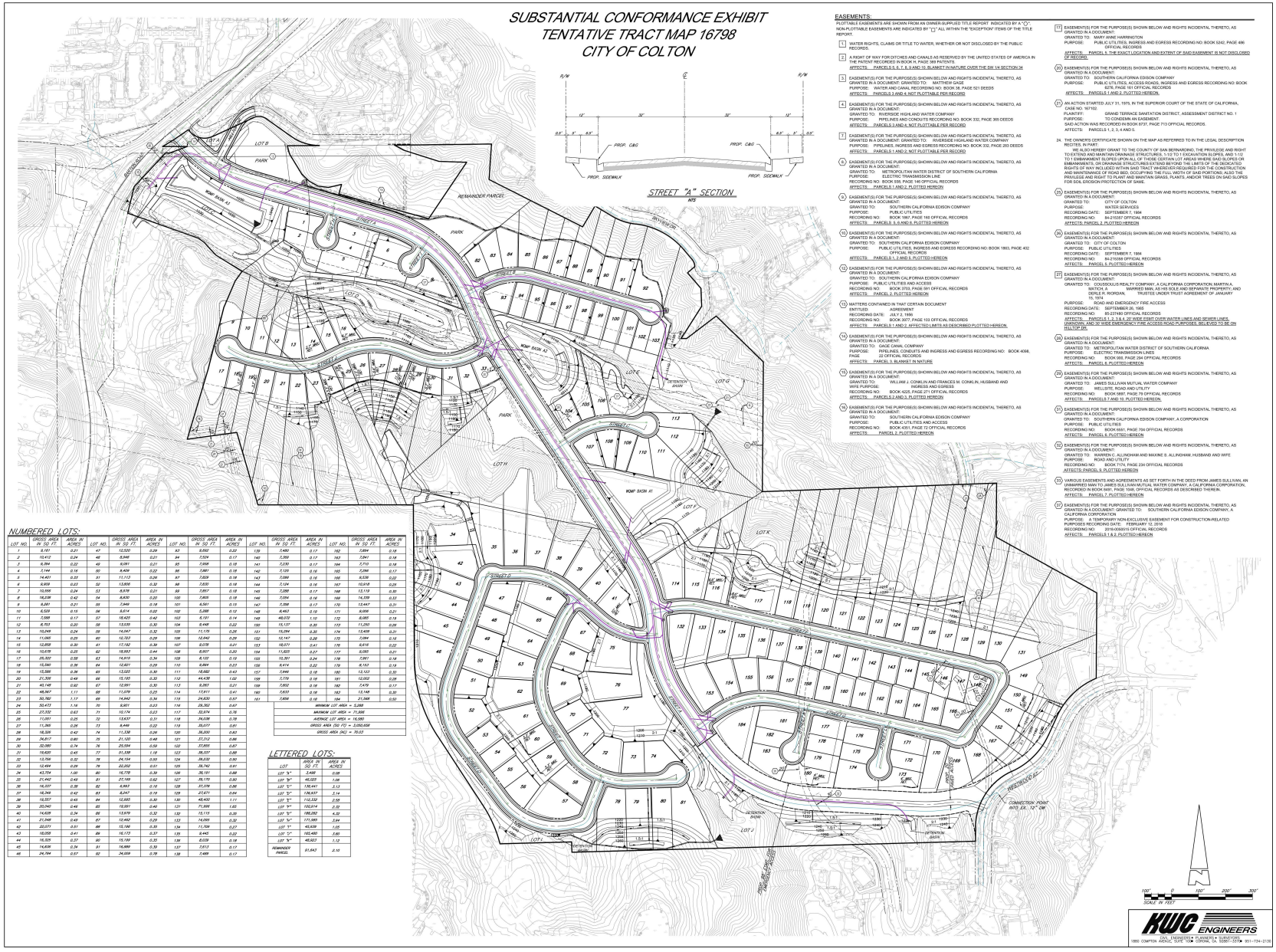

IRON HORSE HILLS PROJECT
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Conceptual Site Plan

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: ESRI, KWC Engineers

Exhibit 3

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- *West*: Properties to the west of the project site are located within the City of Grand Terrace and are designated by the City as low density residential. These properties feature 2 to 4 dwelling units per acre.

1.3 PROJECT BACKGROUND

1.3.1 CERTIFIED 2006 EIR

In April 2005, an Initial Study was prepared pursuant to the State and local CEQA Guidelines as a first step in the evaluation of the environmental consequences of the proposed residential project. The Initial Study evaluated a more intensive project — a residential development including 247 units with a different circulation plan. The Initial Study determined that potentially significant impacts would occur in the following areas: air quality; biological resources; land use and planning; and public services (schools). Therefore, the City determined that an Environmental Impact Report (EIR) should be prepared to evaluate these environmental issues. However, during preparation of the Draft EIR, the project was modified to reduce the development intensity from 247 residential units to 187 residential units.

On April 6, 2005, the City circulated a Notice of Preparation (NOP) of a Draft EIR (State Clearinghouse No. 2005041028) for the proposed project, evaluating 187 residential units. The Draft EIR was completed on April 13, 2006 and was publicly circulated. On September 5, 2006, following a public hearing, the City Council adopted Ordinance No. 0-15-06, approving the Specific Plan Amendment (SPA) to the Reche Canyon Specific Plan and affirmed Planning Commission Resolutions No. R-06-06 and R-08-06 certifying the EIR and approving Tentative Tract Map No. 16798 to allow the development of the Iron Horse Hills project. The City Council adopted a Statement of Overriding Considerations to address significant and unavoidable impacts relative to air quality that the 2006 EIR determined would result from implementation of the approved project.

Since the time of the adoption of the 2006 EIR, the project has been modified again to reduce the residential unit count from 187 units to 184 units, comprising the revised project evaluated herein.

1.4 DOCUMENTS INCORPORATED BY REFERENCE

The following documents were utilized during preparation of this Addendum and are incorporated into this document by reference. The documents are available for review at the City of Colton's website (https://www.ci.colton.ca.us/782/Planning-Division) and at the City's Planning Department located at 659 N. La Cadena Drive Colton, CA 92324.

- *Reche Canyon Specific Plan*. As detailed in the 2006 EIR, the proposed project is located within the Reche Canyon Specific Plan. The Reche Canyon Specific Plan was developed to create a detailed land use, circulation, public service, design, and landscaping standards for the Reche Canyon area between Barton Road and the San Bernardino County line, and to maintain the semi-rural character of Reche Canyon. The project analyzed in the 2006 EIR provided lower density residential land uses while persevering the canyon's open space and natural features. The project site currently falls into Planning Area 1 and 25.7 acres of Planning Area 2 and 6 of the Reche Canyon Specific Plan.

- *City of Colton General Plan*. The *City of Colton General Plan* (General Plan) was adopted by the City Council in 1987 and several of its elements have been updated since 1987. The General Plan is the City's comprehensive, long-range planning and policy document that not only guides growth and change within Colton, but also preserves and protects the unique qualities that the community values most. The General Plan goals and policies serve as a guide for future development and desired conditions in support of the City's overall vision.

  The General Plan is organized by elements. Each element includes an introduction to describe the element and its organization. Goals and policies are organized by topical areas specific to each element. The General Plan contains the following elements:

  - Air Quality;
  - Cultural Resources;
  - Housing (last amended February 2014);

- Land Use;
- Mobility (last amended 2016)
- Noise;
- Open Space and Conservation; and
- Safety.

- *City of Colton General Plan Update Environmental Impact Report*. The *City of Colton General Plan Update Environmental Impact Report* (General Plan EIR) prepared and approved in 2013 analyzed updates to the General Plan Land Use, Housing, and Mobility Elements. The General Plan EIR identifies potential significant environmental impacts of General Plan Update proposals, alternatives with fewer adverse impacts, and potential ways to reduce or avoid environmental damage, thereby addressing significant environmental impacts and mitigation options. The General Plan EIR evaluates the proposed General Plan Update's effect on the physical environment as it is now, and the impact on the environment that would exist under the proposed General Plan Update, including secondary and cumulative effects.

- *Colton Municipal Code*. The *Colton Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Colton. The Municipal Code is one of the City's primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Colton Zoning Code, included as Municipal Code Title 18, *Zoning*, provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City. Additionally, Municipal Code Title 15, *Buildings and Construction*, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

- *Initial Study for Iron Horse Hills Vesting Tentative Tract 16798, A Residential Project*. In April 2005, the City prepared an Initial Study for the proposed project. The project description at that time allowed for the development of up to 247 residential units within the project area. Since the Initial Study found that several environmental topics required further evaluation due to potentially significant impacts, the City determined that an Environmental Impact Report (EIR) was required and was subsequently prepared, as described below. The mitigation measures included in the Initial Study were carried over into the 2006 EIR. The Initial Study is provided as an appendix to the 2006 EIR.

- *Draft Environmental Impact Report for the Iron Horse Hills Residential Project* (certified August 8, 2006). Following completion and circulation of the above-referenced Initial Study in 2005, the Draft Environmental Impact Report (EIR) was completed in April 2006. This document analyzed a different residential unit county than the 2005 Initial Study, as the project applicant had reduced the development intensity. Specifically, the residential unit count was revised from 247 units to 187 units. The 2006 EIR found that all environmental impacts—with the exception of construction-related air quality impacts which were found to be significant and unavoidable—were able to be mitigated to a less than significant level. The 2006 EIR includes the same mitigation measures that were included in the Initial Study, which included mitigation for the following environmental topic areas: air quality; biological resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; and public services.

1.5 PROJECT DESCRIPTION

1.5.1 PROJECT COMPONENTS

CONCEPTUAL SITE PLAN

The proposed project is comprised of a new residential development on 119.6 acres within the Reche Canyon Specific Plan area. The project components include the construction of three distinct neighborhoods (consisting of Neighborhoods I, II, and III), three parks, multiple open space areas, detention basins, and other related infrastructure, as shown on Exhibit 3, *Conceptual Site Plan*. "Street A" is identified as the main backbone roadway for the development that traverses the project site in a northwest-southeast orientation.

SITE ACCESS

Primary access to the project site would be provided via a signalized entry point along Barton Road to "Street A" at the project's western boundary. Gated access for emergency vehicles only would also be provided at the project's eastern boundary at Westwood Street. No other access points are proposed for the project site.

UTILITIES AND SERVICES

The following utilities and services would serve the project site:

- *Water*. The approved project proposed development of a reservoir and booster station with water services provided via the City of Colton Water Department. These features are no longer proposed under the revised project. Rather, the revised project would construct a groundwater well located on an approximately 0.5 acres of Lot B or Lot F. A pressure reducing station would also be constructed on an approximately 0.25-acre portion of Lot H. Both features would be dedicated to the City and operated by the City's Water Department.

- *Sewer*. The City owns and operates the Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant, from which treated wastewater is directed to the jointly owned Colton/San Bernardino Rapid Infiltration-Extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River.

- *Drainage*. The City of Colton Engineering Department oversees the maintenance and operation of most of the storm drain facilities within the City. The San Bernardino County Flood Control District provides regional drainage and flood control infrastructure within its planning area, which includes the project site.

- *Electricity and Natural Gas*. The City of Colton Electric Utility and Southern California Gas Company (SoCalGas) would provide electricity and natural gas services, respectively, to the project site via buried conduit and natural gas lines.

1.5.2 CHANGES AS COMPARED TO THE APPROVED PROJECT

The main component of the approved project that comprises a change in the project description as part of the revised project is the residential unit count. The analysis contained in the 2006 EIR was for a residential development including 187 units, whereas the revised project has removed three of the proposed units in order to accommodate the additional right-of-way surrounding "Street A" between Barton Road (the western project boundary) and Westwood Street (the eastern project boundary). Although not proposed as part of this project, the additional right-of-way would ensure project consistency with Colton General Plan Mobility Element Figure M-3 (Long-Term Roadway Improvements), which identifies this road as a "Planned Arterial" between Barton Road and Westwood Street.[1] As such, the revised project includes a residential unit count of 184 units, as described previously.

[1] Ultimate buildout of "Street A" to its General Plan designation of Planned Arterial is not considered as part of this project and would be subject to separate CEQA review.

The approved project proposed development of a reservoir and booster station with water services provided via the City of Colton Water Department. These features are no longer proposed under the revised project. Rather, the revised project would construct a groundwater well located on an approximately 0.5 acres of Lot B or Lot F. A pressure reducing station would also be constructed on an approximately 0.25-acre portion of Lot H. Both features would be dedicated to the City and operated by the City's Water Department.

In addition, the approved project had also included two entitlements that are no longer being proposed as part of the revised project. The General Plan Amendment and Specific Plan Amendment (to amend the Reche Canyon Specific Plan) have been removed from the revised project and are not included as part of the analysis in this Addendum.

1.5.3 PHASING/CONSTRUCTION

Residential development on the project site would occur in incremental phases over time, based largely on economic considerations, market demand, and other planning considerations. The phasing and exact details of each project phase would be evaluated by the City.

1.6 DISCRETIONARY ACTIONS

The City of Colton is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various City permits and approvals, including, but not limited to:

- California Environmental Quality Act review;
- Design Review; and
- Site Plan Review.

The project would also require administrative approvals from the City for issuance of grading, building, and occupancy permits, as well as connection permits from utility providers to be processed.

2.0 PROJECT INFORMATION

1.	**Project Title:** Iron Horse Hills Residential Project
2.	**Lead Agency Name and Address:** City of Colton 659 N La Cadena Drive Colton, CA 92324
3.	**Contact Person and Phone Number:** Mario Suarez Planning Manager, AICP, CNU-A 909-370-5079
4.	**Project Location:** The proposed project is located in the eastern portion of the City of Colton, southeast of Barton Road, west of Reche Canyon Road, and north of Palm Avenue.
5.	**Project Sponsor's Name and Address:** Iron Horse Hills LLC 701N. 44th Street Phoenix, AZ 85008
6.	**General Plan Designation:** Reche Canyon Specific Plan
7.	**Zoning:** Reche Canyon Specific Plan
8.	**Description of the Project:** Refer to Section 1.5, *Project Description*.
9.	**Surrounding Land Uses and Setting:** Surrounding land uses include a mixture of open space and residential uses; refer to Section 1.2.1, *Environmental Setting*.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** As identified in the 2006 EIR, other public agencies whose approval may be required include: • South Coast Air Quality Management District; • U.S. Fish and Wildlife Service; and • California Department of Fish and Wildlife.

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3.0 ENVIRONMENTAL ANALYSIS

This section describes the environmental impacts of the proposed project as compared to those identified in the 2006 EIR and discusses any substantial changes to existing conditions or regulatory setting since the 2006 EIR was certified. The issue areas evaluated in this document include the following, pursuant to Appendix G of the CEQA Guidelines, and have been modified to evaluate the proposed project changes for which an EIR has been previously certified to assist in the determination of the need for a supplemental EIR or an Addendum.

In December 2018, the Natural Resources Agency amended the CEQA Guidelines, which included modifications to Appendix G, *Environmental Checklist Form*. As such, the following analysis identifies where modifications to the Appendix G topical areas and thresholds have been added and/or updated since the 2006 EIR was prepared. Specifically, the topics of energy, greenhouse gas (GHG) emissions, tribal cultural resources, and wildfire were not discussed on a project specific basis in the previously certified 2006 EIR as these topics were not a subject matter that required evaluation pursuant to CEQA at that time. As such, this Addendum also analyzes the project's potential impacts in these topical areas.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

A summary of impacts of the adopted approved project and the mitigation measures imposed is provided along with an analysis of the potential impacts resulting from the revised project and whether those impacts substantially exceeds those discussed in the certified 2006 EIR.

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3.1 AESTHETICS

This section corresponds with the 2006 EIR *Effects Found Not to Be Significant (Aesthetics)* section and the 2005 Initial Study Appendix I, *Aesthetics*.

Except as provided in Public Resources Code Section 21099, would the project:

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

Approved Project*:* As detailed in the 2006 EIR, the project site is a highly disturbed undeveloped property that is crossed by high-tension electrical transmission lines and is surrounded by residential development. Since the project site is highly disturbed, the existing site is not considered an important or scenic vista. The approved project would convert its visual character into a residential neighborhood visual setting. Given the existing site disturbance and surrounding visual setting, project implementation would not create a significant contrast with the surrounding residential land uses. The future residential setting would become a compatible part of the existing rural/suburban residential scenic vistas available to residents. Therefore, the 2006 EIR determined that the approved project would not have a substantial adverse effect on the site's existing visual setting or any scenic vista and a less than significant impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. The total number of residential dwelling units was reduced from 187 to 184 units, which would reduce impacts to scenic vistas. The revised project would not exacerbate impacts to the site's existing visual setting or scenic vista. Therefore, given the existing site disturbance and surrounding visual setting, Thus, similar to the approved project, the revised project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2006 EIR, the project site is highly disturbed and vacant. The project site is located in an urbanized area of the City in between Barton Road and Reche Canyon. No major historic structures, rock outcroppings or trees are not located on the site. Additionally, no designated State or County scenic highways are located near the site. Therefore, the approved project would not disturb any scenic resources, including trees, rock outcroppings or unique landmark features.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. According to the California Department of Transportation's California Scenic Highway Mapping System website, the only officially designated State scenic highway in San Bernardino County is a 16-mile portion of SR-38 from South Fork Campground to State Lane, approximately 6.5 miles east of the project site.[2] Additionally, there are no major historic structures, rock outcroppings, or trees within the project site. Thus, similar to the approved project, the revised project would not substantially damage scenic resources within a State scenic highway and no impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

[2] California Department of Transportation, *Scenic Highway Mapping System*, https://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed January 25, 2022.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Approved Project: As detailed in the 2006 EIR, the approved project site is highly disturbed and vacant. The approved project would convert an existing non-native and highly disturbed landscape into a suburban residential community. The General Plan and Specific Plan established residential land use designations that were envisioned to change the approximate 4.6-mile Specific Plan area. The change must comply with the Specific Plan design standards to represent the visual character and quality of the planning area, including the project site. The conversion of the existing disturbed site into a suburban residential area, would not degrade the existing visual character or its surroundings. Therefore, no mitigation is required since compliance with the Specific Plan design guidelines is mandatory. Impacts were determined to be less than significant.

Revised Project: The revised project involves the same project site as analyzed in the 2006 EIR. The revised project would be constructed to conform with Chapter 15.06, *Building Code*, of the Colton Municipal Code, which is the presiding building code within the City for purposes of regulating construction, demolition, occupancy, height, and area maintenance of all structures. Therefore, similar to the approved project, the revised project would not substantially degrade the existing visual character or quality of public views of the revised project site and a less than significant impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: As detailed in the 2006 EIR, the approved project would include new sources of light and glare. However, the City's Development Code exterior and street lighting standards have established acceptable levels of lighting that control light and glare sources considered acceptable by the City. All exterior lights would be incorporated with the appropriate lighting standards and would be installed during construction to produce a less than significant impact during construction hours. Therefore, no additional mitigation measures are required since project implementation would be consistent with the City's exterior and street lighting standards.

Revised Project: Lighting and glare are regulated within the City by Colton Municipal Code Section 18.42.090, *Light*, which allows lighting in a manner that provides for proper illumination without producing an adverse impact on neighboring property. Additionally, Colton Municipal Code Section 18.42.100, *Glare*, prohibits direct or reflected glare that is visible from the boundary line of the property on which the glare is produced.

The revised project involves the same project footprint as analyzed in the 2006 EIR. The revised project would introduce new light sources in the form of street, vehicle, and home lighting, as well as glare sources. However, lighting would be consistent with surrounding residences and glare from residences would not be significant. In addition, the revised project would conform with the regulations included in the Colton Municipal Code as discussed above. Therefore, a less than significant impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.2 AGRICULTURE AND FORESTRY RESOURCES

This section corresponds with the 2006 EIR *"Effects Found Not to Be Significant" (Agricultural Resources)* and the 2005 Initial Study Appendix II, *Agriculture Resources.*

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

Approved Project: According to the 2006 EIR, the approved project site is located within a historically semi-rural residential portion of the City. At the time of the 2006 analysis, no agricultural uses were being conducted on the site nor within the immediate area. In addition, the 2006 EIR states that the approved project was not designated as Prime, Statewide Important, Unique, or Locally Important Farmland. Therefore, the 2006 EIR determined that the project would not convert Prime, Statewide Important, Unique, or Locally Important Farmland into non-agricultural use pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR; however, changes in farmland designations have occurred since the time of the 2006 EIR analysis. According to a recent inquiry with the Department of Conservation's (DOC) California Important Farmland Finder Map, the revised project and surrounding areas are designated as Urban and Built-Up Land.[3] The revised project would not convert Prime, Statewide Important, Unique, or Locally Important Farmland into non-agricultural use pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Thus, no impact would occur and the revised project would not result in greater impacts than those previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: Based on the 2006 EIR, the approved project would not conflict with an existing agricultural use, or a Williamson Act contract. Therefore, the 2006 EIR determined that no impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Thus, implementation of the revised project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

[3] California Department of Conservation Important Farmland Finder Map. https://www.conservation.ca.gov/dlrp/fmmp Accessed January 25, 2022.

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))?

Approved Project: Based on the 2006 EIR, there was no forest land, timberland, or timberland production land in the approved project area at the time of the 2006 analysis. The 2006 EIR determined that no impact would occur in this regard.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR and continues to have no existing forest land or timberlands on-site. Thus, similar to the approved project, implementation of the revised project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: The approved project site is a vacant lot that does not contain any forest land, as defined in Impact 3.2(c), above. Furthermore, the project site is not zoned for forestland. Therefore, the approved project would not result in the loss of forestland or the conversion of forestland to non-forest use and no impact would occur.

Revised Project: Refer to Impact 3.2(c), above. Development of the revised project would not result in greater impacts in this regard than previously analyzed in the 2006 EIR. No impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

Approved Project: Implementation of the approved project would not result in the conversion of farmlands or forest lands since there is no farmland or forest land on or in the vicinity of the project site. Therefore, the 2006 EIR determined that no impact would occur in this regard.

Revised Project: As discussed above, the revised project would not convert farmland or forest land since such lands do not occur on the revised project site. Therefore, no impact would occur as a result of the revised project.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

3.3 AIR QUALITY

This section corresponds with 2006 EIR Section 3.1, *Air Quality* and 2005 Initial Study Appendix III, *Air Quality.* According to the 2006 EIR, an air quality assessment was prepared for the approved project that analyzed development of 187 residential units, as proposed at that time.

Where available, the significance criteria established by the applicable air quality management district 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?

Approved Project: The approved project is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the 2006 EIR, consistency with the SCAQMD's *2003 Air Quality Management Plan for the South Coast Air Basin* (2003 AQMP) was analyzed to determine whether the approved project was consistent with the goals, objectives, and assumptions set forth in the 2003 AQMP. According to the 2006 EIR, the approved project would not be consistent with the 2003 AQMP. The criteria for determining consistency with the AQMP is defined by the following indicators:

- *Consistency Criterion No. 1:* The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality or the interim emissions reductions specified in the AQMP.

- *Consistency Criterion No. 2:* The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

Concerning Consistency Criterion No. 1, the approved project area is designated as a non-attainment area for ozone and particulate matter less than 10 microns in size (PM_{10}). As summarized in the Air Quality section of the 2006 EIR, project related long-term operational emissions are less than significant. However, construction of the approved project would have a significant impact because nitrous oxides (NOx) emissions are over the SCAQMD threshold. Construction of projects within the Basin occurs on a continuous basis. Emissions from construction of each project must be under the threshold to be consistent with the AQMP. Therefore, because short-term emissions of NOx are over the threshold, the approved project fails this criterion and is not consistent with the AQMP.

Concerning Consistency Criterion No. 2, according to the 2003 AQMP, the control measures that will bring the Basin into attainment consist of: 1) SCAQMD Stationary and Mobile Source Control Measures; 2) State Control Measures proposed by CARB; and 3) Transportation Control Measures provided by the Southern California Association of Governments (SCAG). Therefore, this criterion is applied because according to the 2003 AQMP, the SCAQMD's control measures, along with the other two control measures identified above, will bring the Basin into attainment of PM_{10} and ozone. Therefore, the approved project meets this criterion, as it will comply with all applicable SCAQMD rules and regulations.

The approved project was not consistent with the AQMP because it is over the threshold for short-term emissions. Therefore, the 2006 EIR concluded that the project's incremental contribution to criteria air pollutant emissions is cumulatively considerable. Adherence to SCAQMD rules and regulations, General Plan policies, and implementation of Mitigation Measures AQ-1, AQ-2, and AQ-3 would reduce this impact, but not to a less than significant level. This impact would remain significant and unavoidable.

Revised Project: Since certification of the 2006 EIR, SCAQMD has adopted the *2016 Air Quality Management Plan* (2016 AQMP) to reduce emissions of criteria pollutants for which the Basin is in a nonattainment status. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA) to establish a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's *2016 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), updated emission inventory methodologies for various source categories, and

SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The revised project is subject to the SCAQMD's 2016 AQMP.

Concerning Consistency Criterion No. 1, the revised project would not involve a change of land use which would increase the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the attainment of air quality or the interim emissions reductions specified in the 2016 AQMP. The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). The revised project would involve a reduction of three residential units as compared to the approved project. Thus, the revised project would not exceed short-term construction or long-term operational air quality thresholds set by the SCAQMD to a greater extent than concluded in the 2006 EIR.

Concerning Consistency Criterion No. 2, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts; SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The revised project site is designated for residential uses within the Reche Canyon Specific Plan land use and zoning designations. As such, the proposed uses are consistent with the General Plan land use designation and the revised project is consistent with this criterion. Therefore, the revised project would not exceed the population or job growth projections used by the SCAQMD to develop the 2016 AQMP. Thus, the revised project would be consistent with the second criterion and a less than significant impact would occur.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential air quality impacts. The following measures from the 2006 EIR are applicable to the revised project.

AQ-1 The following measures are proposed to reduce the impacts of construction equipment, work vehicle, and painting emissions.

A. During construction of the proposed improvements, construction equipment will be properly maintained and will undergo 9-day low-NO_X tune-ups for off-road equipment.
B. During construction of the proposed improvements, all contractors will be advised not to idle construction equipment onsite for more than 5 minutes.
C. During the paint application phase of construction of the proposed project, only low volatility paints and coating as defined in South Coast Air Quality Management District (SCAQMD) Rule 1113 shall be used. All paints shall be applied using either high-volume low-pressure (HVLP) spray equipment or by hand application. The paint application phase shall be spread out over a longer period of time to use no more than 100 gallons of low-VOC paint per day.
D. The project proponent shall develop ride share incentive program for the construction workers. The program shall be submitted to the City for review and approval.
E. During construction of the proposed project, the project applicant shall make arrangements to have a lunch wagon visit the construction site during the lunch break. This will reduce emissions from worker trips.
F. During grading of the site, the off-road grading equipment shall be equipped with cooled exhaust gas recirculation, as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm).
G. During the building phase of construction, the off-road diesel equipment shall be equipped with diesel particulate filters as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm).
H. Limit lane closures to off-peak travel periods.
I. Encourage receipt of material during non-peak traffic hours.

AQ-2 Prior to construction of the proposed improvements, the applicant will provide to the City and SCAQMD with a project specific dust control plan for further review and approval. The dust control plan will be consistent with methodology found in the SCAQMD publication titled "Rule 403 Implementation Handbook" and will include Best Available Control Measures. The dust control plan shall take place during construction of the proposed project. At a minimum, the dust control plan shall include the following:

A. Water all active construction area at least twice daily.
B. Cover all haul trucks or maintain at least two feet of freeboard.
C. Pave all haul roads.

D. Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.
E. Cover or water twice daily any on-site stockpiles of debris, dirt, or other dusty material.
F. Develop and implement a high wind, dust control plan if winds exceed 25 miles per hour.
G. Establish permanent, stabilizing ground cover on finished sites.
H. Park construction vehicles off traveled roadways.
I. Reduce speed on any unpaved roads to less than 15 miles per hour.

AQ-3 The following measures are proposed to reduce impacts of operation on air quality:
A. The proposed project shall provide an attractive pedestrian environment to encourage walking and bicycling.
B. All homes constructed shall meet minimum statewide energy construction requirements.
C. All residential units shall include features that encourage trip elimination or trip diversion to alternative transportation (e.g., pre-writing for telecommunications systems).

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

b) 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?

Approved Project:

Construction Impacts

Construction emissions are typically generated from onsite and offsite emissions. Onsite emissions principally consist of exhaust emissions including nitrogen oxide (NOx), sulfur oxide (SOx), carbon monoxide (CO), reactive organic gases (ROG), and PM_{10} from heavy-duty construction equipment and fugitive dust (PM_{10}) from disturbed soil. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10}). Major construction-related activities associated to the approved project include the following: grading/clearing; excavation and earth moving for infrastructure construction of the utilities, channel and dwelling unit foundations and footings; asphalt paving of access roads throughout the development; the construction of the homes; and application of architectural coatings for outdoor and interior painting.

According to the 2006 EIR, construction emission analysis was performed by using the California Air Resource Board URBEMIS2002 emissions inventory model, which separates the construction process into two distinct phases (site preparation and building/finishing) and quantifies daily emissions for each phase for the various pollutants. During grading, the soil would be balanced onsite. Construction equipment such as scrapers, dozers, forklifts, and water trucks are expected to be used on the approved project site and would result in emissions consisting of CO, NOx, ROG, SOx, and PM_{10}. Table 3-1 shows the expected daily air emissions during construction of the approved project with a comparison to the SCAQMD significant emission thresholds for the construction phase. The grading and building phases do not occur at the same time. Accordingly, the maximum daily emissions are the emissions from the phase that would contribute the maximum amount of emissions in one day.

As shown in the table, the 2006 EIR determined that construction of the approved project would exceed daily SCAQMD thresholds for NOx, ROG, and PM_{10}. The NOx emissions would primarily occur during grading, the ROG emissions from architectural coatings, and the PM_{10} emissions from fugitive dust.

Table 3-1: Unmitigated Daily Air Emissions From Construction

POLLUTION SOURCE	ROG (LBS/DAY)	NOX (LBS/DAY)	CO (LBS/DAY)	SOx (LBS/DAY)	PM_{10} DIESEL (LBS/DAY)	PM_{10} DUST (LBS/DAY)
Grading	66.65	447.76	545.28	0.01	18.96	1342.29
Building, Paving and Architectural Coatings	182.22	90.88	117.34	0.02	3.87	0.19
Maximum Daily Emissions	182.22	447.76	545.28	0.02	18.96	1342.29
SCAQMD Thresholds	75	100	550	150	150	
Exceeds Thresholds?	**YES**	**YES**	NO	NO	**YES**	
Source: *Draft Environmental Impact Report for the Iron Horse Hills Residential Project.* August 8, 2006. Table 3.1-3.						

According to the 2006 EIR, even with implementation of the above Mitigation Measures AQ-1 and AQ-2, short-term impacts related to NOx emissions during construction would still exceed significance thresholds, as shown in Table 3-2, below. Therefore, short-term impacts relative to construction of the approved project would create significant air quality impacts even with feasible mitigation.

In addition, it is possible that emissions of NOx from construction could result in ozone formation downwind of the site, contributing to ambient concentrations of ozone. This has the potential to cause health effects as discussed in Impact 3.3(c), below. However, these impacts would be limited to the short-term since approved project operations would not exceed significance thresholds.

Table 3-2: Mitigated Daily Air Emissions From Construction

POLLUTION SOURCE	ROG (LBS/DAY)	NOX (LBS/DAY)	CO (LBS/DAY)	SOx (LBS/DAY)	PM_{10} DIESEL (LBS/DAY)	PM_{10} DUST (LBS/DAY)
Grading	6.09	228.78	55.12	0.01	2.43	36.11
Building, Paving and Architectural Coatings	71.03	77.25	103.09	0.02	2.77	0.19
Maximum Daily Emissions	71.03	228.78	103.09	0.02	2.77	36.11
SCAQMD Thresholds	75	100	550	150	150	
Exceeds Thresholds?	NO	**YES**	NO	NO	NO	
Source: *Draft Environmental Impact Report for the Iron Horse Hills Residential Project.* August 8, 2006. Table 3.1-6.						

Operational Impacts

According to the 2006 EIR, long-term operational emissions resulting from the approved project would result from stationary and mobile sources. Stationary sources include consumer products, water and area heaters, and other products that consume natural gas, as well as gasoline-powered landscaping equipment. Mobile emissions (i.e., motor vehicles) are the primary source for operational emissions in residential developments. The approved project's operational emissions were evaluated using URBEMIS2002 (version 8.7.0). Based on the original 247 dwelling units, it was determined that the approved project would generate approximately 2,374 daily trips when the development is built out.

Table 3-3 shows the operational emissions from the approved project. As shown in Table 3-3, when these emissions are compared to the SCAQMD suggested thresholds for significance, long-term emissions generated by the approved project would remain below established thresholds, and therefore, are considered less than significant. Although the criteria thresholds would not be exceeded through operation of the approved project, reasonably available mitigation should be implemented because of the non-attainment status of the Basin. Therefore, Mitigation Measure AQ-3, described above, would offset some of the increase in emissions as a result of the approved project.

Table 3-3: Estimated Daily Operational Emissions

POLLUTION SOURCE	ROG (LBS/DAY)	NO_X (LBS/DAY)	CO (LBS/DAY)	SO_X (LBS/DAY)	PM_{10} (LBS/DAY)
Mobile Emissions	24.82	26.33	293.92	0.26	24.11
Natural Gas Consumption	0.24	3.09	1.32	NG	0.01
Landscape Equipment	1.32	0.04	8.96	0.10	0.03
Consumer Products	12.08	NG	NG	NG	NG
Paint Applications	8.41	NG	NG	NG	NG
Emissions Totals	**46.88**	**29.47**	**304.19**	**0.36**	**24.15**
SCAQMD Thresholds	55	55	550	150	150
Exceeds Thresholds?	NO	NO	NO	NO	NO
Source: *Draft Environmental Impact Report for the Iron Horse Hills Residential Project.* August 8, 2006. Table 3.1-4. Note: NG designates criteria pollutants that have estimated negligible values.					

Revised Project: As discussed above, the approved project would exceed construction-related emissions for NOx and result in a potentially significant impact but would not exceed operational emissions. The revised project involves the same project footprint as the approved project, and air quality impacts relative to construction-related and operational would be similar to those of the approved project with a nominal reduction in development intensity from 187 residential units to 184 residential units. The reduction of three dwelling units would not involve greater air quality impacts than the approved project.

Similar to the approved project, the revised project is anticipated to exceed the numerical thresholds of significance established by the SCAQMD. No feasible mitigation measures exist that would reduce these emissions to levels that are less than significant. Therefore, a significant, unavoidable impact would occur, even with implementation of Mitigation Measures AQ-1 and AQ-2, as identified in the 2006 EIR. Nonetheless, the significant NOx impact would not be substantially greater than what was identified for the approved project site in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-3.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Approved Project: Sensitive receptors in the vicinity of the approved project site include residential uses. According to the 2006 EIR, unmitigated, short-term emissions of ROG, NOx, and PM_{10} during construction would result in significant short-term impacts to air quality. With mitigation, NOx would exceed SCAQMD's thresholds. ROG and NOx are precursors to the formation of ozone. Therefore, it is possible that emissions of NOx from construction of the approved project would have the potential to expose sensitive receptors to pollutants and impact the health of surrounding residents. The health effects from nitrogen dioxide exposure of greatest concern are mild changes in airway responsiveness and pulmonary function. At unrealistic levels of nitrogen dioxide, acute bronchitis (25 to 100 parts per million [ppm]) or death (150 ppm) can occur. The formation of ozone may not occur directly around the approved project site but has the potential to mix with the ambient air and form ozone downwind of the project site. The greatest risk is to those who are more active outdoors during smoggy periods, such as children, athletes, and outdoor workers.

According to the 2006 EIR, diesel particulate matter (DPM) would also be emitted during construction of the approved project. Diesel particulate matter has carcinogenic components. Some of the health effects of DPM include eye, nose, and throat irritation as well as coughing, nausea, and phlegm. Mitigation Measure AQ-1, which requires cooled exhaust gas recirculation during grading, would reduce emissions of DPM by approximately 85 percent. In addition, Mitigation Measure AQ-1, which requires diesel particulate filters during the building phase, would reduce emissions of DPM by approximately 80 percent. These measures would reduce emissions of DPM and therefore the health effects of DPM from construction to the greatest extent feasible.

The 2006 EIR also states that long-term operational impacts from the approved project would result in less than significant impacts relative to criteria pollutants. The majority of long-term operational emissions are from mobile vehicles. A CO hotspot analysis determined that the levels of CO at impacted intersections are below the state and federal ambient air quality standards. Therefore, localized concentrations of CO are not a significant impact in the approved project area and would not pose significant localized health impacts.

Revised Project: The revised project involves the same project footprint as the approved project and would involve a reduction in three residential units. With implementation of Mitigation Measure AQ-1, no new significant air quality impact or substantial increase in the severity of previously identified significant impacts in the 2006 EIR would occur.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measure AQ-1.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Significant and Unavoidable – No New Impact.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

Approved Project: The 2006 EIR concluded that diesel equipment operating during construction may generate some nuisance odors; however, due to the temporary nature of construction, odors associated with project construction would not be significant. Regarding operational impacts, as a residential development, the approved project would not generate objectionable odors during operation since such odors are not typically associated with residential uses. Thus, impacts would be less than significant.

Revised Project: Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[4] The revised project does not include any such uses identified by SCAQMD as being associated with odors. Potential sources that may emit odors during the ongoing operations of the revised project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Through compliance with SCAQMD's Rule 402 regarding public nuisances, no significant impact related to odors would occur during the ongoing operations of the revised project.

Construction activities associated with the revised project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short term in nature and cease upon project completion. In addition, the revised project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The revised project would also comply with SCAQMD Rule 1113, which would minimize odor impacts from ROG emissions during architectural coating. Any impacts to existing adjacent land uses would be short term and would be less than significant.

The project would require similar levels of construction activities as the residential use contemplated in the 2006 EIR, and would not result in greater construction emissions, including those leading to odors. As noted, the proposed project would be constructed on the same project footprint as the project contemplated in the 2006 EIR. In addition, the project would use off-road construction equipment with newer diesel engines that generate fewer air pollutants emissions than those analyzed in the 2006 EIR. Therefore, the revised project would result in a less than significant impact regarding objectionable odors.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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[4] South Coast Air Quality Management District. 1993. *CEQA Air Quality Handbook*.

3.4 BIOLOGICAL RESOURCES

This section corresponds with 2006 EIR Section 3.4, *Biological Resources*. According to the 2006 EIR, multiple habitat assessments, focused surveys, and a jurisdictional delineation, were prepared for the approved project.

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?

Approved Project:

Sensitive Plant and Wildlife Species

As detailed in the 2006 EIR, no sensitive plant species or vegetation communities were observed in the approved project area, nor any suitable habitat for sensitive plant species. There were four dominant plant communities onsite at the time of the 2006 analysis, which included the following:

- Disturbed annual grassland (34.8 acres): Occurs on level or gently sloping terrain in the northern and central portions of the site.
- Coastal sage scrub (170.5 acres): Occurs on gentle and steep slopes throughout the site.
- Mulefat scrub (3.8 acres): Occurs primarily in a set of old and abandoned settling basins in the northern portion of the site, along the valley bottom.
- Riparian woodland (0.95-acre): Occurs along the main creek drainage on the western side of the site and in scattered locations in the smaller drainages elsewhere on the site.

However, the 2006 EIR determined that the approved project site provides suitable habitat for the federally-threatened California gnatcatcher (CAGN) and the presence of CAGN has been recorded in past surveys. Therefore, Mitigation Measure B-1, below, requires the approved project to conduct continued annual surveys to confirm the absence of the CAGN. With implementation of Mitigation Measure B-1, the 2006 EIR concluded that potentially significant impacts relative to CAGN would be reduced to less than significant.

During clearing and grubbing of the approved project site, vegetation that supports nesting birds would be removed. Destruction of active nests would be considered a significant impact. Burrowing owls *(Athene cunicularia)* (BUOW) are a species of Special Concern in California and are protected under the Migratory Bird Treaty Act (MBTA). They have been known to move into areas where they are not expected. Although BUOW were not present at the approved project site during previous biological surveys, they could occupy the site at some point in the future since marginally suitable habitat does occur. Significant impact to BUOW on the site could occur if occupied burrows are collapsed or destroyed. Therefore, the approved project was required to implement Mitigation Measures B-2, B-3, and B-4, below, to reduce potentially significant impacts to BUOW. Compliance with these measures would reduce this impact to less than significant.

Based on the 2006 EIR, development of the approved project would adversely impact six sensitive wildlife species as follows: San Diego homed lizard *(Phrynosoma coronatum blainvillii),* rufous-crowned sparrow (*Aimophila ruficeps),* California homed lark *(Eremophila alpestris),* San Diego black-tailed jackrabbit *(Lepus californiciis bennettii),* northwestern San Diego pocket mouse *(Chaetodipis fallax fallax),* and San Diego desert woodrat *(Neotoma lepida intermedia).* However, the species were not present in substantial numbers and were not afforded any legal protection at the time of the 2006 analysis. Therefore, the 2006 EIR determined that a less than significant impact would occur relative to these species.

Nesting Birds

The approved project site contains suitable nesting bird habitat; however, no active nest was found during the habitat assessments. Construction-related temporary indirect impacts, such as noise, motion, and human activity, are considered significant to sensitive species, such as rufous-crowned sparrow and Cooper's hawk *(Accipiter cooperii),* when nesting. These activities may disrupt the natural foraging patterns or lead to startle effects that reduce productivity of the nests. Therefore, Mitigation Measure B-5, below, required the approved project to conduct a pre-construction nesting bird survey conducted no more than seven days prior to any ground disturbing activities, if construction occurs during the avian nesting season. With implementation of Mitigation Measure B-5, impacts relative to nesting birds would be reduced to less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR and the same mitigation measures required for the approved project would also be applicable to the revised project. Consistent with the approved project, implementation of Mitigation Measures B-1 through B-5 would reduce the revised project's significant impacts relative to threatened or endangered species, and/or any species identified as a candidate, sensitive, or special status species, to a less than significant level.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential impacts. The following measures from the 2006 EIR are applicable to the revised project.

B-1 A focused survey for the federally endangered California Gnatcatcher (CAGN) shall be conducted by a U.S. Fish and Wildlife Service (USFWS) permitted biologist each year that the property remains in an undeveloped state to confirm the continued absence of CAGN. The survey shall include all areas within the site. In the event that CAGN is detected or observed within the disturbance footprint, avoidance, minimization, and mitigation measures shall be developed through consultation with the USFWS under Section 10 of the Endangered Species Act (ESA) (or Section 7 as appropriate). Construction activities shall not be conducted so that such activities would result in an unlawful take under the ESA or California Endangered Species Act (CESA). At a minimum, mitigation measures shall include the timing of construction activities outside of the breeding season (February 15 to August 31) and/or the purchase of offsite suitable habitat that is known to support CAGN.

B-2 A burrowing owl pre-construction survey shall be completed no sooner than 30 days prior to commencement of construction to detect any burrowing owls moving onto the site.

B-3 If burrowing owls are detected during the pre-construction survey, they shall be actively or passively relocated prior to construction activity. Once all burrows on the project site are confirmed to be absent of burrowing owls, they shall be systematically collapsed.

B-4 If burrowing owls are detected during the pre-construction survey, offsite replacement of burrowing owl habitat shall be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable burrowing owl habitat. One alternate natural or artificial burrow shall be provided for each burrow that would be excavated in the project impact zone. The offsite replacement of suitable burrowing owl habitat shall follow one of the following scenarios:

1. Replacement of occupied habitat with offsite occupied habitat: 9.75 acres per pair or single bird.
2. Replacement of occupied habitat with offsite suitable unoccupied habitat: 19.5 acres per pair or single bird.

B-5 The removal of vegetation or other potential nesting habitat shall be conducted outside of avian nesting season (February through August). If construction occurs during the avian nesting season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to any ground disturbing activities. If birds are found to be nesting inside the impact area, construction shall be postponed until a qualified biologist determines that nests are no longer active.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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?***

Approved Project: As discussed in Impact 3.4(a), above, there were 0.95-acre of riparian woodland onsite at the time of the 2006 analysis, along the main creek drainage on the western side of the site and in scattered locations in the smaller drainages elsewhere on the site. No sensitive natural communities were located on the approved project site. The 2006 EIR provided mitigation relative to wetlands and jurisdictional waters. Mitigation Measure B-6 requires the approved project to obtain approval of a Streambed Alteration Agreement by CDFW pursuant to Fish and Game Code Section 1602, as described in Impact 3.4(c), below. With implementation of Mitigation Measure B-6, potentially significant impacts to riparian habitat would be reduced to a less than significant level.

Revised Project: Since the revised project involves the same project footprint as the approved project, the revised project may impact riparian habitat onsite. The revised project would also be subject to Mitigation Measure B-6, which requires the approval of a Streambed Alteration Agreement by CDFW. Therefore, consistent with the 2006 EIR, this impact would be less than significant with mitigation incorporated.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measure B-6, described in Impact 3.4(c), below.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

c) ***Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Approved Project: According to the 2006 EIR, a Jurisdictional Delineation was prepared for the approved project site as part of the biological resources assessment. The results of the Jurisdictional Delineation confirmed that no U.S. Army Corps of Engineers (USACE) jurisdictional waters occur on the approved project site. However, there are total of 1.61 acres of CDFW jurisdictional streambed on the approved project site. Therefore, the approved project was required to implement Mitigation Measure B-6 (Streambed Alteration Agreement) to reduce impacts in this regard to a less than significant level.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. As such, the revised project is also required to implement Mitigation Measure B-6 to reduce impacts relative to wetlands and jurisdictional features to a less than significant level. Development of the revised project would not result in greater impacts than previously analyzed in the 2006 EIR in this regard.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential impacts. The following measures from the 2006 EIR are applicable to the revised project.

B-6 Prior to the issuance of grading permits, the project proponent shall provide the City with a copy of the Streambed Alteration Agreement pursuant to Fish and Game Code 1602. All terms of the agreement are made conditions of project approval. California Department of Fish and Wildlife may require enhancement and/or preservation of regional state water as conditions of the streambed alteration agreement. In addition, copies of all mitigation monitoring and reporting documents and correspondence shall be provided to the City.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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?***

Approved Project: According to the 2006 EIR, although local resident wildlife uses the approved project site and would make daily movements from foraging to cover and nest sites, field investigations and aerial photography conducted at the time of the 2006 analysis showed that the approved project site is not connected to a distinct movement corridor. The approved project site is adjacent to residential development to the east, north and west. The approved project site in its current undeveloped state is connected to similar undeveloped habitat to the south, although at its narrowest this adjoining habitat is 0.2-mile wide, with residential development on both sides. The approved project site would not provide east-west or north-south movement due to existing urbanization. Therefore, the 2006 EIR determined that the approved project site would not provide a wildlife corridor integral in providing regional connectivity to other similar habitats and impacts were determined to be less than significant.

Revised Project: The revised project site involves the same project footprint analyzed in the 2006 EIR. Existing conditions relative to migratory wildlife corridors remain similar to the conditions described in the 2006 EIR. Therefore, the revised project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. Impacts on native resident or migratory fish would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No new additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: According to the 2006 EIR, there were no local policies or ordinances protecting biological resources that were applied to the approved project area at the time of 2006 analysis. Therefore, the 2006 EIR determined that this impact was less than significant.

Revised Project: Since the time of the 2006 analysis, the City has developed a local ordinance relative to tree protection. Specifically, Title 12, Chapter 12.20 of the Colton Municipal Code outlines guidelines for the protection, removal, and preservation of trees. "Protected tree" means a native, specimen, heritage-eligible, mature (except for the trees in RS or RM-12 zones), or public tree. Most of the guidelines pertain to trees on public property; however, the code provides several guidelines for trees on private property that contain a City easement.

According to the 2006 EIR, there were several existing Peruvian pepper trees *(Schinus molle)* present on the project site at the time of the 2006 analysis. Removal of these trees would be subject to the provisions of the City's tree protection ordinance as defined in the Municipal Code. Compliance with these requirements would ensure that the revised project would not conflict with local policies or ordinances protecting biological resources. This impact would be less than significant, and development of the revised project would not result in greater impacts than previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No new additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

Approved Project: According to the 2006 EIR, there were no habitat management or conservation plans that applied to the approved project area at the time of 2006 analysis. Therefore, the 2006 EIR determined that no impact would occur.

Revised Project: The revised project does not lie within the boundaries of any Habitat Conservation Plan (HCP) and/or Natural Community Conservation Plan (NCCP) and would have no impact on any such plans.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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3.5 CULTURAL RESOURCES

This section corresponds with the 2006 EIR *Effects Found Not to Be Significant (Cultural Resources)* section and the 2005 Initial Study Appendix V, *Cultural Resources.*

Would the project:

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

Approved Project: According to the 2006 EIR, a cultural resources assessment was conducted in 1999 and two historic period sites were discovered. However, both sites were determined to be ineligible for either the State or Federal registers of historic places. No further actions were considered due to lack of historical significance or research potential and no mitigation was required in the 2006 EIR. Therefore, the approved project was determined to have a less than significant impact relative to historical resources.

Revised Project: The revised project is located on the same previously disturbed site as the approved project. Therefore, it is not anticipated that the revised project would have a significant impact on historical resources and no mitigation is required.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: The cultural resources assessment prepared for the 2006 EIR did not identify archaeological resource sites within the property boundary. However, the cultural resources assessment noted that, due to the dense vegetation and ground visibility, it was difficult to verify the presence or absence of any additional archeological resources. Therefore, Mitigation Measure CR-1, below, requires the presence of an archaeological monitor on the approved project site during all clearing and grubbing activities. The 2006 EIR determined that the approved project would result in a less than significant impact to archaeological resources with implementation of Mitigation Measure CR-1.

Revised Project: The revised project would be located on the same project footprint as analyzed by the 2006 EIR. Mitigation Measure CR-1 from the 2006 EIR would also apply to the revised project, and impacts would be reduced to a less than significant level. Impacts in this regard would not be greater than previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential cultural resources impacts. The following measure from the 2006 EIR is applicable to the revised project.

CR-1 During all clearing and grubbing of the site, an archaeological monitor shall be present. If archeological materials are exposed during clearing of the site, the monitor shall have the authority to direct clearing activities away from the site until the significance of any discovery is determined. If the exposed resource is significant enough to justify collection, recordation and/or curation, the developer shall pay to have the material removed from the project site and properly documented and curated. This shall include consultation with local Native American representatives, if justified. A report of findings shall be prepared and at a minimum shall be made available to the City and the County Museum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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

Approved Project: Based on the 2006 EIR, no available information suggests that human remains may occur on the project site and the potential for such occurrence is low. If human remains are found, work in the affected area would be halted immediately and both the San Bernardino County Coroner's Office and the City of Colton Police Department would be notified in accordance with State and local laws including the California Health and Safety Code Section 7050.5. Compliance with this requirement would ensure that impacts are less than significant.

Revised Project: The revised project would be located on the same project footprint as analyzed by the 2006 EIR. Like the approved project, impacts related to inadvertent discovery of human remains would be reduced through compliance with State and local laws such as California Health and Safety Code Section 7050.5. Thus, development of the revised project would not result in greater impacts than previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.6 ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Approved Project: The 2006 EIR did not include an assessment of energy impacts because the document pre-dates the updates that occurred to the CEQA Appendix G checklist in 2019, including the addition of an Energy subsection.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Electricity would be provided to the revised project site by the City of Colton Electric Utility. The Electric Utility owns and operates its own power plant, five substations and the entire electrical infrastructure including the transmission and distribution lines within the City boundaries. The Electric Utility serves approximately 16,000 residential customers and 2,500 commercial and industrial customers, with a peak load of 90 megawatts[56]

Natural gas would be provided to the revised project site by Southern California Gas (SoCalGas). SoCalGas is regulated by the California Public Utilities Commission (CPUC), which regulates natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing.

In accordance with CEQA Guidelines § 15007(c), "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Since circulation of an Addendum is not required in accordance with CEQA Guidelines Section 15164, and an assessment of energy impacts was not required when the previously certified EIR was circulated for public review, an analysis of energy impacts is not required under CEQA. Nonetheless, the revised project would be subject to Federal, State, and local regulatory requirements related to energy efficiency. Further, the revised project would be required to comply with goals, policies, and measures contained in the City's General Plan intended to mitigate potential impacts to energy resources. Therefore, a less than significant impact relative to energy usage would occur.

Certified 2006 EIR Mitigation Measures: The 2006 EIR did not evaluate energy impacts; therefore, no mitigation measures were included.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[6] City of Colton. 2015. Electric Utility Information website. https://www.ci.colton.ca.us/316/Electric-Utility-Information Accessed February 3, 2022.

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3.7 GEOLOGY AND SOILS

This section corresponds with 2006 EIR *Effects Found Not to Be Significant (Geology and Soils)* section and the 2005 Initial Study Appendix VI, *Geology and Soils*.

Would the project:

a) Directly or indirectly cause 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.

Approved Project: According to the 2006 EIR and the Preliminary Geotechnical Investigation Report that was prepared for the approved project, the project site contains hills known as badlands, which represent a block of land that have been uplifted along the San Jacinto Fault. The block of land is primarily comprised of alluvium Pliocene and Pleistocene age overlying metamorphic and igneous bedrock. According to the Reche Canyon Specific Plan, the project site is located approximately nine miles southwest of the San Andreas Fault and approximately 0.6 mile southwest of the San Jacinto Fault. Additionally, the Rialto-Colton Fault passes through the southwestern portion of the Reche Canyon Specific Plan Planning Area and the Reche Canyon Specific Plan describes the fault as "highly conjectural" and "appears to be relatively old and inactive." Based on the above, the 2006 EIR determined that development of the approved project site would not cause adverse effects relative to the rupture of a known earthquake fault. The 2006 EIR determined that this impact is less than significant, and no mitigation measures are required.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. As discussed above, the potential for fault rupture at the site is considered low. Although no active faults surround the project site, is the revised project would be required to comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, as well as with the 2019 California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake.

The revised project would be required to conform with the seismic building regulations contained in these sections of the Colton Municipal Code. Title 15, Buildings and Construction, of the Colton Municipal Code includes specific requirements for grading plans and building plans, which are reviewed by a building official prior to approval. Colton Municipal Code Chapter 18.41, Hillside Standards, establishes regulations for the preservation of hillsides and ridgelines with important topographic features relative to geology and soils. Therefore, similar to the approved project, the revised project would have a less than significant impact in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

ii) Strong seismic ground shaking?

Approved Project: According to the 2006 EIR, the approved project area could be subject to ground shaking based on the project area's location within a seismically active region of Southern California and in close proximity to two faults. However, the 2006 EIR determined that compliance with Colton Municipal Code regulations cited above and Uniform Building Code (UBC) requirements would ensure the safety of proposed structures at the approved project area, as well as conformance to standard practices of the Association of Structural Engineers of California and compliance with the Title 24 of the California Code of Regulations. In addition, the approved project would implement 2006 EIR Mitigation Measure G-1 to reduce potentially significant impacts in this regard. Therefore, impacts would be less than significant with mitigation incorporated.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Additionally, the revised project would not result in greater impacts than previously analyzed in the 2006 EIR. Development of the

revised project would also be subject to the existing seismic design requirements identified in the Colton Municipal Code, UBC, Association of Structural Engineers of California, and Title 24 requirements. Similarly, the recommendations of the project-specific Geotechnical Investigation would be followed to further reduce impacts concerning strong seismic ground shaking (2006 EIR Mitigation Measure G-1). Thus, impacts would remain less than significant with mitigation incorporated.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential geology and soils impacts. The following measures from the 2006 EIR are applicable to the proposed project.

G-1 A comprehensive Geotechnical Investigation shall be required prior to finalizing the design of the residential buildings. The performance requirements of the investigations shall at a minimum provide for protecting structures exposed to .72g of acceleration, or an alternative value as determined by the geologist. The performance standard to be applied to design requirements shall be the following:

- Risk Class IV, Ordinary Risk Tolerance, including single family residences:
    - Acceptable Damage: An "ordinary" degree of risk is acceptable. The criteria envisioned by the Structural Engineers Association of California provide the best definition of the "ordinary" level of acceptable risk. These criteria require that buildings be able to:

        A. Resist minor earthquakes without damage;
        B. Resist moderate earthquakes without structural damage, but with some non-structural damage, or
        C. Resist major earthquakes, of the intensity or severity of the strongest experienced in California, without collapse, but with some structural, as well as non-structural damage.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

iii) Seismic-related ground failure, including liquefaction?

Approved Project: Based on the 2006 EIR, the groundwater table beneath the approved project site is located in excess of 100 feet or more below ground surface (bgs). Additionally, the approved project site contains sandy loam soils which would reduce the potential for liquefaction to a less than significant impact. Impacts were determined to be less than significant in this regard.

Revised Project: The revised project would not result in greater impacts than previously analyzed in the 2006 EIR since the revised project would involve the same project footprint as the approved project. As stated, the project site is not located within a liquefaction hazard area. A less than significant impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

iv) Landslides?

Approved Project: According to the 2006 EIR, no evidence of the potential for landslides or soil instability exists on the approved project site based on the Preliminary Geotechnical Investigation. Therefore, no potential exposure to future residents would occur. A less than significant impact would occur, and no mitigation measures are required.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. As a result, implementation of the revised project would not expose people or structures to seismic induced landslides.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: Based on the 2006 EIR, project implementation would generate urban non-point pollutants that would enter the stormwater system. The approved project has the potential to discharge pollutants into the regional drainage system that leads to the Santa Ana River. The urban pollutants include motor oil, pesticides, detergents, animal waste, etc. into downstream waters. However, the approved project is not anticipated to discharge pollutants that would require pollution controls beyond those already implemented into the project required by the City.

The City and County have adopted the best management practices (BMPs) designed to control the discharge of pollutants that comply with the Santa Ana Regional Water Quality Control Board. The implementation of BMPs would ensure that neither significant erosion, sedimentation, or other water quality degrading impacts would occur during construction. The approved project must comply with BMPs and pollutant discharge is required. Therefore, Mitigation Measures WQ-1 and WQ-2 would be implemented to ensure BMPs are successful. Refer to Section 3.10, *Hydrology and Water Quality*, for the applicable measures.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Additionally, excavation activities associated with the revised project would not result in significant erosion impacts or loss of topsoil. To reduce impacts related to soil erosion and loss of topsoil, all demolition and construction activities would be subject to compliance with the 2019 CBC. An erosion control plan would be implemented during inclement weather periods to reduce on-site erosion. In accordance with Clean Water Act and National Pollutant Discharge Elimination System (NPDES) requirements, water erosion during construction would be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. In addition, site preparation would be conducted in compliance with BMPs and state and local codes and requirements for erosion control, grading, and soil remediation.

Long-term operation of the revised project would not result in substantial soil erosion or loss of topsoil, following implementation of an approved landscape and irrigation plan, and with implementation of 2006 EIR Mitigation Measures WQ-1 and WQ-2, which are also applicable to the revised project. Potential impacts associated with erosion during construction and operation of the revised project would be less than significant with mitigation incorporated. In addition, the revised project would not result in greater impacts than previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential geology and soils impacts. Refer to Section 3.10, for the applicable measures for the revised project.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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?

Approved Project: Refer to Impact 3.7(a)(iii), 3.7(a)(iv), and 3.7(d) for a discussion concerning liquefaction, landslides, and collapse (from expansive soils), respectively. As stated in the 2006 EIR, the approved project site is not located in a geologic unit that has any known instability. The soil review determined that San Emigdio sandy loam and San Timoteo loam are the two soil types located on the project site. According to the 2005 Initial Study, these soils are not unstable but are not highly suitable for septic tank/sub-surface leach systems due to their location in steeper slopes. The 2006 EIR determined that this impact is less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR and would therefore be exposed to similar geologic conditions. Existing geologic conditions continue to be similar to those

analyzed at the time of the 2006 EIR analysis and the revised project would not result in greater impacts relative to landslide, lateral spreading, subsidence, liquefaction, or collapse than previously analyzed in the 2006 EIR. Therefore, impacts would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Approved Project: Based on the two soil types found on the project site, shrink-swell potential is moderately low and are not considered "expansive soils" as defined in Table 18-1-B of the UBC. Therefore, the 2006 EIR determined that future residences would not be impacted by soil expansion and no impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR and would therefore be exposed to similar geologic conditions. Therefore, similar to the approved project, no impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

Approved Project: Based on the 2006 EIR, no impact would occur relative to septic tanks or alternative wastewater disposal systems since the approved project would connect to the City's wastewater reclamation plant.

Revised Project: The revised project does not propose the construction of septic tanks or alternative wastewater disposal systems. As with the approved project, no impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: According to the 2006 EIR, one geologic formation found in the approved project site may contain paleontological resources. The three underlying earth materials found on the site include artificial fill, Quaternary alluvium, and Cretaceous granodiorite. Although these formations have no or low potential to contain paleontological resources, the Quaternary-Tertiary San Timoteo Formation does have a potential to contain potentially significant paleontological resources. Therefore, Mitigation Measure CR-2 was provided for the approved project to reduce potentially significant impacts to paleontological resources. With implementation of Mitigation Measure CR-2, this impact would be reduced to a less than significant level.

Revised Project: The revised project is located on the same previously disturbed site as the approved project. Similar to the approved project, the revised project would not directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature with implementation of Mitigation Measure CR-2. Mitigation Measure CR-2 from the 2006 EIR would also apply to the revised project, and impacts would be reduced to a less than significant level. Impacts in this regard would not be greater than previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential impacts. The following measure from the 2006 EIR is applicable to the proposed project.

CR-2 During all initial grading and excavation activities within the San Timoteo Formation on the site a paleontological monitor shall be present. If paleontological material is exposed during grading of the site, the monitor shall have the authority to direct clearing activities away from the site until the significance of any discovery is determined. If the exposed resources are significant enough to justify collection, recordation and/or curation, the developer shall pay to have the material removed from the project site and properly documented and curated. A report of findings shall be prepared and at a minimum shall be made available to the City and the County Museum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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3.8 GREENHOUSE GAS EMISSIONS

The previously certified 2006 EIR did not evaluate greenhouse gas (GHG) emissions on a project specific basis as it was not required in the CEQA Guidelines at the time the 2006 EIR was prepared.

In 2006, the City of Colton certified the 2006 EIR that analyzed the potential impacts associated with development of the approved project. Although this previous environmental document did not include a GHG analysis, a supplemental environmental analysis of GHG impacts cannot be required absent new information on that front. (*Citizens for Responsible Equitable Environmental Development [CREED] v. City of San Diego*, [2011] 196 Cal.App.4th 515, 531.) Information on the effect of GHG emissions on climate have been generally known before the City approved the 2006 EIR. (*Id.*) Thus, the effect of GHG emissions on climate could have been raised in 2006 when the City considered the EIR. A challenge to an EIR must be brought within 30 days of the lead agency's notice of approval. (Pub. Resources Code, § 21167[b].) Under Public Resources Code section 21166(c), an agency may not require a supplemental environmental review unless new information, which was not known and could not have been known at the time the EIR was approved, becomes available. After a project has been subjected to environmental review, the statutory presumption flips in favor of the project proponent and against further review. (*Moss v. County of Humboldt* [2008] 162 Cal.App.4th 1041, 1049-1050.) "'[S]ection 21166 comes into play precisely because in-depth review has already occurred [and] the time for challenging the sufficiency of the original EIR has long since expired.'" (*Id.*, 1050.) There is no evidence of new information of severe impact, and thus the City may rely on an addendum. Accordingly, the City finds that GHG impacts, and climate change are not "new information" under Public Resources Code Section 21166.

Would the project:

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

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

Approved Project: The 2006 EIR did not include an assessment of GHG emissions impacts because the document pre-dates the subsequent updates that occurred to the CEQA Appendix G checklist, including the addition of a GHG Emissions subsection.

Revised Project: As stated, GHG impacts were not evaluated in the 2006 EIR. The revised project would be constructed on the same site as the residential use contemplated in the 2006 EIR and, based on the proposed reduction of three residential dwelling units, would not result in an increase in construction or operational GHG emissions compared to the approved project. In fact, the project would result in an overall decrease in GHG emissions due to the use of construction equipment with newer and more energy efficient engines, fewer vehicle trips, improved vehicle emission standards, and compliance with more stringent energy efficiency standards. As such, there is no evidence that mitigation is necessary to reduce the revised project's GHG impacts, and impacts would be less than significant. Additionally, as noted above, the City has determined that GHG emissions and climate change do not constitute new information under Public Resources Code Section 21166.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

This section corresponds with 2006 EIR *Effects Found Not to Be Significant* (*Hazards and Hazardous Materials*) section and 2005 Initial Study Appendix VII, *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?

Approved Project: According to the 2006 EIR, implementation of the approved project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials following conformance with standard construction Best Management Practices (BMPs) and the existing regulatory framework in place for hazardous materials. A less than significant impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Like the approved project, construction activities associated with the revised project could involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. To reduce hazards to the public or environment, standard construction practices would be observed which minimize the potential for hazards and ensure that any materials released are appropriately contained and remediated as required by local, state, and federal law.

Relative to operational impacts, the revised project would involve similar operations (i.e. residential uses) as those analyzed under the approved project and would not involve the storage of hazardous substances other than the small amounts of cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping. Thus, construction and operation of the revised project would result in less than significant impacts in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

Approved Project: Based on construction factors, the potential for accidental release of petroleum products in sufficient qualities may pose a significant hazard to people and the environment during implementation of the approved project. Thus, the 2006 EIR required that Mitigation Measure HAZ-1 be incorporated into the project's Storm Water Pollution Prevention Plan (SWPPP) to reduce impacts relative to hazardous materials to a less than significant level. Since quantities of hazardous materials on the project site after development would be household quantities, the 2006 EIR determined that the potential for significant release of hazardous materials would be a less than significant impact.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Thus, Mitigation Measure HAZ-1 would be incorporated into the revised project to reduce this impact to a less than significant level.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential hazardous materials impacts. The following measures from the 2006 EIR are applicable to the revised project.

HAZ-1 All spills or leakage of petroleum products during construction activities shall be remediated in compliance with applicable State and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste shall be collected and disposed of at an appropriately licensed disposal or treatment facility.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Approved Project: The approved project site is not located within one-quarter of a mile of an existing or proposed school. Thus, no impact would occur.

Revised Project: The revised project involves the same project footprint as that analyzed in the 2006 EIR. The nearest school to the revised project site is Cooley Ranch Elementary School located approximately 0.52-mile northwest of the site. Thus, implementation of the revised project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. As with the approved project, no impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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

Approved Project: Based on the Phase I Environmental Site Assessment prepared for the 2006 EIR, no contaminated sites were identified on the approved project site. Some contaminated sites were located approximately one-quarter mile from the approved project site; however, the approved project site would not be subject to offsite contamination and no impact would occur in this regard.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Based on an updated search of Department of Toxic Substances Control (DTSC) hazardous waste and substance site list, the revised project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5[7]. No impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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 or excessive noise for people residing or working in the project area?

Approved Project: According to the 2006 EIR, the approved project site is not located within two miles of a public airport nor a public airport land use plan area. No impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. The nearest public use airport is San Bernardino International Airport (SBIA) located approximately 3.7 miles northwest of the project site. The revised project is not located in SBIA's Airport Influence Area or any of SBIA's safety zones, based

[7] Department of Toxic Substances Control, Hazardous Waste and Substance Site List (CORTESE), https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed on January 25, 2022.

on a review of the SBIA Planning Area Boundaries Map (Figure LU-4) of the City of San Bernardino General Plan[8]. Therefore, similar to the approved project, no impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Approved Project: The 2006 EIR determined that the approved project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Limited construction is proposed for either Barton Road or Reche Canyon Road. The City requires a traffic management plan to be submitted in order to address any encroachment on collector roads like Barton Road or Reche Canyon. In addition, the approved project would be required to conduct traffic management control during any road construction activities. Therefore, the 2006 EIR determined that impacts would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. As with the approved project, implementation of a traffic management plan during construction of the revised project would minimize congestion and ensure safe travel, including emergency access in the revised project vicinity. Similar to the approved project, the revised project would have a less than significant impact in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Approved Project: According to the 2006 EIR, the Reche Canyon area is recognized by the City General Plan as a high wildfire hazard area. However, the approved project would improve access to the project area with expanded roadways and provide dependable water supply with adequate fire flow to support fire protection services as part of a mandatory provision from the City. These improvements, combined with Mitigation Measure HAZ-2, would ensure that impacts related to wildland fires are reduced to a less than significant level.

Revised Project: The revised project involves the same project footprint as that analyzed in the 2006 EIR. As discussed above, the revised project site is located in an undeveloped area surrounded by residential uses and is designated as a Very High Fire Hazard Area by CalFire[9]. Like the approved project, the revised project would improve access to the project area with expanded roadways and provide dependable water supply with adequate fire flow to support fire protection services as part of a mandatory provision from the City. With implementation of Mitigation Measure HAZ-2, similar less than significant impacts would occur.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential wildland fire impacts. The following measure from the 2006 EIR is applicable to the revised project.

HAZ-2 For those areas of the project site that are within 200 feet of high fire hazard vegetation areas, the developer shall provide the City with a wildland fire management plan that shall identify either

[8] City of San Bernardino General Plan. http://www.ci.san-bernardino.ca.us/pdf/DevSvcs/General%20Plan%20Document.pdf accessed February 1, 2022.

[9] California Department of Forestry and Fire Protection. 2022. Fire and Resource Assessment Program: FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/ accessed January 25, 2022.

adequate buffers to separate structures from significant exposure to wildlife or provide alternative buffering or defensible measures to protect homes that might be exposed to wildland fire hazards.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

3.10 HYDROLOGY AND WATER QUALITY

This section corresponds with 2006 EIR *Effects Found Not to Be Significant* (*Hydrology and Water Quality*) section and 2005 Initial Study Appendix VIII, *Hydrology and Water Quality*.

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Approved Project: The 2006 EIR determined the approved project's potential impacts to water quality include the discharge of surface water and generation of wastewater during operation of the approved project. All wastewater from the approved project site would be delivered to the City's wastewater discharge facilities which comply with wastewater discharge requirements. The potential for discharge of degraded surface water during storm events would occur during construction and during operation of the approved project. Therefore, Mitigation Measure WQ-1 and WQ-2 would be implemented to ensure the approved project would not violate storm water discharge requirements established by Santa Ana RWQCB. Impacts would be less than significant with mitigation incorporated.

Revised Project: As part of Section 402 of the Clean Water Act, the US Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. Like the approved project, the revised project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB).

Impacts related to water quality typically range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. These potential pollutants could damage downstream waterbodies. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit). The Construction General Permit requires the project applicant to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would specify BMPs to be used during revised project construction to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of the revised project, the project applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

Following conformance with the Construction General Permit, SWPPP, implementation of BMPs, and Mitigation Measures WQ-1 and WQ-2, the revised project's short-term impacts to water quality and waste discharge requirements would be less than significant.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential hydrology and water quality impacts. The following measures from the 2006 EIR are applicable to the revised project.

WQ-1 The project proponent shall select best management practices from the Riverside County DAMP Supplement A Attachment (or equivalent measures) that achieve an 80 percent reduction in pollutants, during construction and following construction during occupancy to control urban runoff water quality impacts after the project is constructed.

WQ-2 The project shall install drainage improvements, including detention basins and connections to existing drainage facilities that limit the volume of runoff from the developed site to the pre-existing storm runoff discharge. The detention facilities and drainage inlets shall include fossil fuel filters to capture trash and urban pollutants.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Approved Project: Based on the 2006 EIR, the approved project site is located on existing geology substrates that do not serve as a primary water recharge location within the Reche Canyon. Existing vegetative cover tends to intercept most the precipitation that falls into the project site. The approved project would not use any onsite wells that would adversely impact the existing groundwater basin within Reche Canyon. However, water from the Colton/Rialto Water Basin would be utilized. The City of Colton obtains domestic water supplies from wells located in the Colton/Rialto Water Basin. Any groundwater extractions are required to be offset by percolation of imported water, which is obtained from the San Bernardino Valley Municipal Water District (SBVMWD). Therefore, this requirement to offset groundwater extraction in excess of recharge would reduce the potential to substantially deplete groundwater supplies.

Additionally, the approved project includes the construction of a detention basin, and maintenance of open space on the approved project site would support groundwater infiltration. Therefore, the 2006 EIR determined that a less than significant impact relative to groundwater resources would result from approved project implementation.

Revised Project: The revised project site is not currently used for groundwater recharge purposes, and the revised project includes the same project features (i.e. detention basins) as the approved project. The project site is not currently used for groundwater recharge purposes. The revised project would construct a groundwater well located on an approximately 0.5 acres of Lot B or Lot F. A pressure reducing station would also be constructed on an approximately 0.25-acre portion of Lot H. Both features would be dedicated to the City and operated by the City's Water Department. As discussed, groundwater extractions are required to be offset by percolation of imported water, which is obtained from the SBVMWD. Therefore, this requirement to offset groundwater extraction in excess of recharge would reduce the potential to substantially deplete groundwater supplies.

As such, the revised project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. Impacts would be less than significant in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

i) Result in substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Approved Project: Based on the 2006 EIR, the onsite drainage system would be substantially altered; however, discharge points from the approved project site would remain the same. Mitigation Measures WQ-1 and WQ-2 would ensure that flow rates would not exceed existent flow rates and the volume or runoff discharged from the approved project would not significantly increase. Additionally, the onsite controls on surface water runoff would reduce impacts to a less than significant impact.

Revised Project: The revised project involves the same physical footprint as analyzed in the 2006 EIR and would result in similar drainage patterns as the approved project. Similar to the approved project, implementation of Mitigation Measures WQ-1 and WQ-2 would reduce impacts relative to erosion or siltation to a less than significant impact.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measures WQ-1 and WQ-2.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

iii) 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?

Approved Project: Refer to the discussion in Impact 3.10 (c)(i) and (c)(ii). The 2006 EIR determined that the volume of surface runoff discharged from the project site would not exceed the capacity of the downstream drainage system since future discharges would not exceed current discharges. A less than significant impact would occur in this regard.

Revised Project: On-site stormwater runoff associated with the revised project would be conveyed through public street improvements and on-site infiltration to dispose of stormwater. Additionally, with required adherence to a SWPPP and WQMP as discussed above, the revised project would not be a substantial source of polluted runoff. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. In addition, the revised project would be required to implement stormwater management practices as discussed in Colton Municipal Code Title 14, *Storm Drains and Floodplain Management*. A less than significant impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Approved Project: The 2006 EIR determined the approved project had a potential to place people and structures within a 100-year flood hazard area. However, with implementation of the Mitigation Measure WQ-3, flood hazard impacts would be reduced to a less than significant level.

Revised Project: According to the FEMA National Flood Hazard Layer Viewer, which has been updated since preparation of the 2006 EIR, the revised project site is not located within a 100-year flood hazard area.[10] According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (dated September 16, 2016), the approved project site is located within Zone AE. Zone AE is located outside of the special flood hazard areas subject to inundation by the 0.2 percent annual chance of flood, and no floodplain management regulations were identified as required. The revised project site is located approximately 49 miles from the Pacific Ocean and is not adjacent to any marine or inland water bodies. Thus, a less than significant impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential flooding impacts. The following measures from the 2006 EIR are applicable to the revised project.

WQ-3 All habitable structures shall be elevated at least one foot above the 100-year flood elevation on the property following grading.

Mitigation Measures: No additional mitigation measures are required.

[10] Federal Emergency Management Agency. N.d. National Flood Hazard Layer Viewer. https://www.fema.gov/national - flood-hazard-layer-nfhl. Accessed January 26, 2022.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Approved Project: As discussed in Impacts 3.10(a) and (b) above, based on the 2006 EIR, the approved project would not violate any water quality standards or waste discharge requirements, nor would it substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As such, the 2006 EIR determined that the approved project would have a less than significant impact relative to water quality control plans and/or sustainable groundwater management plans.

Revised Project: The revised project site is located in the Santa Ana River Hydrologic Unit in the South Coast Hydrologic Region. The Santa Ana RWQCB oversees basin planning and water quality in the Santa Ana River Hydrologic Unit. The Santa Ana RWQCB prepares the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) to protect local surface waters and groundwater basins. The Basin Plan designates beneficial uses of water in the region and provides objectives to maintain or improve water quality in the region.

As described in Responses 3.10(c)iii) and 3.10(c)iv) above, the revised project would install onsite detention basins. Since the NPDES permit is intended to protect water quality, compliance with the permit would ensure that the revised project would not impair existing or potential beneficial uses of nearby or downstream water bodies and would not conflict with or obstruct implementation of the Basin Plan. The revised project would use the existing water main to receive water from the SBVMWD. Since the revised project would not use groundwater, the revised project would not conflict with a groundwater management plan. Additionally, the reduction in dwelling units would reduce impacts to available supplies. Thus, impacts to a water quality control plan or sustainable groundwater management plan would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.11 LAND USE AND PLANNING

This section corresponds with 2006 EIR Section 3.2, *Land Use and Planning*.

Would the project:

a) Physically divide an established community?

Approved Project: Based on the 2006 EIR, the approved project site is described as an infill project that is surrounded by a variety of residential uses in all directions. The approved project would create a new residential neighborhood that would become a part of the existing residential community at the mouth of Reche Canyon. Thus, there is no potential to create a physical division within an established community and a less than significant impact would occur.

Revised Project: The physical division of an established community is typically associated with 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, which would impair mobility within an existing community or between a community and an outlying area.

Consistent with the approved project, the revised project would be developed on the same project site with the same proposed uses (i.e., residential). None of the revised project components would constitute a barrier that would physically divide an established community. Access to and movement throughout the revised project area and the City would not be physically impaired due to the revised project. Therefore, impacts are considered less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Approved Project: The 2006 EIR determined that the approved project would conflict with the Reche Canyon Specific Plan due to project inconsistencies with the Reche Canyon Specific Plan. However, at the time of the 2006 analysis, the approved project included a Specific Plan Amendment (SPA) that included changes to Planning Area boundaries, land use designations, circulation, parks and trails, and grading, as detailed in Section 3.2.3, *Project Impact Analysis*, of the 2006 EIR. Approval of the SPA eliminated the approved project's conflicts with the Reche Canyon Specific Plan for all components except the parks and trails component since the approved project would have resulted in deficient park amenities even with the inclusion of new park areas within the residential development. Therefore, Mitigation Measure LU-1 was included in the 2006 EIR to require the approved project to implement additional park amenities and reduce potentially significant impacts in this regard. The 2006 EIR determined that with implementation of Mitigation Measure LU-1, the approved project would not cause a significant impact due to a conflict with any land use plan, policy, or regulation. This impact is less than significant with mitigation incorporated.

Revised Project: As discussed previously, both the land use designation and the zoning designation of the revised project site is Reche Canyon Specific Plan. The revised project's land use is consistent with the Reche Canyon Specific Plan designation and does not propose any land use designation changes. In addition, the revised project has been designed to meet the regulations of the Reche Canyon Specific Plan zoning designation as the project would comply with the minimum lot standards for area, width, and depth. The proposed buildings would comply with height, floor area ratio, and setback regulations. In addition, although not proposed as part of this project, the additional right-of-way surrounding "Street A" would ensure project consistency with Colton General Plan Mobility Element Figure M-3 (Long-Term Roadway Improvements), which identifies this road as a "Planned Arterial" between Barton Road and Westwood Street.

As revised, the revised project would still be required to implement Mitigation Measure LU-1, similar to the approved project. Therefore, the revised project would not conflict with any land use plan, policy, or regulation with implementation of this measure. Impacts would be less than significant with mitigated incorporated.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential impacts relative to park facilities. The following measures from the 2006 EIR are applicable to the revised project.

LU-1 The applicant shall provide additional park amenities to provide for family-oriented and/or sports-oriented uses and provide park restrooms. Examples of additional amenities may include picnic tables, barbecues, benches, and sports equipment (pull up bars, balance beams, etc.). The specific mix of amenities shall be determined between the City and the Applicant during the design review process.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

3.12 MINERAL RESOURCES

This section corresponds with 2006 EIR *Effects Found Not to Be Significant* (*Mineral Resources*) section and 2005 Initial Study Appendix X, *Mineral Resources*.

Would the project:

a) Result in the loss of availability of a known mineral resource of value to the region and the residents of the State?

Approved Project: The 2006 EIR determined that the approved project is not within any designated Mineral Resource Zones (MRZ). In addition, no known mineral resources are known to exist within the approved project area. Therefore, no impacts to mineral resources would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Thus, no impacts to known mineral resources of value to the region and residents would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

Approved Project: According to the 2006 EIR, the loss of availability of a locally-important mineral resource recovery site would not occur as a result of the approved project, and no mineral resources are anticipated to occur within the approved project area. Therefore, no impact would occur in this regard.

Revised Project: Refer to Response 3.12(a). No mineral resources impacts would occur with the revised project.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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3.13 NOISE

This section corresponds with 2006 EIR *Effects Found Not to Be Significant* (*Noise*) section and 2005 Initial Study Appendix XI, *Noise*.

Would the project result in?

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Approved Project:

Construction Impacts

The City of Colton's noise ordinance has not established noise performance standards for construction activities. Therefore, this analysis used the construction noise performance standards found in the County of San Bernardino Development Code which restricts such noise producing construction activity to daytime hours. Specifically, the County of San Bernardino Development Code, Section 83.01.080, indicated that noise producing construction activities are restricted to between the hours of 7:00 a.m. and 7:00 p.m. Monday to Saturday, with no such activity permitted on Sundays or Federal holidays.

Based on the 2006 EIR, a Noise Impact Analysis was prepared for the approved project. Existing noise levels adjacent to Barton Road were measured as 75 A-weighted decibels (dBA), which were based on existing traffic volumes on Barton Road. Due to the large amount of grading that would occur with construction of the approved project, grading equipment may generate 90+ A- dBA during the day. Therefore, Mitigation Measure N-1, below, which limits the permitted hours of construction based on established standards, would reduce potentially significant construction-related noise impacts to a less than significant level.

Operational Impacts

The City of Colton establishes its noise performance standards in the City's Municipal Code. The noise ordinance (Municipal Code § 18.42.040) establishes a threshold of 65 dBA as the maximum operational sound level permitted to be generated, when measured at the boundary line of the property on which the sound is generated. While the City does not indicate the noise metric for this performance threshold, for purposes of this analysis it is assumed the applicable noise metric is an hourly average noise exposure level (65 dBA Leq(h)) applicable to all daytime and nighttime hours.

The 2006 EIR determined that with the approved project, existing residences near Barton Road may be exposed to higher operational noise levels than those permitted by the City standards. Therefore, Mitigation Measures N-2 through N-4, which contain project design features intended to address long-term noise impacts, would reduce potentially significant operational noise impacts to a less than significant level.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. Similar to the approved project, the revised project site would not involve greater noise impacts due to the reduction of three dwelling units. Thus, construction and operational noise impacts would be less than significant.

Construction Impacts

The revised project would result in similar construction-related noise impacts as those identified for the approved project in the 2006 EIR. However, similar to the approved project, construction would occur within the City's permitted hours of operation in accordance with Mitigation Measure N-1. Therefore, impacts would be less than significant with mitigation and the revised project would not result in greater impacts than previously analyzed in the 2006 EIR.

Operational Impacts

The revised project would result in similar operational noise impacts as those identified for the approved project in the 2006 EIR, relative to the existing residential units near Barton Road. Similar to the approved project, operational noise impacts would be reduced to a less than significant level with the implementation of Mitigation Measures N-2, N-3, and N-4.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential noise impacts. The following measures from the 2006 EIR are applicable to the revised project. It should be noted that the permitted hours of construction were different at the time of the 2006 analysis and have since been revised. Therefore, any modifications to the original mitigation measures are shown in ~~strikethrough~~ for deleted text and new, inserted text is underlined.

N-1 Permitted exterior work hours shall be limited to 7:00 a.m. to ~~5~~7:00 p.m. Monday through ~~Friday~~ Saturday. No exterior work shall be done between the hours of ~~5~~7:00 p.m. and 7:00 a.m., nor on ~~Saturdays,~~ Sundays~~,~~ or legal holidays without the permission of the City, except in case of an emergency.

N-2 A minimum of a 7-foot-high masonry perimeter wall shall be constructed along Barton Road where the 60 dBA Community Noise Equivalent Level (CNEL) noise contour extends into the proposed residential area.

N-3 Second stories of residences directly backing up to Barton Road shall be equipped with air conditioning and dual-paned windows in all habitable room with a direct view of Barton Road. The windows shall achieve a minimum sound transmission class (STC) 28.

N-4 Verification that residential interior standards of 45 dBA CNEL can be met with proposed building components shall be demonstrated through computer modeling at the time of plan check.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

b) Generation of excessive ground borne vibration or ground borne noise levels?

Approved Project: According to the 2006 EIR, grading activities would be extensive, however, no blasting or pile driving is anticipated. Thus, the 2006 EIR determined that the approved project would not generate excessive ground borne vibration or noise and a less than significant impact would occur.

Revised Project: The revised project would not generate or expose persons or structures to excessive ground borne vibration from construction. Construction of the revised project would have the potential to result in varying degrees of temporary ground borne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The results from ground borne vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight structure damage at the highest levels. Ground borne vibrations from construction activities rarely reach levels that damage structures.

The majority of construction activities would not involve equipment that would generate excessive vibration impacts to the nearby sensitive receptors. However, the revised project does propose the use of heavy-duty construction equipment (e.g., loaded trucks). It should be acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Therefore, ground borne vibration would not exceed established thresholds and impacts would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR**.**

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) For a project located within the vicinity of a private airstrip 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?

Approved Project: The approved project site is not located within an airport land use plan or within two miles of a public airport or a public use airport that would expose people working in the project site to excessive noise levels. The approved project site is also not located within the vicinity of a private airstrip that would expose people working in the project sites to excessive noise levels. Therefore, the 2006 EIR determined that the approved project would not expose people to excessive airport related noise and no impact would occur.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. As discussed in Section 3.9, *Hazards and Hazardous Materials*, the nearest airport to the project site is the San Bernardino International Airport (SBIA), which is located approximately 3.7 miles northwest of the revised project site. Thus, the revised project would similarly have no impact related to excessive airport related noises.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No new additional mitigation measures are required.

Level of Significance: No Impact.

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3.14 POPULATION AND HOUSING

This section corresponds with 2006 EIR *Effects Found Not To Be Significant* (*Population and Housing*) section and 2005 Initial Study Appendix XII, *Population and Housing.*

Would the project:

a) Induce substantial unplanned 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)?

***Approved Project*:** Based on the 2006 EIR, the approved project was modified with a reduction in development intensity from the originally proposed 247 residential units to 187 residential units. Since the Reche Canyon Specific Plan allowed for development of up to 284 residential units, the 2006 EIR determined that the approved project would not induce substantial unplanned growth and that this impact would be less than significant.

Revised Project: Since the time of the adoption of the 2006 EIR, the project has been modified again to reduce the residential unit count from 187 units to 184 units. The revised project would add new residential to the City's population; however, it would not induce growth in the area that is not already planned and permitted under the City's General Plan. Based on the City's average household size of 3.50, [11] the revised project would introduce up to 644 new residents. Therefore, although nominal, the revised project would induce population growth in a local context. Conservatively assuming that all 644 new residents relocate from outside of the City, potential population growth associated with the revised project would represent only a 1.2 percent increase over the City's existing 2020 population of 54,051 persons.[12] As a result, the revised project would result in less than significant impacts to population growth. Impacts would not be greater than that previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Approved Project: According to the 2006 EIR, the approved project would not displace any existing housing or people since the approved project site is currently undeveloped. No impact would occur.

Revised Project: Similar to the approved project, the revised project would also not displace any residents or housing from the revised project site since there are currently no existing houses or structures onsite. As such, no impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

[11] California Department of Finance, *Report E 5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021, With 2010 Census Benchmark, Sacramento, California.* https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ accessed January 27, 2022.

[12] Ibid.

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3.15 PUBLIC SERVICES

This section corresponds with 2006 EIR *Effects Found Not To Be Significant* (*Public Services*) section, Section 3.3, *Public Services,* and 2005 Initial Study Appendix XIII, *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 serve ratios, response times or other performance objectives for any of the public services:

i) Fire Protection?

Approved Project: According to the 2006 EIR, the approved project area is served by the Colton Fire Department. The approved project proposed 187 residential units to the City's existing housing. The approved project would contribute to an incremental demand for fire and emergency services. However, the approved project would be required to pay development impact fees in accordance with Colton Municipal Code Chapter 12.32*, Public Improvement Fees.* This chapter requires development projects that would create a need for new or expanded public improvements be required to dedicate land, construct improvements, and/or pay impact fees sufficient to mitigate all adverse environmental impacts. As such, the 2006 EIR determined that the approved project would result in a less than significant impact relative to fire protection services.

Revised Project: The revised project site continues to be serviced by the Colton Fire Department; the nearest fire station is Fire Station #214, located approximately 0.5-mile northwest of the revised project site. Similar to the approved project, the revised project would result in an incremental demand for fire protection services. However, similar to the approved project, the revised project would also be required to pay development impact fees and would be subject to the project design requirements set forth in the 2019 California Fire Code and the 2019 California Building Standards Code, in accordance with Colton Municipal Code Chapter 15.16, *California Fire Code*. A less than significant impact would occur and impacts would not be greater than those identified in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR**.**

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Police Protection?

Approved Project: According to the 2006 EIR, the approved project area is served by the Colton Police Department. The 2006 EIR determined that the approved project would contribute to an incremental demand for police protection services. However, the approved project would be required to pay development impact fees in accordance with Colton Municipal Code Chapter 12.32*, Public Improvement Fees,* which would offset potential impacts to police protection services. The 2006 EIR determined that impacts would be less than significant in this regard.

Revised Project: The revised project site continues to be served by the Colton Police Department, which is located at 650 North La Cadena Drive in Colton, approximately 2.5 miles northwest of the revised project site. Similar to the approved project, the revised project would result in an incremental demand for police protection services in the project area. Payment of development impact fees in accordance with Colton Municipal Code Chapter 12.32*, Public Improvement Fees,* would offset or reduce potential impacts to police protection services that may result with the approved project. A less than significant impact would occur and impacts would not be greater than those identified in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) Schools?

Approved Project: Based on the 2006 EIR, the approved project site is within the boundaries of the Colton Joint Unified School District (CJUSD) and would be accommodated by three schools; specifically, Reche Canyon Elementary School, Terrace Hills Middle School, and Colton High School. The 2006 EIR states that the approved project would contribute an additional 159 students to the existing three school facilities, and that two out of the three schools would experience a temporary exceedance of student capacity until new planned schools are built. Therefore, the approved project is required to pay school development impact fees as indicated in Mitigation Measure PS-1, below, to offset the approved project's resultant student generation in excess of school capacity. Implementation of Mitigation Measure PS-1 would reduce potentially significant impacts relative to schools to a less than significant level.

Revised Project: Similar to the approved project, the revised project would introduce new residents into the City and result in student generation that could impact local school capacities. A nominal reduction in student generation would occur with the decreased development intensity (i.e., reduction in the number of proposed residential units from 187 to 184). Like the approved project, the revised project would also be subject to the payment of school development impact fees as provided for in Mitigation Measure PS-1. A less than significant impact with mitigation would occur and impacts would not be greater than those identified in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential public service impacts. The following measures from the 2006 EIR are applicable to the revised project.

PS-1 Prior to the issuance of building permits, the developer shall pay all legally established development impact fees, as well as associated school fees to the Colton Joint Unified School District in accordance with State law and provide proof of payment to the City of Colton.

Mitigation Measures: No new additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

d) Parks?

Approved Project: According to the 2006 EIR, the approved project would have a relatively high demand for recreational services and would contribute to an incremental demand for park capacity. However, as discussed in Section 3.11, *Land Use and Planning*, the approved project would implement Mitigation Measure LU-1, which requires the approved project to implement additional park amenities as part of the project, to reduce potentially significant impacts in this regard. The construction of new park facilities with the approved project, in addition to the payment of development impact fees, would offset the approved project's potentially significant impacts relative to parks. Therefore, the 2006 EIR determined that impacts relative to parks would be reduced to a less than significant level with mitigation.

Revised Project: The City of Colton owns and operates 37 acres of park land/open space and is under the standard for park land per population (a park within 0.5 mile of every residential neighborhood and 5 acres of park land per 1,000 residents). Similar to the approved project, the revised project involves the development of residential land uses which would include the construction of new parks and recreational facilities, as provided for in Mitigation Measure LU-1. The revised project would also be subject to the payment of development impact fees. Thus, this impact would be less than significant with mitigation and impacts would not be greater than those identified in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measure LU-1 in Section 3.11 of this Addendum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

e) Other public facilities?

Approved Project: According to the 2006 EIR, other public facilities affected by the approved project would primarily include roads. Road improvements would be constructed to comply with City design standards and ongoing tax generation would fund maintenance long-term. Thus, a less than significant impact would occur and no mitigation measures are required.

Revised Project: The revised project involves the same project footprint as the approved project, and similar to the approved project, road improvements would be constructed in accordance with City design standards. A less than significant impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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3.16 RECREATION

This section corresponds with 2006 EIR *Effects Found Not To Be Significant* (*Recreation*) section and 2005 Initial Study Appendix XIV, *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?

Approved Project: Refer to the discussion in Impact 3.15(d), above. According to the 2006 EIR, the approved project would increase the demand for neighborhood and regional parks. The approved project would include approximately 61 acres of open space and parkland and is subject to Mitigation Measure LU-1. Additionally, as discussed previously, the project proponent is required to pay the park development impact fees. Thus, with the proposed parkland and the payment of necessary development impact fees, the approved project would not have a significant increase in the use of existing parks facilities. Impacts would be less than significant with mitigation.

Revised Project: The revised project includes the same project footprint as the approved project analyzed in 2006 EIR. Similar to the approved project, the revised project is subject to the payment of development impact fees as well as implementation of Mitigation Measure LU-1. Impacts would be less than significant with mitigation.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measure LU-1 in Section 3.11 of this Addendum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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?

Approved Project: According to the 2006 EIR, the proposed park, open space, and recreation facilities of the approved project would offset potentially significant impacts to recreational resources. Thus, a less than significant would occur.

Revised Project: The revised project includes the same project footprint as the approved project analyzed in 2006 EIR. Similar to the approved project, the proposed park, open space, and recreation facilities that would be constructed with the approved project, as provided for in Mitigation Measure LU-1, would offset potentially significant impacts to recreational resources. Thus, a less than significant impact would occur with mitigation and impacts would not be greater than those identified in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measure LU-1 in Section 3.11 of this Addendum.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation Incorporated.

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3.17 TRANSPORTATION

This section corresponds with 2006 EIR *Effects Found Not To Be Significant* (*Transportation/Traffic*) section and 2005 Initial Study Appendix XV, *Transportation/Traffic.* In addition, the *Iron Horse Hills Residential Development Trip Generation Assessment* (Trip Generation Assessment) was prepared by Michael Baker International (dated February 16, 2022); refer to Appendix B, *Trip Generation Assessment*.

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Approved Project: The Colton Land Investment, LLC Project Traffic Impact Analysis (Urban Crossroads 2005), documented in the EIR, analyzed estimated project trips for the construction of 200 single family homes. Table 3-4 shows the trip generation rates for single family detached residential, and Table 3-5 provides the previously documented trip generation calculations in the Traffic Impact Analysis (TIA).

Table 3-4: Project Trip Generation Rates

TRIP GENERATION RATES (VEHICLES)						
LAND USE	ITE CODE	DAILY TRIPS RATE	AM PEAK HOUR		PM PEAK HOUR	
			Rate	In / Out	Rate	In / Out
Single-Family Detached	210	9.57 / DU	0.75	25% / 75%	1.01	63% / 37%
Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.						

Table 3-5: Traffic Impact Analysis Project Trip Generation

TRIP GENERATION RATES (VEHICLES)									DAILY
LAND USE	QUANTITY	UNITS	AM PEAK HOUR			PM PEAK HOUR			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single-Family Detached	200	DU	38	112	150	128	74	202	1,914
Source: *Colton Land Investment, LLC Project Traffic Impact Analysis* (Urban Crossroads, 2005) Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.									

In September 2006, the 2006 EIR was approved and included the construction of 187 single family detached residential units, rather than the 200 units analyzed in the TIA. Table 3-6 shows the estimated project trips of the approved 187 units using the same methodology documented in the TIA.

Table 3-6: Approved EIR Project Trip Generation

TRIP GENERATION (VEHICLES)										
LAND USE	ITE CODE	INTENSITY	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR			
				VOLUME	IN	OUT	VOLUME	IN	OUT	
Single-Family Detached	210	187 DU	1,790	140	35	105	189	119	70	
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.										

According to the 2006 EIR and based on the results of a project-specific Traffic Impact Analysis that was prepared for the approved project, the approved project would result in impacts to the circulation system in the project area. Therefore, Mitigation Measures TR-1 and TR-2, which require the approved project to implement specific roadway improvements and to pay fair share development impact fees, respectively, were provided. The 2006 EIR determined that implementation of Mitigation Measures TR-1 and TR-2 would reduce potentially significant transportation impacts to a less than significant level.

Revised Project: Project site trips were estimated using the ITE Trip Generation Manual (7th Edition). Table 3-7 provides the trip generation rates and Table 3-8 shows the trip generation calculations for the proposed project with

184 dwelling units. As shown, the project is now anticipated to generate 1,761 daily trips, 138 AM Peak Hour trips, and 186 PM Peak Hour trips during an average weekday. Table 3-8 compares the TIA and the 2006 EIR project site trips to the revised project site trips. As shown, the revised project site plan is expected to generate fewer trips compared to the TIA during all time periods (153 daily trips, 12 AM Peak Hour trips, and 16 PM Peak Hour trips). Additionally, the revised project site plan is expected to generate fewer trips compared to the 2006 EIR during all time periods (29 daily trips, 2 AM Peak Hour trips, and 3 PM Peak Hour trips). It is noted that the additional right-of-way proposed around "Street A" would ensure project consistency with Colton General Plan Mobility Element Figure M-3 (Long-Term Roadway Improvements), which identifies this road as a "Planned Arterial" between Barton Road and Westwood Street. Ultimate buildout of Street A to its General Plan designation of Planned Arterial is not considered as part of this project and would be subject to separate CEQA review. Thus, impacts would not be greater than previously analyzed in the 2006 EIR.

Table 3-7: Revised Project Trip Generation

TRIP GENERATION (VEHICLES)									
LAND USE	ITE CODE	INTENSITY	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				VOLUME	IN	OUT	VOLUME	IN	OUT
Single-Family Detached	210	184 DU	1,761	138	35	103	186	117	69
Note: Values may vary slightly due to rounding Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.									

Table 3-8: Project Trip Comparison

TRIP GENERATION (VEHICLES)									
	SCENARIO	DWELLING UNITS	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
TIA COMPARISON	TIA Site Plan	200	1,914	150	38	112	202	128	74
	Revised Site Plan	184	1,761	138	35	103	186	117	69
	Difference	***-16***	***-153***	***-12***	***-3***	***-9***	***-16***	***-11***	***-5***
APPROVED EIR COMPARISON	Approved Site Plan	187	1,790	140	35	105	189	119	70
	Revised Site Plan	184	1,761	138	35	103	186	117	69
	Difference	***-3***	***-29***	***-2***	***0***	***-2***	***-3***	***-2***	***-1***
Note: Values may vary slightly due to rounding Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.									

Certified 2006 EIR Mitigation Measures: The 2006 EIR includes mitigation measures to reduce potential transportation impacts. The following measures from the 2006 EIR are applicable to the proposed project.

TR-1 The following roadway improvements shall be implemented with the project:

- Construct Barton Road from the northerly project boundary to the southerly project boundary at its ultimate half-width section as a major arterial;
- Construct Westwood Street adjacent to the project boundary at its ultimate half- width section as a Collector (34-foot part width);
- Provide a traffic signal at the access of the project;
- Provide adequate sight distance at the project driveways to meet the minimum City of Colton requirements; and
- Onsite traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.

TR-2[13] The project shall contribute its fair share toward offsite improvements consistent with the Table 5-4 of the traffic study prepared by Urban Crossroads dated August 17, 2005 (UC 2005), or a more recent study of this issue, as follows:

- Center Drive (NS)/Washington Street (EW): Construct a traffic signal, a left-right lane, and a left lane; and
- Reche Canyon Road (NS)/Washington Street (EW): Construct a traffic signal.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation.

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?[14]

Approved Project: This threshold was not evaluated in the 2006 EIR. However, as discussed in Impact 3.17(a), above, the 2006 EIR determined that a less than significant transportation impact would occur with implementation of Mitigation Measures TR-1 and TR-2.

Revised Project: The City of Colton's Vehicle Miles Traveled (VMT) Guidelines describe screening thresholds to determine the level of transportation impact that would result from a project[15]. These are based on guidance from the San Bernadino County Transportation Authority (SBCTA) and the California Office of Planning and Research (OPR) technical advisory. The City's guidelines state that "a project can be assumed to generate a less than significant impact if it is found to attract less than or equal to 110 project trips per day." As shown in Impact 3.17(a), the revised project would generate 1,761 trips per day and thus would not screen out of the City's VMT threshold. However, the revised project is expected to result in reduced VMT impacts compared to the approved project since it would generate fewer trips than those shown in the 2006 EIR. As discussed in the Trip Generation Memorandum, the revised project site plan is expected to generate fewer trips compared to the TIA during all time periods. Additionally, the revised project site plan is expected to generate fewer trips compared to the 2006 EIR during all time periods. Thus, impacts would not be greater than previously analyzed in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: Refer to Mitigation Measures TR-1 and TR-2.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Approved Project: The 2006 EIR determined that all proposed roadways associated with the approved project would be constructed in accordance with existing standards; thus, approved project implementation would not result in significant impacts related to geometric design features or incompatible uses.

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[13] The improvements recommended in Mitigation Measure TR-2 have already been constructed and therefore the measure is not applicable to the revised project.

[14] The 2006 EIR was circulated for public review prior to adoption of vehicle miles travelled (VMT) as the primary metric for analyzing transportation impacts. In accordance with CEQA Guidelines § 15007(c), "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Since circulation of an Addendum is not required in accordance with CEQA Guidelines Section 15164, and LOS was the primary method for analyzing transportation impacts when the previously certified EIR was circulated for public review, an analysis of VMT is not required under CEQA.

[15] City of Colton. 2020. City of Colton VMT Guidelines Full Technical Report. https://www.ci.colton.ca.us/AgendaCenter/ViewFile/Item/2599?fileID=3138. Accessed August 26, 2022.

Revised Project: The 2006 EIR includes the approved project site plan which includes unrestricted vehicular access at a site driveway along Barton Road and emergency gate access onto Westwood Street and N. Laurelwood Avenue. A comparison of the site plans shows the revised project site plan (Exhibit 3) does not propose any new vehicular site access points. In both site plans, the primary development access point is Street "A" which connects to Barton Road near Hilltop Drive. The modified site plan includes an emergency access gate that connects to Westwood Street. Given there are no changes in public access to the development, the revised site plan is not expected to further impact local roadway networks than previously described in the 2006 EIR. As a result, impacts would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

d) Result in inadequate emergency access?

Approved Project: The 2006 EIR determined that the approved project would not result in inadequate emergency access. Limited construction is proposed for either Barton Road or Reche Canyon Road. The City requires a traffic management plan to be submitted in order to address any encroachment on collector roads like Barton Road or Reche Canyon. In addition, the approved project is required to conduct traffic management control during any road construction activities. Therefore, the 2006 EIR determined that impacts would be less than significant.

Revised Project: As with the approved project, implementation of a traffic management plan during construction of the revised project would minimize congestion and ensure safe travel, including emergency access in the revised project vicinity. Similar to the approved project, the revised project would have a less than significant impact in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.18 TRIBAL CULTURAL RESOURCES

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

Notwithstanding, AB 52 applies to all new applications deemed complete on or after July 1, 2015. Thus, as the revised project is a modification to the previously approved project, and not a new application, AB 52 does not apply to this project.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Addendum.

a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

i) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or***

ii) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Approved Project: The 2006 EIR was prepared prior to the enactment of AB 52. Therefore, the 2006 EIR did not include a discussion of tribal cultural resources nor was tribal coordination conducted at that time since the 2006 EIR document pre-dates the tribal consultation requirements that became effective in July 2015.

Revised Project: Since the time that the 2006 EIR was certified, Assembly Bill 52 (AB 52) became effective on July 1, 2015. AB 52 requires that tribal cultural resources be evaluated under CEQA. As discussed in Section 3.5, *Cultural Resources,* the project site was evaluated for cultural resources at the time of the 2006 analysis; however, the AB 52 consultation requirement does not apply to the revised project. No impact would occur in this regard.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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3.19 UTILITIES AND SERVICE SYSTEMS

This section corresponds with 2006 EIR *Effects Found Not To Be Significant (Utilities and Service Systems)* section and 2005 Initial Study Appendix XVI, *Utilities and Service Systems*.

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Approved Project:

At the time of the 2006 analysis, the approved project site was served by the following utilities, as discussed in Section 2.5.5, *Infrastructure*, of the 2006 EIR:

Water

Water supply would be provided by existing Colton Public Utilities water lines within Barton Road. The approved project's water system would consist of both domestic water lines and master planned water facilities. A reservoir, booster pump station, and transmission lines would be included in the master-planned facilities.

The approved project was identified in the City of Colton's Water Master Plan as the preferred location for a reservoir. However, the reservoir would not provide the project with its water. Reche Canyon II (Wild Canyon) Zone would provide water to the project, which is located south of the project site. The reservoir would be located in the north central portion of the project site with hillside slopes surrounding the outside of the tank to reduce visible impact.[16] Elevation would be determined by the utility to provide optimal water pressure.

The proposed booster pump station would transfer water to the proposed reservoir to the Reche Canyon II (Wild Canyon) Zone. The Reche Canyon II (Wild Canyon) Zone is served by a single pump station located near Washington Street and Reche Canyon Road. The proposed pump station would benefit the City's existing system by increasing water pressure within the zone.

The proposed water transmission lines would provide the linkage between the reservoir and the Upper (Reche Canyon II) and lower (Central) water zones as well as looping the existing water system into Laurelwood Avenue, Westwood Street and Barton Road. The transmission lines would provide water supplies to the City and the project site. The approved project proposes to replace the water service provider for the existing residences on Hilltop Drive from Riverside Highland Water District to the City of Colton Water Department. Water pressure and reliability would be improved due to the connection of hilltop residences with the City of Colton's water system.

Wastewater

Wastewater connection would be provided by Colton Public Utilities. The approved project would connect to sewer lines within Barton Road. Wastewater from the project would be collected from the sewer collection system. However, the approved project would not provide direct connection for existing residences but would provide an area residences could connect to.

Storm Drainage

The City of Colton Engineering Department oversees the maintenance and operation of most of the storm drain facilities within the City. The San Bernardino County Flood Control District provides regional drainage and flood control infrastructure within its planning area, which includes the approved project site. The approved project would include a storm drain system comprised of underground storm drains with catch basins in the roadways. Headwalls would be utilized to intercept and convey drainage approaching onsite from offsite sources. Additionally, a 1.2-acre

[16] The reservoir identified in the 2006 EIR was removed as a project requirement per the project's revised Development Agreement dated June 30, 2015.

water quality basin would be constructed in the eastern portion of the approved project site near the project entrance and would be used to cleanse the "first flush" storm event runoff.

The approved project storm drain system would outlet to the detention basin, which would be vegetated. The basin would be designed to have a capacity of 6.1-acre feet (AF) based on San Bernardino County Stormwater Program Guidelines for BMP design volume to cleanse the "first flush" storm event. County guidelines require a basin or similar feature for 5.99 AF of volume which yields a margin in the basin of 0.1 AF.

Electricity

Electric services would be provided by Edison or Colton Public Utilities (CPU); however, the use of CPU would provide the City of Colton with a return on their investment in power generation facilities. At the time of the 2006 analysis, CPU did not have any transmission lines in the immediate approved project vicinity and approved project improvements would have included the extension and tie-in of CPU's transmission lines (both 2-phase and 3-phase) from Barton Road to the existing system on Laurelwood Avenue.

In order to widen Barton Road, the existing Edison utility poles along the northwestern project frontage would be moved. Thus, Edison service lines would be relocated underground along the project frontage. The remaining transmission lines are not suitable for under grounding and would still be disturbed through raised lines and poles.

Natural Gas and Telecommunication Facilities

The natural gas provider to the approved project site would be the Southern California Gas Company, and the telecommunications provider to the approved project site would be Verizon.

Conclusion

According to the 2006 EIR and as discussed above, the Colton Public Utilities would provide electricity, water services, wastewater and have wastewater collected and treated. Wastewater service would be provided by the Colton Wastewater Reclamation Facility and RIX Facility. At the time of the 2006 analysis, it was anticipated that these facilities, as well as other facilities related to domestic water, were expected to have the capacity to serve the approved project. Additionally, the 2006 EIR stated that utility connection fees would pay for expanding the capacity of the two system while the use of water supply capacity would be funded by homeowners. Therefore, the 2006 EIR determined that the approved project would not result in the relocation or construction of new or expanded facilities and a less than significant impact would occur.

Revised Project: The revised project site continues to be served by the City of Colton for water, wastewater, and storm drainage; by the Colton Electric Utility for electricity; and SoCalGas for natural gas. Since the time of the 2006 analysis, the telecommunications provider has changed from Verizon to AT&T and Frontier Communications and a water reservoir is no longer required based on a Revised Development Agreement dated June 30, 2015.

As discussed, the approved project proposed development of a reservoir and booster station with water services provided via the City of Colton Water Department. These features are no longer proposed under the revised project. Rather, the revised project would construct a groundwater well located on an approximately 0.5 acres of Lot B or Lot F. A pressure reducing station would also be constructed on an approximately 0.25-acre portion of Lot H. Both features would be dedicated to the City and operated by the City's Water Department. As concluded in Section 3.10, *Hydrology and Water Quality*, the onsite well is not anticipated to substantially deplete groundwater supplies since groundwater extractions are required to be offset by percolation of imported water, which is obtained from the SBVMWD. Therefore, this requirement to offset groundwater extraction in excess of recharge would reduce the potential to substantially deplete groundwater supplies.

With a nominal reduction in proposed residential units from 187 to 184 units, utility impacts are anticipated to be proportionally reduced as compared to the approved project. Impacts would not be greater than those analyzed previously and would continue to be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Approved Project: According to the 2006 EIR, the City of Colton has adequate water supplies available within its existing supply system. However, potential groundwater impacts are offset by purchase of the State Project Water from SBVMWD. Therefore, the 2006 EIR determined that a less than significant impact to the water supply system would occur as a result of approved project implementation.

Revised Project: Water service would be provided by Colton Public Utilities. According to the 2020 Integrated Regional Urban Water Management Plan prepared by SBVMWD, the projected supply and demand during a single dry year are shown in Table 3-9. Colton's demands in single dry years are assumed to increase by 10 percent above normal year demands. The local groundwater basins Colton produces water from storage for use in dry years so Colton can produce the volume of water needed to meet 100 percent of demands in single dry years. Colton's supplies are 100 percent reliable during single dry years.[17] Therefore, it is anticipated that adequate water supplies would be available to serve the revised project from existing and planned supplies.

Water demand for the revised project would be similar to the approved project. Thus, the reduction unit count would result in proportionally reduced water demands. As such, impacts would not be greater than those analyzed previously and would continue to be less than significant.

Table 3-9: Single Dry Year Supply and Demand in Acre Feet per Year (AFY)

	2025	2030	2035	2040	2045
Supply	12,345	13,007	13,670	14,038	14,405
Demand	10,734	11,311	11,887	12,207	12,526
Excess Supply	1,610	1,697	1,783	1,831	1,879
Source: San Bernardino Valley Municipal Water District: 2020 Integrated Regional Urban Water Management Plan. Part 2, Chapter 2, Table 2-14.					

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) 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?

Approved Project: Refer to Impact 3.19(b). The Colton reclamation facility would provide adequate wastewater treatment capacity. Thus, a less than significant impact would occur.

Revised Project: Similar to the approved project, the revised project would not result in inadequate wastewater treatment capacity. A less than significant impact would occur.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

[17] San Bernardino Valley Municipal Water District. 2020. Integrated Regional Urban Water Management Plan. https://www.sbvmwd.com/home/showpublisheddocument/9236/637614346385800000 Accessed February 2, 2022.

Level of Significance: Less Than Significant Impact.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Approved Project: According to the 2006 EIR, the approved project is anticipated to generate additional solid waste during the short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. The approved project would be served by the Mid-Valley Sanitary Landfill. The 2006 EIR determined that local landfills that may serve the approved project would have sufficient capacity to accommodate construction and operational solid waste that would be generated by the approved project. Therefore, the 2006 EIR determined that the approved project's impacts to landfill capacity would be less than significant.

Revised Project: Impacts regarding solid waste would be similar to those analyzed for the approved project. Solid waste services for the City continue to be provided by the Mid-Valley Sanitary Landfill near the City of Rialto, approximately 9.8 miles northwest of the revised project site. An updated search on the California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System (SWIS) website indicates that the landfill has a maximum throughput of 7,500 tons per day. This landfill has a maximum permitted capacity of approximately 101,300,000 million cubic yards, and the landfill has a remaining capacity of approximately 61,219,377 million cubic yards. The landfill has an expected operational life through 2045.[18]

In addition, the revised project would comply with Colton Municipal Code Section 15.58.040, *Construction and Demolition (C&D)*, which requires the applicant or construction contractor to prepare and implement a C&D recycling plan. The C&D recycling plan must comply with certain State and federal requirements, including diverting construction and demolition materials from landfills. Similar to the approved project, the revised project would result in a less than significant impact relative to solid waste.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Approved Project: The 2006 EIR indicated that the approved project would comply with all solid waste disposal regulations, including recycling requirements, and that the City disposal is compliant with this requirement. The 2006 EIR determined that the approved project would not impact this requirement and that a less than significant impact would occur.

Revised Project: The revised project has the same project footprint as the approved project. Similar to the approved project, the revised project must comply with all solid waste disposal regulations, including recycling requirements. All construction activities would be subject to conformance with relevant federal, state, and local requirements related to solid waste disposal. Specifically, the revised project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The revised project would also be required to demonstrate compliance with the Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the revised project's construction-related solid waste impacts are less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

[18] CalRecycle, *SWIS Facility Detail: Mid-Valley Sanitary Landfill (36-AA-0055)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662, accessed February 3, 2022.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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3.20 WILDFIRE

The previously certified 2006 EIR did not specifically evaluate wildfire as it was not required in the CEQA Guidelines at the time the 2006 EIR was prepared.

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Approved Project: The 2006 EIR did not include an assessment of wildfire impacts because the document pre-dates the updates that occurred to the CEQA Appendix G checklist in 2019, including the addition of a Wildfire subsection. However, as discussed in Impact 3.9(g) of this Addendum, the 2006 EIR determined that the approved project site is located in an undeveloped and vacant area surrounded by residential and commercial uses and is located in a zone designated as Very High Fire Hazard by CalFire. Nonetheless, the 2006 EIR determined that wildland fire risks associated with the approved project would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR. As discussed above, the revised project site is located in an undeveloped area surrounded by residential uses and is designated as a Very High Fire Hazard Area by CalFire. According to the CalFire Fire Hazard Severity Zone Viewer[19], the revised project is located in or near a State Responsibility Area (SRA) or in or near lands classified as a Very High Fire Hazard Severity Zone (VHFHSZ). Like the approved project, the revised project would improve access to the project area with expanded roadways and provide dependable water supply with adequate fire flow to support fire protection services as part of a mandatory provision from the City.

The revised project would be required to comply with the provisions of Colton Municipal Code, Title 15, which establishes the Fire Code of the City of Colton. The Fire Code of the City of Colton establishes general requirements to reduce fire risks in accordance with the California Fire Code and the California Building Standards Code. In addition, the revised project is subject to the provisions of the City of Colton Emergency Operations Plan (EOP), Colton's Local Hazard Mitigation Plan (LHMP), and the emergency access requirements of the California Fire Code, which include but are not limited to providing access with adjoining uses and providing suitable access for emergency vehicles. The revised project's compliance with these regulations are subject to review and verification by the Colton Fire Department that the revised project plans are in conformance with all applicable fire code provisions. In addition, emergency access to the site would be maintained during construction. Similar to the approved project, impacts would be less than significant.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Approved Project: As discussed in Impact 3.20(a), above, the approved project is located in or near an SRA or lands classified as a VHFHSZ. According to the 2006 EIR and the approved project's Preliminary Geotechnical Investigation, no evidence for the potential of landslides or soil instability exists on the approved project site. However,

[19] California Department of Forestry and Fire Protection. *Fire and Resource Assessment Program: FHSZ Viewer*. https://egis.fire.ca.gov/FHSZ/, accessed January 28, 2022.

the approved project site does contain steep slopes and various hillsides. Therefore, the approved project may exacerbate wildfire risks or expose project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. As discussed above, the 2006 EIR determined that wildland fire risks associated with the approved project would be less than significant.

Revised Project: The revised project involves the same project footprint as analyzed in the 2006 EIR and would have similar impacts relative to wildland fires as the approved project. The revised project may exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire. A less than significant impact would occur with the approved project's compliance with the provisions of the City's EOP, LHMP, and the emergency access requirements of the California Fire Code.

Certified 2006 EIR Mitigation Measures: No mitigation measures were required in the 2006 EIR.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Addendum, the proposed project has not substantially changed in regard to the setting, design, impacts, and mitigation measures as described in the 2006 EIR. New circumstances or new information, including any new or revised environmental laws, regulations, or policies have not modified the impacts of the proposed project.

a) ***Does the project have the potential to substantially 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, substantially 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?***

Approved Project: The 2006 EIR in its entirety addresses and discloses all potential environmental effects associated with the development that could be facilitated within the approved project area, including direct, indirect, and cumulative impacts. The 2006 EIR discloses all potential environmental impacts, the level of significance prior to mitigation, approved project requirements that are required by law, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

The "Biological Resources" section of the 2006 EIR fully addresses any impacts that might related to the reduction of fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species as a result of approved project implementation. The "Cultural Resources" section of the 2006 EIR fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Revised Project: The revised project would not result in impacts beyond those identified in the 2006 EIR in this regard and does not have the potential to degrade the environment, reduce the habitat of a fish or wildlife species, threaten plant or animal communities, reduce, or restrict endangered plant or animal species or eliminate important examples of major periods of California history or prehistory with compliance with the 2006 EIR mitigation measures. Development on the overall approved project site was already accounted for in the 2006 EIR, and the revised project does not propose to change existing land use designations or zoning districts in the approved project area. Therefore, all potentially significant effects resulting from implementation of the revised project, such as those relating to biological and cultural resources, can be avoided/mitigated through compliance with General Plan policies and programs, the established regulatory framework, and the respective Mitigation Measures as discussed in Sections 3.4 and 3.5 of this Addendum. No new significant impact to biological or cultural resources or substantial increase in the severity of previously identified significant impacts would occur with implementation of the revised project.

Certified 2006 EIR Mitigation Measures: Refer to mitigation measures identified above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With 2006 EIR Mitigation.

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)?***

Approved Project: According to the 2006 EIR, the approved project does not have impacts which are individually limited, but cumulatively considerable, with implementation of the mitigation measures identified in the 2006 EIR, with the exception of construction-related air quality impacts. As discussed in Impact 3.3(b), even with implementation of the above Mitigation Measures AQ-1 and AQ-2, short-term impacts related to NOx emissions during construction would still exceed significance thresholds. Therefore, short-term impacts relative to construction of the approved project would create significant air quality impacts even with feasible mitigation.

Revised Project: Similar to the approved project, the revised project is anticipated to exceed the numerical thresholds of significance established by the SCAQMD. No feasible mitigation measures exist that would reduce these emissions to levels that are less than significant. Therefore, a significant unavoidable impact would occur, even with

implementation of Mitigation Measures AQ-1 and AQ-2, as identified in the 2006 EIR. Nonetheless, the significant NOx impact would be proportionally reduced based on the reduction of dwelling units. Thus, NOx impacts would not be substantially greater than what was identified for the approved project site in the 2006 EIR.

Certified 2006 EIR Mitigation Measures: Refer to mitigation measures identified above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Potentially Significant Impact.

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

Approved Project: Construction-related activities are anticipated to have some relatively minor, temporary impacts which can be mitigated with implementation of measures included in the 2006 EIR, with the exception of significant and unavoidable construction-related air quality impacts as discussed previously (for which the City adopted a Statement of Overriding Considerations). Potential long-term (operational) impacts would be reduced to less than significant levels through implementation of required 2006 EIR mitigation measures. Thus, the 2006 EIR determined that the approved project would involve environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Revised Project: Following compliance with the established regulatory framework, the 2006 EIR mitigation measures, and General Plan policies and programs, no new significant impacts or substantial increase in the severity of previously identified significant impacts would occur with implementation of the revised project.

Certified 2006 EIR Mitigation Measures: Refer to mitigation measures identified above.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Potentially Significant Impact.

4.0 REFERENCES

The following references were utilized for the preparation of this Addendum:

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San Bernardino Valley Municipal Water District. 2020. *Integrated Regional Urban Water Management Plan*. https://www.sbvmwd.com/home/showpublisheddocument/9236/637614346385800000. Accessed February 2, 2022.

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Appendix A

2006 Draft Environmental Impact Report

Draft Environmental Impact Report for the Iron Horse Hills Residential Project

State Clearinghouse #2005041028

Prepared for:

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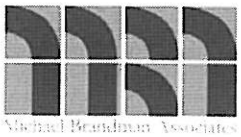


April 13, 2006

Table of Contents

SECTION 1: INTRODUCTION

1.1 - Introduction

1.1.1 - Authority

Approval of the proposed project requires discretionary action by the City of Colton. According to the California Environmental Quality Act (CEQA) Guidelines, a discretionary action or project must be reviewed by the Lead Agency to determine its potential effects on the environment.

1.1.2 - Determination of the Lead Agency

As the agency with primary land use authority, the City of Colton is the Lead Agency under CEQA for this project; as such, the City is responsible for ensuring that the Environmental Impact Report (EIR) has been prepared in conformance with the California Public Resources Code, Section (§) 2100 et seq.; the State CEQA Guidelines (California Code of Regulations, Title 14, § 15000 et seq.); and the rules, regulation and procedures for implementing CEQA as adopted by the City of Colton. The EIR and associated technical studies were reviewed by the various City departments and the City's EIR consultant to ensure that the EIR reflects the independent judgment of the Lead Agency.

1.1.3 - Purpose of the EIR

The draft EIR has been prepared in accordance with CEQA to evaluate the potential environmental impacts associated with the development of the Iron Horse Hills Residential Development (proposed project), including the associated discretionary actions shown below and described in this EIR's Section 2.7, Intended Uses of This EIR:

1. A Specific Plan Amendment to amend the Reche Canyon Specific Plan consistent with project objectives.

2. Approve (non-vesting) Tentative Tract No. 16798.

This document evaluates the potentially significant adverse environmental impacts that could be associated with the construction and operation of the project, and identifies project changes (mitigation measures) and a range of alternatives that would reduce or eliminate these impacts.

The EIR will be used by the City of Colton to assess the potential environmental impacts associated with the construction and operation of the proposed project. This EIR does not set forth policy for the City of Colton about the proposed project's desirability; rather, this EIR is an informational document to be used by decision-makers, public agencies, and the public. During the project review process, the City must consider all feasible mitigation measures and alternatives developed in the EIR that substantially lessen anticipated environmental impacts of the project.

1.1.4 - Summary of the Proposed Project

The proposed project involves the development of 187 single-family detached residential units on approximately 119.6 acres in the City of Colton in San Bernardino County. The 187 residential units will include three distinct neighborhood lots. The proposed project also includes a park, open space, a water reservoir, and a detention basin. See Section 2, Project Description, which more fully describes the proposed project including the project location, objectives, required discretionary approvals, and the construction program.

1.1.5 - Scope of the EIR

An Initial Study (IS) (CITY 2005) was prepared pursuant to the State and local CEQA Guidelines as a first step in the evaluation of the environmental consequences of the proposed residential project, to determine whether the project could result in significant impacts and to define the scope of any additional analyses needed to fully assess such impacts and to develop measures to avoid or reduce the impacts to below a level of significance.

For each issue evaluated, the IS indicated that the project would have: a) no impact or a less than significant impact; b) a less than significant impact with the imposition of specified mitigation measures; or c) a potentially significant impact. In some instances, there were minor inconsistencies between the IS checklist and the IS text. Because the IS text contains supporting explanations, the IS text is assumed to control where there are any inconsistencies.

The IS determined that the project would have a) no impact or a less than significant impact for the following issues:

- Aesthetics;
- Agriculture;
- Biological resources;
- Mineral resources;
- Population and housing;
- Public services (police, fire, etc.);
- Recreation; and
- Utilities.

Based on a peer review conducted on biological resources reports, additional information on biological resources on the project site raised the level of review for biological resources to an EIR. Therefore, impacts to biological resources are evaluated herein (see Section 3.4, Biological Resources).

The results of the Initial Study determined that the project could result in b) potentially significant impacts that could be mitigated to less than significant with the imposition of specific measures:

- Cultural resources;
- Geology and soils;
- Hazards and hazardous material;
- Hydrology and water quality;
- Noise; and
- Transportation/traffic.

The results of the Initial Study determined that c) the project could result in potentially significant impacts that could not be easily mitigated, and therefore, needed to be further evaluated in an EIR:

- Air quality;
- Land use and planning; and
- Public services (schools).

Therefore, the City determined that the following issues should be fully evaluated in an EIR:

- Air quality - Section 3.1 of this EIR;
- Land use and planning - Section 3.2 of this EIR;
- Public services (schools) - Section 3.3 of this EIR; and
- Biological resources - Section 3.4 of this EIR.

On April 6, 2005, the City of Colton circulated a Notice of Preparation (NOP) of a Draft EIR (State Clearinghouse No. 2005041028) for the proposed project (Appendix B). The NOP served to elicit comments from governmental agencies and interested parties regarding the scope and content of issues germane to the EIR. Copies of responses to the NOP are provided in Appendix B.

After the Draft EIR is complete, the lead agency will file a Notice of Completion (NOC). At that time, there will be a 45-day review period for agencies and interested parties to comment on the Draft EIR.

1.1.6 - EIR Focus and Effects Found Not To Be Significant

Through the scoping efforts described in the preceding section, a number of environmental impacts were found to be less than significant or would not occur, and thus are not specifically evaluated in this EIR beyond the following discussion. Each issue found to be less than significant is identified below, followed by a brief explanation of the basis for being less than significant based on information from the Initial Study. In some instances, the Initial Study determined that impacts would be less than significant with the imposition of mitigation. In those instances, the subject mitigation is identified below. For further explanation on each issue, please refer to the Initial Study contained in Appendix A.

Note that the Initial Study evaluated a more intensive project – residential development, including attached product totaling 247 units, with a different circulation plan. The currently proposed project is less dense, involving 187 single-family units. Some of the information discussed below has been updated from the Initial Study and is distinguished accordingly.

Aesthetics

The proposed project site is currently highly disturbed undeveloped property. The only existing improvements within the project site include high-tension electrical transmission lines that run across

the site. The project site is surrounded by residential development in all directions, and the proposed project is compatible with both the existing development and the Specific Plan goals. Given the existing disturbance on the project site, and the surrounding development, the project site does not represent an important or notable scenic vista. Additionally, there are no major historic structures, rock outcroppings, or trees within the project site, and the site is not near a designated scenic highway. The proposed project would introduce new light sources in the form of street lighting, house lighting, and vehicle lighting, as well as glare sources (i.e., windows). However, lighting would be consistent with surrounding residences, and glare from residences is typically not significant, as windows make up a small portion of the homes.

Air Quality

Since residential uses are not usually associated with objectionable odors, long-term uses are not expected to result in any impacts associated with odors. During construction some odor would be generated by equipment using diesel fuel. Odors may be intermittently noticeable during construction, but would be dispersed by wind patterns and would not persist or be a significant air quality impact.

Air quality impacts (except for odor) are further evaluated in Section 3.1.

Agricultural Resources

The proposed project site is within an area in the City that has historically been used as semi-rural residential. The project site is not being used for agricultural purposes, nor are any adjacent sites. Additionally, the project site is not designated as Prime, Statewide Important, Unique, or Locally Important Farmland. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency would be converted to non-agricultural use. The proposed project would not conflict with existing agricultural uses or a Williamson Act contract.

Cultural Resources

A cultural resources survey was completed for the project site and surrounding area in 1999 by Tetra Tech. Two historic sites were recorded during this site survey, but neither one was determined to be eligible for either the State or federal registers of historic places. Tetra Tech also did not identify archaeological resources within the project boundary. Tetra Tech, however, noted that the entire site was not visible due to dense vegetation. It was recommended that the site be observed during clearing and grubbing to examine areas that were not visible during the site survey. The following mitigation measure will be implemented consistent with this recommendation.

CR-1 During all clearing and grubbing of the site, an archaeological monitor shall be present. If archaeological materials are exposed during clearing of the site, the monitor shall have the authority to direct activities away from the site until the significance of any discovery

is determined. If the exposed resource is significant enough to justify collection, recordation, and/or curation, the developer shall pay to have the material removed from the project site and properly documented and curated. This shall include consultation with Native American representatives, if warranted. A report of finding shall be prepared and at a minimum shall be made available to the City and the County Museum.

Research also found that underlying sediments include a formation that may contain paleontological resources. Though much of the site has no to low potential to contain paleontological resources, the Quaternary-Tertiary San Timoteo Formation does have a potential to contain potentially significant paleontological resources. The following mitigation measure will be implemented to ensure that the impacts to paleontological resources are less than significant:

CR-2 During all initial grading and excavation activities within the San Timoteo Formation on the site, a paleontological monitor shall be present. If paleontological materials are exposed during grading of the site, the monitor shall have the authority to direct clearing activities away from the site until the significance of any discovery is determined. If the exposed resource is significant enough to justify collection recordation and/or curation, the developer shall pay to have the materials removed from the project site and properly documented and curated. A report of findings shall be prepared and at a minimum shall be made available to the City and the County Museum.

No available information suggests that human remains may occur on the project site and the potential for such an occurrence is considered low. If human remains are found, state and local laws require that the County coroner's office and the City of Colton Police Department be notified. Compliance with this requirement will ensure that impacts are less than significant.

Geology and Soils

Based on preliminary geotechnical report for the project site, there is no evidence of an active fault on the project site. However, project site is subject to strong ground shaking based on the maximum credible earthquake associated with nearby faults. The following mitigation measure will be implemented to address hazards associated with strong ground shaking:

G-1 A comprehensive geotechnical investigation shall be required prior to finalizing the design of the residential buildings. The performance requirements of the investigations shall at a minimum provide for protecting structures exposed to 0.72 g of acceleration, or an alternative value as determined by the geologist. The performance standard to be applied to design requirements shall be the following:

- Risk Class IV, Ordinary Risk Tolerance, including single-family residences:

- Acceptable Damage: An ordinary degree of risk is acceptable. The criteria envisioned by the Structural Engineers Association of California provide the best definition of the "ordinary" level of acceptable risk. These criteria require that building be able to:
  a. Resist minor earthquakes without damage;
  b. Resist moderate earthquakes without structural damage, but with some non-structural damage, or
  c. Resist major earthquakes, of the intensity or severity of the strongest experienced in California, without collapse, but with some structural, as well as non-structural damage.

Potential for on-site liquefaction is considered low based on the depth to groundwater in excess of 100 feet below ground surface. No evidence of the potential for landslides or soil instability exists on the project site based on the preliminary geotechnical report and site observations. The project would connect to the municipal sewer system so soil suitability for septic systems is not a consideration.

Mitigation measures WQ-1 described in Hydrology and Water Quality below will reduce any impacts associated with erosion to less than significant.

Hazards and Hazardous Materials

The proposed project is a residential development, and would not include the transportation of hazardous materials. Additionally, residential developments do not involve large quantities of hazardous materials during the operation of the project. During the construction of the proposed project, there is a potential for accidental release of hazardous materials associated to the construction equipment. The following mitigation measure will be incorporated into a Storm Water Pollution Prevention Plan to reduce this potential impact to a less than significant level:

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulation regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility.

A Phase 1 environmental assessment was conducted for the project site and found no contaminated sites on the property. Contaminated locations were identified about one-quarter mile away from the site; the project site however is not subject to contamination.

The proposed project site is not within two miles of any airport or airstrip. The City requires submittal of a traffic management plan to provide adequate traffic controls during construction and ensure that there will be no adverse impacts to an emergency response plan or emergency evacuation route.

The Reche Canyon area is recognized by the City General Plan as being a high wildfire hazard area. The proposed project would improve access to the project area with expanded roadways, and would provide dependable water supply with adequate fire flow to support fire protection services (as part of a mandatory provision from the City). These improvements combined with the following mitigation measure will ensure that the impacts related to wildfires are less than significant:

HAZ-2 For those areas of the project site that are within 200 feet of high fire hazard vegetation areas, the developer shall provide the City with a wildland fire management plan that will identify either adequate buffers to separate structures from significant exposure to wildland fire or provide alternative buffering or defensible measures to protect homes that might be exposed to wildland fire hazards.

Hydrology and Water Quality

Potential impacts to water quality include discharge of surface water and generation of wastewater during the operation of the proposed project. All wastewater would be delivered to the City's wastewater reclamation facilities (the City facility and the RIX facility), which comply with their wastewater discharge requirements. The potential for discharge of degraded surface water during storm events would occur during construction and during operation of the proposed project. The following mitigation measures would ensure that impacts to water quality are less than significant.

WQ-1 The project proponent will select best management practices (BMPs) from the Riverside DAMP Supplement A Attachment (or equivalent measures) that achieve an 80 percent reduction in pollutants, during construction and following construction during occupancy to control urban runoff water quality impacts after the project is constructed.

In addition, mitigation measure HAZ-1 above will address the cleanup of any hazardous materials during construction.

The proposed project would not use onsite wells that could adversely impact the existing groundwater basin in Reche Canyon, but would use water from Colton Public Utilities. The City currently obtains its domestic water supply from wells located in the Colton/Rialto Water Basin. Extractions are required to be offset by percolation of imported water obtained from the San Bernardino Valley Municipal Water District. This requirement to offset groundwater extraction in excess of recharge means there is no potential to deplete groundwater supplies substantially. Additionally, use of the detention basin and maintenance of some open space on the project site would still support groundwater infiltration.

The natural drainage system would be substantially altered; however, water would exit the project site at the current discharge points. Mitigation Measure WQ-1 as well as the following mitigation measure will ensure that flow rates will not exceed existent flow rates, and erosion, siltation, downstream flooding, and excessive runoff.

WQ-2 The project shall install drainage improvements, including detention basins and connections to existing drainage facilities that limit the volume of runoff from the developed site to the pre-existing storm runoff discharge. The detention facilities and drainage inlets shall include fossil fuel filters to capture trash and urban pollutants.

The project would also implement a Water Quality Management Plan (Appendix E) to address both drainage volumes and rates and water quality.

The proposed project has a potential to place people and structures within a 100-year flood hazard area, as shown in the Reche Canyon Specific Plan. However, with implementation of the following mitigation measures, this impact will be reduced to less than significant.

WQ-3 All habitable structures shall be elevated at least 1 foot above the 100-year flood elevation on the property following grading.

There are no upstream dams, levees, or large bodies of water that would pose a danger to people or structures through inundation by structure failure, seiche, or tsunami.

Mineral Resources

The project site is not located within any designated Mineral Resource Zone (MRZ) and no impacts to mineral resources would result from the proposed project.

Noise

Construction of a residential project typically includes machinery that would likely produce noise in excess of current noise standards. This is temporary, and as long as the construction occurs between 7 AM and 5 PM, consistent with the following measure, the impacts will be less than significant:

N-1 Permitted exterior work hours shall be limited to 7:00 AM to 5:00 PM Monday through Friday. No exterior work shall be done between the hours of 5:00 PM and 7:00 AM, nor on Saturdays, Sundays, or legal holidays without the permission of the City, except in case of an emergency.

Though project traffic would increase noise levels along local roadways, a noise study by Giroux & Associates found that the noise would not increase beyond the City noise standard. Proposed residential units nearest to Barton Road, however, may be exposed to noise levels greater than the City's standard. Impacts would be reduced to less than significant levels with implementation of the following mitigation measures:

N-2 A minimum of a 7-foot high masonry perimeter wall shall be constructed along Barton road where the 60 dBA CNEL noise contour extends into the proposed residential area.

N-3 Second stories of residences directly backing up to Barton Road shall be equipped with air conditioning and shall be equipped with dual-paned windows in all habitable room with a direct view of Barton Road. The windows shall achieve a minimum sound transmission class (STC) 28.

N-4 Verification that residential interior standards of 45 dBA CNEL can be met with proposed building components shall be demonstrated through computer modeling at plan check.

The project is not located near any airports; therefore, there are no implications at the project site for airport-associated noise.

Population and Housing

The IS evaluated a 247-unit residential project. The project has since been modified for 187 single-family residential units. This is less than the number of units allowed for the project site in the existing Specific Plan of 284 (see Section 2.5.2 in Project Description regarding Land Use). Accordingly, the resulting population would be less than anticipated for the existing Specific Plan and would not induce population growth. Since the project site is currently undeveloped, no existing housing or people would be displaced by the project.

Public Services

The proposed project would contribute to incremental demand for fire and police services, as well as parks; however, the mandatory payment of development impact fees, and the increase in tax base would offset the project demand for these services. Additionally, the proposed project includes passive open space, and a neighborhood park. Impacts to schools are further evaluated in Section 3.3. In order to keep service-related impacts below levels of significance, the following mitigation measure is proposed:

PS-1 Prior to the issuance of building permits, the developer shall pay all legally established development impact fees, as well as associated school fees to the Colton Joint Unified School District in accordance with state law, and provide proof of payment to the City of Colton.

Impacts to schools services are evaluated in Section 3.3 on Public Services.

Recreation

The proposed project would increase the demand on neighborhood and regional parks. The City of Colton General Plan states that for every 1,000 residents, 5 acres of parkland are required. Additionally the City of Colton Five Year Parkland Development Plan has determined that fees shall be collected for the development of a trail system within Reche Canyon. The proposed project would include approximately 61 acres of open space and parkland. With the proposed parkland and the

payment of necessary development impact fees, the project would not have a significant impact on recreation.

Transportation and Traffic

The proposed project would not have any impacts on air traffic patterns, as the project site is not near an airport. The roadway improvements do not include any increased hazards due to design features or incompatible uses. Roadway improvements include improved access to the project site by improvements to Barton Road, Hilltop Drive and new internal roadways to serve the project site. The project includes parking for each structure and would be sufficient for the single-family residences proposed.

In addition, a project specific traffic study has been prepared to evaluate the impacts to traffic. This study has been updated to reflect the most current circulation plan for the proposed project, which has fundamentally changed since the IS evaluation, by eliminating through access between Barton Road and Westwood Avenue (URB 2005). Therefore, the project would not contribute any traffic to Westwood and any improvements related to Westwood Avenue are no longer applicable.

The following mitigation is recommended consistent with the updated traffic study to mitigate project impacts to the local circulation system to less than significant levels:

TR-1 The following improvements will be implemented in conjunction with site development:

- Construct Barton Road from the northerly project boundary to the southerly project boundary at its ultimate half-width section as a major arterial.
- Construct Westwood Street adjacent to the project boundary at its ultimate half-width section as a Collector (34 foot part width).
- Provide a traffic signal at the access of the project.
- Provide adequate sight distance at the project driveways to meet the minimum City of Colton requirements.
- Onsite traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.

TR-2 The project shall contribute its fair share toward off site improvements consistent with the Table 5-4 of the traffic study prepared by Urban Crossroads dated August 17, 2005 (UC 2005), or a more recent study of this issue, summarized in the following table:

Fair Share Traffic Improvements

Intersection	Needed Improvements	Fair Share based on Percentage of Traffic
Center Dr. (NS)/Washington St (EW)	Traffic signal Construct left-right lane Construct a left lane	AM: 36.0% PM: 39.5%
Reche Canyon Rd. (NS)/Washington St. (EW)	Traffic signal	AM: 16.6% PM: 15.4%

Utilities and Service Systems

The proposed project would be served by the Colton Public Utilities for water, wastewater and electricity. Wastewater service would be provided by the Colton Wastewater Reclamation Facility and the RIX Facility. These facilities, as well as facilities for domestic water are expected to have the capacity to service this proposed project. Cost for expansion of required infrastructure would be offset by connection fees.

The proposed storm drain system would convey stormwater and store excess stormwater to ensure that the discharge rates would not exceed the existing flow rates.

Currently solid waste is delivered to two County landfills, San Timoteo and Mid-Valley, both of which currently have adequate disposal capacity for the future. Assembly Bill 929 requires that 50 percent of waste be diverted for recycling or reuse. The City disposal is currently consistent with this requirement, and the proposed project would not upset this. The proposed project would comply with all solid waste disposal regulation, including recycling requirements.

1.1.7 - Areas of Controversy and Issues to be Resolved

On April 12, April 26, and May 10, 2005, the City held Planning Commission workshops on the proposed project to educate the Planning Commission and the public about the proposed project and obtain comments on the project design. The workshops resulted in opposition to the project design from nearby residents. The applicant was advised by the Planning Commission to work with residents and develop a plan that could be better supported by the community. Initial comments raised regarding the original proposal are summarized as follows:

- Concerns regarding circulation that would include the development of a new street that would connect Barton Road to Westwood Street and ultimately to Reche Canyon. Residents were concerned that new roadway would create a shortcut between Barton Road and Reche Canyon, capturing commuter traffic and bringing it through existing residential development.

- Concern that proposed development is not consistent with adjacent hillside/canyon development, based on the density (too high) and type of product proposed (attached/town homes).

- Concern that proposed active parks and trails would create noise and interfere with privacy of adjacent existing residents. Two active parks with sports facilities and night lighting were originally proposed, as well as an active trail system throughout the project site.

- Concern regarding access and circulation for existing residences on Hilltop and along Barton Road.

In response to these comments and Planning Commission direction, the applicant held a series of meetings with local residents to address their concerns in the project design. Based on the input of local residents, the project applicant made substantial changes to the project, markedly resolving most issues of controversy surrounding the project. Below is a summary of the most relevant changes:

- No through access would be provided. Rather, streets would terminate in cul-de-sacs with an emergency gate connected to Laurelwood Street for emergency access.

- Attached housing product was eliminated and overall density of housing was reduced from 247 units to 187 single-family detached units.

- Two active lighted parks have been changed to one passive park with a tot lot and no nighttime sports lighting. The trail system was eliminated leaving only Edison access roads.

- Rerouting Hilltop to take access from Barton Road via a new entrance roadway for the project. Including an access road on the east side of the detention basin for existing residents along Barton Road.

Another Planning Commission workshop was held on November 19, 2005 to present the new project design and to conduct a field trip on the project site. Community reaction to the project at that meeting was generally favorable and the Planning Commission indicated that they thought the applicant had endeavored to address the residents concerns. Remaining concerns or comments raised by residents are summarized as follows:

- Water pressure in Hilltop/Laurelwood area is low, and suggested that new water system could be tied to existing residents to assist them with water pressure. Similar comments were made regarding connecting existing residents to the proposed sewer system.

- Concern that activities on the site would impact air quality of adjacent residents.

- Density was considered better, but may still be too dense compared to adjacent residences.
- Concern that project would impact local, ubiquitous wildlife.
- Comment that applicant should consider gating the project site, that it would add prestige to the project.

The project will provide utility stub outs for water supply, sewer, and electricity within the project site boundary near Laurelwood Street, Westwood Street, and Hilltop Drive. Potentially, this would allow existing residents in these areas to connect to these systems if desired, and improve utility service for those that take advantage of these new facilities.

Air quality impacts are fully evaluated in Section 3.1 of the EIR, and the analysis indicates that short-term construction impacts would be significant.

Land use impacts, including project density and impacts related to changes to the Reche Canyon Specific Plan are fully evaluated in Section 3.2 of the EIR, and the analysis indicates that land use impacts would be less than significant.

Impacts to biological resources are fully evaluated in Section 3.4 of the EIR; however, impact evaluation focuses primarily on impacts to sensitive species, and under CEQA impacts to ubiquitous wildlife are not considered significant. In addition, impacts resulting from development of this site are already largely anticipated as a result of the existing specific plan, which has envisioned development of this site for residential land uses.

Gated access is no longer being considered by the project applicant, because there are a number of constraints that preclude use of such a feature. In particular the project entry from Barton Road must accommodate access for new residents, access for Hilltop Road and existing residences, and an access road for existing residences along Barton Road which is constrained by the needed detention basin. At present, the applicant has not identified a configuration that would accommodate these features, and accommodate the appropriate stacking distance for a gate to prevent back up onto Barton Road. The applicant does propose an entry monument that will provide a strong sense of entry that may evoke a similar prestige of a gated entry.

1.1.8 - Organization of the EIR

This EIR is organized into sections, as follows:

- **Section 1.0** provides an Introduction and Executive Summary for the EIR.
- **Section 2.0** provides a detailed Project Description and identifies project objectives.

- **Section 3.0** is comprised of an Environmental Analysis for topical issues, such as air quality, biological resources, etc. Each of these topics describes the environmental setting for the subject issue, identifies significance thresholds, describes potential impacts, identifies mitigation to reduce impacts and ultimately determines whether impacts would be significant.
- **Section 4.0** provides the evaluation of the potential Cumulative Impacts of the proposed project.
- **Section 5.0** describes Growth Inducing, Unavoidable Adverse, and Irreversible Impacts resulting from the proposed project.
- **Section 6.0** describes and evaluates Alternatives to the proposed project.
- **Section 7.0** provides a summary of mitigation measures identified for the project to date.
- **Section 8.0** lists the Report Preparation Resources used in preparation of this EIR; it includes persons consulted, EIR contributors, and a bibliography.

1.1.9 - Project Sponsors and Contact Persons

The City of Colton is the lead agency under CEQA. Colton Land Investment, LLC is the project applicant or sponsor. Michael Brandman Associates (MBA) is the environmental consultant to the City of Colton for the project. Key contact persons are as follows:

Local Lead Agency	City of Colton Andy Soto, Planning Manager Community Development 659 La Cadena Drive Colton, CA 92324 909.370.5079
Project Applicant	Colton Land Investment, LLC c/o Distinguished Homes, Inc. Craig Cristina, Project Manager 160 South Old Springs Road, Suite 250 Anaheim Hills, CA 92808 714.637.4405, Ext. 124
Environmental Consultant	Michael Brandman Associates Kent Norton, Project Manager 621 E. Carnegie Drive, Suite 100 San Bernardino, CA 92408 909.884.2255

List of Tables

List of Exhibits

1.1.10 - Review of the Draft EIR

This draft EIR has been distributed to federal, state and local responsible and trustee governmental agencies, groups and persons who responded to the NOP, and additional persons and agencies who have expressed interest in this project. The document will be available for review and comment for a 45-day period. Throughout this review period, the EIR and all technical appendices are available for review at the following locations:

City of Colton
Community Development Department
659 La Cadena Drive
Colton, CA 92324

Agencies, organizations, and individuals are invited to submit written comments concerning the adequacy of the environmental analysis presented in the Draft EIR. Written comments should be addressed to Mr. Andy Soto, Planning Manager with the City of Colton, at the address shown above.

Upon completion of the 45-day public review period responses to all substantive comments concerning the adequacy of the Draft EIR will be prepared and incorporated into a Final EIR. No sooner than 10 days following submission of the responses to comments to public agencies, the City Council will hold a public hearing to consider certification of the Final EIR and the various decisions concern project approval.

1.2 - Executive Summary Matrix

Table 1-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated in Section 3 for the proposed project. The table is intended to provide an overview; narrative discussion for the issue areas included in the corresponding section of this EIR. Table 1-1 is included in the EIR as it is required by CEQA Guideline § 15123(b)(1).

Table 1-1: Summary of Project Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1 – Air Quality		
Construction of the proposed project will result in emissions that exceed the South Coast Air Quality Management District (SCAQMD) thresholds for ROG, NO_x, and PM_{10}. Though long-term emissions will not exceed SCAQMD thresholds, the project will result in emission from vehicle trips, as well as emissions from stationary sources.	**AQ-1** The following measures are proposed to reduce the impacts of construction equipment, worker vehicle, and painting emissions: A. During construction of the proposed improvements, construction equipment will be properly maintained and will undergo 90-day low-NO_x tune-ups for off road equipment. B. During construction of the proposed improvements, all contractors will be advised not to idle construction equipment onsite for more than five minutes. C. During the paint application phase of construction of the proposed project, only low volatility paints and coating as defined in SCAQMD Rule 1113 shall be used. All paints shall be applied using either high volume low-pressure (HVLP) spray equipment or by hand application. The paint application shall be spread out over a longer period of time to use no more than 100 gallons of low-VOC paint per day. D. The project proponent shall develop a ride-share incentive program for the construction workers. The program shall be submitted to the city for review and approval. E. During construction of the proposed project, the project applicant shall make arrangements to have a lunch wagon visit the construction site during the lunch break. This will reduce emissions from worker trips.	Significant (short-term construction). Less than significant, without mitigation (long-term operation).

Impacts	Mitigation Measures	Level of Significance After Mitigation
	F. During grading of the site, the off-road grading equipment shall be equipped with cooled exhaust gas recirculation, as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm) G. During the building phase of construction, the off-road diesel equipment shall be equipped with diesel particulate filters as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm) H. Limit lane closures to off-peak travel periods. I. Encourage receipt of materials during non-peak traffic hours.	
	AQ-2 Prior to construction of the proposed improvements, the applicant will provide to the City and SCAQMD with a project specific dust control plan for their review and approval. The dust control plan will be consistent with the methodology found in the SCAQMD publication title "Rule 403 implementation Handbook" and will include Best Available Control Measures. The dust control plan shall take place during construction of the proposed project. At a minimum, the dust control plan shall include the following: A. Water all active construction areas at least twice daily. B. Cover all haul trucks or maintain at least two feet of freeboard. C. Pave all haul roads. D. Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway. E. Cover or water twice daily any on-site stockpiles of debris, dirt, or other dusty material. F. Develop and implement a high wind, dust control plan if winds exceed 25 miles per hour. G. Establish permanent, stabilizing ground cover on finished sites. H. Park construction vehicles off traveled roadways. I. Reduce speed on any unpaved roads to less than 15 miles per hour.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	AQ-3 The following measures are proposed to reduce impacts of operation on air quality: A. The proposed project shall provide an attractive pedestrian environment to encourage walking and bicycling. B. All homes constructed shall meet minimum statewide energy construction requirements. C. All residential units shall include features that encourage trip diversion to alternative transportation (e.g. pre-wiring for telecommunications systems).	
Section 3.2 – Land Use and Planning		
While park acreage is sufficient, park amenities are substantially lacking to provide for either family or active use of parks provided. Grading exceptions are needed to overcome substantial physical constraints to development in Plan Area 1A. The project will conform to the most substantial components of the grading principals in the Specific Plan, and the proposed grading amendments are not considered a substantial change in policy.	**LU-1** The applicant will provide additional park amenities to provide for family oriented and/or sports oriented uses. Examples of such amenities may include: picnic tables, barbecues, benches and sports equipment (pull up bars, balance beams, etc.), sports courts or fields. The specific mix of amenities will be determined between the City and the Applicant during the design review process.	Less than significant
Section 3.3 – Public Services (Schools)		
The proposed project will contribute approximately 159 students to three existing school sites near within the Colton Joint Unified School District. Elementary and middle school level schools will not exceed capacities; however, the project will contribute additional students to the high school level, which is currently exceeding capacity.	**PS-1** Prior to the issuance of building permits, the developer shall pay all legally established development impact fees, as well as associated school fees to the Colton Joint Unified School District in accordance with state law, and provide proof of payment to the City of Colton.	Less than significant

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.4 – Biological Resources		
The proposed project site includes habitat for the endangered California Gnatcatcher. Unlawful take of CAGN would be considered a significant impact. Though burrowing owls were not found to be on the project site, there is a potential for them to occur onsite before construction begins. Damaging a burrow occupied by a burrowing owl would be considered a significant impact. Birds and their nests are protected under the Migratory Bird Treaty Act and CDFG codes. If active nesting birds are disturbed or active nests destroyed by construction activities, the proposed project would have a significant impact. The proposed project will impact approximately 1.28 acres of streambed under the jurisdiction of the CDFG.	**B-1** A focused survey for the federally endangered CAGN shall be conducted by a U.S. Fish and Wildlife permitted biologist each year that the property remains in an undeveloped state to confirm the continued absence of CAGN. The survey shall include all areas within the site. In the event that CAGN is detected or observed within the disturbance footprint, avoidance, minimization, and mitigation measures shall be developed through consultation with the U.S. Fish and Wildlife Service under Section 10 of the Endangered Species Act (or Section 7 as appropriate). Construction activities shall not be conducted so that such activities would result in an unlawful take under the ESA or CESA. At a minimum, mitigation measures will include the timing of construction activities outside of the breeding season (February 15 to August 31) and/or the purchase of offsite suitable habitat that is known to support CAGN. **B-2** A burrowing owl pre-construction survey shall be completed no sooner than 30 days prior to commencement of construction. In the manner, any burrowing owls moving onto the site will be detected. **B-3** If burrowing owls are detected during the pre-construction survey, they will be actively or passively relocated prior to construction activity. Once all burrows on the project site are confirmed to be absent of burrowing owls, they will be systematically collapsed. **B-4** If burrowing owls are detected during the pre-construction survey, off-site replacement of burrowing owl habitat should be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable burrowing owl habitat. One alternate natural or artificial burrow should be provided for each burrow that will be excavated in the project impact zone. The off-site replacement of suitable burrowing owl habitat would follow one of the following scenarios: 1. Replacement of occupied habitat with off-site occupied habitat: 9.75 acres per pair or single bird.	Less than significant

Impacts	Mitigation Measures	Level of Significance After Mitigation
	2. Replacement of occupied habitat with off-site unoccupied habitat: 19.5 acres per pair or single bird. **B-5** The removal of vegetation or other potential nesting habitat should be conducted outside of avian nesting season (February through August). If construction occurs during the avian nesting season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to any ground disturbing activities. If birds are found to be nesting inside the impact area, construction will need to be postponed until a qualified biologist determines that the nests are no longer active. **B-6** Prior to the issuance of grading permits, the project proponent shall provide the City with a copy of the Streambed Alteration Agreement pursuant to Fish and Game Code § 1602. All terms of the agreement are made conditions or the project approval. CDFG may require enhancement and/or preservation of regional state water as conditions of the streambed alteration agreement. In addition, copies of all mitigation monitoring and reporting documents and correspondence shall be provided to the City.	

SECTION 2: PROJECT DESCRIPTION

2.1 - Project Applicant and Land Owner

Project Applicant:
Colton Land Investment, LLC
160 S. Old Springs Road
Anaheim Hills, CA 92808

Land Owners:
Colton Land Investment, LLC
160 S. Old Springs Road
Anaheim Hills, CA 92808

Dr. and Mrs. Kenneth Macknet
11305 Mtn. View Drive, Suite C
Loma Linda, CA 92354

2.2 - Project Location

The proposed project is within the City of Colton, just northeast of the City of Grand Terrace within the County of San Bernardino. The project site is southeast of Barton Road, west of Reche Canyon Road, and north of the Riverside County Line (Exhibits 2-1 and 2-2).

2.3 - Environmental Setting

This section provides a brief overview of the environmental setting of the project site. More specific existing site conditions are described for the focused issues further evaluated in this EIR, under the Existing Conditions section for each respective issue:

- Section 3.1.1 - Air Quality;
- Section 3.2.1 - Land Use;
- Section 3.3.1 - Public Services; and
- Section 3.4.1 - Biological Resources.

2.3.1 - Existing Land Use

The proposed project site is hilly, with elevations ranging from approximately 1,020 feet (ft) above mean sea level to approximately 1,280 ft above mean sea level. The project site consists of undeveloped vacant land; with electric transmission lines that cross the site (Exhibit 2-3). The project site is within a northwest trending canyon area that has valley and hillside topography.

The site is traversed by trails and dirt roads that provide access to the transmission line that cross the project site. The primary dirt road also connects Barton Road to Reche Canyon Road via Westwood Street. The dirt roads and trails are currently used for utilities (Southern California Edison) for maintenance of onsite facilities, recreation by dirt bikes and mountain bikes, circulation for local and pass through traffic between Reche Canyon Road and Barton Road, and illicit activities such as dumping and loitering.

The area adjacent to the project site on the east, south, west, and north include residential development and small areas of undeveloped open space. Further, west and north of the project area

is commercial land use. Lands east and south of the project site contain more extensive areas of open space (Exhibit 2-3).

2.3.2 - Planning Designations

The project site is within the Reche Canyon Specific Plan. The existing Specific Plan land uses include open space and various residential densities (Exhibit 2-4). The current Specific Plan designates the project site for the following land uses:

- Open Space - 1.0 unit per 10 acres;
- Estate Density - 2 dwelling units per acre;
- Rural Density - 1 unit per acre; and
- Low Density - 2 to 4 dwelling units per acre.

Additional land use designations with the Specific Plan area include:

- Intermediate Density - 4 to 10 units per acre; and
- High Density - 10 to units per acre.

The area immediately adjacent to the project site boundaries on the east and south is designated for Estate Density. Lands immediately north and west of the project site are not within the Reche Canyon Specific Plan. The land north of the project site is within the City of Colton and is designated for commercial development. The land west of the project site is within the City of Grand Terrace, and is designated by the City as low density residential.

2.3.3 - Site History

Based on historical document and map review, the proposed project site has been undeveloped up to the present time (LGC 2005).

2.3.4 - Other Site Conditions and Environmental Sensitivities

The project site is currently vacant and contains native and ruderal vegetation. Onsite soils include undocumented artificial fill, typically locally derived from native material that is generally sandy with gravel. Quaternary alluvium (a fine to medium silty sand, with varying densities) was also encountered onsite up to the maximum depth explored which was 71.5 ft below the surface.

Groundwater on the project site is generally deep due to sandy conditions, but in some of the canyon bottoms it is shallow enough to support hydrophilic plants - in the canyon bottom just upstream from Barton Road, and in a culvert that takes storm water runoff from Westwood Street. The project site is within the Santa Ana River watershed. Drainage on the project site concentrates into a culvert under Barton Road. One intermittent stream, the Gage Canal, crosses the project site underground near the

northern boundary. Elevations on the project site range from 1,020 ft to 1,280 ft above mean sea level and the site contains several steep canyons.

Regional access to the site is provided by the Interstate (I) 215 freeway. Local access is provided by various roadways in the vicinity of the site, including Barton Road and Washington Street (east-west), and Reche Canyon Road, La Cadena Avenue, Waterman Avenue, and Center Drive (north-south).

The project site has suitable habitat that could support the California gnatcatcher, a sensitive wildlife species designated as threatened under the Federal Endangered Species Act, and a Species of Special Concern under the California Endangered Species Act. See Section 3.4, Biological Resources, for further discussion of impact on this species.

The existing development constraints on the project site (transmission lines, circulation needs, and site topography), combined with the development requirements of the existing Specific Plan have made development of the project site infeasible from an applicant standpoint. In addition, market conditions and time have proven that certain aspects of the original Specific Plan concept are no longer desirable from a City planning and community standpoint. For instance, developing the site under existing zoning would limit development to small pockets of land not having steep topography or Southern California Edison easements. Both of these conditions substantially constrain the project site. In addition, though the existing Specific Plan provided for through access for roadways on the project site, local adjoining residents are strongly opposed to through access. Through access is likely to facilitate pass through traffic between Reche Canyon Road and Barton Road, creating undesirable effects on a number of levels. Therefore, the proposed project represents a marked change from the vision of the existing Specific Plan and requires further evaluation from a land use perspective. See Section 3.2, Land Use and Planning, for further discussion.

The project will convert undeveloped land to residential development. Residential development will increase population and generate new students who will need to be served by schools within the Colton Joint Unified School District (District). Some of the District's schools are at or near capacity. See Section 3.3, Public Services, for further discussion.

2.4 - Project Objectives

The Iron Horse Hills Residential Project is intended to achieve the following objectives:

- To provide an integrated neighborhood, including residential housing, open space and park facilities, and related roadways and infrastructure.

- To provide quality residential development consistent with the spirit of the Reche Canyon Specific Plan and consistent with neighboring hillside residential development.

- To redistribute land use designations within the Reche Canyon Specific Plan with consideration of physical constraints to development, which have precluded development of the project site to date (e.g. topography, utilities, drainage).

- To make good use of the Colton Public Utilities investment in utility development and infrastructure through the extension of Colton Public Utilities infrastructure in the Reche Canyon area.

- To contribute to the buildout of the Reche Canyon Specific Plan.

- To provide the applicant/owner a fair return on the subject property.

2.5 - Project Characteristics

2.5.1 - Summary

The Iron Horse Hills Residential Project (proposed project) proposes the development of a new residential neighborhood on 119.6 acres comprised of 187 residential units and supporting infrastructure (roadways, detention basin), a passive park, and natural open space. Exhibit 2-5 is the conceptual site plan, and Exhibit 2-6 represents the design concept including the limits of project grading. The proposed project is comprised of approximately 119.6 acres proposed for residential development and parks and open space uses as indicated below:

Parcel Size	Proposed Use
93.8 acres	187 dwelling units, roadways, and related infrastructure
25.8 acres	Open Space (Includes rural open space, manufactured slopes, parks, and detention basin)
119.6 acres	**187 dwelling units**

The project would be implemented through a Specific Plan Amendment and a non-vesting tentative map (see Section 2.7.1).

2.5.2 - Specific Plan Amendment

The proposed project is within the Reche Canyon Specific Plan (Exhibit 2-4). The Reche Canyon Specific Plan was developed to set detailed land use, circulation, public service, design, and landscaping standards for the approximately 2,920 acre Reche Canyon area between Barton Road and the San Bernardino/Riverside county line. The planning areas include the City of Colton, the City of Loma Linda, and unincorporated San Bernardino County. The Reche Canyon Specific Plan was developed to maintain the semi-rural character of Reche Canyon by providing lower density residential land uses while preserving the canyon's natural features and open space.

The specific arrangement of Planning Areas and designated land use within the Specific Plan on the project site do not sufficiently account for onsite physical constraints including utility transmission lines and easements, and the onsite topography, which greatly interrupts the existing planning areas and affects the feasibility of site development. In addition, market conditions and time have proven that certain aspects of the original Specific Plan concept are no longer desirable from a City planning and community standpoint. Also see Section 3.2, Land Use and Planning, for additional discussion of land use changes resulting from the Specific Plan Amendment.

Specific Plan Planning Areas

The proposed project site currently spans most of Planning Area 1 and 25.7 acres of Planning Areas 2 and 6 of the current Specific Plan. The project proposes a Specific Plan Amendment that would change boundaries of the current planning areas and make changes in the planning areas and land use designations (Exhibits 2-4, 2-7 and 2-8). The proposed amendment would create new Planning Area 1A and conform project site and parcel boundaries. See Section 3.2, Land Use and Planning, for further discussion of the proposed Planning Area changes.

Land Use

The specific arrangement of land uses on the project site do not sufficiently account for onsite physical constraints including utility transmission lines and easements, and the onsite topography which greatly interrupts the existing planning areas and affects the feasibility of site development.

New Planning Areas 1A will include a new arrangement of Open Space and Low Density Residential land uses, eliminating Rural Density and Estate Density for this portion of the Specific Plan (Exhibit 2-7). See Table 2-1 for a comparison of existing and proposed land use designations.

Table 2-1: Comparison of Current and Proposed Land Use

Land Use Designation	Existing Land Use		Proposed Land Use	
	Acres	Housing[1]	Acres	Housing[1]
Open Space (1 unit per 10 acres)	21.6	2 du	25.8	4 du
Rural Density (1 unit per acre)	7.4	7 du	0	0 du
Estate Density Residential (2 units per acre)	43.8	88 du	0	0 du
Low Density Residential (2 to 4 units per acre)	46.8	187 du	93.8	308 du
Total Acreage and Housing Units	119.6	284 du	119.6	312 du[2]
Resulting Population[3]	N/A	981	N/A	1,077

[1] Potential housing is calculated by multiplying the available acreage by the maximum housing density allowed for each designation and rounding to the nearest whole number.

[2] The Specific Plan Amendment proposes a 200-unit cap for Planning Area 1A; the actual housing units proposed is 187 units.

[3] Population is based on an average household size for the City of Colton of 3.454 (DOF 2005b).

As indicated in Table 2-1, the proposed change in designations would result in a potential increase in housing and resulting population. However, site-specific conditions greatly constrain development in both instances. In addition, in response to earlier proposals by the project applicant, nearby residents have strongly urged a reduced number of housing units with no attached housing product. As a result of resident comment and site constraints, the proposed project includes only 187 detached residential units, even though the proposed land use designation would support up to 312 dwelling units. Accordingly, the environmental analysis will focus on the potential impacts that would result from the proposed project including 187 residential units actually proposed.

2.5.3 - Residential Development and Lotting

The project includes three distinct neighborhoods that differ by lot size. There will be approximately 27 different variations of homes proposed for the development. The specific homes do not need to be evaluated at this stage, but are anticipated to range in size from 2,600 square feet (sq ft) to 4,000 sq ft. Setbacks on residential lots will be an average of 20 ft from a public or private street at the front, 10 percent of lot width feet on the side, and 20 ft at the rear.

In addition to the 187 residential lots, there are ten lettered lots (A through J). The purpose, ownership and maintenance of each lot are described in Table 2-2 below.

Table 2-2: Lettered Lots

Lot	Purpose	Owned By	Maintained By
A.	Entry landscaping and monumentation	HOA[1]	HOA
B.	Manufactured slope and landscaping	HOA	HOA
C.	Detention basin, access road, entry landscaping and monumentation	HOA	HOA
D.	Manufactured slope with landscaping and access road	Private	HOA
E.	Iron Horse Hills Park	City of Colton	City of Colton
F.	Water reservoir site with manufactured slopes and access road	Water District	Water District
G.	Natural open space	HOA	HOA
H.	Natural open space and manufactured slopes	Private	HOA
I.	Natural open space and manufactures slopes	Private	HOA
J.	Natural open space, drainage area and manufactured slopes	HOA	HOA

[1] HOA = Home Owners' Association

2.5.4 - Parks and Trails

One 6.77-acre park, Iron Horse Hills Park, is proposed for the project site and would include a tot lot and passive recreation. No lights, parking lot, sports fields or courts, or restrooms are planned. This park would be City owned and maintained.

The original project proposal included more active park facilities including athletic facilities (courts, fields), and a trail system throughout the project site. However, in response to concerns raised by residents adjacent to the proposed project these facilities have been greatly reduced. The City will consider the sufficiency of the facilities proposed and may ultimately condition the provision of additional facilities.

2.5.5 - Infrastructure

Access and Circulation

Regional access to the project site is provided by the I-215 and I-10 freeways. Local access is provided by various arterial roadways. Specifically, the project proposes one site entrance at Barton Road between the existing Hilltop Drive and Glendora Drive. The roadway beginning at Barton Road will extend southeasterly to within 500 ft of the existent Westwood Street. All other project roadways would end in cul-de-sacs, with emergency access available at Laurelwood Avenue at the northeastern corner of the site. Hilltop Drive will be rerouted to connect to the proposed Iron Horse Hills Drive approximately 150 ft east of the Barton Road, and would no longer connect directly to Barton Road. Residences that are currently accessed via Hilltop Drive would still be accessible by first turning onto the proposed Iron Horse Hills Drive, and then onto Hilltop Drive.

The entry street is proposed to be 52 ft curb to curb, with a raised median. Interior streets are planned to be 36 ft curb to curb.

The proposed project will also include the following roadway improvements:

- These improvements include signing and striping for the Barton Road/Entry Road intersection; Striping of Hilltop Drive;
- Half width improvements to Barton Road along the project frontage;
- Implementation of an acceleration and deceleration lane to the east and west of the project entry on Barton Road; and
- Traffic signals at the project entry at Barton Road.

Specific improvements will be implemented through a street improvement plan that will undergo engineering and design review through the City.

Water Service

Water supply would be provided by Colton Public Utilities, connecting to existing water lines at Barton Road. The project's water system will consist of both domestic water lines and master-planned water facilities. The master-planned facilities include a reservoir, a booster pump station, and transmission lines.

The project site has been identified in the City of Colton's Water Master Plan as the preferred location for a reservoir. The reservoir's primary purpose will be to provide added storage capacity and increased water pressure for the Central (La Loma) Zone and Reche Canyon I (Montecito) Zone in the City of Colton. This reservoir will not directly benefit from or provide the project with its water. The project's water will be provided from the Reche Canyon II (Wild Canyon) Zone, which is located south of the project site. The reservoir will be located in the north central portion of the project site on top of a ridge, with the tank placed in a location that is cut into the hillside, with hillside slopes around the outside of the tank to reduce visual impact. The specific elevation will be determined by the utility to provide optimal water pressure.

The proposed booster pump station's primary purpose is to transfer water from the proposed reservoir to the Reche Canyon II (Wild Canyon) Zone, which will provide system redundancy and relieve the existing booster pump station. The Reche Canyon II (Wild Canyon) Zone is currently served by a single pump station located near Washington Street and Reche Canyon Road. This existing station is currently overburdened and does not provide the pumping capacity required of the system. The proposed booster pump station will provide a substantially greater benefit to the City's existing system by increasing water pressure within the zone.

The proposed water transmission lines will provide the linkage between the reservoir and the upper (Reche Canyon II) and lower (Central) water zones as well as looping the existing water system into Laurelwood Avenue, Westwood Street and Barton Road. These transmission lines will receive water from and transmit water to these two zones, therefore creating system redundancy for the City's water supply. These transmission lines will provide a benefit to both the City's overall water system and to the project. The project proposes to replace the water service provider for the existing residences on Hilltop Drive from Riverside Highland Water District to the City of Colton Water Department. By connecting the Hilltop residences with water service from the City of Colton's water system, their water pressure and reliability will be greatly improved from the existing system.

Wastewater

Wastewater collection would be provided by Colton Public Utilities. The project would connect to sewer lines within Barton Road. The sewer collection system will collect wastewater from project residences. No restrooms are proposed for the park. In addition, sewer lines will be stubbed out to provide for a future connection for Hilltop and Westwood residences if desired, as these residences are currently on septic systems. Note that the project will not provide direct connection for existing

residences, but will provide a stub out that residences in this area could connect to. The lines will be appropriately sized to accommodate future connections.

Electricity

Electric service could be provided to the project site by Edison or Colton Public Utilities (CPU); however, use of CPU would be of greater benefit to the City, as it would provide the City with a return on their investment in power generation facilities.

The applicant proposes to take electric service from CPU. CPU does not currently have any transmission lines in the immediate project vicinity. Therefore, project improvements will include the extension and tie-in of CPU's transmission lines (both 2-phase and 3-phase) from Barton Road to the existing system on Laurelwood Avenue.

In order to widen Barton Road, the existing Edison utility poles along the northwestern project frontage will be moved. While moving these poles, Edison service lines (the three lower lines) will be relocated under ground along the project frontage. The remaining transmission lines are not suitable for under grounding and will still be distributed through raised lines and poles.

Other Utilities

The project vicinity is currently served with natural gas and telephone, which will be extended to provide service to the project site. The relevant provider for each utility is identified below:

Natural Gas..... Southern California Gas Company
Telephone..... Verizon

Drainage

The proposed project will include a storm drain system comprised of underground storm drains with catch basins in the roadways. Headwalls will be utilized to intercept and convey drainage coming onsite from offsite sources. Some of the manufactured slopes (depending on the height) will have bench drains to collect stormwater and protect slope stability. A 1.2-acre water quality basin will be constructed in the eastern portion of the project site near the project entrance and will be used to cleanse the "first flush" storm event runoff. The basin is not required for storm runoff detention as, due to the developed condition of the site having flat pads, the end condition results in a flatter site with less runoff overall, this being a factor of slope and slower time of concentration.

The storm drain system will outlet to the detention basin, which will be vegetated. The basin is designed to have a capacity of 6.1 acre feet (ac-ft) based solely on San Bernardino County Stormwater Program Guidelines for best management practice (BMP) design volume to cleanse the "first flush" storm event. The contributory area to this system is 251.63 acres which produces a 203.63 cubic feet per second (cfs) run off as associated with a 2-year storm event. Based on this flow

rate county guidelines require a basin or similar feature for 5.99 ac-ft of volume which yields a margin in the basin of 0.1 ac-ft (HMM 2006).

The basin is somewhat rectangular on three sides with one curvilinear side adjacent to street "A." The bottom width varies from a minimum of 72 ft to a maximum of 135 ft while the length varies from 300 ft to 340 ft. Because it is designed for cleansing, the bottom is flat at an elevation of 1,021.5 and the design top of the outlet pipe is 1,028.3 thus giving a design depth of 6.8 ft. The overflow weir flow line elevation is set at 1,029.3 and the overall top elevation is approximately 1,032.0. Basin sides will be graded at a slope of 2:1.

From the detention basin, stormwater will be released on a metered basis and flow into the current system under Barton Road. The outlet pipe will be approximately 36 inches in diameter.

Currently storm water follows natural drainage patterns and during large storm events can hinder access for two canyon residences. The proposed project drainage with the developed conditions is expected to improve both drainage and provide continued access during storm events to the particular residences. Based on the water quality features, the project would also improve water quality by cleansing water runoff from upstream prior to release from the project site.

2.6 - Project Phasing/Construction

The proposed project will be completed in two major phases, grading and building. The entire site will be mass graded in one phase. Next, the infrastructure for the entire site would be installed including utilities, the drainage systems and roadways. The residences will be constructed as three separate tracts, but will be constructed concurrently.

2.7 - Intended Uses of This EIR

2.7.1 - Lead Agency

The City of Colton has primary governmental authority over the approval of this project and the use of this land. As such, the City is the Lead Agency for this project, as defined under CEQA and is responsible for completing this EIR, to assess and disclose the environmental consequences associated with project implementation. This EIR is intended to serve as the CEQA compliance document for any necessary approvals related to the Specific Plan Amendment and subdivision (project). The City will consider the following discretionary actions:

1. A Specific Plan Amendment to amend the Reche Canyon Specific Plan consistent with project objectives.
2. Approve (non-vesting) Tentative Tract No. 16798.

2.7.2 - Responsible or Affected Agencies

Other agencies with limited, special purpose discretionary authority over some aspect of the project are defined in CEQA as responsible agencies (CEQA Guidelines § 15381). Such agencies may also utilize this EIR in their consideration of the project. Responsible agencies for this project may include:

South Coast Air Quality Management District

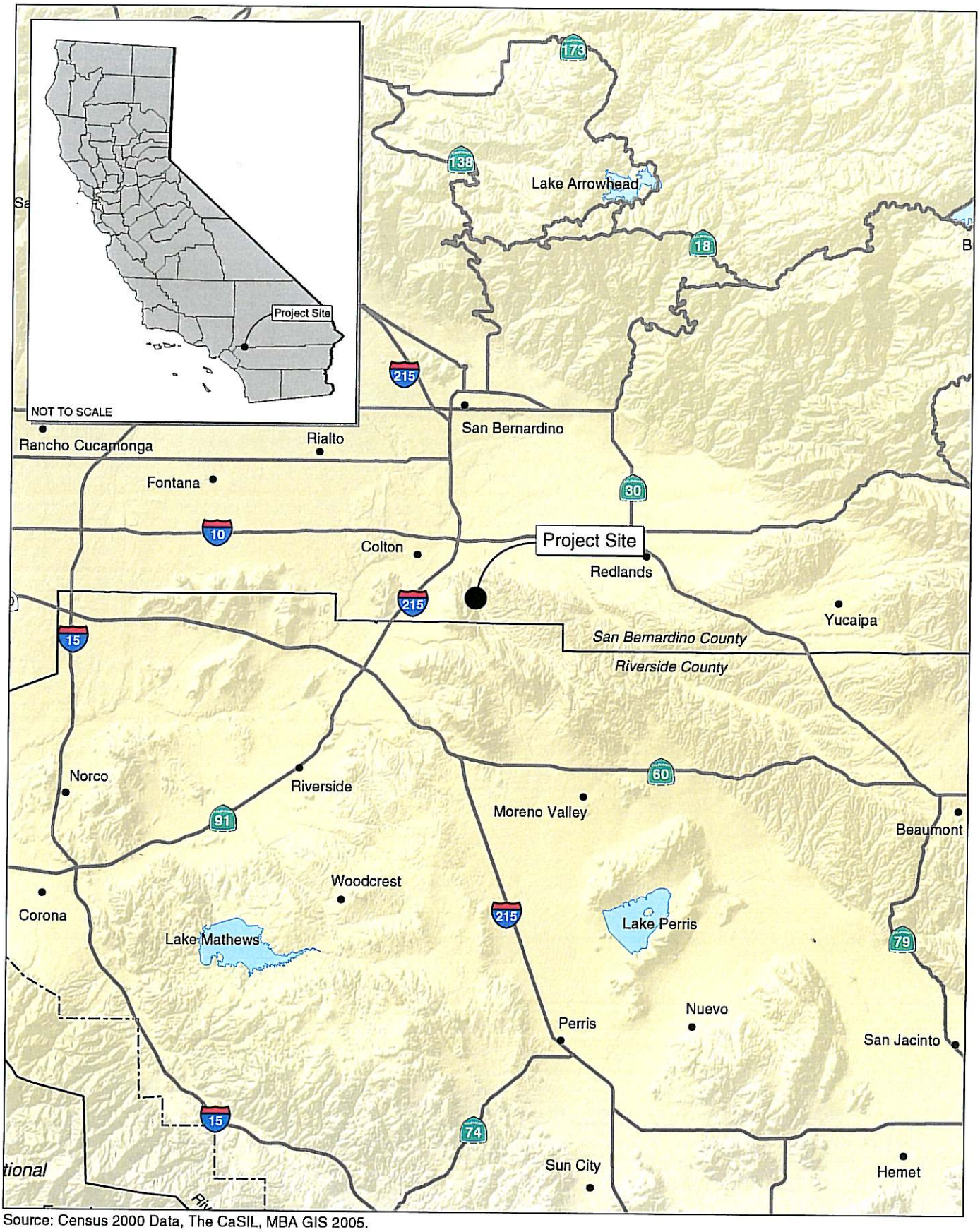
The Southern California Air Quality Management District (SCAQMD) will be requested to review and comment on the Draft EIR related to air quality issues. The SCAQMD may use this EIR in considering potential impacts to air quality resulting form the proposed project. Also, see Section 3.1, Air Quality, for further discussion of SCAQMD requirements.

U.S. Fish and Wildlife Service

The project site contains potentially suitable habitat for the federally threatened coastal California gnatcatcher (CAGN) protected under the federal Endangered Species Act, which is administered by the U.S. Fish and Wildlife Service (USFWS). The USFWS may review the EIR in considering potential impacts to federally protected wildlife species including CAGN. Also, see Section 3.1, Biological Resources, for further discussion of potential impacts to sensitive species and habitat.

California Department of Fish and Game

The project site contains potentially suitable habitat for sensitive plants and animals protected by the State, and regulated by the California Department of Fish and Game (CDFG). A copy of the Draft EIR will be provided to CDFG for their review and comment. If CDFG jurisdictional waters are identified on the project site, a 1603 permit may be required. Also, see Section 3.4, Biological Resources, for further discussion of potential impacts to sensitive species and state jurisdictional waters.



Source: Census 2000 Data, The CaSIL, MBA GIS 2005.

Michael Brandman Associates

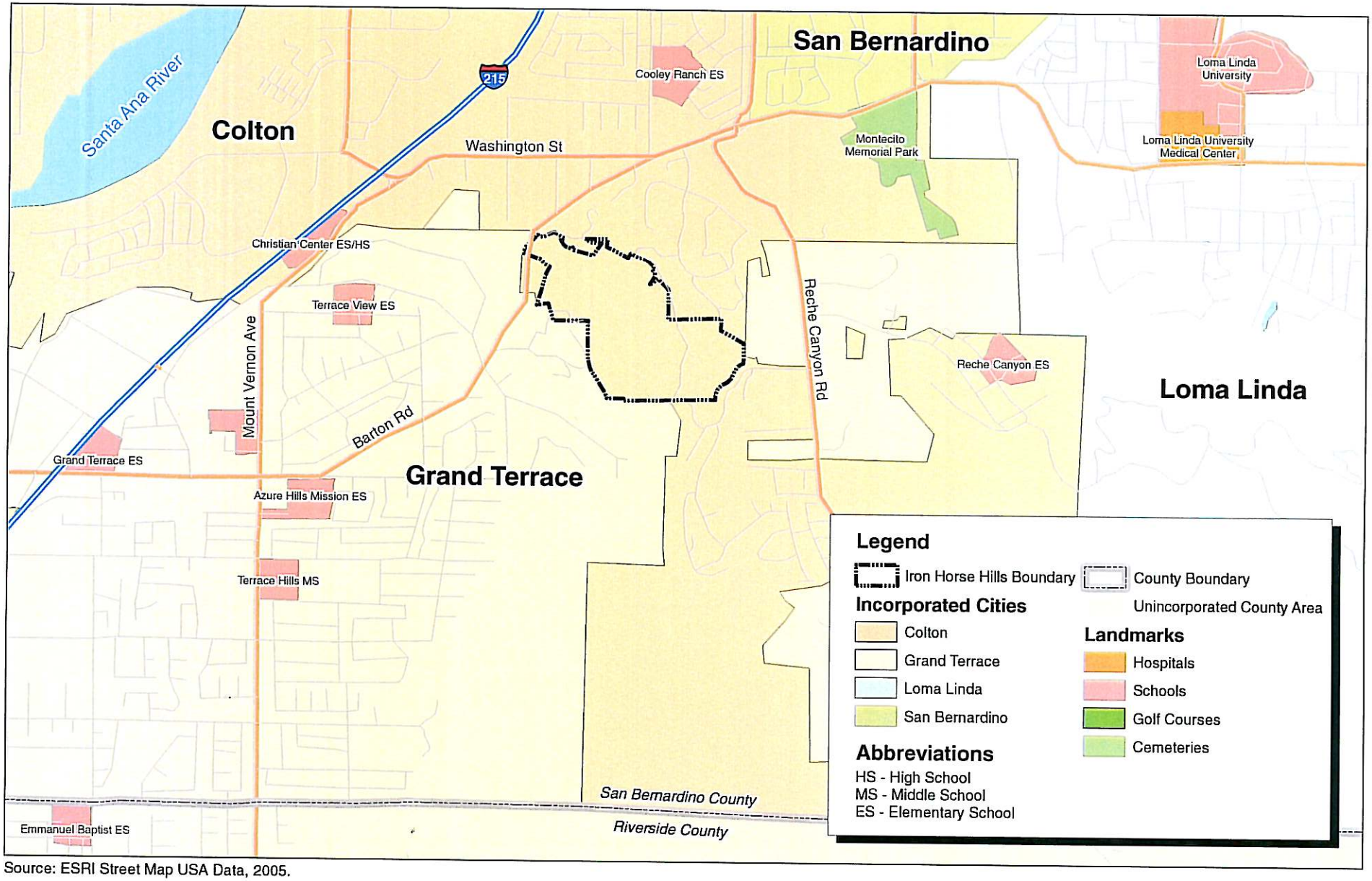
NORTH

5 2.5 0 5 Miles

02370005 • 11/2005 | 2-1_regional.mxd

Exhibit 2-1
Regional Location Map

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR



Source: ESRI Street Map USA Data, 2005.

NORTH

2,200 1,100 0 2,200 Feet

Michael Brandman Associates

02370005 • 04/2006 | 2-2_local.mxd

Exhibit 2-2
Local Vicinity Map

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR

Source: Google Earth Pro and ESRI Street Map USA.

Michael Brandman Associates

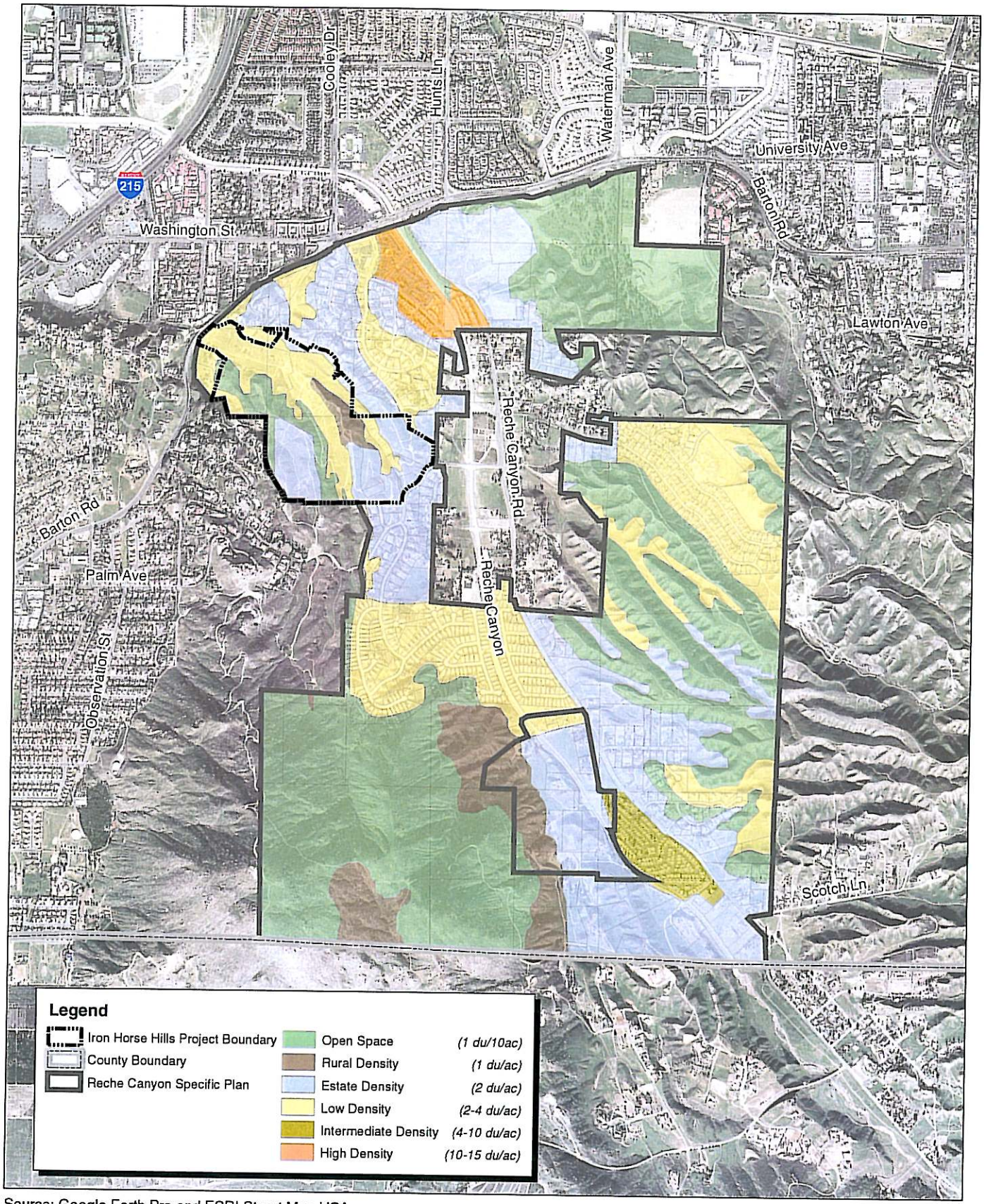
NORTH

1,000 500 0 1,000 Feet

Exhibit 2-3
Environmental Setting

02370005 • 04/2006 | 2-3_environmental.mxd

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR



Source: Google Earth Pro and ESRI Street Map USA.

NORTH

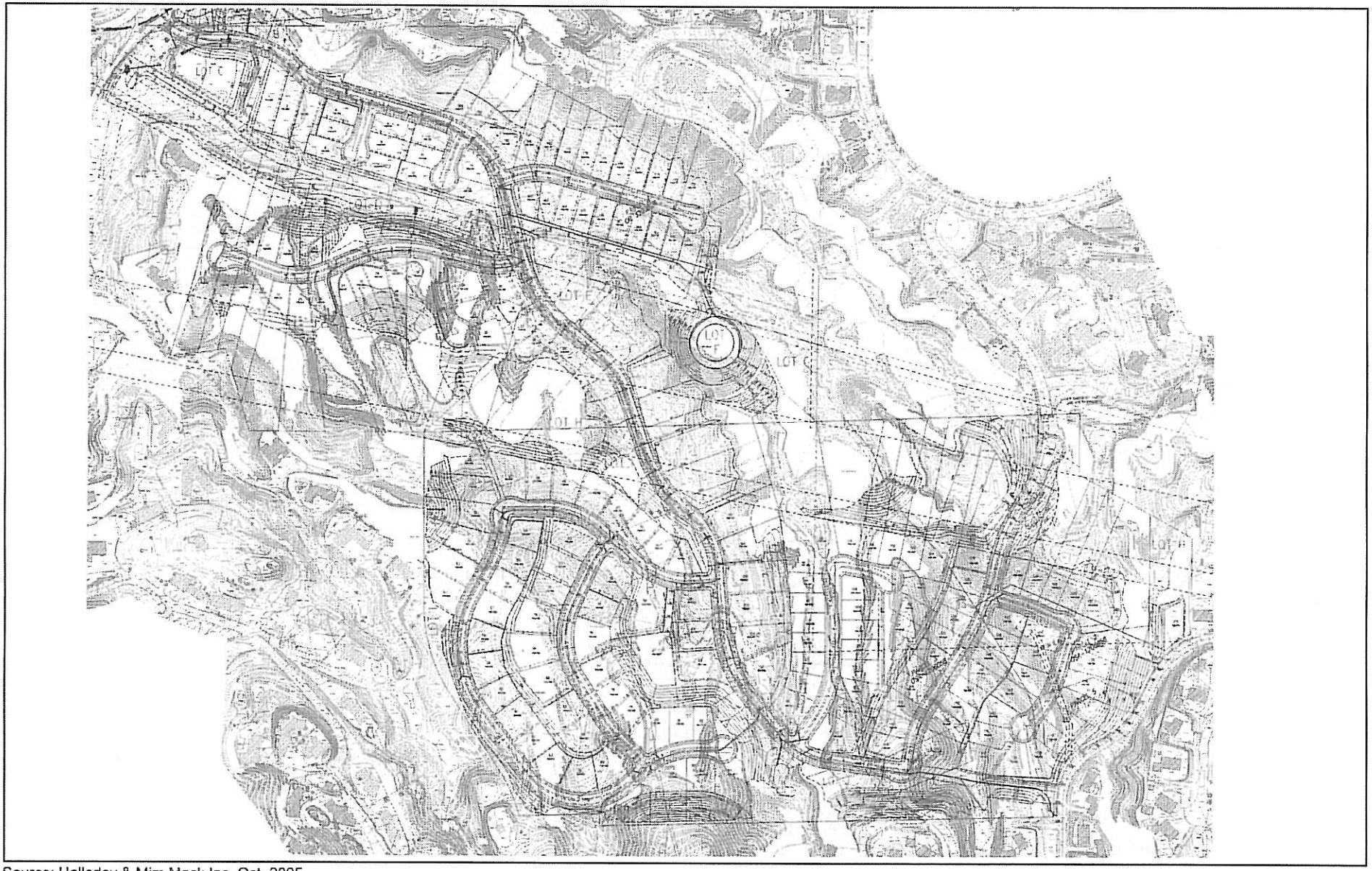
2,000 1,000 0 2,000 Feet

Michael Brandman Associates

02370005 • 04/2006 | 2-4_existing_landuse.mxd

Exhibit 2-4
Existing Specific Plan Land Use Designation

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR



Source: Halladay & Mim Mack Inc, Oct. 2005.

NORTH

500 250 0 500
Feet

Michael Brandman Associates

02370005 • 04/2006 | 2-5_siteplan.cdr

Exhibit 2-5
Site Plan

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR

Source: PBR, Jan. 2006.

NORTH

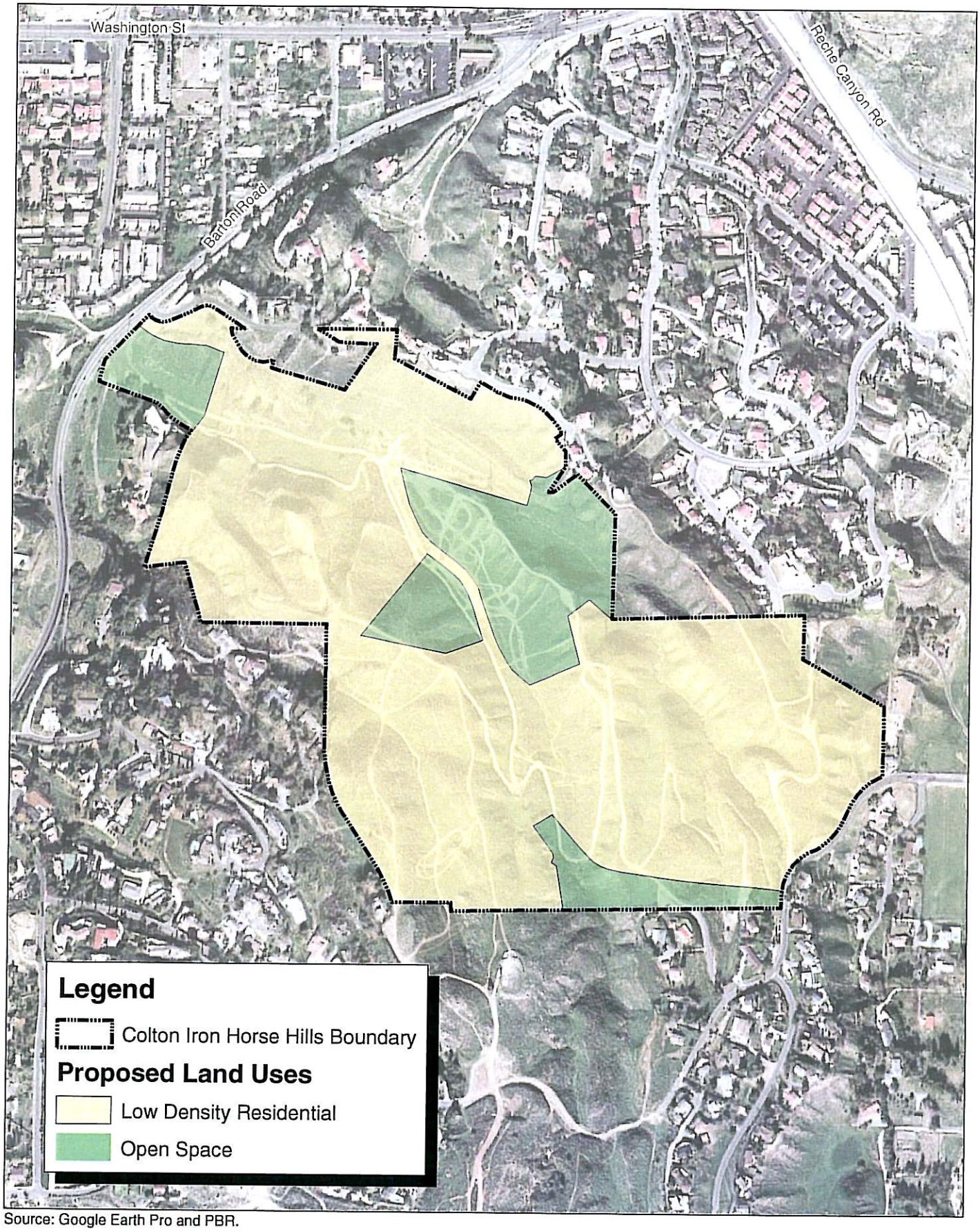
NOT TO SCALE

Michael Brandman Associates

02370005 • 04/2006 | 2-6_dev_concept.cdr

Exhibit 2-6
Residential Development Concept

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR



Source: Google Earth Pro and PBR.

Michael Brandman Associates

NORTH

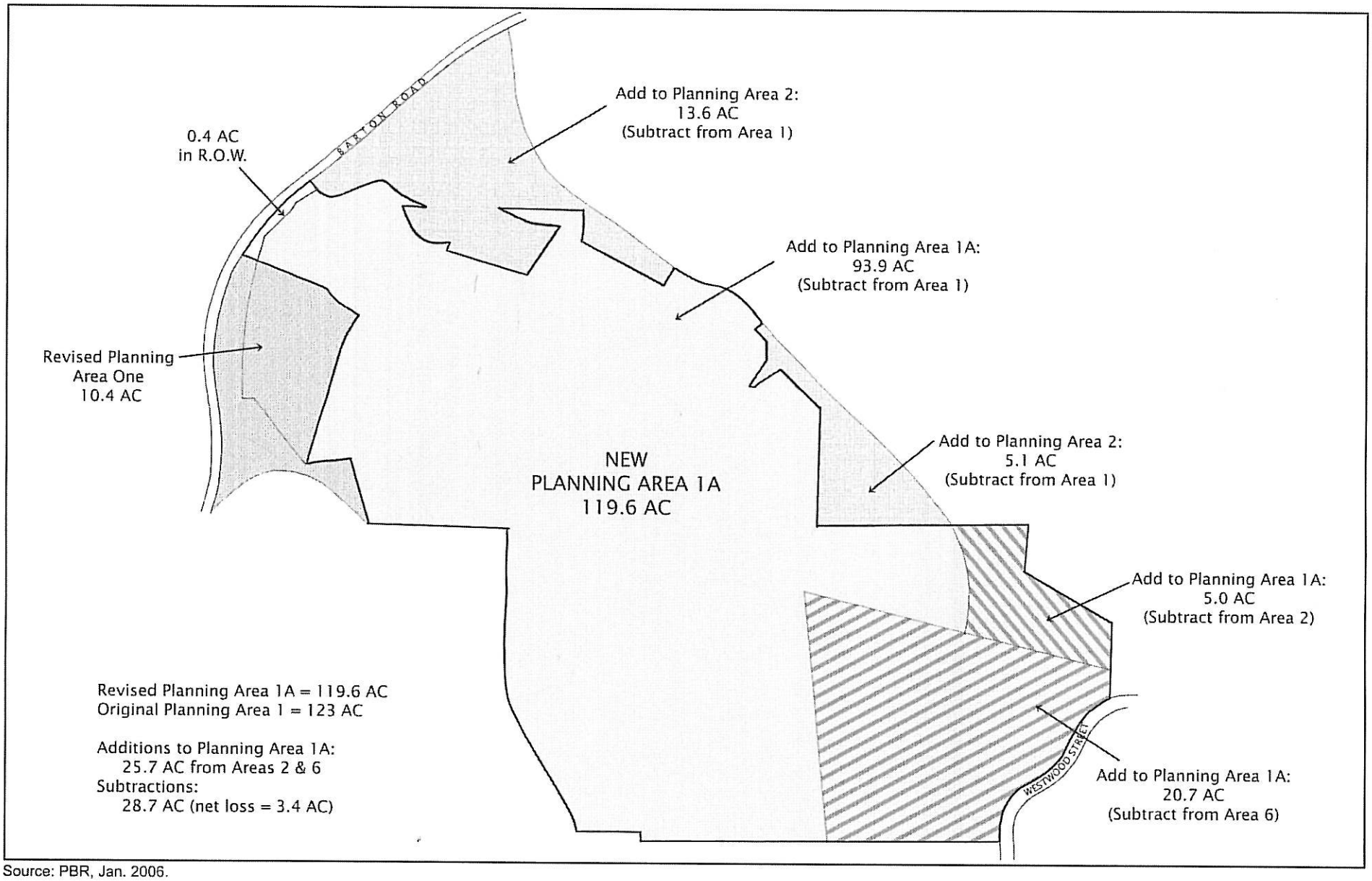
600 300 0 600

Feet

Exhibit 2-7
Proposed Land Uses

02370005 • 02/2006 | 2-7_proposed_lu.mxd

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR



Source: PBR, Jan. 2006.

NORTH

NOT TO SCALE

Michael Brandman Associates

02370005 • 04/2006 | 2-8_sp_planning_area.cdr

Exhibit 2-8
Specific Plan Planning Area Changes

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR

SECTION 3: ENVIRONMENTAL IMPACTS ANALYSIS

Approach to Environmental Analysis

Environmental Topics

The following sections present an examination of the potentially significant environmental consequences associated with implementation of the proposed project:

3.1 Air Quality;
3.2 Land Use;
3.3 Public Services; and
3.4 Biological Resources.

Section Discussions

Each section listed above is presented using a consistent format, using these headings followed by corresponding discussions, where applicable:

- Existing Conditions;
- Thresholds of Significance;
- Project Impact Analysis;
- Standard Conditions and Uniform Codes;
- Project Design Features;
- Mitigation Measures; and
- Level of Significance After Mitigation.

Existing Conditions

The Existing Conditions or the environmental setting includes the regulatory and physical setting of the project site and vicinity that would be affected by the proposed project.

Thresholds of Significance

The Thresholds of Significance are the criteria by which the project's environmental effects will be evaluated to determine whether significant, adverse impacts could occur. These criteria are defined in the City of Colton CEQA Guidelines and derived from the State CEQA Guidelines.

Project Impact Analysis

The Project Impact Analysis first examines the environmental changes that would result from project implementation, with respect to each of the thresholds of significance. Then, based on this analysis, a conclusion is presented with regard to the project's impacts. Conclusions drawn will be phrased as significant impacts, less than significant impacts, or no impacts. In some cases, the conclusion may be that the impacts could be significant, but with the mitigation measures defined later in the section, the impacts would be reduced to less than significant. Relevant policies of the City of Colton General

Plan (CITY 1987) are also presented in this part of each section and include a discussion of the project's consistency with each of the relevant General Plan policies.

Standard Conditions and Uniform Codes

Known standard design review processes, uniform codes, rules and regulations the project would need to comply with are identified.

Project Design Features

Applicable features of the project design which are relevant to the issue being evaluated will be identified.

Mitigation Measures

Mitigation Measures to avoid, lessen, or offset any significant impacts that were identified in the project impact analysis are defined.

Level of Significance After Mitigation

A determination is made as to whether the mitigation measures would reduce the potentially significant effects to less than significant levels, or if significant effects would remain, even after implementation of the mitigation measures. If no significant impacts have been identified and there are no mitigation measures, the impacts are considered less than significant, without mitigation.

3.1 - Air Quality

This section analyses the potential air quality impacts that would result from the development of the Iron Horse Hills residential project. A project specific air quality assessment for Iron Horse Hills was prepared by Giroux and Associates (G&A 2004a, Appendix C). The air quality analysis provides a discussion of existing climate conditions, criteria pollutants, ambient air quality standards and air quality regulations. Air quality modeling was completed to address short-term air quality impacts during construction and long-term impacts associated with additional traffic and stationary emission sources in the project area. The analysis conducted in September 2004 used the URBEMIS 2002 (version 7.5) to determine both construction and long-term air quality emissions. Since that time, a new version of URBEMIS (version 8.7.0) was released and now requires evaluation of new long-term air quality emissions sources (i.e., new residential trip rates, revised mitigation, addition of natural gas and architectural coatings to area sources), thereby necessitating reevaluation of long-term emissions. In addition, several aspects of the short-term analysis necessitated reevaluation, as discussed in the addendum prepared by MBA (MBA 2005a, Appendix C). The addendum evaluates short-term and long-term emissions, and also includes a carbon monoxide hotspot analysis. For the purpose of this EIR analysis, both reports were used.

3.1.1 - Existing Conditions

The proposed project is located in the City of Colton, in the County of San Bernardino. This region is within the South Coast Air Basin (SCAB). SCAB is bounded on the west by the Pacific Ocean and on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains. The southern limit of the basin is the San Diego County line. SCAB consists of Orange, Los Angeles, Riverside, and the western portion of San Bernardino counties. The region is generally impacted by a semi-permanent high-pressure zone resulting in a mild, relatively dry climate. The summers are very warm and winters are mild. The average rainfall for the region is approximately 15 inches per year, and occurs during the rainy season from October to March. The local wind is generally light, and the dominant wind pattern is a daytime onshore breeze and nighttime offshore breezes. The local dominant wind blows from west to east as can be seen in the wind rose (Exhibit 3.1-1).

The regional and local air quality is strongly affected by the topography, atmospheric inversions, and dominant on-shore flows. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Atmospheric inversions act as barriers to the vertical dispersal of air pollutants. The inversions are created where the temperature follows the normal pattern of decreasing temperature with increasing altitude; however, at some altitude, the trend reverses and temperature increases as the altitude increases. This transaction causes there to be relatively shallow mixing height in the region.

Air pollution created in the coastal areas, and around the Los Angeles area is predominantly transported inland until it reached the mountains where the combination of the mountains and

inversion layers generally prevent further dispersion. The poor ventilation result in a gradual degradation of air quality from the coastal areas to inland areas. In addition, plentiful sunshine provides the energy to convert oxides of nitrogen and hydrocarbons into ozone and other pollutants.

Ambient Air Quality Standards

The South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), and the United States Environmental Protection Agency (U.S. EPA) have established air quality significance levels. Both CARB and U.S. EPA have established air quality standards that are designed to protect those that are most sensitive to air pollution. These people include individuals susceptible to respiratory distress such as asthmatics, the young, the elderly, and others with pre-existing health conditions that may be affected by higher levels of pollutant concentration. Healthy adults can tolerate occasional exposure to air pollutant concentrations above these minimum standards without adverse effects, however, unhealthful responses can occur at levels that are only marginally above these standards.

National Ambient Air Quality Standards (NAAQS) were established by the Federal Clean Air Act of 1970 and identified six criteria air pollutants. These pollutants were identified by medical evidence that was available at the time and the NAAQS were established based on that evidence. The State of California has adopted the same six pollutants as criteria pollutants; however, the State has different standards. Those six pollutants and volatile organic compounds are described below. The NAAQS, the California ambient air quality standards, and the most relevant effects are summarized in Table 3.1-1.

- **Carbon Monoxide (CO):** A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline or diesel fuel). CO levels tend to be highest during the winter months, when the meteorological conditions favor the accumulation of the pollutants.

- **Ozone (O_3):** A photochemical oxidant that is formed when reactive organic gases (ROG) and oxides of nitrogen (NO_x) (both byproducts of internal combustion engines) react in the presence of ultraviolet sunlight. Ozone is a very energetic combination of three oxygen atoms that, when it comes into contact with a surface, releases its force as chemical energy. When this happens to biological systems (i.e., the respiratory tract or plants), this energy can cause damage. The conditions within the region are ideal for accumulating O_3.

- **Oxides of Nitrogen (NO_x):** The two important forms of nitrogen oxide in air pollution are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is from as a byproduct of fuel combustion and quickly reacts with oxygen to form NO_2. NO_x is a mixture of NO and NO_2 in the atmosphere. The major concern with NO_x emissions is mainly due to their contribution to the formation of O_3 and particulate matter.

- **Lead (Pb):** Lead concentrations have not exceeded state or national standards in the region since 1982 because it is no longer a gasoline additive.

- **Reactive Organic Gases (ROGs):** Gaseous emissions that react with oxides of nitrogen to form ozone. ROGs are not listed as criteria pollutants, and therefore, there are no state or national ambient air quality standards for them. Though there is no direct standard for ROGs, they are regulated because they are involved in chemical reactions that contribute to the formation of ozone.

- **Sulfur Dioxide (SO_2):** Sulfur dioxide is a colorless, pungent gas formed by the combustion of sulfur containing fossil fuels. SO_2 is a precursor to sulfate and PM_{10}.

- **Suspended Particulate Matter (PM_{10}):** PM_{10} refers to particulate matter 10 microns or less in diameter (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter. Particulate matter arises from sources such as road dust, diesel soot, erosion of soil, combustion particles (ashes and soot), and tire and brake abrasion.

Table 3.1-1: California and National Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Ozone (O_3)	1 Hour 8 Hour	0.09 ppm 0.070 ppm*	0.12 ppm 0.08 ppm	(a) Short-term exposures: (1) Pulmonary function decrements and localized lung edema in humans and animals. (2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (c) Vegetation damage; (d) Property damage
Carbon Monoxide (CO)	1 Hour 8 Hour	20 ppm 9.0 ppm	35 ppm 9 ppm	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses
Nitrogen Dioxide (NO_2)	1 Hour Mean	0.25 ppm —	— 0.053 ppm	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration

Table 3.1-1 (Cont.): California and National Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Sulfur Dioxide (SO_2)	1 Hour 24 Hour Mean	0.25 ppm 0.04 ppm —	— 0.14 ppm 0.030 ppm	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
Particulate Matter (PM_{10})	24 Hour Mean	50 $\mu g/m^3$ 20 $\mu g/m^3$	150 $\mu g/m^3$ 50 $\mu g/m^3$	(a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; (b) Excess seasonal declines in pulmonary function, especially in children; (c) Increased risk of premature death from heart or lung diseases in elderly
Particulate Matter ($PM_{2.5}$)	24 Hour Mean	— 12 $\mu g/m^3$	65 $\mu g/m^3$ 15 $\mu g/m^3$	
Sulfates	24 Hour	25 $\mu g/m^3$	—	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage
Lead	30-day Quarter	1.5 $\mu g/m^3$ 1.5 $\mu g/m^3$	—	(a) Increased body burden; (b) Impairment of blood formation and nerve conduction
Visibility Reducing Particles	Extinction coefficient of 0.23 kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70%		—	Visibility impairment on days when relative humidity is less than 70 percent.

Abbreviations: ppm = parts per million (concentration); $\mu g/m^3$ = micrograms per cubic meter;
Mean = Annual Arithmetic Mean; 30-day = 30-day average; Quarter = Calendar quarter
* Approved by CARB on 4/28/05, will become effective in early 2006. Sources: South Coast Air Quality Management District, 2003 AQMP. California Air Resources Board, Ambient Air Quality Standards, 2005

Ambient Air Quality

The SCAQMD operates an extensive air-monitoring network within the basin, which are used to define the local conditions of air quality within the project area. The SCAQMD has subdivided the basin into 38 source-receptors areas and each subdivision has at least one monitoring station. The project site is located within site receptor area 34, and contains two monitoring stations (5917 and 5203). Station 5917 is located in the City of Fontana. Monitoring station 5203 is located in the City of San Bernardino. Station 5203 is closest to the project area; however, the station does not measure sulfur dioxide. For purposes of comparing ambient air quality conditions, SO_2 was obtained from station 5197. The following pollutant measurements were obtained from station 5203: CO, Ozone, NO_2, PM_{10}, and $PM_{2.5}$.

The local air quality can be evaluated by reviewing relevant air pollution concentrations within the local area. Table 3.1-2 shows a 5-year summary of relevant air pollutant concentration in SRA #34

from 2002-2004. The air quality standards were determined by using the more stringent of the national and state ambient air quality standards.

Table 3.1-2: Ambient Air Quality in SCAQMD Source Receptor Area #34 (2002-2004)

Air Pollutant	Most Stringent Air Quality Standards*	Maximum Concentration (and days exceeding standard)			Meets Ambient Standards?
		2002	2003	2004	
Ozone (O_3)					
1 Hour	0.09 ppm	0.147 ppm (37 days)	0.160 ppm (59 days)	0.157 ppm (55 days)	No
8 Hours	0.08 ppm	0.133 ppm (22 days)	0.137 ppm (45 days)	.0130 ppm (38 days)	No
Carbon Monoxide (CO)					
1 Hour	20 ppm	5 ppm (0 days)	5 ppm (0 days)	4 ppm (0 days)	Yes
8 Hours	9.0 ppm	3.3 ppm (0 days)	4.6 ppm (0 days)	3.3 ppm (0 days)	Yes
Nitrogen Dioxide (NO_2)					
Mean	0.053 ppm	0.030 ppm (0 days)	0.027 ppm (0 days)	0.026 ppm (0 days)	Yes
1 Hour	0.25 ppm	0.11 ppm (0 days)	0.10 ppm (0 days)	0.12 ppm (0 days)	Yes
Sulfur Dioxide (SO_2)					
24 Hours	0.04 ppm	0.010 ppm (0 days)	0.004 ppm (0 days)	0.006 ppm (0 days)	Yes
1 Hour	0.25 ppm	0.03 ppm (0 days)	0.01 ppm (0 days)	0.01 ppm (0 days)	Yes
Suspended Particulate Matter (PM_{10})					
Mean	20 $\mu g/m^3$	50.4 $\mu g/m^3$	44.9 $\mu g/m^3$	48.6 $\mu g/m^3$	No
24 Hours	50 $\mu g/m^3$	94 $\mu g/m^3$ (56%)	98 $\mu g/m^3$ (39%)	118 $\mu g/m^3$ (48.3%)	No
Fine Suspended Particulate Matter ($PM_{2.5}$)					
Mean	12 $\mu g/m^3$	24.3 $\mu g/m^3$	22.2 $\mu g/m^3$	22.0 $\mu g/m^3$	No
24 Hours	65 $\mu g/m^3$	82.1 $\mu g/m^3$ (0.9 %)	73.9 $\mu g/m3$ (0.8%)	93.4 $\mu g/m^3$ (3.8%)	No

* More stringent of the national and state ambient air quality standards for the pollutant of interest.

Notes:

Numbers in parentheses represent the annual number of days the standards were exceeded and the % of samples the PM_{10} and $PM_{2.5}$ standards were violated. Mean = Annual Arithmetic Mean; Yes = meets state and national standards; No = violates state or national standards;

Source: SCAQMD Annual Data Summaries, 2002 - 2004 for air monitoring stations 5197 and 5203 (station 5197 was used to analyze SO_2)

Residential development surrounds the project site. Except for power lines, the project site is currently undeveloped. Local emission sources include: stationary activities, such as space and water heating, landscape maintenance, and consumer products, as well as mobile sources, especially motor vehicles. Motor vehicles are the primary source of pollutants within the project vicinity. Traffic

congested roadways are especially likely to generate high levels of CO. Localized areas where ambient concentration of CO exceeds State and/or national standards are called CO hotspots. Section 9.4 of the *CEQA Air Quality Handbook* identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors, such as residences and school, to CO hotspots.

Ozone is the largest pollution problem within the area. Of the relevant air pollutants evaluated, ozone had the most days above the air quality standards. In addition, PM_{10} and $PM_{2.5}$ levels are also frequently violated in the project area. Though the SCAB region in general has experienced an overall improvement in air quality over the past several years, the baseline air quality levels in the San Bernardino valley for ozone and particulates are in excess of healthful standards.

Local Conditions

Residential development surrounds the project site. Except for power lines, the project site is currently undeveloped. Local emission sources include: stationary activities, such as space and water heating, landscape maintenance, and consumer products, as well as mobile sources, especially motor vehicles. Motor vehicles are the primary source of pollutants within the project vicinity. Traffic congested roadways are especially likely to generate high levels of CO. Localized areas where ambient concentration of CO exceeds State and/or national standards are called CO hotspots. Section 9.4 of the *CEQA Air Quality Handbook* (SCAQMD 1993) identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors, such as residences and schools, to CO hotspots.

Air Quality Management Plan

The 1977 Federal Clean Air Act Amendments stated that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The SCAB could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM_{10}. In the SCAB, the agencies designated by the governor to develop regional air quality plan are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it in 1982 to project attainment of the standards by 2000.

In 1988, because of uncertainty in Federal Clean Air Act reauthorization, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires that regional emissions be reduced by 5 percent per year, averaged over 3 year periods, until attainment can be demonstrated. In July 1991, the SCAQMD adopted a revised AQMP that was designed to meet the CCAA requirements. The 1991 AQMP deferred the attainment date to 2010, consistent with the 1990 Federal Clean Air Act.

The 1990 Federal Clean Air Act Amendment required that all states with airsheds with serious or worse ozone problems submit a revision to the State Implementation Plan (SIP). The 1991 AQMP was modified/adapted and submitted as the SCAB portion of the SIP. The 1991 SIP submittal estimated that an 85 percent basin wide reduction in VOC emissions and a 59 percent reduction in oxides of nitrogen (NOx) between 1990 and 2010 were needed to meet national clean air standards.

A 1997 AQMP was locally adopted. The CARB forwarded this plan on to U.S. EPA for its consideration and recommended approval. The 1997 AQMP was designed to meet both federal (U.S. EPA) and State (CARB) air quality planning guidelines. Components of the 1997 plan included:

- Demonstration of attainment for ozone, CO, and PM_{10};
- Updated emissions inventories (1993 base year) of VOC, NO_x, CO, SO_x and PM_{10};
- Emissions budgets for future years of the inventoried compounds;
- An updated pollution control strategy; and
- Contingency measures if the plan as presently proposed fails to meet stated timetables.

The 1997 plan was further revised to accelerate the adoption/implementation of 13 control measures. The 1999 SIP Revisions included additional ozone control measures meeting all legal requirements and was approved by U.S. EPA in 2000. Further revisions to the AQMP and SIP occurred in 2002 consisting of two PM_{10} Attainment Plans for the Coachella Valley and the SCAB. The 2002 revisions were approved by U.S. EPA on April 18, 2003 and together with the 1997 plan and 1999 SIP Revisions, constitute the currently adopted SIP for the SCAB.

The 2003 AQMP updates the demonstration of attainment with the national standards for ozone and PM_{10}, replaces the 1997 attainment demonstration for the national CO standard and incorporates significant new scientific data, primarily in the form of updated emissions inventories. The 2003 plan is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 and 2002 amendments, and adds new PM_{10} and ozone control strategies. The 2003 AQMP was approved by The CARB on August 1, 2003. The adequacy finding by the U.S. EPA on the emissions budgets for transportation conformity determination in the SCAB was published in the Federal Register, Volume 69, Number 58 on March 25, 2004.

3.1.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on air quality were derived from Appendix G of the CEQA guidelines. A significant impact would occur if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;

- Violate any air quality standard or contribute substantially to an existing or protected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

The CEQA guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." In order to determine if a proposed project would have a significant impact on the air quality, the types and levels of emissions generated by the proposed project, as well as their impacts must be evaluated. The SCAQMD has established thresholds to be used to evaluate the effects that the proposed project has on the environment.

While the final determination of whether or not a proposed project will have a significant impact belongs to the lead agency, the SCAQMD recommends that the following thresholds be used by lead agencies to determine whether the proposed project could result in a significant impact. If the proposed project is found to exceed these values, the project should be considered significant. These thresholds have been defined for the SCAB based on scientific data the SCAQMD has obtained as well as factual data within the Federal and State Clean Air Acts. The proposed project is within the SCAB and, therefore, these thresholds are considered valid and reasonable, and will be used to evaluate impacts more specifically from the proposed development.

Thresholds for Emissions Related to Construction Activities

The following significance thresholds have been established by SCAQMD. Projects in the SCAB region with construction-related emissions any of these thresholds should be considered significant:

- 100 pounds per day of NOx;
- 75 pounds per day ROGs;
- 550 pounds per day of CO;
- 150 pounds per day of SOx; and
- 150 pounds per day of PM_{10}.

Thresholds for Emissions Related to Operation of the Project

Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD Handbook. The criteria for these emissions thresholds include

compliance with the State and national air quality standards and conformity with the existing AQMP for SCAB. The daily operational emissions significance thresholds are:

- 55 pounds per day of NOx;
- 55 pounds per day of ROG;
- 550 pounds per day of CO;
- 150 pounds per day of SOx; and
- 150 pounds per day of PM_{10}.

Emissions resulting from the operation of the proposed project may also be considered significant if a CO hotspot analysis determines that project-generated emissions causes a localized violation of the state CO 1-hour standard of 20 parts per million (ppm), state CO 8-hour standard of 9 ppm, national CO 1-hour standard of 35 ppm, or national CO 8-hour standard of 9.5 ppm within one-quarter mile of a sensitive receptor.

3.1.3 - Project Impact Analysis

Development of the proposed project would result in various air emissions from a variety of stationary and mobile sources. The proposed project would produce emissions during two distinctive stages: construction and daily operations. During the construction stage, emissions will be generated by onsite construction equipment, offsite vehicles used to make deliveries to the site, and construction workers commuting to and from the site. Emissions from the project site during construction are considered short-term impacts and include fugitive emissions from site preparation and earthmoving as well as gaseous emissions from construction equipment and on-road travel by workers. Once the residential units are occupied, emissions will be generated by ongoing daily activities associated with the residential units. These long-term activities include stationary sources such as emissions from the use of natural gas within the residential units, gasoline driven landscape equipment, and consumer products. Long-term mobile sources include commuting traffic of the residents of the project, which is the primary long-term source of air quality impacts. At the time that the air quality studies were prepared, the proposed project included the construction of 247 dwelling units. Since that time, the number of dwelling units has been changed to 187. Though the number of units has been decreased, the project footprint is relatively the same; therefore, the volume of earthwork is likely to be similar, and the construction emissions are likely to be close to the model outputs. Operational emissions, however, will be less than modeled because area emission sources and vehicle trips will be reduced. Because the number of dwelling units has been reduced, the results of the air studies, and thus the results of this analysis, represent a worst-case scenario for the proposed project.

Emissions from Construction Activities

Construction emissions are typically from onsite and offsite emissions. Onsite emissions principally consist of exhaust emissions (NOx, SOx, CO, ROG, and PM_{10}) from heavy-duty construction

equipment and fugitive dust (PM_{10}) from disturbed soil. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10}).

Major construction-related activities associated to this project include the following: grading/clearing; excavation and earth moving for infrastructure construction of the utilities, channel and dwelling unit foundations and footings; asphalt paving of access roads throughout the development; the construction of the homes; and application of architectural coatings for outdoor and interior painting.

Construction emission analysis was performed by using the California Air Resource Board URBEMIS2002 emissions inventory model (MBA 2005a). This model separates the construction process into two distinct phases: site preparation and building/finishing. It quantifies daily emissions for each phase for the various pollutants. During grading, the soil will be balanced onsite (personal communication with project applicant, November 7, 2005). Certain information was required in order to complete the analysis for construction emissions. The information included the following:

- Total site area: 118 acres;
- Number of dwelling units: 247; and
- Maximum cut or fill per day = total fill (1,500,000 cubic yards) / [months of grading (6 months) * workdays per month (22 days)] = 11,364 cubic yards per day.

Construction equipment such as scrapers, dozers, forklifts, and water trucks are expected to be used on the project site and will result in emissions consisting of CO, NOx, ROG, SOx, and PM_{10}. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and weather conditions. Therefore, a worst-case scenario of construction equipment was assumed to model the emissions for construction. The following equipment was assumed for grading: 2 graders; 3 other equipment; 5 rubber-tired dozers; 10 scrapers; and 2 rollers.

Table 3.1-3 shows the expected daily air emissions during construction of the proposed project with a comparison to the SCAQMD significant emission thresholds for the construction phase. The grading and building phases do not occur at the same time. Accordingly, the maximum daily emissions are the emissions from the phase that would contribute the maximum amount of emissions in one day. As shown in the table, construction of the proposed project would exceed daily SCAQMD thresholds for NOx, ROG, and PM_{10}. The NOx emissions are primarily from grading, the ROG emissions are primarily from architectural coatings, and the PM_{10} emissions are primarily from fugitive dust. Short-term unmitigated emissions are considered significant.

Table 3.1-3: Unmitigated Daily Air Emissions from Construction

Pollution Source	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} Diesel (lbs/day)	PM_{10} Dust (lbs/day)
Grading	66.65	447.76	545.28	0.01	18.96	1342.29
Building, Paving, and Architectural Coatings	182.22	90.88	117.34	0.02	3.87	0.19
Maximum Daily Emissions	182.22	447.76	545.28	0.02	18.96	1342.29
SCAQMD Thresholds	75	100	550	150	150	
Exceeds Thresholds?	**YES**	**YES**	NO	NO	**YES**	
Source: MBA 2005a.						

Emissions from Project Operation

Long-term operational emissions are both stationary and mobile. Stationary sources include consumer products, water and area heaters, and other products that consume natural gas, as well as gasoline-powered landscaping equipment. Mobile emissions (i.e., motor vehicles) are the primary source for operational emissions in residential developments. The operational emissions were evaluated using URBEMIS2002 (version 8.7.0) (MBA 2005a). Based on the original 247 dwelling units, it was determined that the project would generate approximately 2,374 daily trips when the development is built out.

Table 3.1-4 shows the operational emissions from the proposed project. As shown in Table 3.1-4, when these emissions are compared to the SCAQMD suggested thresholds for significance, long-term emissions generated by the proposed project would remain below established thresholds, and therefore, are considered less than significant.

Table 3.1-4: Estimated Daily Operational emissions

Pollution Source	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SOx (lbs/day)	PM_{10} (lbs/day)
Mobile Emissions	24.82	26.33	293.92	0.26	24.11
Natural Gas Consumption	0.24	3.09	1.32	NG	0.01
Landscape Equipment	1.32	0.04	8.96	0.10	0.03
Consumer Products	12.08	NG	NG	NG	NG
Paint Applications	8.41	NG	NG	NG	NG
Emissions Totals	**46.88**	**29.47**	**304.19**	**0.36**	**24.15**
SCAQMD Thresholds	55	55	550	150	150
Source: MBA 2005a. Note: NG designates criteria pollutants that have estimated negligible values.					

Carbon Monoxide Hot Spots

Carbon monoxide (CO) is a localized problem requiring additional analysis beyond total project emissions to find if the project can cause or contribute to an exceedence of national or state ambient

air quality standards. CO is produced in greatest quantities from motor vehicle combustion and the highest concentrations are typically found near congested intersection. Areas of vehicle congestion that have a potential to create pockets of CO are called CO hot-spots. In order to get a worse case scenario, the CO concentrations are generally measured from these congested locations, where the CO concentrations would be highest. A micro-scale CO impact analysis was performed by MBA (MBA 2005a).

A CO hot-spot analysis was performed by MBA (MBA 2005a) at any intersection that would be operating at Level of Service (LOS) D or worse. LOS refers to a quantitative measure of various factors or traffic conditions at intersections. The analysis utilized the California line source roadway dispersion model (CALINE4) to determine project generated CO concentrations at the intersections displayed in Table 3.1-5. The predicted values of CO are added to the regional background level to establish the total exposure. Existing one-hour background CO levels in the project vicinity are 5 ppm as shown in Table 3.1-2.

Table 3.1-5: Estimated 1 hour CO Concentrations Above Background Levels

Intersection	Estimated CO Concentration (ppm)	State Standard (ppm)	National Standard (ppm)	Significant Impact?
Center Drive at Barton Road	1.2	20	35	NO
Mt. Vernon at Barton Road	1.4	20	35	NO
Mt. Vernon at Washington Street	2.2	20	35	NO
Reche Canyon Road at Washington Street	2.8	20	35	NO
Reche Canyon Road at Westwood Street	1.3	20	35	NO
Source: MBA 2005a.				

As shown in Table 3.1-5, the intersection with the highest CO concentration is Reche Canyon Road at Washington Street with a concentration of 2.8 ppm. If this were added to the current background CO level of 5 ppm, the worst-case build out CO concentration would be 7.8 ppm, which is below the State standard of 20 ppm. No CO hot-spots were found at any intersections; therefore, the proposed project will not create CO hot-spots.

Health Impacts

Unmitigated, short-term emissions of ROG, NOx, and PM_{10} during construction would result in significant short-term impacts to air quality. With mitigation, NOx would exceed the District's thresholds. ROG and NOx are precursors to the formation of ozone. Therefore, it is possible that emissions of NOx from construction of the project would have the potential to impact the health of surrounding residents (the health effects of nitrogen dioxide and ozone are identified in Table 3.1-1). The health effects from nitrogen dioxide exposure of greatest concern are mild changes in airway

responsiveness and pulmonary function. At unrealistic levels of nitrogen dioxide, acute bronchitis (25 to 100 ppm) or death (150 ppm) can occur. The formation of ozone may not occur directly around the project site, but has the potential to mix with the ambient air and form ozone downwind of the project site. The greatest risk is to those who are more active outdoors during smoggy periods, such as children, athletes, and outdoor workers.

Diesel particulate matter (DPM) will also be emitted during construction of the proposed project. Diesel particulate matter has carcinogenic components. Some of the health effects of DPM include eye, nose, and throat irritation as well as coughing, nausea, and phlegm. The mitigation measure requiring cooled exhaust gas recirculation during grading will reduce emissions of DPM by approximately 85 percent and the measure requiring diesel particulate filters during the building phase will reduce emissions of DPM by approximately 80 percent. These measures will reduce emissions of DPM and therefore the health effects of DPM from construction to the greatest extent feasible.

Long-term operational impacts from the project will result in less than significant impacts of criteria pollutants. The majority of long-term operational emissions are from mobile vehicles. A CO hotspot analysis determined that the levels of CO at impacted intersections are below the state and federal ambient air quality standards. Therefore, localized concentrations of CO are not a significant impact in the project area and should not pose significant localized health impacts.

Air Quality Management Plan Consistency

Project consistency with the AQMP is discussed in Section 4.3.1, Cumulative Impacts.

3.1.4 - Standard Conditions and Uniform Codes

For reaching attainment of the State and national air quality standards, the AQMP for the SCAB establishes a program of rules and regulations administered by SCAQMD. SCAQMD rules and regulations that apply to this project include SCAQMD Rule 403, which governs emissions of fugitive dust. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. Rule 403 also requires projects that disturb over 50 acres of soil or move 5,000 yds^3 of materials/day to submit to SCAQMD a Fugitive Dust Control Plan.

SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the SCAB. This rule dictates the VOC content of asphalt available for use during the construction.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC contents in paints and paint solvents. This rule dictates the VOC content of paints available for use during the construction of the buildings.

3.1.5 - Mitigation Measures

Construction

AQ-1 The following measures are proposed to reduce the impacts of construction equipment, worker vehicle, and painting emissions:

A. During construction of the proposed improvements, construction equipment will be properly maintained and will undergo 90-day low-NOx tune-ups for off-road equipment.

B. During construction of the proposed improvements, all contractors will be advised not to idle construction equipment onsite for more than 5 minutes.

C. During the paint application phase of construction of the proposed project, only low volatility paints and coating as defined in SCAQMD Rule 1113 shall be used. All paints shall be applied using either high-volume low-pressure (HVLP) spray equipment or by hand application. The paint application phase shall be spread out over a longer period of time to use no more than 100 gallons of low-VOC paint per day.

D. The project proponent shall develop a ride-share incentive program for the construction workers. The program shall be submitted to the city for review and approval.

E. During construction of the proposed project, the project applicant shall make arrangements to have a lunch wagon visit the construction site during the lunch break. This will reduce emissions from worker trips.

F. During grading of the site, the off-road grading equipment shall be equipped with cooled exhaust gas recirculation, as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm).

G. During the building phase of construction, the off-road diesel equipment shall be equipped with diesel particulate filters as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm).

H. Limit lane closures to off-peak travel periods.

I. Encourage receipt of materials during non-peak traffic hours.

AQ-2 Prior to construction of the proposed improvements, the applicant will provide to the City and SCAQMD with a project specific dust control plan for their review and approval. The dust control plan will be consistent with the methodology found in the SCAQMD publication titled "Rule 403 Implementation Handbook" and will include Best Available Control Measures. The dust control plan shall take place during construction of the proposed project. At a minimum, the dust control plan shall include the following:

A. Water all active construction areas at least twice daily.

B. Cover all haul trucks or maintain at least two feet of freeboard.

C. Pave all haul roads.

D. Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.

E. Cover or water twice daily any on-site stockpiles of debris, dirt, or other dusty material.

F. Develop and implement a high wind, dust control plan if winds exceed 25 miles per hour.

G. Establish permanent, stabilizing ground cover on finished sites.

H. Park construction vehicles off traveled roadways.

I. Reduce speed on any unpaved roads to less than 15 miles per hour.

Operation

Although the criteria thresholds would not be exceeded through operation of the proposed project, reasonably available mitigation should be implemented because of the non-attainment status of the SCAB. The mitigation measures presented below would offset some of the increase in emissions as a result of the proposed project.

AQ-3 The following measures are proposed to reduce impacts of operation on air quality:

A. The proposed project shall provide an attractive pedestrian environment to encourage walking and bicycling.

B. All homes constructed shall meet minimum statewide energy construction requirements.

C. All residential units shall include features that encourage trip elimination or trip diversion to alternative transportation (e.g., pre-wiring for telecommunications systems).

3.1.6 - Level of Significance After Mitigation

Long-term Operational

Long-term emissions associated with project operations (project related traffic, landscape maintenance, etc.) will not exceed significance thresholds, even without mitigation.

Short-term Construction

Even with implementation of the above mitigation measures, short-term impacts related of NOx emissions during construction will still exceed significance thresholds, as shown in Table 3.1-6. Therefore, short-term impacts related to the construction of the proposed project would create significant impacts to air quality even with feasible mitigation.

In addition, it is possible that emissions of NOx from construction could result in ozone formation downwind of the site, contributing to ambient concentrations of ozone. This has the potential to cause health effects as discussed in the Health Impacts section impacts. However, these impacts will be limited to the short-term, since post-construction operations will not exceed significance thresholds.

Table 3.1-6: Mitigated Short-Term Construction Air Emissions

Pollution Source	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} Diesel (lbs/day)	PM_{10} Dust (lbs/day)
Grading	6.09	228.78	55.12	0.01	2.43	36.11
Building, Paving, and Architectural Coatings	71.03	77.25	103.09	0.02	2.77	0.19
Maximum Daily Emissions	71.03	228.78	103.09	0.02	2.77	36.11
SCAQMD Thresholds	75	100	550	150	150	
Exceeds Thresholds?	NO	YES	NO	NO	NO	
Reduction from Mitigation	119.19	218.98	442.19	0.00	16.19	1306.18
Source: MBA 2005a.						

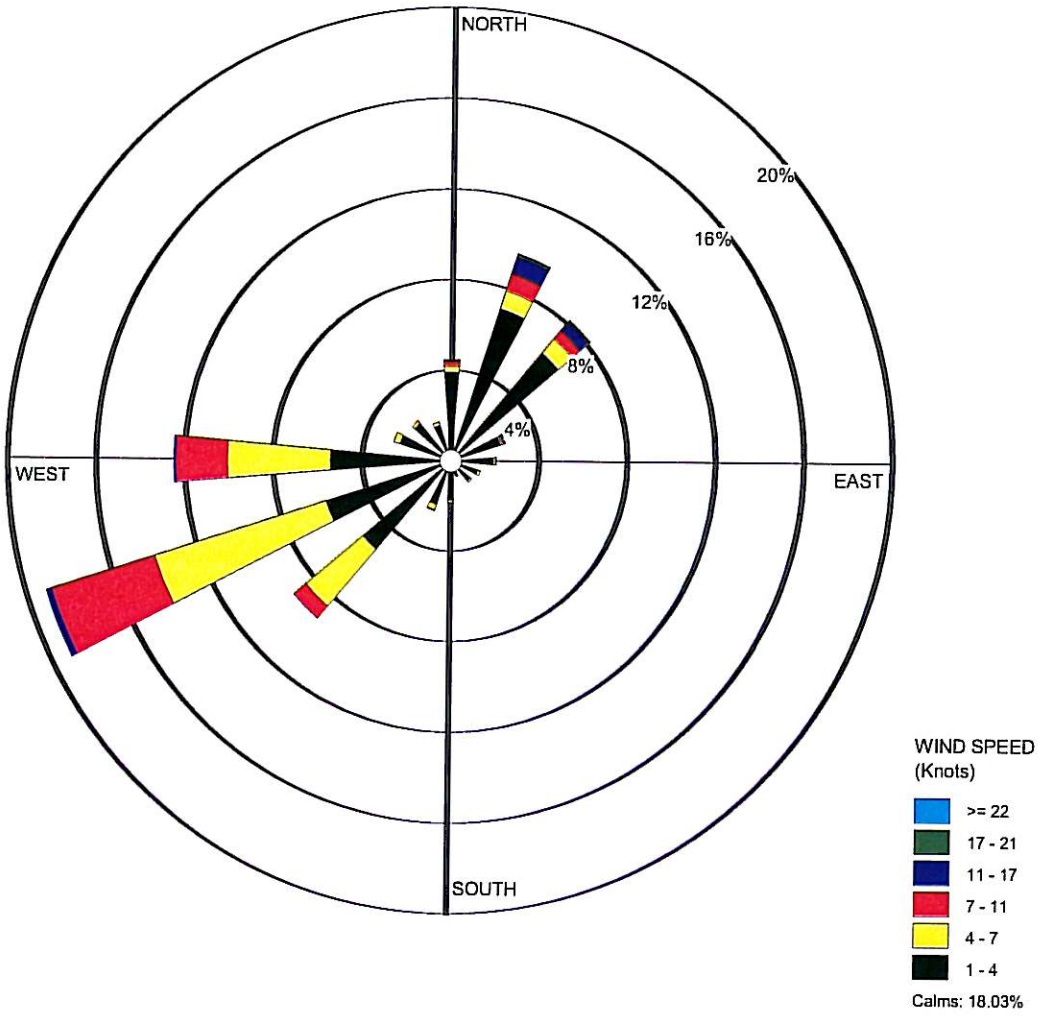
Statement of Overriding Considerations

The City has the discretion to balance the benefits of a project against its unavoidable significant environmental impacts in considering whether to approve a project under CEQA. The City may approve a project with significant impacts if they adopt a Statement of Overriding Considerations finding that the project's benefits outweigh the unmitigated impacts. Project benefits may include economic, legal, social, and other considerations. Based on the identification of significant short-term

air quality impacts, the City would need to adopt a Statement of Overriding Considerations in order to approve the proposed project.

WIND ROSE PLOT:
Station 54149-City of Fontana

DISPLAY:
Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD:	COMPANY NAME:	
	1981 Jan 1 - Dec 31 00:00 - 23:00	Michael Brandman Associates	
		MODELER: JCH	
	CALM WINDS: 18.03%	TOTAL COUNT: 8760 hrs.	
	AVG. WIND SPEED: 3.40 Knots	DATE: 9/29/2005	PROJECT NO.: 0237-0005

WRPLOT View - Lakes Environmental Software

NORTH

Michael Brandman Associates

02370005 • 09/2005 | 3.1-1_windrose.cdr

Exhibit 3.1-1
Windrose

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR

3.2 - Land Use and Planning

An Initial Study (IS) was prepared for the proposed project (City 2005, Appendix A) and concluded that the project could potentially have significant impacts because the project would conflict with the current Specific Plan. A further discussion about this potential impact is discussed further herein. Based on the IS, the proposed project would have less than significant impacts related to physically dividing an established community and conflicting with habitat or natural community conservation plans (also see discussion in the IS, Appendix A). Therefore, impacts related to these potential land use impacts will not be further discussed.

3.2.1 - Existing Conditions

Existing Land Use

The project site is currently undeveloped and consists predominantly of open space and a major utility easement and transmission lines that transect the project site. The site also has graded access roads and trails.

The proposed project site is hilly, with elevations ranging from approximately 1,020 feet (ft) above mean sea level to approximately 1,280 ft above mean sea level. The project site consists of undeveloped vacant land; with electric transmission lines that cross the site (Exhibit 2-3). The project site is within a northwest trending canyon area that has valley and hillside topography.

The site is traversed by trails and dirt roads that provide access to the transmission line that cross the project site. The primary dirt road also connects Barton Road to Reche Canyon Road via Westwood Street. The dirt roads and trails are currently used for utilities (Southern California Edison) for maintenance of onsite facilities, recreation by dirt bikes and mountain bikes, circulation for local and pass through traffic between Reche Canyon Road and Barton Road, and illicit activities such as dumping and loitering.

The area adjacent to the project site on the east, south, west, and north include residential development and small areas of undeveloped open space. Further, west and north of the project area is commercial land use. Lands east and south of the project site contain more extensive areas of open space (Exhibit 2-3).

Reche Canyon Specific Plan

The proposed project is within the Reche Canyon Specific Plan. The Reche Canyon Specific Plan was developed in order to set detailed land use, circulation, public service, design, and landscaping standards for the approximately 2,920 acre Reche Canyon area between Barton Road and the San Bernardino/Riverside county line. The planning areas include the City of Colton, the City of Loma Linda, and unincorporated San Bernardino County. The Reche Canyon Specific Plan was

developed to maintain the semi-rural character of Reche Canyon by providing lower density residential land uses while preserving the canyon's natural features and open space.

The Specific Plan recognizes that Reche Canyon is changing from a predominantly rural community to a suburban community of diverse land uses and lifestyles. The Specific Plan tailors the broad policy of the General Plan to focus on a precise area with the intention of implementing overall City policy. The Specific Plan provides a systematic means of detailing and implementing the applicable General Plans (CITY 1990a). The Specific Plan is intended to provide comprehensive guidance for future development, while maintaining a high degree of flexibility.

Planning Areas

The current Specific Plan includes 14 planning areas with 8 different land use designations consisting of open space and residential land use of varying density. The proposed project site currently spans most of Planning Area 1 and approximately 26 acres of Planning Areas 2 and 6 of the current Specific Plan. Each of these planning areas is described in the Specific Plan as follows:

Planning Area 1 This is the canyon in the far northwest corner of the Specific Plan area. It is not a part of Reche Canyon proper either from a circulation standpoint or from a topographic standpoint. This are is planned primarily for Low Density development on the valley floor, and Estate Density development along the ridges and uplands. Primary access will be from Barton Road, but secondary access will be provided from the extension of Westwood.

Planning Area 2 This area encompasses existing development at the north end of the Specific Plan area that takes access of Barton Road along Mohave Drive. The area is largely built out, with High and Low Density development in the flatter locations, and large lot development on the ridges. The plan proposes to extend Laurelwood Avenue over to Westwood and to provide secondary access. No major changes are anticipated in this Planning Area.

Planning Area 6 This area is the almost completely built-out large lot area off Westwood Street. No major changes in land use in this area are expected. Secondary access to Grand Terrace ultimately will be provided along an extension of Westwood. Access to the Mojave Drive area will be provided along Laurelwood Avenue. This will eliminate the current lack of all weather emergency access to this area.

Land Use Designations

The existing Specific Plan land uses include open space and various residential densities (Exhibit 2-4). The current Specific Plan designates the project site for the following land uses:

- Open Space - 1 unit per 10 acres;
- Estate Density - 2 dwelling units per acre;
- Rural Density - 1 unit per acre; and
- Low Density - 2 to 4 dwelling units per acre.

Additional land use designations with the Specific Plan area include:

- Intermediate Density - 4 to 10 units per acre; and
- High Density - 10 to units per acre.

The area immediately adjacent to the project site boundaries on the east and south is designated for Estate Density. Lands immediately north and west of the project site are not within the Reche Canyon Specific Plan. The land north of the project site is within the City of Colton and is designated for commercial development. The land west of the project site is within the City of Grand Terrace, and is designated by the City as low density residential.

Circulation

The Specific Plan includes the provision of loop road through the project site that would connect Barton Road to Westwood Avenue for the purpose of internal (to the Specific Plan area) circulation.

Parks and Trails

The development of parks and trails throughout the plan area are encouraged. Parks in particular are needed within the Specific Plan area, but none is specifically identified for the project site in the Parks and Trails Plan.

3.2.2 - Thresholds of Significance

As discussed in the IS which preceded this EIR (Appendix A), this project would not physically divide an established community and would have no effect upon any habitat conservation plan or natural community conservation plan. This project's impacts concerning land use and planning will be assessed with respect to the following thresholds, as defined in Section IX B. of the State CEQA Guidelines, Appendix G:

- 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?

3.2.3 - Project Impact Analysis

The project proposes a new residential development within the Reche Canyon Specific Plan, and proposes the changes to the Specific Plan through a Specific Plan Amendment (SPA). Approval of the Specific Plan would resolve any inconsistencies with the existing Specific Plan. This section will

evaluate the proposed changes and determine whether they are a substantial change in land use policy for this area of the City that would substantially conflict with the intent of the Reche Canyon Specific Plan, focusing on changes to Planning Area changes, land use designations, circulation, parks and trails, and grading. Although this EIR will make a determination regarding the significance of the changes from a CEQA standpoint, ultimately, the Planning Commission will determine whether the SPA components are acceptable for the City of Colton.

Planning Areas Changes

Planning Area Configuration

The proposed project includes a SPA that would create a new planning area, Planning Area One A (1A), by altering the boundaries and acreage of Planning Areas One, Two, and Six. The proposed amendment would create new Planning Area 1A and conform to the boundaries of the project site by parcel boundaries. Three small remnants of Planning Area 1, which are not a part of project site total approximately 29.1 acres and are located to the east, north, and west of the project site. The two remnant areas to the north would be added to Planning Area 2, and the third remnant would remain part of Planning Area 1. The 25.7 acres in the southwest portion of the project site will be removed from Planning Areas 2 and 6 and added to Planning Area 1 (Exhibit 2-8).

Thus, Planning Area 1A consists of most of former Planning Area 1, and minor land exchanges with other adjacent planning areas to complete a new development plan for this region of the Specific Plan. This is not a dramatic change in planning configuration from the existing Specific Plan and properly follows parcel boundaries. Accordingly, no significant impact associated with the reconfiguration of planning areas would result.

Planning Area Descriptions

The new Planning Area and is most closely aligned with the description of Planning Area 1 described in Section 3.2.1 under Planning Areas above. New Planning Area 1A is described in the SPA as follows:

> This is the canyon in the far northwest corner of the Specific Plan area. It is not a part of Reche Canyon proper either from a circulation standpoint or from a topographic standpoint. Primary project access will be from Barton Road with emergency access only from Laurelwood Avenue. Overhead power line easements restrict residential uses over portions of the planning area. This area is primarily planned for low density residential. Open Space is located in the central portion of the project and a neighborhood park is planned.
>
> The planning area is largely self-contained and has limited visibility from existing Colton residences. Grading activities within Planning Area 1A will be minimally visible from major public streets in the City. The existing topography will be reconfigured through moderate grading, to provide usable flat areas for active residential and park uses. The gently rolling

character of the surrounding community can be retained through a combination of stepped building pads and artfully designed slopes.

The description of Planning Area 1A is generally consistent with that of former Planning Area 1, but now reflects more details and specificity consistent with the current development proposal including:

- Constraints to development;
- Changes in land use designation (see Land Use Designation below);
- Changes in circulation that eliminate secondary access via Westwood Avenue and provide emergency access via Laurelwood avenue (see Circulation below);
- Recognition of a new park (see Parks and Trails below); and
- Specific discussion of grading, stepped building pads and designed slopes (see Grading below).

Changes to the description of Planning Area 2 and 6 focus on changes in circulation consistent with the proposed development including: 1) replacing an extension of Laurelwood Avenue with an emergency gate at the terminus of Laurelwood Avenue; and 2) indicating that the future extension of Westwood originally planned to connect this area to Grand Terrace, is dependent on affected property owners and the City of Grand Terrace.

Changes to land use designation, circulation, parks and trails, and grading are further evaluated in the following sections.

Land Use

Density

The existing specific plan designates three types of residential land use densities and an open space land use for the project site (Table 3.2-1). The SPA would change the mix and distribution of land use designations to Open Space and one residential land use type, Low Density Residential. See Table 3.2-1 for a comparison of existing and proposed land use, and resulting housing units.

As indicated in **Error! Not a valid bookmark self-reference.**, the proposed change in designations would result in a potential increase in housing units by approximately 33 percent. However, the proposed dwelling unit cap for Planning Area 1A of 200 units would actually reduce the total number of residential units. In addition, site-specific conditions greatly constrain development under both plans. Also, in response to earlier proposals by the project applicant, nearby residents have strongly urged a reduced number of housing units. As a result, the proposed project includes only 187 residential units, even though the proposed land use would support up to 378 dwelling units without a cap. Accordingly, the environmental analysis will focus on the potential impacts that would result from the proposed project including 187 residential units as actually proposed. The project

specific density is 2.4 units per acre which is on the low end of the proposed Low Density designation, and just slightly denser than Estate Residential.

Table 3.2-1: Comparison of Existing and Proposed Land Use

Land Use Designation	Existing Land Use		Proposed Land Use	
	Acres	Housing[1]	Acres	Housing[1]
Open Space (1 unity per 10 acres)	21.6	2 du	25.8	3 du
Rural Density (1 unit per acre)	7.4	7 du	0	0 du
Estate Density Residential (2 units per acre)	43.8	88 du	0	0 du
Low Density Residential (2 to 4 units per acre)	46.8	187 du	93.8	375 du
Total Acreage and Housing Units	119.6	284 du	119.6	378 du[2]

[1] Potential housing is calculated by multiplying the available acreage by the maximum housing density allowed for each designation and rounding to the nearest whole number.
[2] The Specific Plan Amendment proposes a 200-unit cap for Planning Area 1A; the actual housing units proposed is 187 units.
du = dwelling unit

Under the existing Specific Plan, if the site were developed applying the low-end density range for Low Density Residential (2 units per acre), the achieved number of units for the project site would be 190 units. Therefore, in terms of the number of units proposed, the proposed project is generally reduced in density compared to the existing Specific Plan, and consistent with the preferences of the existing residents. Therefore, impacts associated with a change in density are considered less than significant.

The mix of residential product is somewhat less varied, lacking the Rural Density designation which would provide one-acre residential lots. Nonetheless, objectives of the existing Specific Plan favor higher density in the side canyons, such as this one, that do not front Reche Canyon Road (see Specific Plan Goals and Objectives below). Therefore, this change does not represent a substantial policy change from the existing specific plan and land use impacts related to density and land use designation are less than significant.

Designation Descriptions

Proposed changes to the Land Use Designations of Open Space and Low Density Residential apply only to Planning Area 1A and generally do not affect density.

Additions to the description for the Open Space designation include:

- A change to preclude residential development;
- Identify open space as being intended for passive and active recreation activities;
- Recognize that Edison easements may be subject to restrictions; and

- Specific identification for four components of open space:
    - Rural open space - areas that will be left in their natural state;
    - Manufactured sloped and HOA landscaped areas;
    - Parks; and
    - Detention basins. (PBR 2006)

Discussion of the Open Space designation in the existing Specific Plan emphasizes highly rural residential development with limited reference to preservation of natural forms or parks. Although, this is a marked change from the existing Specific Plan, it is a positive and useful one in that it clearly identifies the intent for Open Space for Planning Area 1A recognizing the resources and the limitations on the project site. In particular, the elimination of residential development within open space is a change more in character with the surrounding residential development.

Changes to the Low Density designation emphasize grading and landform activities and are addressed under Grading below.

Circulation

The project proposes one site entrance at Barton Road between the existing Hilltop Drive and Glendora Drive. The roadway beginning at Barton Road will extend southeasterly to within 500 ft of the existent Westwood Street. All other project roadways would end in cul-de-sacs, with emergency access available at Laurelwood Avenue at the northeastern corner of the site. Hilltop Drive will be rerouted to connect to the proposed Iron Horse Hills Drive approximately 150 ft east of the Barton Road, and would no longer connect directly to Barton Road. Residences that are currently accessed via Hilltop Drive would still be accessible by first turning onto the proposed Iron Horse Hills Drive, and then onto Hilltop Drive.

The entry street is proposed to be 52 ft curb to curb, with a raised median. Interior streets are planned to be 36 ft curb to curb.

The proposed project will also include the following roadway improvements:

- These improvements include signing and striping for the Barton Road/Entry Road intersection; Striping of Hilltop Drive;
- Half width improvements to Barton Road along the project frontage;
- Implementation of an acceleration and deceleration lane to the east and west of the project entry on Barton Road; and
- Traffic signals at the project entry at Barton Road.

Specific improvements will be implemented through a street improvement plan that will undergo engineering and design review through the City.

The existing Specific Plan includes the provision of loop road through the project site that would connect Barton Road to Westwood Avenue for the purpose of internal (to the Specific Plan area) circulation. The purpose of the planned looped road was to provide for internal circulation so that residents did not have to access other adjacent neighborhoods via Reche Canyon Road. However, based on existing traffic conditions, the existing dirt roads on the project site have not been used for internal purposes, but by pass through traffic between Reche Canyon Road and Barton Road. The existing traffic pattern resulting from through access is both an unintended and an undesired effect for roadways in the project site. The currently proposed circulation would not include through access, and therefore would eliminate undesired pass through traffic in this area. Therefore, the proposed change to eliminate through access is considered a positive change in circulation that does not substantially conflict with the intent of the Reche Canyon Specific Plan. In addition, the project would provide improved access to Hilltop Drive, and secondary emergency access will be provided by Laurelwood Avenue. Therefore, land use impacts related to proposed changes in circulation are considered less than significant.

Parks and Trails

Parks

One 6.77-acre park, Iron Horse Hills Park, is proposed for the project site and would include a tot lot and passive recreation. No lights, parking lot, sports fields or courts, or restrooms are planned. This park would be City owned and maintained.

The existing Specific Plan indicates that specific locations for parks would be determined at a later date and identifies potential park locations within the Specific Plan. Therefore, no specific park locations are prescribed and the project site was not identified as a potential park location. The City's park standard is to provide 5 acres of park for every thousand residents. The project would generate approximately 646 new residents with a park need of 3.23 acres. Therefore, the project meets the minimum park acreage requirements with the provision of the 6.77-acre park, and no further park acreage or in-lieu fees are required.

The park is substantially lacking in amenities that would make either family or active use of the park feasible. Therefore, while the park acreage is sufficient, the proposed uses are generally insufficient to meet the park requirements for the project. Similarly, since the park is considered a public facility restrooms should be provided. Therefore, the proposed park amenities are insufficient and would result in a significant land use impacts related to park facilities.

Trails

Due to concerns raised by neighboring residents, no trails have been included in the project site. The existing informal trail and road system on the project site is used by mountain bikes, hikers, and potentially equestrian users. The Specific Plan provides for a specified main trail which is not on the project site. In addition, two loop trails with unspecified alignments are prescribed "to follow the stream or some other pleasant route." Given the current usage, the linear nature of the project site, the varying topography of the site, a trail in this area is well suited. Trails are generally compatible with residential uses, especially for lower density areas such as the Specific Plan area and the project site. In addition, the project site will be substantially grade separated so that any trail system would be much lower in elevation than any existing residences, so neighboring residences should not be impacted. While a trail would be highly consistent with the proposed project, it is not strictly required under the Specific Plan, and the lack of a trail provision is not considered a significant land use impact.

Grading

The project site is substantially constrained by a large Southern California Edison easement and steep sloped terrain, which combined with the requirements of the existing Specific Plan substantially limit the number of residential lots that could be feasibly built. As a result, the SPA proposes modifications and exceptions to the grading requirements specific to Planning Area 1A. The project would largely conform to the existing grading requirements in Section 6.1.1 including the following subjects:

- Geotechnical studies;
- Grading plans;
- Natural features;
- Landform grading;
- Grading for roadways on hillside;
- Slope repairs;
- Grading on slopes greater than 25 percent grade;
- Conserving topsoil;
- Slope stabilization;
- Grading during the dry season; and
- Grading during the rainy season.

The existing Specific Plan devotes a large section of the document to the subject of grading and minimizing it to conform to the natural landscape. Past amendments and the current SPA continue to encourage landform grading, blending of graded terrain and rounding of sharp angles to achieve naturalistic terrain. The proposed project would comply with the most substantial components of the grading ordinance. However, the SPA also proposes changes that would allow for mass grading of the project site, including grading of ridgelines, steep slopes and the production of steep manufactured slopes. The purpose of these changes is to overcome the physical constraints to the project site and increase the number of buildable lots to result in a feasible residential development.

The description of the Low Density designation in the SPA includes the following on grading:

- Eliminates any slope density requirements based on existing slopes;
- Requires mass grading over the entire designation prior to construction;
- Indicates greater slope stability resulting from manufactured slopes; and
- Indicates use of landform grading principles and naturistic earthen forms.

The SPA proposes additional language to the Specific Plan ridgelines discussion indicating that ridgelines and landforms not visible from Reche Canyon Road may be graded and built on if done in an environmentally sensitive manner. This is generally consistent with previous specific plan amendments and is not considered a substantial change in policy.

The SPA would also revise the Major Features section (No. 3) of the Specific Plan to except Planning Area 1A from the requirement that development be conducted on slopes 45 percent or less. Previous amendments have preserved slopes that are steeper than 45 percent for open space purposes. Resulting manufactured slopes would not exceed 45 percent. This has an overall effect of reducing the amount of steep slopes post construction on the project site, and is a minor change in policy on this issue.

The SPA would exempt the project from the following subjects on grading as described in the existing Specific Plan:

- **Minimize Grading**. Grading in hillside areas should be the minimum necessary to be consistent with the other standards contained within the specific plan. Grading should be limited that which is necessary for the primary use of lot. Excessive grading outside of the building footprint and driveway area shall be discouraged.

- **Remedial Grading.** The extent of remedial grading shall be strictly limited to grading necessary to correct dangerous conditions. Remedial grading on slopes with a greater than 25 percent grade may be permitted only for safety purposes where adverse bedding planes or other geologic conditions make development of lower slopes unsafe. Remedial grading shall not be used to increase the buildable area of the site materially. Geotechnical studies prepared by an engineering geologist and soils engineer, registered by the State of California, must be submitted and approved prior to issuance of any development permit.

- **Maximum Slope Angle for Manufactured Slopes.** No manufactured slopes shall have a slope angle steeper than 2 horizontal to 1 vertical (2:1). Shallower slope angle may be required if detailed soil and geological investigations indicate that they are necessary.

The primary result of these changes in grading policy will include the elimination of natural ridgelines and a reduction in the preservation of naturally preserved steep slopes within Planning Area 1A once the project is constructed. However, the resulting grading will still use landform

grading principals and naturistic earthen forms. Given the substantial constraints to development within the Project Site, and the conformance to the most substantial grading principals in the Specific Plan, the proposed amendments are reasonable and necessary to facilitate development in this area and contribute to the buildout of the Specific Plan. Therefore, the proposed grading amendments are not considered a substantial change in policy and the impacts to grading are considered less than significant.

Specific Plan Goals and Objectives

Goal One To maintain the semi-rural character of Reche Canyon while allowing for future development.

Relevant objectives for achieving the above goal emphasize the following:

- Lower densities of residential development and emphasis on single-family detached homes;
- Relegate higher density to side canyons away from Canyon corridor;
- Limiting non-residential land uses;
- Man-made slopes should resemble natural terrain, and use vegetation consistent with naturally-occurring plants;
- High recreate values through a network of hiking and horseback riding trails; and
- Landscape guidelines that use drought-tolerant and naturally-occurring plant species.

The project is generally consistent with the objectives of Goal One of the Specific Plan in that the project provides lower density, single-family homes, limits non-residential land uses, and generally conforms to landscape and grading guidelines. The project would not contribute to recreation values associated with trails.

Goal Two Improve and enhance the efficiency, carrying capacity and safety of the circulation system throughout the canyon area.

Relevant objectives for achieving the above goal emphasize the following:

- Develop a system of loop roads that will siphon local traffic off of Reche Canyon Road and redistribute to other arterial roads;
- Complete local and collector street system so that there will be interconnections between residential neighborhood, and so that the need to use Reche Canyon for local trips is reduced; and

- Complete pedestrian/equestrian trail system to provide alternatives to driving.

The project is not consistent with the objectives of Goal 2; however, the goals for the loop system in particular did not anticipate substantial pass through traffic as opposed to local trips as indicated above. The proposed circulation system is found to be generally consistent with the rural intent of the Specific Plan as indicated in discussion above. In addition, the project does not further the trail system.

3.2.4 - Mitigation Measures

The following mitigation measure is recommended to address deficient park amenities:

LU-1 The applicant will provide additional park amenities to provide for family oriented and/or sports oriented uses and provide park restrooms. Examples of additional amenities may include: picnic tables, barbecues, benches, and sports equipment (pull up bars, balance beams, etc.). The specific mix of amenities will be determined between the City and the Applicant during the design review process.

3.2.5 - Level of Significance After Mitigation

Mitigation measure LU-1 reduces impacts associated with deficient park amenities to less than significant. Land use impacts associated with planning area designations, density, circulation, trails, grading and other Specific Plan components are less than significant without mitigation.

3.3 - Public Services

The Initial Study (IS) prepared for the proposed project (CITY 2005, Appendix A) concluded that impacts related to school services could potentially be significant. These potential impacts are discussed further herein. Based on the IS, the proposed project would result in less than significant impacts on fire services, police services, parks, or other public facilities. Therefore, impacts to these public services will not be further discussed.

3.3.1 - Existing Conditions

The project site is comprised of undeveloped, vacant land so that there has been no school related needs from the project site. The City of Colton, just like the rest of the Inland Empire has undergone rapid growth during the past two decades, however this rate of growth has decreased in the past few years, with only 8.3 percent increase since 2000 (DOF 2005a).

The project site is entirely within the Colton Joint Unified School District (CJUSD). There are currently three schools that will accommodate schoolchildren from the proposed development. See Table 3.3-1 below for current school enrollment.

Table 3.3-1: Colton Joint Unified School District Current Local School Enrollment

School	Grades	Current Enrollment	Capacity	Percent of Capacity	Address
Reche Canyon Elementary School	K-6	680	988	69%	3101 Canyon Vista Drive Colton, CA 92324
Terrace Hills Middle School	7-8	1,048	1,120	94%	22579 DeBarry Street Grand Terrace, CA 92313
Colton High School	9-12	3,314	3,232	103%	777 West Valley Boulevard Colton, CA 92324
Source: CJUSD 2005.					

At present, Reche Canyon Elementary School (K-6) and Terrace Hills Middle School (7-8) have capacity to accommodate new students. Current enrollment at Colton High School is exceeding the school capacity, without the proposed project. As shown in Table 3.3-1 the Reche Canyon Elementary School currently has enough capacity for an additional 308 students. CJUSD has indicated that most of their schools are at or near capacity; however, additional schools are planned that will alleviate capacity issues in some areas.

The school district plans to begin construction of a high school (High School #3) and a Middle School (Middle School #5) in the spring of 2006. The high school is to be constructed in the City of Grand Terrace, and the middle school in the City of Bloomington; both would open in 2008. The capacity of each of these schools is not known at this time; however, both schools will increase the

overall District capacity for students, and will reduce the number of students at Colton High School and Terrace Hills Middle School.

3.3.2 - Thresholds of Significance

The environmental checklist form provided in the CEQA Guidelines are used to determine if the proposed project could result in potentially significant impacts to school services. The proposed project would be considered significant if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable performance objective for schools.

3.3.3 - Project Impact Analysis

The proposed project will modify the Reche Canyon specific plan resulting in less new residences than allowed in the existing Specific Plan. Therefore, the project does not represent an increase in the number of new homes anticipated for this area. Nonetheless, the introduction of new homes would result in new students in the Colton Joint Unified School District.

The proposed project includes 187 dwelling units on 119.6 acres in the City of Colton, within the Reche Canyon Specific Plan. Based on generation rates from the CJUSD, the proposed project is expected to produce approximately 159 students district-wide (Table 3.3-2).

Table 3.3-2: Colton Joint Unified School District Generation Rates

	Elementary K-6	Middle School 7-8	High School 9-12	Total
CJUSD Student Generation Rates per household	0.53	0.13	0.19	0.85
Students Generated by Proposed Project	99	24	36	159
Source: CJUSD 2005.				

The proposed project will contribute an additional 159 students to three existing school sites as outlined in Table 3.3-3. Based on this table, the elementary school appears to have sufficient capacity to accommodate students from the proposed project, and would have an excess capacity of approximately 21 percent for 209 additional students. This is expected to be sufficient capacity to accommodate area growth within the school's service area.

Table 3.3-3: Colton Joint Unified School District Local School Impacts

	Elementary K-6	Middle School 7-8	High School 9-12
Total Capacity	988	1,120	3,232
Current Enrollment	680	1,048	3,314
Students Generated by the Project	99	24	36
Total New Enrollment	779 (79%)[1]	1,072 (96%)[1]	3,350 (104%)[1]
Remaining Capacity	209	48	-118

Source: CJUSD 2005.
[1] Percent of total capacity

With the proposed project, the Terrace Hills Middle School would approach capacity, and have remaining capacity for additional 48 students. While the school has sufficient capacity to specifically accommodate the project, this may not be sufficient capacity to account for growth, and could result in a temporary exceedence of school capacity, until the new middle school opens in 2008.

Colton High School enrollment is currently exceeding the capacity by 82 students. The proposed project will contribute and additional 36 students, causing the school to exceed the capacity by 118 students. Therefore, the project will contribute to overcrowding at the High School until the new High School opens in 2008.

3.3.4 - Project Design Features

The applicant intends to construct large homes for consistency with the neighboring homes, and to achieve a good return on investment. The specific product and home size will depend on the market conditions but preliminary research supports homes in the range of 2,600 to 4,000 SF. School fees for residential development are based on the homes square footage. Therefore, the school fees generated by the project are expected to be above average for residential development. Current level II fees are $4.45 per square foot for new residential construction. Under the above scenario, school fees per home would range from $11,804 to $18,160.

3.3.5 - Standard Conditions and Uniform Codes

State legislated school development fees are paid by all residential development to offset impacts to schools created by new development and are applicable to the proposed project.

3.3.6 - Mitigation Measures

The following measures are proposed to help keep service-related impacts below levels of significance:

PS-1 Prior to the issuance of building permits, the developer shall pay all legally established development impact fees, as well as associated school fees to the Colton Joint Unified School District in accordance with state law, and provide proof of payment to the City of Colton.

3.3.7 - Level of Significance After Mitigation

Temporary overcrowding at public schools may result pending the opening of new schools being constructed and scheduled to open in 2008. However, payment of legislative school fees set by the State and consistent with mitigation measure PS-1 is considered full mitigation for impacts to schools under CEQA. With implementation of the project as proposed, including payment of impact fees, and the proposed mitigation measure, the project will not result in any significant impacts to the public services of schools.

3.4 - Biological Resources

This section evaluates impacts from the proposed project on the biological resources present on the proposed project site and vicinity. The Initial Study (IS) (CITY 2005, Appendix A) prepared for the project indicated that impacts to biological resources were considered less than significant. However, during a biological peer review conducted by MBA (MBA 2005b, Appendix D), project biologists identified inconsistencies between the biological reports and the onsite conditions that warranted further review of impacts to biological resources in this EIR. The peer review included a field survey (June 27, 2005), a review of previous biological reports prepared for the project site, and a literature review, including a query of the California Natural Diversity Database (CNDDB).

Previous biological reports reviewed for the project site and relied upon in the environmental analysis herein are identified and described below. These previous reports as well as current reports are provided in Appendix D.

Habitat Assessments

The following reports describe the general biological conditions on the project site including the vegetation, sensitive plant and wildlife species with potential to be present and species observed on the project site. These subjects are further described for the project site in Section 3.4.1, Existing Conditions.

- Kirtland Biological Services. December 3, 1999. General Biological Assessment, Blue Mountain Development Project, San Bernardino County, California (KBS 1999).
- Tom Dodson and Associates. June 18, 2004. General Biological and Focused California Gnatcatcher Survey for Distinguished Homes Blue Mountain Development (TDA 2004a).

Focused Surveys

The reports summarize the results of surveys conducted to determine the presence or absence of a species on a project site consistent with applicable wildlife agency permits. The results of the presence/absence surveys are further discussed in the discussion for the respective species in this EIR section.

- Natural Resources Assessment, Inc. August 19, 2004. Blue Mountain Development, Stephens' Kangaroo Rat Trapping Report (NRA 2004).
- Thomas Olsen Associates, Inc. December 7, 1999. Focused California Gnatcatcher Survey for the Northern Blue Mountain and Blue Canyon Area of San Bernardino County, California (TOA 1999).
- Tom Dodson and Associates. June 18, 2004. General Biological and Focused California Gnatcatcher Survey for Distinguished Homes Blue Mountain Development (TDA 2004a).

- Tom Dodson & Associates. March 20, 2006 *Focused Coastal California Gnatcatcher (Polioptila californica californica) Survey.* (TDA 2006b).

- Michael Brandman Associates. September 2005. Third-Party Review of a Biological Constraints Analysis for Iron Horse Hills in the City of Colton, California (MBA 2005b).

Jurisdictional Delineation

A jurisdictional delineation identifies the jurisdictional waters of the U.S. and the State, including substantial riparian or wetland resources. See the discussion below on Jurisdictional Water Resources in Section 3.4.1, Existing Conditions, for the results of the jurisdictional delineation.

- Tom Dodson and Associates. January 2006. Jurisdictional Delineation for Blue Mountain Development (TDA 2006a).

3.4.1 - Existing Conditions

The project site is characterized by relatively flat areas at the northern portion of the site, which transition into gentle slopes and then to relatively steep slopes to the south. The site varies in elevation from 1,100 to 1,200 feet (ft) above mean sea level. The site is currently undeveloped and contains several plant communities as mapped by TDA (Exhibit 3.4-1): Riversidean sage scrub (RSS), non-native grasslands, mule-fat scrub, and ruderal areas.

In the headings below, the name of the each plant community is followed by the CDFG classification code, if available, then the Holland classification code.

Vegetation

Riversidean Sage Scrub (32.005.01 {32700})

The Riversidean Sage Scrub (RSS) plant community occupies approximately 84.9 acres of the project site. This plant community is comprised of disturbed and relatively undisturbed RSS. The two dominant plant species are brittlebush (*Encelia farinosa*) and California buckwheat (*Eriogonum fasciculatum*). Also common are white sage (*Salvia apiana*) and California sagebrush (*Artemisia californica*). Occasional Mexican elderberry (*Sambucus mexicana*) plants are also present. The north-facing slopes have a greater abundance of plant cover and the disturbed RSS is more common on south-facing slopes. This is not considered a sensitive plant community although it would provide potential foraging and nesting opportunities for several sensitive avian species, including Bell's sage sparrow (*Amphispiza belli belli*) and rufous-crowned sparrow (*Aimophila ruficeps*).

Non-Native Grassland (42.000.00 {42200})

The non-native grassland occupies approximately 12.3 acres of the project site. It occurs along the northern road, adjacent to existing residential properties, and in other isolated locations. This plant community is characterized by foxtail chess (*Bromus madritensis*), wild oats (*Avena fatua*), ripgut brome grass (*Bromus diandrus*), and foxtail fescue (*Vulpia bromoides*). Other plant species occurring

in the non-native grassland community are shortpod mustard (*Hirschfeldia incana*) and black mustard (*Brassica nigra*).

Mulefat Scrub (63.510.00, {63310})

An approximate 3.8-acre patch of mulefat scrub occurred in 1999 in the northwestern area of the project site (KBS 1999). KBS described the mulefat as occurring in an area of disturbance adjacent to a wash channel where an abandoned settling basin was located. Some older abandoned building pads may have also been present in the area. As described by KBS, mulefat (*Baccharis salicifolia*) was the dominant plant species, with several Peruvian pepper trees (*Schinus molle*) present. Subsequent disturbance and erosion has occurred in the area since this description was recorded, most notably the grading of the site as a fire prevention measure as prescribed by the City of Colton Fire Department. At the time of MBA's field visit, the mulefat scrub plant community existed in a disturbed and diminished state due to recent disking. Reflecting the changes in the site since being disked, TDA has classified the area as "ground/roads/plowed" on their 2004 vegetation map (TDA 2004b, Appendix D).

Ruderal

Existing roads, disking and off-road vehicle tracks have created disturbed plant communities consisting mostly of bare ground. There are approximately 22.1 acres of this ruderal plant community on the project site, classified by TDA as ground/roads/plowed (TDA 2004b, Appendix D).

Existing Wildlife

The project site supports several wildlife species, some of which were observed during previous biological assessments. For a complete description, see the faunal lists in the TDA reports included in Appendix D. Wildlife observations made during the survey were dominated by avian species. Bird species common to RSS and observed on the project site included greater roadrunner (*Geococcyx californianus*), California towhee (*Pipilo crissalis*), house finch (*Carpodacus mexicanus*), wrentit (*Chamaea fasciata*), Bewick's wren (*Thryomanes bewickii*), and bushtit (*Psaltriparus minumus*).

Special Status Biological Resources

Special status biological resources include those that have been afforded special legal or management protection because of concern for their continued existence. There are several categories of protection at both federal and state levels, depending on the magnitude of threat to continued existence and existing knowledge of population levels.

Threatened and Endangered Species

California Gnatcatcher

The project site contains habitat potentially suitable to the federally threatened California gnatcatcher (*Polioptila californica californica*) (CAGN). This species was observed in 1999 immediately

adjacent (approximately 400 ft) to the project site on the south side. Based on follow-up surveys conducted immediately after this sighting, the project site was determined as unoccupied by CAGN. The individual located in 1999 was determined to be a dispersing adult. Follow-up focused surveys for CAGN conducted in 2004 were also negative, and an updated CAGN survey completed during 2005-2006 was also negative for CAGN (TDA 2006b). The CNDDB (2005) has several locations of CAGN in the vicinity of the project site. In 1997, three pairs of CAGN were recorded approximately two miles to the southeast of the project site. In 2002, a single female CAGN was observed approximately 2 miles to the south of the project site. An older record of CAGN occurs approximately three miles to the northwest of the project site.

The project site currently does not overlap critical habitat as designated by the U.S. Fish and Wildlife Service (USFWS) in 2000. However, a revision to the critical habitat for CAGN was proposed by the USFWS in 2003, and under this proposed revision, the project site would overlap critical habitat. This proposed revision has not been finalized and therefore the critical habitat boundary from 2000 is still applicable.

Stephens' Kangaroo Rat

The project site contains low quality habitat for the federally endangered and state threatened Stephens' kangaroo rat (*Dipodomys stephensi*). Focused trapping studies completed in 1999 and 2004 (NRA 2004) confirmed the absence of this species from the project site. The USFWS has not designated critical habitat for this species.

Sensitive Plant Communities

No sensitive plant communities are present on the project site.

Sensitive Plant Species

A review of the CNDDB (2005) determined that there are six sensitive plant species occurring within the vicinity of the project site (Table 3.4-1). All the plant species listed in Table 3.4-1 have a low potential to occur on the project site.

Sensitive Wildlife Species

A review of the CNDDB (2005) and previous biological reports for the site determined that there are 15 sensitive wildlife species occurring within the vicinity of the project site (Table 3.4-2). Six sensitive wildlife species were confirmed as being present on the project site. These include San Diego horned lizard (*Phrynosoma coronatum* (*blainvillii*)), rufous-crowned sparrow (*Aimophila ruficeps*), California horned lark (*Eremophila alpestris*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), and San Diego desert woodrat (*Neotoma lepida intermedia*).

Table 3.4-1: Special Status Plant Species

Species		Status			Life Form	Blooming Period	Preferred Habitat	Potential onsite/Suitable Habitat
Scientific Name	Common Name	USFWS	CDFG	CNPS				
Centromadia pungens ssp. *laevis*	Smooth tarplant	None	None	1B	Annual herb	Apr - Sep	Valley foothill grasslands, meadows, chenopod scrub in alkali soils.	**Low potential for occurrence.** Marginal suitable habitat occurs onsite. Nearest occurrence is approximately 1.5 miles northeast of project site.
Chorizanthe parryi var. *parryi*	Parry's spineflower	None	None	3	Annual herb	Apr - Jun	Chaparral, coastal scrub in sandy soils.	**Low potential for occurrence.** Marginal sandy habitat occurs onsite. Nearest occurrence is 3.0 miles to the east.
Dodeceahema leptoceras	Slender-horned spineflower	FE	SE	1B	Annual herb	Apr - Jun	Coastal scrub, chaparral in sandy soils on river floodplain or terraced fluvial deposits.	**Not likely to occur.** No suitable habitat; nearest occurrence is 3.0 miles east of the project site.
Eriastrum densifolium ssp. *sanctorum*	Santa Ana River woollystar	FE	SE	1B	Perennial herb	Jun - Sep	Chaparral, coastal scrub, alluvial fan, sandy or gravelly soils.	**Not likely to occur.** No suitable habitat; nearest occurrence is 1.25 miles to the northwest of project site.
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	None	None	1A	Rhizomatous herb	Aug - Oct	Prefers marshes and swamps.	**Not likely to occur.** Plant is presumed extinct in California.
Lepidium virginicum var. *robinsonii*	Robinson's pepper grass	None	None	1B	Annual herb	Jan - Jul	Prefers dry soils in chaparral and sage scrub habitats.	**Low Potential for Occurrence.** Marginally suitable habitat onsite. Nearest occurrence is 3.75 miles southeast.

Table 3.4-1 (Cont.): Special Status Plant Species

Species		Status			Life Form	Blooming Period	Preferred Habitat	Potential onsite/Suitable Habitat
Scientific Name	Common Name	USFWS	CDFG	CNPS				

U.S. Fish and Wildlife Service
FE Federal Endangered
FT Federal Threatened
PE Proposed Endangered
PT Proposed Threatened
FC Federal Candidate

California Department of Fish and Game
CE California Endangered
CT California Threatened
CR California Rare

California Native Plant Society
1A Plants presumed extinct in California.
1B Plants rare, threatened, or endangered in California and elsewhere.
2 Plants rare, threatened, or endangered in California, but more common elsewhere.
3 Plants about which we need more information.

Not Likely to Occur - There are no present or historical records of the species occurring on or in the immediate vicinity (within 2 miles) of the property area and the diagnostic habitats strongly associated with the species does not occur on or in the immediate vicinity of the property area.
Low Potential for Occurrence - There is a historical record of the species within the vicinity of the property, but existing suitable habitat is marginal on or in the immediate vicinity of the property area.
Moderate Potential for Occurrence - The suitable habitat associated with the species occurs on or in the immediate vicinity of the property area, but there is not a recorded occurrence of the species within the immediate vicinity (within 2 miles) of the property.
High Potential for Occurrence - There is both suitable habitat associated with the species and a historical record of the species on or in the immediate vicinity of the property area (within 2 miles).
Species Present - The species was observed on the property during biological surveys.

Table 3.4-2: Special Status Wildlife Species

Species		Status			Required Habitat	Potential onsite/Suitable Habitat
Scientific Name	Common Name	Federal	State	Other		
Reptiles and Amphibians						
Aspidoscelis hyperythrus	Orange-throated whiptail	None	None	SC	Found in low-elevation coastal scrub and chaparral; prefers sandy washes with patches of brush and rocks.	**Moderate potential for occurrence.** Suitable habitat occurs onsite, although in a disturbed state.
Phrynosoma coronatum (blainvillei)	Coast (San Diego) horned lizard	None	None	SC	Found in sage scrub and chaparral; prefers friable, rocky, or shallow sandy soils. Requires harvester ants for food.	**Present.** Suitable habitat present onsite.
Birds						
Accipiter cooperii	Cooper's hawk	None	None	SC	Frequents landscapes where trees occur in patches. Migrant and wintering birds found in developed areas.	**High potential for occurrence.** Suitable habitat occurs onsite. Present during 1999 surveys but not 2004 surveys.
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	None	None	SC	Prefers moderate to steep, dry sage scrub and chaparral. Colonizes early successional stages following fires.	**Present.** Suitable habitat present onsite.
Amphispiza belli belli	Bell's sage sparrow	None	None	SC	Nests in chaparral dominated by dense stands of chamise. Found in coastal sage scrub in south of range.	**High potential for occurrence.** Suitable habitat occurs onsite. Present during 1999 surveys but not 2004 surveys.
Athene cunicularia	Burrowing owl	None	None	SC	Inhabits areas of short vegetation or bare ground. Breeds primarily in open fields, short grasslands, and rangelands. Requires burrows.	**Low potential for occurrence.** Marginally suitable habitat present onsite, with low-growing vegetation and burrows. No sign observed during surveys.
Eremophila alpestris actia	California horned lark	None	None	SC	Breeds in open fields, areas of short vegetation or bare ground.	**Present.** Suitable habitat present onsite. Observed during 2004 surveys.
Lanius ludovicianus	Loggerhead shrike	None	None	SC	Forages over open ground within areas of short vegetation, open woodland, washes, and broken chaparral. Prefer isolated trees or large shrubs for nests.	**High potential for occurrence.** Suitable habitat occurs onsite. Present during 1999 surveys but not 2004 surveys.

Table 3.4-2 (Cont.): Special Status Wildlife Species

Species		Status			Required Habitat	Potential onsite/Suitable Habitat
Scientific Name	Common Name	Federal	State	Other		
Polioptila californica californica	Coastal California gnatcatcher	FT	None	SC	May be found in coastal sage scrub below 2,500 ft; prefers low, sage scrub in arid washes, mesas, and slopes.	**Moderate potential for occurrence.** Suitable habitat present on the project site and a lone record from 1999 just offsite.
Mammals						
Chaetodipus fallax fallax	Northwestern San Diego pocket mouse	None	None	SC	Found in sage scrub, chaparral, grasslands; prefers sandy, herbaceous areas in rocks or coarse gravel.	**Present.** Suitable habitat present onsite. Captured during 2004 small mammal trapping surveys.
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE	None	SC	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains. Needs early to intermediate seral stages.	**Low potential for occurrence.** No suitable habitat present on the project.
Dipodomys stephensii	Stephens' kangaroo rat	FE	ST	None	Prefers grasslands but also inhabits sparse sage scrub; burrows.	**Not Present.** Focused trapping surveys in 1999 and 2004 have confirmed its absence.
Neotoma lepida intermedia	San Diego desert woodrat	None	None	SC	Moderate to dense canopies preferred. Abundant in rock outcrops & slopes.	**Present.** Suitable habitat present onsite. Captured during 2004 surveys.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	None	None	SC	Found in lower elevation grasslands & coastal sage communities; prefers open ground with fine sandy soils.	**Low potential for occurrence.** Marginally suitable habitat present onsite. Not captured during small mammal trapping in 1999.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	None	None	SC	Found in arid regions with short-grass habitats. Open scrub is preferred l.	**Present.** Suitable habitat present onsite. Detected during 2004 field surveys.
Taxidea taxus	American badger	None	None	SC	Herbaceous, shrub, and open stages of most habitats with dry, friable soils.	**Low potential for occurrence.** Marginally suitable habitat present onsite.

Table 3.4-2 (Cont.): Special Status Wildlife Species

Species		Status			Required Habitat	Potential onsite/Suitable Habitat
Scientific Name	Common Name	Federal	State	Other		

U.S. Fish and Wildlife Service
FE Federal Endangered
FT Federal Threatened

California Department of Fish and Game
CE California Endangered
CT California Threatened
SC California Species Concern species
FP California Fully Protected Species

Not Likely to Occur - There are no present or historical records of the species occurring on or in the immediate vicinity (within 2 miles) of the property area and the diagnostic habitats strongly associated with the species does not occur on or in the immediate vicinity of the property area.
Low Potential for Occurrence - There is a historical record of the species within the vicinity of the property, but existing suitable habitat is marginal on or in the immediate vicinity of the property area.
Moderate Potential for Occurrence - The suitable habitat associated with the species occurs on or in the immediate vicinity of the property area, but there is not a recorded occurrence of the species within the immediate vicinity (within 2 miles) of the property.
High Potential for Occurrence - There is both suitable habitat associated with the species and a historical record of the species on or in the immediate vicinity of the property area (within 2 miles).
Species Present - The species was observed on the property during biological surveys.

Regional Connectivity/Wildlife Movement

Although local resident wildlife use the project site and would make daily movements from foraging to cover and nest sites, field investigations and aerial photography show that the site is not connected to a distinct movement corridor. The project site is adjacent to residential development to the east, north and west. The project site in its current undeveloped state is connected to similar undeveloped habitat to the south, although at its narrowest this adjoining habitat is 0.2 mile wide, with residential development on both sides. The project site would not provide east-west or north-south movement due to existing urbanization. Therefore, the site would not provide a wildlife corridor integral in providing regional connectivity to other similar habitats.

Jurisdictional Water Resources

A jurisdictional delineation completed by TDA (2006a) determined that no U.S. Army Corps of Engineers (USACE) jurisdictional waters occur on the project site. However, there are total of 1.61 acres of CDFG jurisdictional streambed on the project site.

Nesting Birds

Nesting birds are protected under the Migratory Bird Treat Act (MBTA) and CDFG codes. The RSS plant community provides suitable nesting habitat for bird species, such as rufous-crowned sparrow, bushtit, and Bewick's wren.

Regulatory Framework

The proposed project must be in conformance with the following regulations:

Federal Endangered Species Act

The USFWS administers the federal Endangered Species Act (FESA) that provides a process for listing species as either threatened or endangered, and methods of protecting listed species. The FESA defines as endangered any plant or animal species that is in danger of extinction throughout all or a significant portion of its range. A threatened species is a species that is likely to become endangered in the foreseeable future. A proposed species is one that has been officially proposed by USFWS for addition to the federal threatened and endangered species list.

Section 9 of the FESA prohibits "take" of threatened or endangered species. The term take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in such conduct. The presence of any federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in take of the species or its habitat. Under the regulations of the FESA, the USFWS may authorize take when it is incidental to, but not the purpose of, an otherwise lawful act.

California Endangered Species Act

The CDFG administers the California Endangered Species Act (CESA). The State of California considers an endangered species as one whose prospects of survival and reproduction are in

immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

Section 3503 and 3511 of California Fish and Game Code

The CDFG administers the California Fish and Game Code. There are particular sections of the Code that are applicable to natural resource management. For example, section 3503 of the Code states it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3511 of the Code lists fully-protected bird species, where the CDFG is unable to authorize the issuance of permits or licenses to take these species.

Migratory Bird Treaty Act

The MBTA makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union.

Section 404 of the Federal Clean Water Act

Section 404 of the federal Clean Water Act, which is administered by USACE, regulates the discharge of dredge and fill material into waters of the United States (U.S.). USACE has established a series of nationwide permits that authorize certain activities in waters of the U.S., provided that a proposed activity can demonstrate compliance with standard conditions. Normally, USACE requires an individual permit for an activity that will affect an area equal to or in excess of 0.3 acre of waters of the U.S. Projects that result in impacts to less than 0.3 acre can normally be conducted pursuant to one of the nationwide permits, if consistent with the standard permit conditions. USACE also has discretionary authority to require an Environmental Impact Statement for projects that result in impacts to an area between 0.1 and 0.3 acre. Use of any nationwide permit is contingent on the activities having no impacts to endangered species.

Section 1600 of the California Fish and Game Code

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California are subject to the regulatory authority of the CDFG pursuant to Sections 1600 through 1603 of the Code, requiring preparation of a Streambed Alteration Agreement. Under the Code, a stream is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel having banks and supporting fish or other aquatic life. Included are watercourses with surface or subsurface flows that support or have supported riparian vegetation. CDFG also has jurisdiction within altered or artificial waterways based on the value of those waterways to fish and wildlife, and has jurisdiction over dry washes that carry water ephemerally during storm events.

Section 401 of the Clean Water Act

Section 401 of the Clean Water Act requires that "any applicant for a federal permit for activities that involve a discharge to waters of the State, shall provide the federal permitting agency a certification from the State in which the discharge is proposed that states that the discharge will comply with the applicable provisions under the federal Clean Water Act." Therefore, before the USACE will issue a Section 404 permit, applicants must apply for and receive a Section 401 water quality certification from the Regional Water Quality Control Board (RWQCB).

Porter Cologne Act

The RWQCB regulates actions that would involve "discharging waste, or proposing to discharge waste, with any region that could affect the water of the state" (water code 13260(a)), pursuant to provisions of the State Porter-Cologne Water Quality Act. "Waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (water code 13050 (e)).

3.4.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impact on biological resources were derived from the CEQA guidelines (Appendix G). A significant impact would occur if the proposed project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

- 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 CDFG or USFWS.

- 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.

- 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.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.3 - Project Impact Analysis

Vegetation

Riversidean Sage Scrub (32.005.01 {32700})

The RSS plant community occupies approximately 84.9 acres of the project site and 61.7 acres will be removed during grading of the project site. Permanent impacts to 61.7 acres of RSS would be considered adverse but less than significant since this is not considered a sensitive plant community.

Non-Native Grassland (42.000.00 {42200})

The non-native grassland occupies approximately 12.3 acres of the project site and 9.7 acres will be removed during grading of the project site. These impacts would be considered adverse but less than significant since this is not considered a sensitive plant community.

Mulefat Scrub (63.510.00, {63310})

An approximate 3.8-acre patch of mulefat scrub occurred in the northwestern area of the project site (KBS 1999) but is now characterized as plowed/disked. This area occurs entirely inside the grading footprint and all vegetation will be permanently removed. These impacts would be considered adverse but less than significant since this is not considered a sensitive plant community.

Ruderal

There are approximately 22.1 acres of a ruderal plant community on the project site. Approximately 17.5 acres of ruderal habitat occurs inside the grading footprint and will be permanently removed. These impacts would not be considered adverse since this is a disturbed non-native community and is not considered a sensitive plant community.

Threatened and Endangered Species

The project site provides suitable habitat for the CAGN. The most recent surveys for CAGN indicate that this species is absent from the project site (TDA 2006b). Designated critical habitat for the CAGN does not overlap the project site and no direct impacts resulting from project activities are anticipated. However, given the presence of CAGN species in the vicinity in a past year, and the presence of suitable habitat, continued annual surveys are warranted to confirm continued absence. Potential indirect long-term impacts to CAGN are considered less than significant, and are discussed under sensitive wildlife species below. Through focused trapping studies, Stephens' kangaroo rat was confirmed as being absent from the project site. Therefore, no impacts would occur to Stephens' kangaroo rat.

Sensitive Plant Communities

No impacts to sensitive plant communities would occur as a result of the proposed project.

Sensitive Plant Species

Due to the low suitability of the project site for sensitive plant species, no individuals are expected to be present. Therefore, project-related impacts to sensitive plant species are considered less than significant.

Sensitive Wildlife Species

Short-term indirect

Construction-related temporary indirect impacts, such as noise, motion, and human activity, are considered significant to sensitive species, such as rufous-crowned sparrow and Cooper's hawk (*Accipiter cooperii*), when nesting. These activities may disrupt the natural foraging patterns or lead to startle effects that reduce productivity of the nests. Mitigation measures will reduce this impact to below a level of significance.

Short-term direct

During clearing and grubbing of the site, vegetation that supports nesting birds would be removed. Destruction of active nests would be considered a significant impact. Burrowing owls (*Athene cunicularia*) are a species of Special Concern in California and are protected under the MBTA. They have been known to move into areas where they are not expected. Although owls were not present at the site during previous biological surveys, they could occupy the site at some point in the future since marginally suitable habitat does occur. Significant impact to owls on the site could occur if occupied burrows are collapsed or destroyed. Therefore, if burrowing owls are found on the site during construction, mitigation measures will reduce these impacts to below a level of significance.

Long-term indirect

Long-term indirect impacts would occur as a result of the proposed residential development. These impacts would include increased recreational use of the adjacent habitat and higher incidences of human-initiated fires. This overall impact would include increased harassment of resident wildlife due to human activity, particularly off-highway vehicle use and pets (dogs and cats). House cats are well-documented to have impacts to native bird populations. These impacts would extend to resident wildlife to the south of the project site. These long-term indirect impacts could potentially impact California gnatcatcher, as they have been documented immediately adjacent, on the south side of the project site, as well as further (2 miles) to the south. In general, these types of indirect impacts are considered adverse but less than significant.

Long-term direct

Development of the project site will result in adverse permanent impacts to 89 acres of undeveloped land. Six sensitive wildlife species will be adversely impacted by project construction. However, these species are not present in substantial population numbers, are relatively common on a regional scale, and are not afforded any legal protection. Therefore, these impacts are less than significant.

Nesting Birds

Birds and their nests are protected under the MBTA and CDFG codes. The proposed project contains suitable nesting bird habitat. If actively nesting birds are disturbed or active nests destroyed by construction activities, the proposed project would have a significant impact. Mitigation measures will reduce these impacts to below a level of significance.

Regional Connectivity/Wildlife Corridor

The proposed project is not within a known wildlife corridor, and abuts residential development to the north, east, and west. The project site in its current undeveloped state is connected to similar undeveloped habitat to the south, although at its narrowest this adjoining habitat is 0.2 mile wide, with residential development on both sides. No movement of wildlife would occur in an east-west or north-south direction due to urbanization. Therefore, the proposed project will have a less than significant impact on the regional movement of wildlife in the area.

Jurisdictional Water Resources

Project related impacts will occur to 1.28 acres of streambed under CDGF jurisdiction. A Streambed Alteration Agreement with the CDFG will be required. Mitigation measures will reduce this impact to below a level of significance.

3.4.4 - Project Design Features

Exhibit 2-6 identifies areas of the project site that will be maintained in open space. Areas without shading will not be impacted by project grading.

3.4.5 - Standard Conditions and Uniform Codes

The project must comply with applicable regulations that protect sensitive plant and animal species, and protected waters, including the Federal and State Endangered Species Act, the MBTA, and other regulations, as previously described in the Regulatory Framework discussion in Section 3.4.1, Existing Conditions. Therefore, project development must proceed with consideration of these requirements.

3.4.6 - Mitigation Measures

The proposed project has the potential to impacts burrowing owl, nesting birds and CDFG jurisdictional waters. The following mitigation shall be incorporated into the proposed project to reduce any impacts so that they are less than significant.

California Gnatcatcher

The following mitigation measures shall be incorporated to reduce potential impacts to CAGN to below a level of significance:

B-1 A focused survey for the federally endangered CAGN shall be conducted by a USFWS permitted biologist each year that the property remains in an undeveloped state to confirm the continued absence of CAGN. The survey shall include all areas within the site. In the event that CAGN is detected or observed within the disturbance footprint, avoidance, minimization, and mitigation measures shall be developed through consultation with the USFWS under Section 10 of the ESA (or Section 7 as appropriate). Construction activities shall not be conducted so that such activities would result in an unlawful take under the ESA or CESA. At a minimum, mitigation measures will include the timing of construction activities outside of the breeding season (February 15 to August 31) and/or the purchase of offsite suitable habitat that is known to support CAGN.

Burrowing Owl

The following mitigation measures shall be incorporated to reduce potential impacts to burrowing owl to below a level of significance.

B-2 A burrowing owl pre-construction survey shall be completed no sooner than 30 days prior to commencement of construction. In this manner, any burrowing owls moving onto the site will be detected.

B-3 If burrowing owls are detected during the pre-construction survey, they will be actively or passively relocated prior to construction activity. Once all burrows on the project site are confirmed to be absent of burrowing owls, they will be systematically collapsed.

B-4 If burrowing owls are detected during the pre-construction survey, offsite replacement of burrowing owl habitat should be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable burrowing owl habitat. One alternate natural or artificial burrow should be provided for each burrow that will be excavated in the project impact zone. The offsite replacement of suitable burrowing owl habitat would follow one of the following scenarios:

1. Replacement of occupied habitat with offsite occupied habitat: 9.75 acres per pair or single bird.

2. Replacement of occupied habitat with offsite suitable unoccupied habitat: 19.5 acres per pair or single bird.

Nesting Birds

Birds and their nests are protected under the MBTA and CDFG codes. In order to reduce impacts to less than significant, the following mitigation is required.

B-5 The removal of vegetation or other potential nesting habitat should be conducted outside of avian nesting season (February through August). If construction occurs during the avian nesting season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to any ground disturbing activities. If birds are found to be nesting inside the impact area, construction will need to be postponed until a qualified biologist determines that the nests are no longer active.

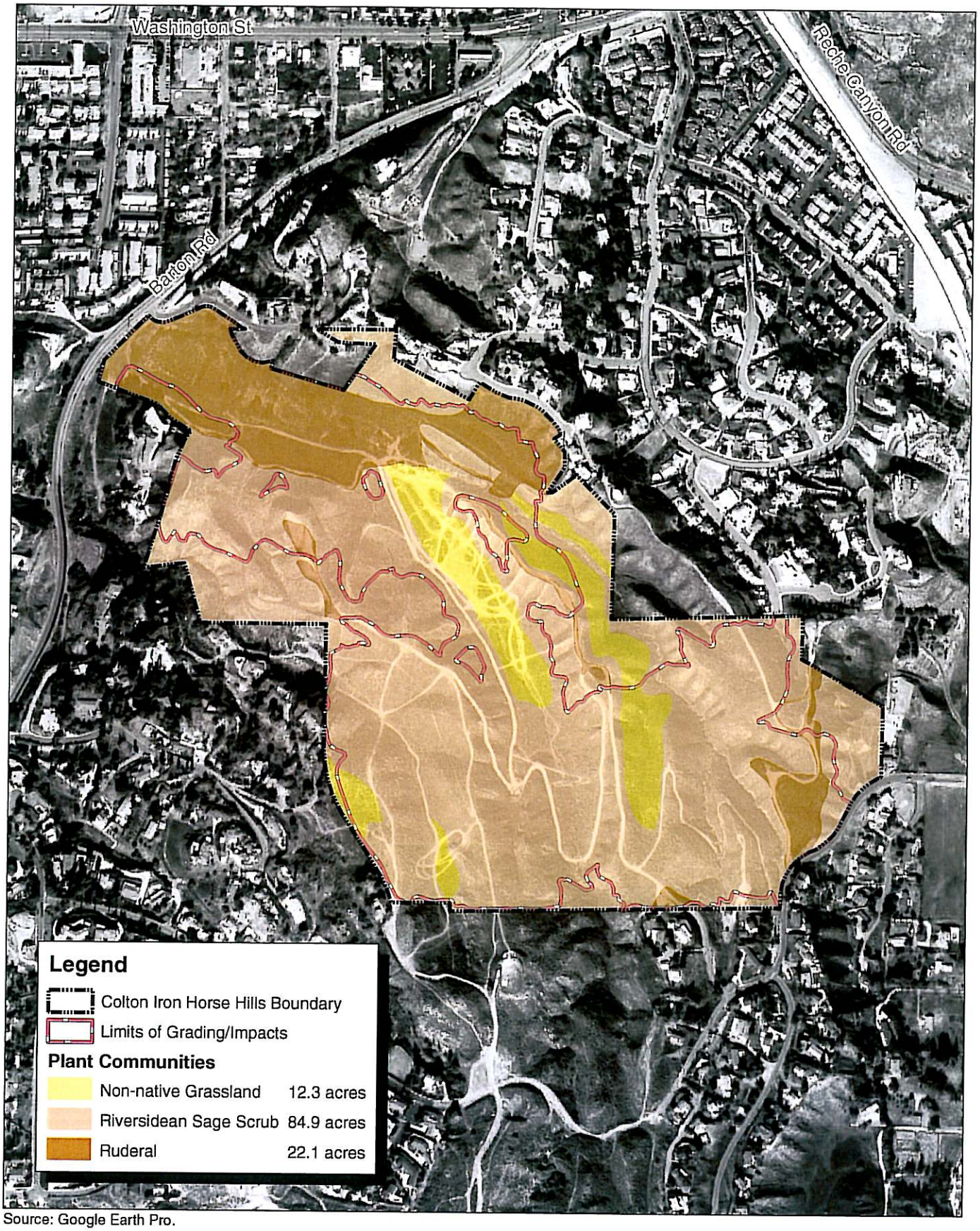
Jurisdictional Waters

Jurisdictional waters require the appropriate permit from regulatory agencies. As part of the permit process, the agency stipulates mandatory conditions that reduce potential impacts to jurisdictional waters to below a level of significance.

B-6 Prior to the issuance of grading permits, the project proponent shall provide the City with a copy of the Streambed Alteration Agreement pursuant to Fish and Game Code § 1602. All terms of the agreement are made conditions of project approval. CDFG may require enhancement and/or preservation of regional state water as conditions of the streambed alteration agreement. In addition, copies of all mitigation monitoring and reporting documents and correspondence shall be provided to the City.

3.4.7 - Level of Significance After Mitigation

With implementation of the above mitigation measures, impacts to biological resources are considered less than significant.



Source: Google Earth Pro.

NORTH

600 300 0 600 Feet

Michael Brandman Associates

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Exhibit 3.4-1
Plant Communities Map

CITY OF COLTON
IRON HORSE HILLS RESIDENTIAL PROJECT EIR

SECTION 4: CUMULATIVE IMPACTS

4.1 - Introduction

The CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a proposed project when the project's incremental effect is *cumulatively considerable*. Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency shall briefly describe the basis for concluding that the incremental effect is not cumulatively considerable. According to CEQA Guidelines Section 15065(a)(3) a project's incremental effect is considered cumulatively considerable when the incremental effects of the proposed project are significant when viewed in connection with the effects of existing projects, current projects or other probably future projects.

The following sections evaluate the cumulative impacts of the project and other planned development in the project area. In evaluating cumulative impacts, it is useful to define the context for the particular impact being evaluated. This is the geographic extent of the environmental setting for the issues being impacted, and will be identified for each subject being evaluated. For the purposes of this analysis, the general context will be major private development or public works projects within the City of Colton and portions of the City of Grand Terrace. However, each section will describe the particular context being used for the analysis.

4.2 - Cumulative Projects

The proposed project area is in the County of San Bernardino, in the southern portion of the City of Colton, in the northern portion of the Reche Canyon Specific Plan. The project site is adjacent to the City of Grand Terrace; accordingly, both the City of Colton and the City of Grand Terrace were consulted about potential projects in the area with the potential to create a cumulative affect with the proposed project. Potentially relevant projects are identified are shown in Table 4-1 represents the potential development that may be experienced in the project vicinity in the next few years. Based on Table 4-1, the Cities of Colton and Grand Terrace anticipate approximately 356,767 square feet (sf) of commercial development. Residential development would involve approximately 463 dwelling units with a related potential increase in population of approximately 2,079 persons. Given the current population of the Cities of Colton and Grand Terrace of 64,019, the proposed cumulative projects represent a potential increase of 3 percent.

Table 4-1 below, including projects for which an application is on file with the Cities, as well as other projects of which the Cities are reasonably aware.

Table 4-1: Cumulative Projects

Project	Square Feet/ Dwelling Units (du)
Commercial	
United Moving and Storage, 90,494 sf warehouse, incl. 6,000 sf of office space (DAP-000-333)	90,494 sf
Ashley Furniture Industries (DAP-000-449)	63,796 sf
A.M.R.E Ventures, 165,565 sf warehouse/distribution building (DAP-000-361)	165,565 sf
Starbucks Drive-thru Restaurant (DAP-000-384)	1,750 sf
Saddleback RV, 35,162 sf recreation sales and repair building (DAP-000-407)	35,162 sf
Town Center, Commercial development on 15 acres. Lowes, Stater Brothers (pre-application)	unknown
Outdoor Adventures Center, 123 acre Specific Plan which includes high quality outdoor recreation-oriented commercial land uses, support facilities, and open space	--
Expansion of Montecito Memorial Park/Cemetery, phased expansion to include additional mausoleum, maintenance, and mortuary/chapel structures, burial areas, and circulation	--
Public	
High School, Colton Unified School District, on 60 acres	--
San Bernardino County Regional Park, 120 acre regional park, 75 acres within the City of Colton (DAP-000-277)	--
City of Colton Police Department, vehicle impound facility (DAP-000-501)	--
Residential	
Crystal Ridge, 92 units on 20,000 sf lots on approx. 98 acres (TT 16289)	92 du
Canyon View Estates, 47 units on 40 acres (TT 16249)	47 du
Empire Home, 18 units on approx. 22 acres (TT 17519)	18 du
Cambria, 11 units on min. 20,000 sf lots (Tentative Tract 16375)	11 du
Sea County Homes, 55 townhouse condominiums on 5 acres	55 du
Senior Citizen Housing, 120 dwelling units on 6 acres	120 du
Residential Development, 120 dwelling units on 80 acres (pre-application)	120 du
Subtotal Square Footage **Subtotal Dwelling Units**	**356,767 sf** **463 du**
Proposed Project	187 du
Total Square Footage **Total Dwelling Units**	**356,767 sf** **656 du**
Source: City of Colton and City of Grand Terrace.	

Table 4-1 represents the potential development that may be experienced in the project vicinity in the next few years. Based on Table 4-1, the Cities of Colton and Grand Terrace anticipate approximately 356,767 sf of commercial development. Residential development would involve approximately 463 dwelling units with a related potential increase in population of approximately 2,079 persons[1]. Given the current population of the Cities of Colton and Grand Terrace of 64,019, the proposed cumulative projects represent a potential increase of 3 percent.[2]

4.3 - Cumulative Impacts Analysis

The following sections evaluate cumulative impacts of the proposed project and other development projects in the order that project-specific impacts were analyzed in Section 3.0, Environmental Impacts Analysis.

The Initial Study (IS) prepared for the proposed project (CITY 2005, Appendix A) concluded that impacts related to air quality and school services could potentially be significant. In addition, the IS indicated that the proposed project would increase the density of residential uses on the project site and the impact of this land use change would be evaluated in the EIR. In fact, as proposed, the project would not increase the residential density; however, land use changes still warrant evaluation. Therefore, the following issues will be evaluated for cumulative impacts:

- Air quality;
- Biological resources;
- Land use and planning; and
- Public services (schools).

Consistent with the IS the balance of the issues in the IS checklist would not result in a potentially significant cumulative impact and will not be further discussed.

4.3.1 - Air Quality

Section 15130(b)(1) of the CEQA Guidelines indicates that analysis of cumulative impacts should include either a) a list of past, present, and probable future projects producing related or cumulative impacts or b) a summary of projects contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

While a list of projects in the project area may be used and is suitable for cumulative analysis for other environmental impacts, a list approach does not encompass all reasonably foreseeable future sources of air pollution within the geographical scope of the project's cumulative air quality impacts.

[1] Based on an average of household size for Colton of 3.45 persons per household and 2.86 persons per household for Grand Terrace (DOF 2005b).
[2] Population of Colton is 51,627 and Grand Terrace is 12,392 (DOF 2005b).

Therefore, a summary approach will be used in assessing cumulative impacts. Section 15130(b)(3) indicates that the geographic scope of the area affected by the cumulative effect should be explained. The geographic scope for cumulative air quality impacts is the South Coast Air Basin (SCAB) because it is the area in which the air pollutants generated by the sources within the basin circulate and are often trapped. The South Coast Air Quality Management District (SCAQMD) evaluated the entire basin when it developed the 2003 Air Quality Management Plan (AQMP). In addressing cumulative impacts for air quality, the 2003 AQMP is the most appropriate planning document to use because it sets forth comprehensive programs for the purpose of bringing the basin into compliance with national and state air quality standards. The 2003 AQMP is the most recent version of the AQMP available. It utilizes control measures and related emissions reduction estimates based upon the population growth and land use characteristics within the SCAB. The AQMP utilizes complex modeling to show that with the control measures, the basin will be in compliance with the national and state standards for all pollutants by 2010 except the state ozone and PM_{10} standards (AQMP, p. 5-22) and the state ozone and PM10 standard post-2010 (AQMP, p. ES-9) or by the earliest practicable date (AQMP, p. 6-17), as mandated by the California Health and Safety Code Section 40462. A brief discussion of the history and main components of the AQMP for the SCAB is contained in Section 3.1.1, Air Quality Management Plan.

Using project conformity with the air plans to evaluate the project's incremental contribution to cumulatively considerable air quality impacts involves three criteria: 1) the analysis must show that the proposed project generates less than significant impacts on an individual project level; 2) the project must be in compliance with SCAQMD's rules and regulations; and 3) the project's emissions must be included in the projections used in the AQMP.

Project's Significance

According to the SCAQMD, one of the two key indicators of AQMP consistency is whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (SCAQMD 1993, p. 12-3). The other indicator is discussed in the AQMP Projections section below.

The project area is designated as a non-attainment area for ozone and PM_{10}. As summarized in Section 3.1.7 - Level of Significance after Mitigation, project related long-term operational emissions are less than significant. However, construction of the proposed project would have a significant impact because nitrous oxides (NOx) emissions are over the SCAQMD threshold (Section 3.1.7, Level of Significance after Mitigation). Construction of projects within the SCAB occurs on a continuous basis. Emissions from construction of each project must be under the threshold to be consistent with the AQMP. Therefore, because short-term emissions of NOx are over the threshold, the project fails this criterion is not consistent with the AQMP.

Compliance with SCAQMD's Rules

The second criterion in determining project conformity to the air plan is to ensure that the project will comply with all the SCAQMD's rules and regulations used as control measures in the air plans to reduce emissions within the SCAB. According to the 2003 AQMP, the control measures that will bring SCAB into attainment consist of: 1) SCAQMD Stationary and Mobile Source Control Measures; 2) State Control Measures proposed by CARB; and 3) Transportation Control Measures provided by Southern California Association of Governments (SCAG) (AQMP, p. 4-3). Therefore, this criterion is applied because according to the 2003 AQMP, the SCAQMD's control measures, along with the other two control measures identified above, will bring SCAB into attainment of PM_{10} and ozone.

The project meets this criterion, as it will comply with all applicable SCAQMD rules and regulations. The current rules and regulations that the project will comply with include, but are not limited to those identified in Section 3.1.5, Standard Conditions and Uniform Codes.

AQMP Projections

According to the SCAQMD, the second key indicator of AQMP consistency is whether the project will exceed the assumptions in the AQMP based on the year of project build out and phase (if the project is to be divided into phases of operation) (SCAQMD 1993, p. 12-3).

The future emission forecasts in the 2003 AQMP are based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG) (2003 AQMP, pg. 3-1). On-road area source emission growth rates are estimated from vehicle miles traveled from SCAG (AQMP 2003, pg. III-2-9). Construction growth rates are estimated from construction employment estimates (AQMP 2003, pg. III-2-8). The main emission sources are from construction, consumer products, and mobile emissions (Table 3.1-4 and Table 3.1-6). The 2003 AQMP projects air pollutant emissions for the year 2010 from sources in the SCAB from the project-related emissions, as identified in Table 4-2. The purpose of the table is to show that project related sources are projected in the 2003 AQMP. Project emissions are included in the summary of projections; therefore, the project meets this criterion.

Summary

The proposed project is not consistent with the AQMP because it is over the threshold for short-term emissions. Therefore, it is appropriate to conclude that the project's incremental contribution to criteria air pollutant emissions is cumulatively considerable. Therefore, the project's short-term cumulative impacts to air quality resulting from project construction are significant.

Table 4-2: Emission Projections in the 2003 AQMP Compared with Project Emissions

Emission Source	Emissions (tons per day)				
	CO	NOx	VOC	SOx	PM_{10}
AQMP - Consumer Products (Code 510)	—	—	107.93	—	—
Project - Consumer Products	—	—	0.01	—	—
Percent of Project Emissions in AQMP	—	—	0.01%	—	—
AQMP- On-road Vehicles	2048.06	434.48	212.34	2.16	20.76
AQMP - Paved Road Dust (Code 640)	—	—	—	—	135.31
Project - Mobile Emissions	0.15	0.01	0.01	0.00	0.01
Percent of Project Emissions in AQMP	0.01%	0.00%	0.00%	0.00%	0.01%
AQMP - Asphalt Paving/Roofing (Code 540)	—	—	0.96	—	—
AQMP - Architectural Coatings (Code 520)	—	—	24.08	—	—
AQMP- Off-road Equipment (Code 860)	792.22	130.95	72.08	0.38	10.26
Project - Maximum Construction	0.05	0.11	0.04	0.00	0.02
Percent of Project Emissions in AQMP	0.01%	0.08%	0.04%	0.00%	0.19%

Sources: AQMP: 2003 AQMP, Attachment A to Appendix III. The emissions projected for the year 2010.
Project - Maximum construction emissions: Table 3.1-6, converted to tons per day.
Project - (all others): Table 3.1-4, converted to tons per day.
Note: Emissions from natural gas consumption, landscape equipment, and paint applications have emissions less than 0.00 tons per day, so they are excluded from Table 4 2, though natural gas consumption and landscape emissions are in the 2003 AQMP under Code 610 (Residential Fuel Combustion) and architectural coatings are under Code 520.

4.3.2 - Biological Resources

The geographic scope for cumulative impacts to biological resources includes the Reche Canyon Specific Plan area and the neighboring lands. To some extent, potential impacts to cumulative biological resources must be viewed in the context of available natural areas/habitat, and any planed regional habitat preservation programs.

Continued development in the project vicinity will incrementally remove native vegetation/habitat. The project site does not contain any sensitive plants or sensitive plant communities. The project site does contain potential habitat for sensitive wildlife species, primarily California gnatcatcher, which have been observed in the project vicinity in past years, but not on the project site. Continued development in the vicinity means that wildlife will have incrementally fewer resources to use. The project site is generally surrounded by development and has been impacted by human activity. While the project site does have connectivity to a larger open space area to the south, this is not considered a wildlife corridor.

There are no habitat management or conservation plans that apply to the project area. While the Reche Canyon Specific Plan does have an open space component, specific conservation goals for the plan have not been identified. While the project proposes a Specific Plan Amendment, the project is

generally consistent with the existing Specific Plan from a biological standpoint in that the project proposes a residential project with similar open space acreage as would be allowed under the existing Specific Plan. Therefore, biological impacts associated with residential development in this area was anticipated when the City approved the Reche Canyon Specific Plan. As long as project level mitigation is implemented, potential impacts to regional biological resources will remain at less than cumulatively considerable levels.

No significant impacts to sensitive species are anticipated from project implementation of the project, since the project is not within a wildlife corridor and would not significantly contribute to a loss of wildlife movement, and does not support any protected species. Therefore, the project does not contribute to cumulatively considerable biological impacts and no additional mitigation is required.

4.3.3 - Land Use and Planning

The geographic scope for land use and planning impacts includes the Reche Canyon Specific Plan area and neighboring areas of Colton, Grand Terrace, and Loma Linda. Development of the area will eventually modify vacant land to rural and suburban-type land uses. The proposed project is located in a side canyon of the Reche Canyon Specific Plan and is largely surrounded by low density and estate density uses. This and other planned projects will not fundamentally change the character or quality of life of the project vicinity. In addition, the City and regional planning agencies are anticipating this transition, and have planned for them in their General Plans and other planning documents. The anticipated level of growth is consistent with regional plans including SCAG plans, the AQMP (with respect to growth), and the County's Congestion Management Plan, anticipated growth is also consistent with the Reche Canyon Specific Plan. Surrounding developments will eventually add new residents resulting from 656 new dwelling units and 356,767 sf of commercial or industrial buildings to the area. On a broader scale, countywide growth will add thousands of new homes and jobs in the future. This growth is not expected to have cumulatively considerable impacts on the environment as long as it occurs according to the General Plan. The proposed project is not expected to make a substantial contribution to land use impacts from growth.

The project will not make a significant contribution to any cumulatively considerable land use impacts, so no mitigation is required.

For population and housing impacts related to land use, the geographic scope for this issue includes the local cities and this portion of the County. The proposed project includes residential uses which will add incrementally to the growth anticipated in the County. From 2000 to 2020, the County's population of 1.7 million residents is expected to grow by 1.1 million residents, while the proposed project is expected to generate 646 new residents[3]. The proposed project does not include a

[3] Resulting population is based on 187 dwelling units based on an average household size for the City of Colton of 3.454 (DOF 2005).

commercial component so, in terms of demographic impacts, the project will not improve the jobs/housing balance for the County, as encouraged by the Sub-Regional Comprehensive Plan.

The proposed project represents much less than a half percent of planned annual growth in the County, and it will not induce growth or make a substantial contribution to cumulatively considerable population and housing impacts in the region. Therefore, impacts to land use associated with population growth are considered less than significant.

Table 4-3: Population Projections

Jurisdiction	2000	2005	2020	Average[1] Increase
City of Colton	47,974	51,575	67,770	+1.46%/year
County of San Bernardino	1,704,035	1,853,129	2,509,417	+2.36%/year

Source: State of California Department of Finance (DOF 2005a).
[1] 2020 less 2000 figures divided by 20 years then divided by 2000 population figure.

4.3.4 - Public Services (Schools)

The context cumulative school impacts is the Colton Joint Unified School District. The school district has capacity to serve students at the elementary and middle school levels, however, is currently exceeding capacity at the high school level. The district is expecting enrollments to continue to increase, and has been accommodating by building new schools and adding portable classrooms to existing schools. At present, the payment of developer fees is considered adequate mitigation for individual project impacts under CEQA. However, recent changes in state funding for school construction may result in inadequate funding over the long term to fully mitigate cumulative impacts to schools. Based on this information, it can be reasonably concluded that growth could have cumulatively considerable impacts on school services. However, the proposed project will fully mitigate its incremental contribution to this cumulatively considerable impact, so no additional mitigation is required.

SECTION 5: GROWTH INDUCING, UNAVOIDABLE ADVERSE, AND IRREVERSIBLE IMPACTS

5.1 - Growth Inducing Impacts

The CEQA Guidelines §15126(d) and §12126.2(d) require the evaluation of growth-inducing impacts of a proposed project. This discussion must address ways the project could encourage economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is a discussion of project characteristics, which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

The purpose of this analysis under CEQA is to identify and acknowledge potential growth-inducing impacts of a proposed project so that the public and its decision-makers will be aware of them and consider them in the decision-making process. This helps the City to adequately plan for future needs such as infrastructure or services, if it decides to approve a project with growth-inducing consequences.

Growth inducement can take man forms. A project can remove barriers, provide access, or eliminate other constraints, which encourage growth that has already been approved and anticipated through the General Plan process. The planned growth would be reflected in land use plans that have been developed and approved with underlying assumption that adequate supporting infrastructure will be built. This is perhaps best described as accommodating or facilitating growth, but the purpose of this section, the term inducing is used.

The primary purpose of the proposed project is to provide an integrated development of new quality homes consistent with the spirit and vision of the Reche Canyon Specific Plan to meet the continued need for housing in the area. The project will directly induce growth by contributing additional population through the construction of additional housing, but this growth was anticipated based on the existing Specific Plan. In terms of the job-housing balance in the region, the region is generally considered jobs-poor, with housing far outweighing job opportunities and many residents commuting out of the region for employment. Nonetheless, there continues to be a demand for housing in the area. The project is not isolated, large enough, or of a nature to be considered an economic stimulator of growth, in and of itself.

The project does not remove any impediments to growth, but will bring in utility improvements of which existing residents can take advantage. One undeveloped lot owner has indicated that they would need the utility improvements the project could indirectly provide in order to build on their particular lot. A few other lot owners may be similarly situated; however, this small amount of potential indirect growth is not considered substantial growth inducement.

5.2 - Unavoidable Adverse Impacts

The proposed project will produce significant short-term air quality impacts from air pollutants generated by construction activities, primarily dust and vehicular emissions. Mitigation has been identified to reduce impacts to the maximum extent practical.

No other adverse environmental impacts are expected if the proposed project is implemented as proposed, with imposition of the mitigation measures identified in this EIR.

5.3 - Irreversible and Irretrievable Commitment of Resources

The transformation of vacant undeveloped land into a residential subdivision will produce several environmental changes. Various, essentially irretrievable, non-renewable, or slowly renewable resources will be utilized in the construction of the proposed project. These resources include sand and gravel, asphalt, lumber, petrochemical construction materials, metals, fossil fuels, and water.

The primary irreversible environmental changes produced by the implementation of the project will occur mainly as a result of alterations to the physical environment in the form of committed capital, labor, and materials to construct and occupy the area.

The project site itself will more or less be permanently committed to a long-term use as a residential subdivision, which is anticipated in the Reche Canyon Specific Plan. Though the project includes the relatively permanent alteration of the land use from open space to a residential community, there will be an open space land use component which will conserve approximately 26 acres in open space land uses. In addition, resource commitment for daily operation and occupation of the project will be similar to other residential developments in the City of Colton and the Reche Canyon Specific Plan area.

SECTION 6: ALTERNATIVES TO THE PROPOSED PROJECT

6.1 - Development of Alternatives

The CEQA Guidelines Section 15126.6 requires consideration of alternatives to the proposed action in the EIR. More specifically, Section 15126.6 prescribes the following:

> Describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternative.

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21001.1), the discussion of alternatives must focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective, or would be more costly.

The range of potential alternatives to the proposed project must include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.

The EIR should include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative should be discussed but in less detail than the significant effects of the project as proposed.

The specific alternative of "no project" must also be evaluated along with its impact. The "no project" analysis should discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistency with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.

The EIR need examine in detail only those alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project while reducing one or more potential significant environmental impacts of the project to less than significant levels.

6.1.1 - Project Objectives

The following objectives were outlined in Section 2.0, Project Description:

- To provide an integrated neighborhood, including residential housing, open space and park facilities, and related roadways and infrastructure.
- To provide quality residential development consistent with the spirit of the Reche Canyon Specific Plan and consistent with neighboring hillside residential development.
- To redistribute land use designations within the Reche Canyon Specific Plan with consideration of physical constraints to development, which have precluded development of the project site to date (e.g. topography, utilities, drainage).
- To make good use of the Colton Public Utilities investment in utility development and infrastructure through the extension of Colton Public Utilities infrastructure in the Reche Canyon area.
- To contribute to the buildout of the Reche Canyon Specific Plan.
- To provide the applicant/owner a fair return on the subject property.

6.1.2 - Project Impacts

Sections 3.1 through 3.4 of this EIR determined that the proposed project would result in the following significant impact, even with the imposition of feasible mitigation measures:

- Temporary (i.e., short-term) impacts on air quality during construction.

Based on an analysis of the above project impact and feasible mitigation measures, several alternatives were developed to possibly reduce or eliminate the impact on short-term air quality. In addition to the "No Project-No Development" alternative, this section will evaluate a "No Project-Build" alternative and three different land use alternatives (higher density project, reduced density project, phase grading of project). Each plan is intended to reduce potential impacts of the project that are of greatest concern to local residents and local governing agencies. It should be noted that some of the alternatives incorporate certain measures that would result in substantive changes to the design of the proposed project.

6.2 - No Project – No Development

CEQA requires that a specific "No Project" (no development) alternative be evaluated along with its impacts compared to the proposed project. The "No Project" analysis essentially evaluates existing conditions on the site (i.e., no development). Under this alternative, the property would remain vacant, except for the transmission lines that cross the site, and residential lots would not be developed. Assuming the site remains undeveloped, the significant and other identified impacts of the project will be avoided. However, any benefits of the project related to additional housing opportunities would not be realized. Cumulative impacts including air quality will eventually occur whether the site is developed for the proposed uses, although not to the same degree as with the proposed project. According to CEQA, if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

6.2.1 - Evaluation of Impacts

This alternative would eliminate any adverse environmental consequences associated with land development such as those associated with the proposed project. Significant impacts resulting from project construction would be avoided. Other impacts resulting from project development and operation would also be avoided, including impacts to air quality, land use, traffic, public services, and biological resources. However, this alternative does not meet any the project's basic objectives, such as the development of an integrated neighborhood consistent with the Reche Canyon Specific Plan or other financial and development goals.

6.3 - No Project – Build

The CEQA Guidelines state that the alternatives analysis should discuss "predictable actions by others, such as the proposal of some other project" (Section 15126.6). These "predictable actions" are to be assessed based on the current plans and consistent with available infrastructure and community services. The proposed project seeks to redistribute density designations within the Reche Canyon Specific Plan with consideration for design preferences and the site's physical constraints to development. These constraints (e.g. topography, utilities, drainage) have precluded development of the project site to date. To accomplish this objective, the proposed project would require a specific plan amendment that would alter the planning area boundaries for three planning areas and alter the uses within those areas. Should the proposed project not be built and some other project be built in its place, it is likely that the substitute project would be designed with the same constraints in mind and would require a similar level of modification to the existing plan.

6.3.1 - Evaluation of Impacts

The current Reche Canyon Specific Plan allows for development of the site. If the site were developed under the existing plan, it is unlikely that the significant environmental impact of the

proposed project (short-term air quality) would be eliminated. Site grading, the operation of construction equipment, and other activities contributing to short-term air quality impacts would still occur, perhaps at higher levels if the site were developed to its maximum allowable density of 284 units versus the 187 units proposed.

6.4 - Alternative 1 – Higher Density/Clustered Development Project

This alternative would provide for attached/townhome style development of the site, resulting in the construction of 247 dwelling units. Residential density would be higher than the proposed project's 187 units, and the development would result in a different footprint on the site and an altered visual element.

6.4.1 - Evaluation of Impacts

Development of the site under a higher density design would be unlikely to eliminate the significant environmental impact of the proposed project (short-term air quality). Site grading, the operation of construction equipment, and other activities contributing to short-term air quality impacts would still occur, perhaps at a higher level than the proposed project. More units would increase overall impacts related to the size of the project such as traffic, noise, and long-term air quality. In addition, existing residents adjacent to the site have expressed concern that development of the site consisting of higher density and attached townhomes would not be consistent with adjacent hillside and canyon development and would conflict with the existing visual character of the area.

6.5 - Alternative 2 – Reduced Density Project

This alternative would reduce the overall density of the development from the 187 units proposed to some lower level that would reduce the requirements for site grading, which is the phase in the construction process where the significant impact on short-term air quality occurs. The assumption would be that a lesser project footprint would decrease the requirements for site grading.

6.5.1 - Evaluation of Impacts

It is unlikely whether this alternative would reduce the short-term construction related air quality impacts of the project to less than significant levels. The only way to assure that construction related impacts would not exceed thresholds would be to phase grading and construction. However, it may be infeasible to prepare the site other than by mass grading, which would create significant short-term air quality impacts under any circumstances. Fewer units would reduce overall impacts related to the size of the project such as traffic, noise, and long-term air quality. Conversely, it would increase the amount of open space or steep slope areas that would need to be maintained by individual home owners (by having larger lots) or by the City if the land were to become parkland or public open space. This alternative would not meet the housing or financial goals to the same degree as the proposed project.

6.6 - Alternative 3 – Phase Grading of Project

This alternative would phase the grading and construction of the project over a longer period of time, thus lessening the requirement for mass grading and the production of significant short-term air quality impacts. The project as proposed in this EIR calls for the daily use of two graders, two rollers, five rubber-tired bulldozers, ten scrapers, and three pieces of other equipment (i.e., water trucks) during the site grading phase of the project. To lower short-term air quality impacts to a less than significant value, it is estimated that equipment utilization would need to be limited to two graders, two rollers, two rubber-tired bulldozers, three scrapers, and two pieces of other equipment (i.e., water trucks). The use of aqueous diesel fuel would allow a very slight increase in equipment usage above these levels, but would only increase that aggregate usage by one additional rubber-tired bulldozer per day.

6.6.1 - Evaluation of Impacts

Phase-grading and reducing the amount of equipment used would reduce air quality impacts related to construction at any given time, but would extend those impacts over a longer period. It is unclear whether grading the site in this manner is feasible as it could involve the import of soil if earthwork could not be balanced onsite within each phased area. Such a necessity would increase construction traffic on adjacent roads and lengthen the periods of grading even further, as materials would need to manipulated and transported to a greater extent. Longer construction periods could also lengthen the amount of time that disturbed surfaces are exposed to wind and erosion, thus increasing the potential for the generation of fugitive dust and adverse water quality impacts. The benefits associated with the use of aqueous diesel fuel are only marginal (the addition of one rubber-tired bulldozer), and would be offset by the additional costs and delivery requirements associated with the use of such fuel. The time required to complete the site grading phase of the project would be extended significantly, which would greatly delay realization of project objectives.

6.7 - Alternative 4 - Through Connection of Barton Road to Westwood Street

This alternative would allow a road to be constructed through the proposed project connecting Barton Road to Westwood Street and ultimately to Reche Canyon. The alternative would provide emergency access to and through the development via an additional street access point.

6.7.1 – Evaluation of Impacts

During Planning Commission workshops conducted in April and May of 2005, opposition to this aspect of the design was expressed by local residents concerned that inclusion of the road would capture commuter traffic between Barton Road and Reche Canyon and bring it through existing residential development. A traffic impact analysis (URB 2004) indicated an increase in predicted trips on Westwood Street that was consistent with this concern. Operational air quality would also be impacted as vehicles passing through the neighborhood would create additional emissions. Short-

term significant air quality impacts would not be reduced using this alternative. The project as proposed would provide an access gate from Laurelwood Avenue to the project, thus meeting requirements for emergency ingress/egress.

6.8 - Alternative 5 - Development of Active Parks and a Trail System

This alternative would create two active parks with sports facilities and night lighting within the development, as well as a trail system running through the project site. Recreational opportunities and accessibility to open space within the site would be enhanced for residents and non-residents.

6.8.1 – Evaluation of Impacts

Under this alternative, recreation opportunities would be enhanced, but these amenities would also draw non-residents into the development seeking to use the facilities. Impacts of these additional users would include increased traffic, vehicle emissions, and other associated impacts. The facilities would require upkeep and supervision by the City of Colton or another assigned entity. Noise and glare from sports facility lighting would also be created. This alternative would also require substantial changes to site layout and design, and would not meet the financial goals of the project. Additional grading and site preparation would be required, creating additional impacts to short-term air quality during the construction phase of the project.

During Planning Commission workshops conducted in April and May of 2005, opposition to this aspect of the design was expressed by local residents concerned that inclusion of these facilities would create adverse noise and interfere with the privacy of existing adjacent residents. In response to these concerns, the proposed project was changed to eliminate the trail system and leave only Edison access roads. The creation of two active parks would be changed to one passive park with a tot lot.

6.9 - Alternative Sites

State CEQA Guidelines Section 15126.6 requires an EIR to evaluate the potential impacts of moving the proposed project to an alternative site. However, the State CEQA Guidelines only require consideration of locations that would avoid or substantially lessen any significant effects. In this case, the project would need to be developed in such a place and in such a manner as to not produce the short-term air quality impacts identified in this EIR. Any location within the City of Colton, if one were available, would face the same challenges as this location in that it would lie in an area where air quality thresholds are easily exceeded during the construction phase. It is possible that a site that is relatively flat and thus not requiring extensive grading and site preparation could produce a lesser impact, but even then the grading and construction would need to be phased in over a much longer period of time to avoid the same impacts. In addition, any project with an equivalent number of lots or units would generate similar types of long-term impacts such as traffic, noise, long-term air quality, etc. It is therefore likely that development of any alternative site within the general area, with

a project of similar scale and scope of the proposed project, would not reduce short-term air quality impacts to less than significant levels. Therefore, it is unlikely that an alternative site would be environmentally superior to the proposed project site.

6.10 - Environmentally Superior Alternative

The CEQA Guidelines require identification of an environmentally superior alternative (Section 15126.6(e)(2)). The "No Project" (i.e., "No Development") alternative is environmentally superior to the proposed project as it would avoid all project related environmental impacts. However, it would not meet any of the goals of the project. The CEQA Guidelines stipulate that, "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126(e)(2)).

6.10.1 - No Project-Build Alternative

This alternative would not reduce short-term air quality impacts on the site, and may actually add to them if an alternative project were to be built utilizing the housing densities currently allowed under the existing specific plan. These impacts could be mitigated if grading phases were extended to limit the production of daily emissions to below standard thresholds. However, developing the site at the higher densities allowed under the current specific plan would necessitate additional grading beyond that proposed with this project, thus further lengthening construction time. For this reason, this alternative does not meet the project's basic objectives of building out the Reche Canyon specific plan or investment return to the same degree as the proposed project and is, therefore, not an environmentally superior alternative to the proposed project.

6.10.2 - Higher Density/Clustered Development Project

This alternative could conceivably add to short-term air quality impacts on the site, as the alternative would require additional site preparation and grading. Additional impacts to traffic, noise, operational air quality, and other factors would also be greater if the site were developed at a higher density. For these reasons, this alternative would result in additional adverse impacts and is not environmentally superior when compared to the proposed project.

6.10.3 - Reduced Density Project

It is uncertain whether this alternative would reduce the short-term construction related air quality impacts of the project to less than significant levels. The only way to assure that construction-related impacts would not exceed thresholds would be to phase grading and construction. However, it may be infeasible to prepare the site other than by mass grading, which would create significant short-term air quality impacts under any circumstances. Fewer units would reduce overall impacts related to the size of the project such as traffic, noise, and long-term air quality. Conversely, it would increase the amount of open space or steep slope areas that would need to be maintained by individual home owners (by having larger lots) or by the City if the land were to become parkland or public open

space. This alternative would not meet the housing or financial goals to the same degree as the proposed project. Therefore, it is unlikely that this alternative is environmentally superior to the proposed project.

6.10.4 - Phase Grading of Project

Phase-grading and reducing the amount of equipment used would reduce air quality impacts related to construction at any given time, but would extend them over a longer period. It is unclear whether grading the site in this manner is feasible as it could involve the import of soil if earthwork could not be balanced onsite within each phased area. Such a necessity would increase construction traffic on adjacent roads and lengthen the periods of grading even further, as materials would need to moved around and transported to a greater extent. Longer construction periods could also lengthen the amount of time that disturbed surfaces are exposed to wind and erosion, thus increasing the potential for the generation of fugitive dust and adverse water quality impacts. This alternative would delay achievement of many of the project's objectives and would not meet the financial goals to the same degree as the proposed project. Therefore, it is unclear if this alternative is environmentally superior to the proposed project.

6.10.5 - Through Connection of Barton Road to Westwood Street

This alternative would not decrease the significance of short-term air quality impacts. Additional impacts of increased traffic circulation through the project and adjacent areas, together with increased vehicle emissions, would also be created. Emergency access requirements can be met by adding an access gate to and from the development via Laurelwood Avenue. Therefore, this alternative is not environmentally superior to the proposed project.

6.10.6 - Development of Active Parks and a Trail System

This alternative would not decrease the significance of short-term air quality impacts. The active park amenities would draw non-residents seeking to use the facilities into the development. Impacts of these additional users would include increased traffic, vehicle emissions, and other associated impacts. The facilities would require upkeep and supervision by the City of Colton or another assigned entity. Noise and glare from sports facility lighting would also be created. This alternative would also require substantial changes to site layout and design, and would not meet the financial goals of the project. Additional grading and site preparation would be required, creating additional impacts to short-term air quality during the construction phase of the project. It is unclear if the trail system through the project would result in impacts beyond the proposed project. Development of a trail system would be unlikely to exacerbate short-term air quality impacts, but it could draw additional users to the area and might generate additional impacts associated with those users. In addition, during Planning Commission workshops conducted in April and May of 2005, opposition to this aspect of the design was expressed by local residents concerned that inclusion of these facilities would create adverse noise and interfere with the privacy of existing adjacent residents. Therefore, it

is uncertain whether all aspects of this alternative are environmentally superior to the proposed project.

6.10.7 - Alternative Sites

If an alternative site were available for this project, it would probably not reduce the short-term air quality impacts to less than significant levels, as many of the same issues faced by this project would be present at an alternative site. Therefore, it would not be environmentally superior to the proposed project.

6.10.8 - Summary

Only the Phase Grading of Project Alternative is potentially environmentally superior to the proposed project in terms of reducing significant short-term air quality impacts to less than significant levels. However, it would significantly delay the implementation and realization of the project objectives, and would not meet the financial return objectives to nearly the same degree as the proposed project.

SECTION 7: SUMMARY OF MITIGATION MEASURES

This section centrally describes and identifies all mitigation measures identified for the project to date from these sources: the mitigation measures identified through the Initial Study (IS) process, additional scoping and impact evaluation process (given in Section 1, Introduction, section 1.1.5 and 1.1.6), and EIR-level specific analysis (Section 3, Environmental Impact Analysis).

7.1 - Air Quality

AQ-1 The following measures are proposed to reduce the impacts of construction equipment, worker vehicle, and painting emissions:

A. During construction of the proposed improvements, construction equipment will be properly maintained and will undergo 90-day low-NOx tune-ups for off-road equipment.

B. During construction of the proposed improvements, all contractors will be advised not to idle construction equipment on site for more than five minutes.

C. During the paint application phase of construction of the proposed project, only low volatility paints and coating as defined in SCAQMD Rule 1113 shall be used. All paints shall be applied using either high volume low pressure (HVLP) spray equipment or by hand application. The paint application phase shall be spread out over a longer period of time to use no more than 100 gallons of low-VOC paint per day.

D. The project proponent shall develop a ride-share incentive program for the construction workers. The program shall be submitted to the city for review and approval.

E. During construction of the proposed project, the project applicant shall make arrangements to have a lunch wagon visit the construction site during the lunch break. This will reduce emissions from worker trips.

F. During grading of the site, the off-road grading equipment shall be equipped with cooled exhaust gas recirculation, as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm).

G. During the building phase of construction, the off-road diesel equipment shall be equipped with diesel particulate filters as verified by the California Air Resources Board (http://www.arb.ca.gov/diesel/verdev/level3/level3.htm).

H. Limit lane closures to off-peak travel periods.

I. Encourage receipt of materials during non-peak traffic hours.

AQ-2 Prior to construction of the proposed improvements, the applicant will provide to the City and SCAQMD with a project specific dust control plan for their review and approval.

The dust control plan will be consistent with the methodology found in the SCAQMD publication titled "Rule 403 Implementation Handbook" and will include Best Available Control Measures. The dust control plan shall take place during construction of the proposed project. At a minimum, the dust control plan shall include the following:

A. Water all active construction areas at least twice daily.

B. Cover all haul trucks or maintain at least two feet of freeboard.

C. Pave all haul roads.

D. Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.

E. Cover or water twice daily any on-site stockpiles of debris, dirt, or other dusty material.

F. Develop and implement a high wind, dust control plan if winds exceed 25 miles per hour.

G. Establish permanent, stabilizing ground cover on finished sites.

H. Park construction vehicles off traveled roadways.

I. Reduce speed on any unpaved roads to less than 15 miles per hour.

AQ-3 The following measures are proposed to reduce impacts of operation on air quality:

A. The proposed project shall provide an attractive pedestrian environment to encourage walking and bicycling.

B. All homes constructed shall meet minimum statewide energy construction requirements.

C. All residential units shall include features that encourage trip elimination or trip diversion to alternative transportation (e.g. pre-wiring for telecommunications systems).

7.2 - Biological Resources

The following mitigation measures shall be incorporated to reduce potential impacts to California Gnatcatcher (CAGN) to below a level of significance:

B-1 A focused survey for the federally endangered CAGN shall be conducted by a USFWS permitted biologist each year that the property remains in an undeveloped state to confirm the continued absence of CAGN. The survey shall include all areas within the site. In the event that CAGN is detected or observed within the disturbance footprint, avoidance, minimization, and mitigation measures shall be developed through

consultation with the USFWS under Section 10 of the ESA (or Section 7 as appropriate). Construction activities shall not be conducted so that such activities would result in an unlawful take under the ESA or CESA. At a minimum, mitigation measures will include the timing of construction activities outside of the breeding season (February 15 to August 31) and/or the purchase of offsite suitable habitat that is known to support CAGN.

The following mitigation measures shall be incorporated to reduce potential impacts to burrowing owl to below a level of significance.

B-2 A burrowing owl pre-construction survey shall be completed no sooner than 30 days prior to commencement of construction. In this manner, any burrowing owls moving onto the site will be detected.

B-3 If burrowing owls are detected during the pre-construction survey, they will be actively or passively relocated prior to construction activity. Once all burrows on the project site are confirmed to be absent of burrowing owls, they will be systematically collapsed.

B-4 If burrowing owls are detected during the pre-construction survey, off-site replacement of burrowing owl habitat should be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable burrowing owl habitat. One alternate natural or artificial burrow should be provided for each burrow that will be excavated in the project impact zone. The off-site replacement of suitable burrowing owl habitat would follow one of the following scenarios:

1. Replacement of occupied habitat with off-site occupied habitat: 9.75 acres per pair or single bird.

2. Replacement of occupied habitat with off-site suitable unoccupied habitat: 19.5 acres per pair or single bird.

Birds and their nests are protected under the MBTA and CDFG codes. In order to reduce impacts to less than significant, the following mitigation is required.

B-5 The removal of vegetation or other potential nesting habitat should be conducted outside of avian nesting season (February through August). If construction occurs during the avian nesting season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to any ground disturbing activities. If birds are found to be nesting inside the impact area, construction will need to be postponed until a qualified biologist determines that the nests are no longer active.

Jurisdictional waters require the appropriate permit from regulatory agencies. As part of the permit process, the agency stipulates mandatory conditions that reduce potential impacts to jurisdictional waters to below a level of significance.

B-6 Prior to the issuance of grading permits, the project proponent shall provide the City with a copy of the Streambed Alteration Agreement pursuant to Fish and Game Code §1602. All terms of the agreement are made conditions of project approval. CDFG may require enhancement and/or preservation of regional state water as conditions of the streambed alteration agreement. In addition, copies of all mitigation monitoring and reporting documents and correspondence shall be provided to the City.

7.3 - Cultural Resources

CR-1 During all clearing and grubbing of the site, an archaeological monitor shall be present. If archaeological materials are exposed during clearing of the site, the monitor shall have the authority to direct activities away from the site until the significance of any discovery is determined. If the exposed resource is significant enough to justify collection, recordation and/or curation, the developer shall pay to have the material removed from the project site and properly documented and curated. This shall include consultation with Native American representatives, if warranted. A report of finding shall be prepared and at a minimum shall be made available to the City and the County Museum.

CR-2 During all initial grading and excavation activities within the San Timoteo Formation on the site a paleontological monitor shall be present. If paleontological materials are exposed during grading of the site, the monitor shall have the authority to direct clearing activities away from the site until the significance of any discovery is determined. If the exposed resource is significant enough to justify collection recordation and/or curation, the developer shall pay to have the materials removed from the project site and properly documented and curated. A report of findings shall be prepared and at a minimum shall be made available to the City and the County Museum.

7.4 - Geology and Soils

G-1 A comprehensive geotechnical investigation shall be required prior to finalizing the design of the residential buildings. The performance requirements of the investigations shall at a minimum provide for protecting structures exposed to 0.72 g of acceleration, or an alternative value as determined by the geologist. The performance standard to be applied to design requirements shall be the following:

- Risk Class IV, Ordinary Risk Tolerance, including single family residences:

- Acceptable Damage: An "ordinary" degree of risk is acceptable. The criteria envisioned by the Structural Engineers Association of California provide the best definition of the "ordinary" level of acceptable risk. These criteria require that building be able to:
  a. Resist minor earthquakes without damage;
  b. Resist moderate earthquakes without structural damage, but with some non-structural damage, or
  c. Resist major earthquakes, of the intensity or severity of the strongest experienced in California, without collapse, but with some structural, as well as non-structural damage.

7.5 - Hazards and Hazardous Materials

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulation regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility.

HAZ-2 For those areas of the project site that are within 200 feet of high fire hazard vegetation areas, the developer shall provide the City with a wildland fire management plan that will identify either adequate buffers to separate structures from significant exposure to wildland fire or provide alternative buffering or defensible measures to protect homes that might be exposed to wildland fire hazards.

7.6 - Hydrology and Water Quality

WQ-1 The project proponent will select best management practices (BMPs) from the Riverside DAMP Supplement A Attachment (or equivalent measures) that achieve an 80 percent reduction in pollutants, during construction and following construction during occupancy to control urban runoff water quality impacts after the project is constructed.

WQ-2 The project shall install drainage improvements, including detention basins and connections to existing drainage facilities that limit the volume of runoff from the developed site to the pre-existing storm runoff discharge. The detention facilities and drainage inlets shall include fossil fuel filters to capture trash and urban pollutants.

WQ-3 All habitable structures shall be elevated at least 1 foot above the 100-year flood elevation on the property following grading.

7.7 - Land Use and Planning

The following mitigation measure is recommended to address deficient park amenities:

LU-1 The applicant will provide additional park amenities to provide for family oriented and/or sports oriented uses and provide park restrooms. Examples of additional amenities may include: picnic tables, barbecues, benches and sports equipment (pull up bars, balance beams, etc.). The specific mix of amenities will be determined between the City and the Applicant during the design review process.

7.8 - Noise

N-1 Permitted exterior work hours shall be limited to 7:00 a.m. to 5:00 p.m. Monday through Friday. No exterior work shall be done between the hours of 5:00 p.m. and 7:00 a.m., nor on Saturdays, Sundays, or legal holidays without the permission of the City, except in case of an emergency.

N-2 A minimum of a 7-foot high masonry perimeter wall shall be constructed along Barton road where the 60- dBA CNEL noise contour extends into the proposed residential area.

N-3 Second stories of residences directly backing up to Barton Road shall be equipped with air conditioning and shall be equipped with dual-paned windows in all habitable room with a direct view of Barton Road. The windows shall achieve a minimum sound transmission class (STC) 28.

N-4 Verification that residential interior standards of 45 dBA CNEL can be met with proposed building components shall be demonstrated through computer modeling at plan check.

7.9 - Public Services

The following measures are proposed to help keep service-related impacts below levels of significance:

PS-1 Prior to the issuance of building permits, the developer shall pay all legally established development impact fees, as well as associated school fees to the Colton Joint Unified School District in accordance with state law, and provide proof of payment to the City of Colton.

7.10 - Transportation and Traffic

TR-1 The following improvements will be implemented in conjunction with site development:

- Construct Barton Road from the northerly project boundary to the southerly project boundary at its ultimate half-width section as a major arterial.
- Construct Westwood Street adjacent to the project boundary at its ultimate half-width section as a Collector (34 foot part width).
- Provide a traffic signal at the access of the project.
- Provide adequate sight distance at the project driveways to meet the minimum City of Colton requirements.
- Onsite traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.

TR-2 The project shall contribute its fair share toward off site improvements consistent with the table 5-4 of the traffic study prepared by Urban Crossroads dated August 17, 2005 (UC 2005), or a more recent study of this issue, summarized in the following table:

Fair Share Traffic Improvements

Intersection	Needed Improvements	Fair Share based on Percentage of Traffic
Center Dr. (NS)/Washington St (EW)	Traffic signal Construct left-right lane Construct a left lane	AM: 36.0 % PM: 39.5%
Reche Canyon Rd. (NS)/Washington St. (EW)	Traffic signal	AM: 16.6 % PM: 15.4%

SECTION 8: REPORT PREPARATION RESOURCES

8.1 - Organizations and Persons Consulted

Agencies

Lead Agency: City of Colton ..... Daryl Parrish, City Manager
David Zamora, Community Development Director
Andres Soto, Planning Manager
Amer Jahker, City Engineer
Reggie Torres, Engineering Assistant

City Traffic Engineer/TEP ..... Craig Neustaedter, Traffic Engineer

City of Grand Terrace ..... John Lampe, Associate Planner

Colton Joint Unified School District ..... Alice H. Grundman

Project Applicant

Distinguished Homes (Client) ..... Jeffrey Weber, Vice President
Craig Cristina, Project Manager

Other Technical Support

Giroux and Associates (Air Quality) ..... Hans Giroux, Scientist

Kirtland Biological Services (Biology) ..... Karen Kirtland, Biologist

Lawson and Associates Geotechnical Consulting (Geology) ..... Mark Bergmann, Principal Geologist

LGC Inland, Inc., Geotechnical Consulting (Geology) ..... Kevin M. Clark, Environmental Assessor

Tetra Tech, Inc. (Geology) ..... Daniel T. Falt, Principal Author

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Tom Dodson and Associates (CEQA/Biology) ..... Tom Dodson
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8.2 - EIR Preparation Personnel

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Environmental Impact Report

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Appendix B

Trip Generation Assessment

Michael Baker INTERNATIONAL

We Make a Difference

TECHNICAL MEMORANDUM

To: Mario Suarez, City of Colton

From: Carla Dietrich, Michael Baker International

CC: Alicia Gonzalez, Michael Baker International

Date: February 16, 2022

Subject: Iron Horse Hills Residential Development Trip Generation Assessment

Introduction

The purpose of this memorandum is to document an evaluation of the proposed revised project site plan and the associated project site trips for the proposed Iron Horse Hills residential development (project) located in the City of Colton, California. This memorandum will assess whether site plan revisions result in the generation of trips in excess of those approved in the Environmental Impact Report (EIR). **Table 1** provides key project information.

Table 1: Project Information

Item	Description
Project Title	Iron Horse Hills
Project Location	City of Colton, southeast of Barton Road and west of Reche Canyon Road
Existing Use	Undeveloped open space with the exception of dirt access roads, off-road vehicle trails, and transmission line tower pads
Area	The project site consists of a total of 119.6 acres
Proposed Use	184 single family detached residential units, a park, open space, a water reservoir, and detention basins
Approved EIR Use	187 single family detached residential units, a park, open space, a water reservoir, and a detention basin
Approved and Proposed Site Access	One site driveway along Barton Road via "Street A"
Proposed Emergency Site Access	One gated location along Westwood Street via "Street A"

Project Description

The current project description is as follows:

> The 119.6-acre site is located within the City of Colton to the north of the City's boundary with Riverside County, southeast of Barton Road, and west of Reche Canyon Road. According to the Substantial Conformance Exhibit, Tentative Tract Map 16798, prepared by KWC Engineers, the project involves the construction of 184 single family detached residential units as well as a park, open space, a water reservoir, detention basins, and other related infrastructure.
>
> A previous version of the project was approved by the City of Colton in September 2006 that allowed the development of up to 187 single family detached residential units; however, the project has since been revised to include additional right-of-way surrounding "Street A" between Barton Road (the western project boundary) and Westwood Street (the eastern project boundary). These improvements would result in the loss of three single family detached residential units.

Exhibit 1 shows the location of the project and **Exhibit 2** shows the current conceptual site plan.

Exhibit 1: Project Location

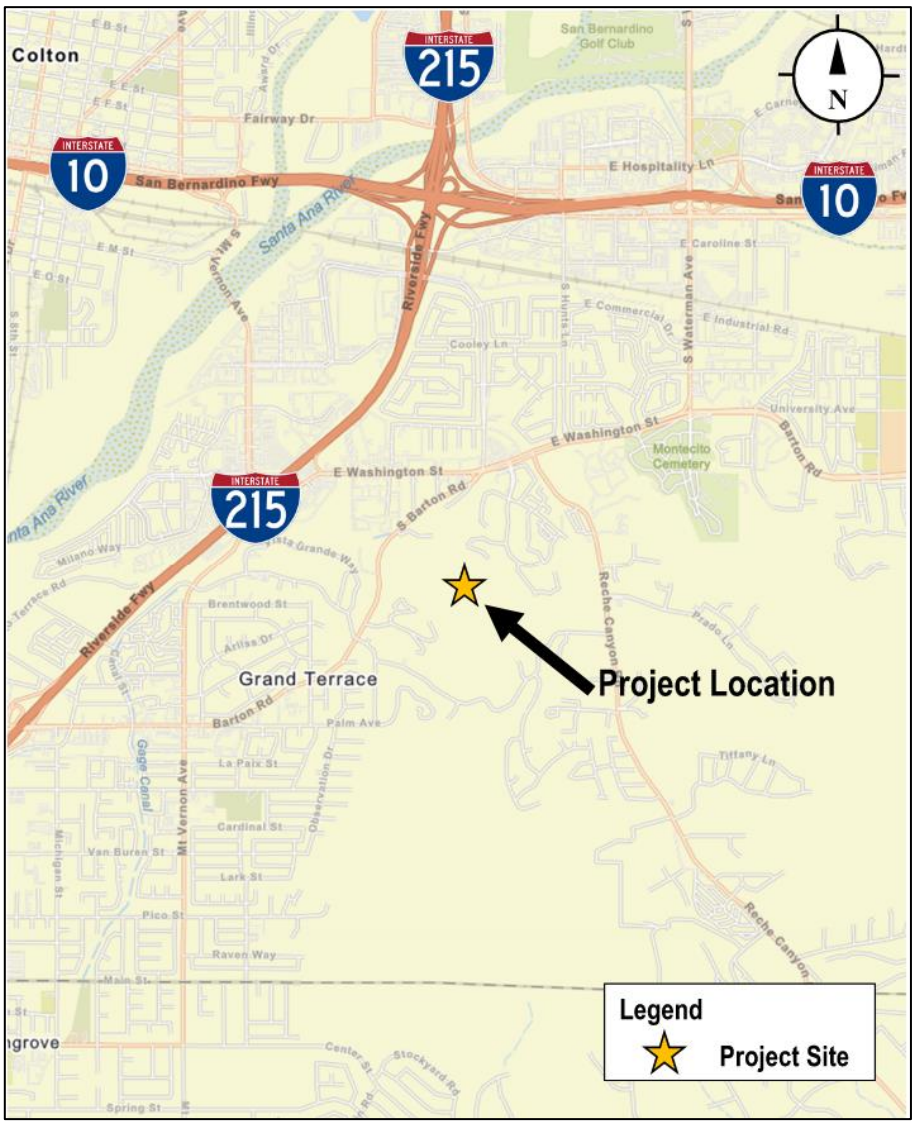

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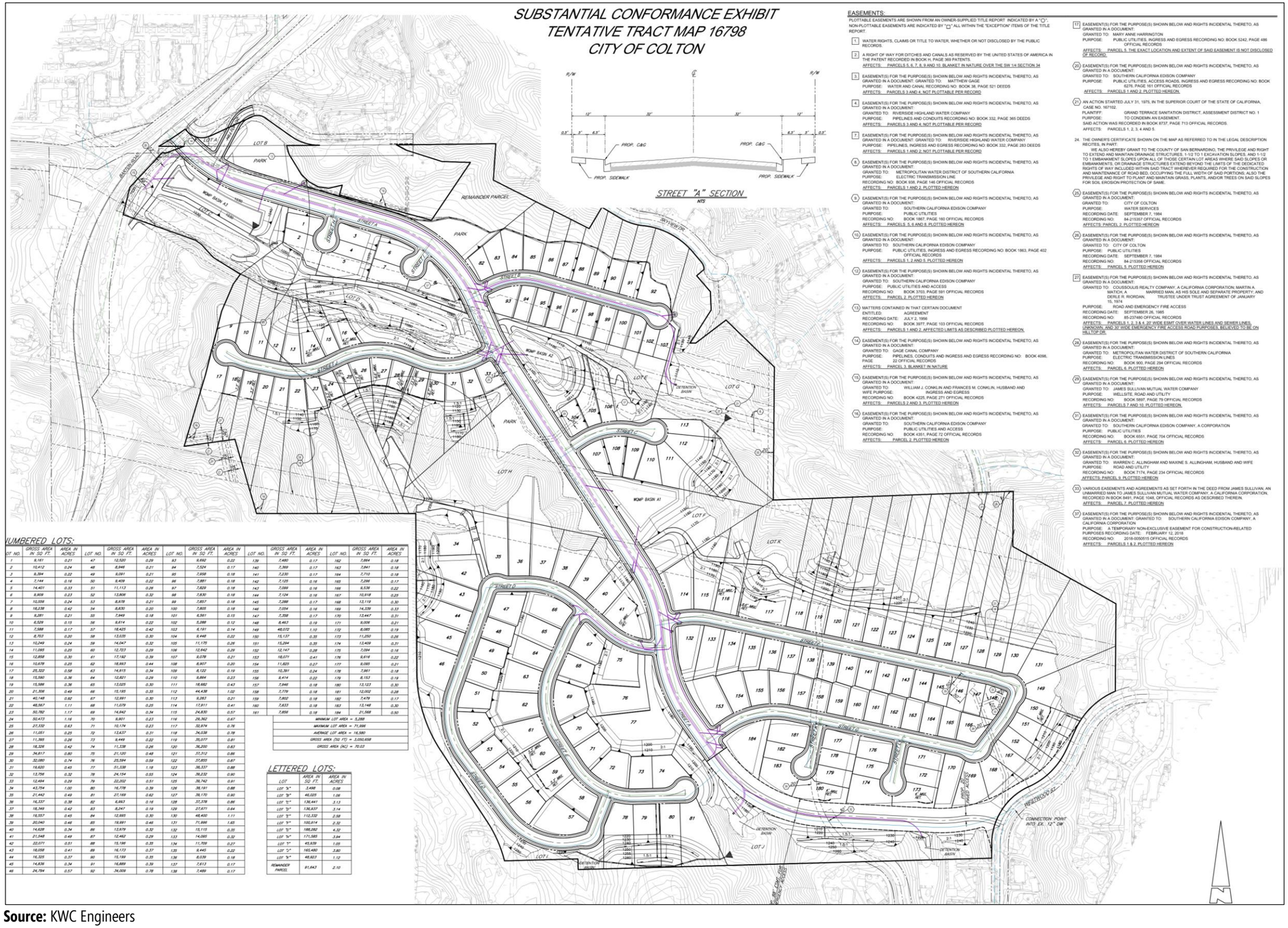
Exhibit 2: Site Plan (Latest Version)



Source: KWC Engineers

Project Trip Generation – Previous Studies

The *Colton Land Investment, LLC Project Traffic Impact Analysis (Urban Crossroads 2005)*, documented in the EIR, analyzed estimated project trips for the construction of 200 single family homes. **Table 2** shows the trip generation rates for single family detached residential, and **Table 3** provides the previously documented trip generation calculations in the Traffic Impact Analysis (TIA).

Table 2: Project Trip Generation Rates

Trip Generation Rates (Vehicles)									
Land Use	ITE Code[1]	Daily Trips Rate	AM Peak Hour			PM Peak Hour			
			Rate	In	/ Out	Rate	In	/ Out	
Single-Family Detached	210	9.57 / DU	0.75	25%	/ 75%	1.01	63%	/ 37%	

Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.

Table 3: Traffic Impact Analysis Project Trip Generation

			PEAK HOUR						
			AM			PM			
LAND USE	QUANTITY	UNITS[1]	IN	OUT	TOTAL	IN	OUT	TOTAL	DAILY
Single Family Detached	200	DU	38	112	150	128	74	202	1,914

Source: *Colton Land Investment, LLC Project Traffic Impact Analysis* (Urban Crossroads, 2005)
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.

In September 2006, the Iron Horse Hills Residential Project EIR was approved and included the construction of 187 single family detached residential units, rather than the 200 units analyzed in the TIA. **Table 4** shows the estimated project trips of the approved 187 units using the same methodology documented in the TIA.

Table 4: Approved EIR Project Trip Generation

Trip Generation (Vehicles)									
Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Single-Family Detached	210	187 DU	1,790	140	35	105	189	119	70

Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.

Project Trip Generation – Modified Site Plan

The project now proposes to construct 184 single family detached homes due to inclusion of additional right-of-way surrounding "Street A" between Barton Road (the western project boundary) and Westwood Street (the eastern project boundary). Project site trips were estimated using the ITE *Trip Generation Manual* (7th Edition). **Table 2** provides the trip generation rates and **Table 5** shows the trip generation calculations for the proposed project with 184 dwelling units. As shown, the project is now anticipated to generate 1,761 daily trips, 138 AM Peak Hour trips, and 186 PM Peak Hour trips during an average weekday. **Table 6** compares the TIA and the Approved EIR project site trips to the revised project site trips. As shown, the revised project site plan is expected to generate fewer trips compared to the TIA during all time periods (153 daily trips, 12 AM Peak Hour trips, and 16 PM Peak Hour trips). Additionally, the revised project site plan is expected to generate fewer trips compared to the Approved EIR during all time periods (29 daily trips, 2 AM Peak Hour trips, and 3 PM Peak Hour trips).

Table 5: Revised Project Trip Generation

Trip Generation (Vehicles)									
Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Single-Family Detached	210	184 DU	1,761	138	35	103	186	117	69

Note: Values may vary slightly due to rounding
Trip Rate Source: Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.

Table 6: Project Trip Comparison

	Trip Generation Comparison								
	Scenario	Dwelling Units	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
TIA Comparison	TIA Site Plan	200	1,914	150	38	112	202	128	74
	Revised Site Plan	184	1,761	138	35	103	186	117	69
	Difference	***-16***	***-153***	***-12***	***-3***	***-9***	***-16***	***-11***	***-5***
Approved EIR Comparison	Approved Site Plan	187	1,790	140	35	105	189	119	70
	Revised Site Plan	184	1,761	138	35	103	186	117	69
	Difference	***-3***	***-29***	***-2***	***0***	***-2***	***-3***	***-2***	***-1***

Site Plan Comparison

Exhibit 3 shows the approved project site plan which includes unrestricted vehicular access at a site driveway along Barton Road and emergency gate access onto Westwood Street and N. Laurelwood Avenue. A comparison of the site plans shows the revised project site plan (**Exhibit 2**) does not propose any new vehicular site access points. In both site plans, the primary development access point is Street "A" which connects to Barton Road near Hilltop Drive. The modified site plan includes an emergency access gate that connects to Westwood Street. Given there are no changes in public access to the development, the revised site plan is not expected to further impact local roadway networks than previously described in the *Colton Land Investment, LLC Project Traffic Impact Analysis (Urban Crossroads 2005)*.

Findings

The project trip generation evaluation of the revised Iron Horse Hills site plan located in the City of Colton shows that the site plan revisions are not anticipated to generate excess trips compared to those approved in the project EIR or those in the TIA. Evaluation of the project site plan access shows no difference in public access to the development between the approved site plan and the revised site plan. As such, **the revised project site plan is not projected to result in additional transportation related impacts.**

Exhibit 3: Approved Site Plan

Source: Halladay & Mim Mack Inc, Oct. 2005.

Source: *Draft Environmental Impact Report for the Iron Horse Hills Residential Project* (Michael Brandman Associates, 2006)