SAN BERNARDINO
ASSOCIATED GOVERNMENTS

SAN BERNARDINO COUNTY REGIONAL GREENHOUSE GAS EMISSIONS INVENTORIES AND REDUCTION PLAN

Environmental Impact Report

SCH No. 2012111046

Volume VI: Draft EIR (Section 4.5 [City of Colton])

Prepared for

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4.5 CITY OF COLTON

4.5.0 Introduction to the Analysis

This section of the EIR analyzes the potential environmental effects in the City of Colton from implementation of the Regional Reduction Plan. The City of Colton covers approximately 16 square miles and is located in the valley region of San Bernardino County, east of the city of Fontana and between the cities of San Bernardino and Riverside (Figure 4.5-1 [Vicinity Map]). Colton was incorporated in July of 1887, making it one of the oldest cities in the county. The city owes much of its historical growth to its location along a main artery of the Union Pacific Railroad (UPRR) transcontinental rail line, constructed in 1875. When the Burlington Northern Santa Fe Rail line was later constructed, Colton was placed at the center of what is today one of the busiest at-grade rail crossings in the United States. Colton's location in the southern area of the county and its proximity to freeways has made it, like other valley cities, a desirable and fast-growing community in recent decades. Major regional employers in Colton include Arrowhead Regional Medical Center, the Colton school district and the Ashley Furniture joint factory and retail outlet.

The population in Colton as of the 2010 census was 52,154 and is expected to grow to 60,652 by 2020 (16 percent increase). Employment is expected to grow by 6 percent before 2020.

Table 4.5-1 (Socioeconomic Data for Colton) presents socioeconomic data for Colton, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.5-1 Socioeconomic Data for Colton

Category	*2008*	*2020*
Population	52,103	60,652
Housing (du)	14,955	17,842
Single-Family (du)	9,024	10,771
Multifamily (du)	5,931	7,071
Employment (jobs)	24,023	25,529
Agricultural (jobs)	5	13
Industrial (jobs)	3,962	4,504
Retail Commercial (jobs)	4,463	4,599
Nonretail Commercial (jobs)	15,593	16,412

du = dwelling unit

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Colton from implementation of the Regional Reduction Plan. The first document is the City of Colton General Plan, which is the planning document for the City and includes the required General Plan elements and General Plan goals and policies. Within the General Plan are policies that are used in the

environmental analysis to form thresholds of significance including the level of service (LOS) standard for traffic impacts, as one example, and the basis for programmatic mitigation measures. The second document is the Regional Reduction Plan City of Colton chapter that describes the reduction measures and reduction targets chosen by the City of Colton. This document is the proposed project as it pertains to the City of Colton.

City of Colton General Plan

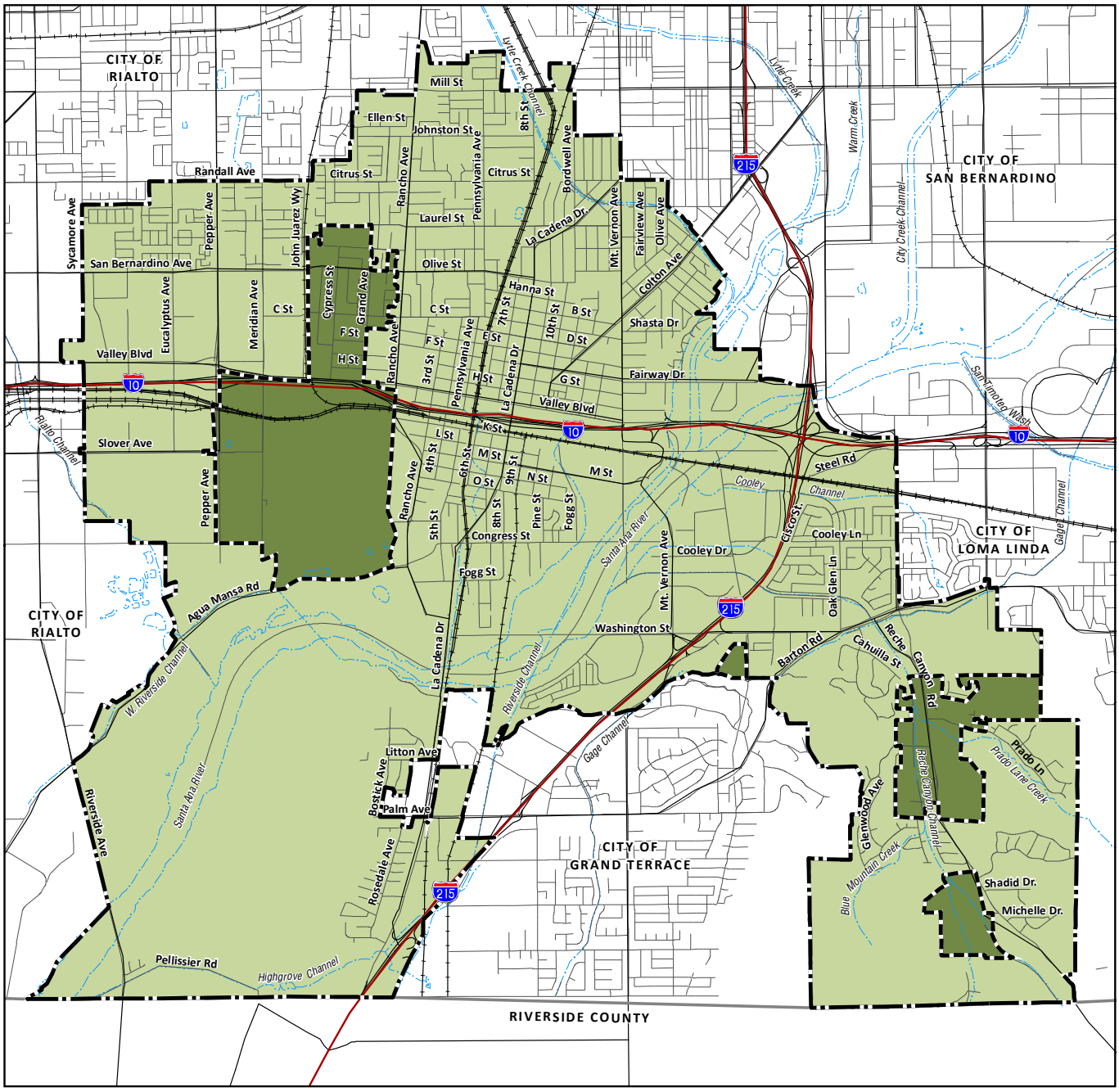
The City of Colton General Plan was adopted in 1987 and is the current land use planning document for the City. It contains the seven mandated elements prescribed under State planning law: Land Use, Circulation, Housing, Noise, Open Space and Conservation, and Safety. An Air Quality element was added to the General Plan in 1992, and the Circulation Element was updated in 1993. In 2012, the City adopted an updated Housing Element for the period 2008-2014. The City is currently in the process of updating its general plan. A Draft General Plan Update has been prepared and a Draft EIR was published for the General Plan Update in January 2013. Until the General Plan Update EIR is certified and the General Plan Update adopted by the City, the 1987 General Plan and the updates noted above remain the current planning documents for the City.

The Colton General Plan policies/principles that are relevant to the Regional Reduction Plan implementation are listed in Table 4.5-2 (Colton General Plan Policies/Principles).

The Colton Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Colton selected a goal to reduce its community GHG emissions to a level that is 15 percent below its projected emissions in 2020. The City will exceed this goal through a combination of state (~85 percent) and local (~15 percent) efforts. The City actually exceeds the goal with only state/county level actions (140 percent of goal), but has committed to several additional local measures. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will significantly reduce GHG emissions in Colton's on-road and building energy sectors in 2020. An additional reduction of 37,468 metric tons (MT) carbon dioxide equivalents (CO_2e) will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); Energy Efficiency for Existing Buildings (Energy-1); Implementation of the SCS (Transportation-1); Solar Installation for Existing Commercial/Industrial (Energy-8); and Solar Installation for New Housing (Energy-4). Colton's Plan has the greatest impacts on GHG emissions in the solid waste management, wastewater treatment, and building energy sectors.

Figure 4.5-2 (Emissions Reduction Profile for Colton) shows Colton's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 15 percent below the 2008 emissions level). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~85 percent) of the total reductions needed to achieve the 2020 target.



Source: City of Colton General Plan, January 2013.

Figure 4.5-1
VIcinity Map

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Table 4.5-2 Colton General Plan Policies/Principles

Policy No.	*Policies*
	LAND USE ELEMENT
Residential	
1	Concentrated residential development resulting in attractive neighborhoods should be promoted through the use of effective neighborhood design guidelines.
2	Urban recycling and infill to establish cohesive and complete neighborhoods is a fundamental community need.
3	A diversity of residential development types should be the determining factor by allowing adequate design flexibility.
5	Medium- and high-density residential developments next to large open spaces, open space systems and near major activities, such as shopping and employment centers, is critical to an efficient neighborhood design and long-term integrity of the residential environment.
Commercial	
1	Future commercial development should reflect population growth needs of the community or be directed to regional market demand to prevent over saturation of -the City's economic retail base.
2	Strip development commercial corridors stretched out over long roadway distances create inefficient uses of land which need to be improved and upgraded into cohesive land use entities.
4	Well-designed human-scaled commercial developments featuring attractive and efficient pedestrian environment should be encouraged as they add to the responsiveness of commercial growth to localized needs.
6	Public transportation linkages between residential areas and major commercial corridors are necessary to make purchase opportunities available to all segments of the community.
Public Use	
1	Public improvements need to be implemented in a timely, efficient manner consistent with growth requirements and should be provided in part by future development, whenever possible.
	CIRCULATION ELEMENT (1993)
Safe, Convenient, and Efficient Transportation System	
1.1	Develop a circulation system of City streets, excluding freeway, that is capable of serving existing traffic and expected future increases in traffic.
1.2	Follow standards for circulation element roadways in designing and constructing future street improvements.
1.3	Include transportation system management techniques, such as park-and-ride lots, traffic signal synchronization, carpool/vanpool programs, flexible work hours and the creation of Transportation management Associations as requirements of development by major employers.
1.4	Take a leadership role in the preparation of a regional traffic mitigation program designed to resolve regional traffic issues.
1.5	Logically relate local street patterns to the overall network of arterial and collector streets as provided for in the Circulation Network. Driveway entrances onto surrounding arterial, secondary and major streets should be restricted when practical, and through traffic on interior residential streets should be minimized.
1.6	Establish a signalized arterial street system that will provide an acceptable Level of Service during peak hours under build-out conditions.
1.8	Require major employers to prepare Transportation Management Plans with provisions for carpooling and vanpooling, flexible work hours or other techniques.
Alternate Transportation Modes	
2.1	Continue to cooperate with OMNITRANS for the provision of public bus service in the planning area.
2.2	Establish bus shelters at OMNITRANS stops to increase public recognition and use of the local and regional transit system.

Table 4.5-2 Colton General Plan Policies/Principles	
Policy No.	***Policies***
2.3	Cooperate with Caltrans and the County of San Bernardino in providing sites and improvements for park-and-ride facilities.
2.4	Take a leadership role in regional planning efforts to provide community rail service throughout the planning area, while protecting railroad right-of-way.
2.5	Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.
2.6	Develop a system of pedestrian/equestrian/bicycle trails within the planning area, to meet the community needs.
Separation of Traffic	
3.1	Provide a circulation system for commercial and manufacturing areas to avoid traffic overflow into adjacent residential areas.
3.2	Provide safe and convenient pedestrian access between residential neighborhoods and the parks and open space and schools which serve those neighborhoods.).
3.3	Establish a system of truck routes which reduces truck traffic on residential streets.
3.4	Design residential street systems to reduce through traffic.
3.5	Design local streets so as not to create 'short-cuts' by linking arterial roads.
HOUSING ELEMENT (2012)	
H-4.1	Implement land use policies that allow for a range of residential densities and products, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use developments.
H-4.2	Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.
H-4.3	Encourage compatible residential development in areas where land use policy support higher densities.
H-4.4	Allow flexibility within the City's standards and regulations to encourage a variety of housing types.
H-7.1	Promote higher density residential development and mixed-use in Downtown Colton and along and major transit corridors.
H-7.2	Encourage water and energy-efficient appliances and features for new residential development and encourage water and energy-efficient retrofitting improvements for existing residential homes.
H-7.3	Provide incentives to promote weatherization, double-paned windows, and wall insulation for older residential homes.
H-7.4	Provide initiatives to increase the use of solar energy and utilize passive solar design to increase energy conservation.
NOISE ELEMENT	
2	Control noise exposure from future noise generators so the ambient environment will be kept within acceptable limits.
OPEN SPACE AND CONSERVATION ELEMENT	
1	Preserve and protect hillsides and environmentally sensitive areas designated for growth through the use of strict hillside development standards.
2	Ensure a wide range of active and passive recreational uses through the promotion of a coordinated system of open space areas and linkages directed to scenic, scientific, cultural, and nature-oriented uses.
3	Conserve and protect open space needed for the preservation of air quality, water quality, water supply, waste disposal, noise abatement or public safety through zoning and other regulatory tools.
4	Protect significant mineral deposit sites from irreplaceable resource extraction until a regional shortage or impending need can be demonstrated and when permit approvals guarantee restoration of such areas to their natural state.
5	Establish education and incentive programs for energy and resource conservation.
6	Restrict development in canyons and hillsides and control the plan of development to prevent obstruction of natural runoff or water courses and to prevent unwarranted scarring of hillsides.

Table 4.5-2 Colton General Plan Policies/Principles	
Policy No.	***Policies***
7	Outstanding scenic vistas and visual features shall be preserved and protected through the use of view easements, height limitations, and a design review board.
	SAFETY ELEMENT
1	Identify geologic conditions that need special management, restrict widespread urban development in areas of geologic hazards and designate land areas determined unfit for structures of human occupancy as open space land
	AIR QUALITY ELEMENT (1992)
Government Organization, Roles and Responsibilities	
1.1	Establish Coordinated Approach: Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.
1.3	Affect Source Jurisdictions: Cooperate actively with Los Angeles, Orange, and Riverside counties to comprehensively improve air quality at the emission source.
1.4	Encourage Public Participation: Involve environmental groups, special interests and the general public in the formulation and implementation of programs which effectively reduce airborne pollutants.
1.5	Support Innovative Approaches: Advocate and support innovative approaches to improve air quality.
Ground Transportation	
2.1.1	Eliminate Vehicle Trips: Use incentives, regulations, and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.
2.1.2	Reduce Vehicle Miles Traveled: Use incentives, regulations, and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.
2.2.1	Modify Work Schedules: Promote and establish modified work schedules which reduce peak period auto travel.
2.2.2	Establish HOV Lanes: Participate in efforts to achieve increased designation, construction, and operation of HOV lanes on freeways in Los Angeles, Orange, Riverside, and San Bernardino counties.
2.2.3	Integrate Congestion Management Program: Coordinate overlapping components of the state-mandated Congestion Management Program and the Regional Air Quality Plan.
2.2.4	Place a Price on Congestion: Promote market-based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.
2.3.1	Expand Transit in the County: Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.
2.3.2	Expand Transit in the Air Basin: Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside counties.
2.4.1	Promote Non-Motorized Transportation: Provide for bicycle and pedestrian pathways to encourage non-motorized trips.
2.5.1	Manage Parking Supply: Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.
2.5.2	Encourage Market Incentive/Disincentives: Promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.
2.6.1	Support Legislation: Promote state and federal legislation which would improve vehicle/transportation technology and which would establish differential pricing mechanisms to assess the true cost of emissions.
2.6.2	Institute Clean Fuel Systems: Invest in clean fuel systems on new local government fleet vehicles.
Land Use	
4.1	Manage Growth: Manage growth by insuring the timely provision of infrastructure to serve new development.

Table 4.5-2 Colton General Plan Policies/Principles

Policy No.	*Policies*
4.2	Balance Growth: Improve the balance between jobs and housing in order to create a more efficient urban form.
Particulate Emissions	
5.1	Control Dust: Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.
5.2	Reduce Emissions from Building Materials/Methods: Reduce emissions from building materials and methods which generate excessive pollutants.
Energy Conservation	
6.1	Energy Conservation: Reduce energy consumption through conservation improvements and requirements.
6.2	Limit Water Heater Emissions: Reduce water heating emissions resulting from swimming pool heaters and residential and commercial water heaters.
6.3	Recycle Wastes: Implement provisions of AB 939 and adopt incentives, regulations, and procedures to specify local recycling requirements.
CULTURAL RESOURCES PRESERVATION ELEMENT (2000)	
1a	Conserve in their entirety the largest and most unique archaeological sites.
1b	Develop public policy to protect archaeological resources from the encroachment of development.
1c	Explore potential sources of funding for acquisition, preservation, and management of archaeological resources.
1d	Enact a Resource Management Plan and Program that maximizes the adaptive reuse of archaeological resources.
2a	Preserve historic resources in number and type to retain the distinctive character of all stages of Colton's history by establishing historic districts within the City.
2b	Enact a Resource Management Plan and Program that maximizes the adaptive re-use of historic resources.
2c	Enact local ordinances to ensure effective preservation, protection and management of significant historic resources and place such resources in the public domain. Update these ordinances as appropriate.
2d	Expand the responsibilities of the Historic Preservation Commission to allow the Commission to make specific recommendations to City Council.
2e	Explore potential sources of funding for acquisition, preservation, and management of historic resources.
2f	Ensure future development is compatible with existing structures and district characteristics.
SOURCE	City of Colton, *City of Colton General Plan 1987;* Circulation Element 1993; Housing Element 2012; Air Quality Element 1992; Cultural Resources Preservation Element 2000.

Table 4.5-3 (Emissions by Sector for Colton) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction ("Plan") results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Colton exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, wastewater treatment, and building energy sectors.

Figure 4.5-3 (Emissions by Sector for Colton) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

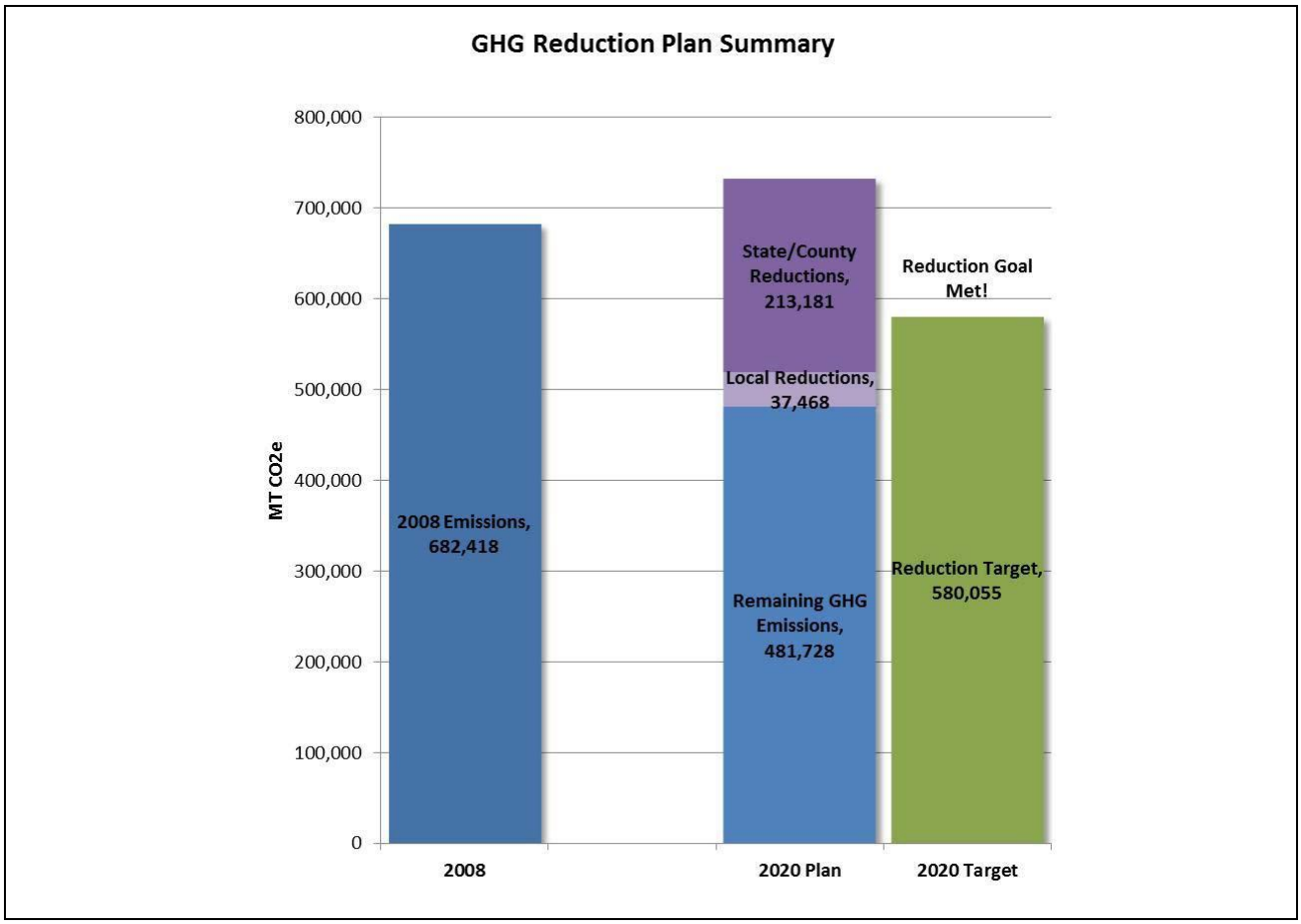

Figure 4.5-2 Emissions Reduction Profile for Colton

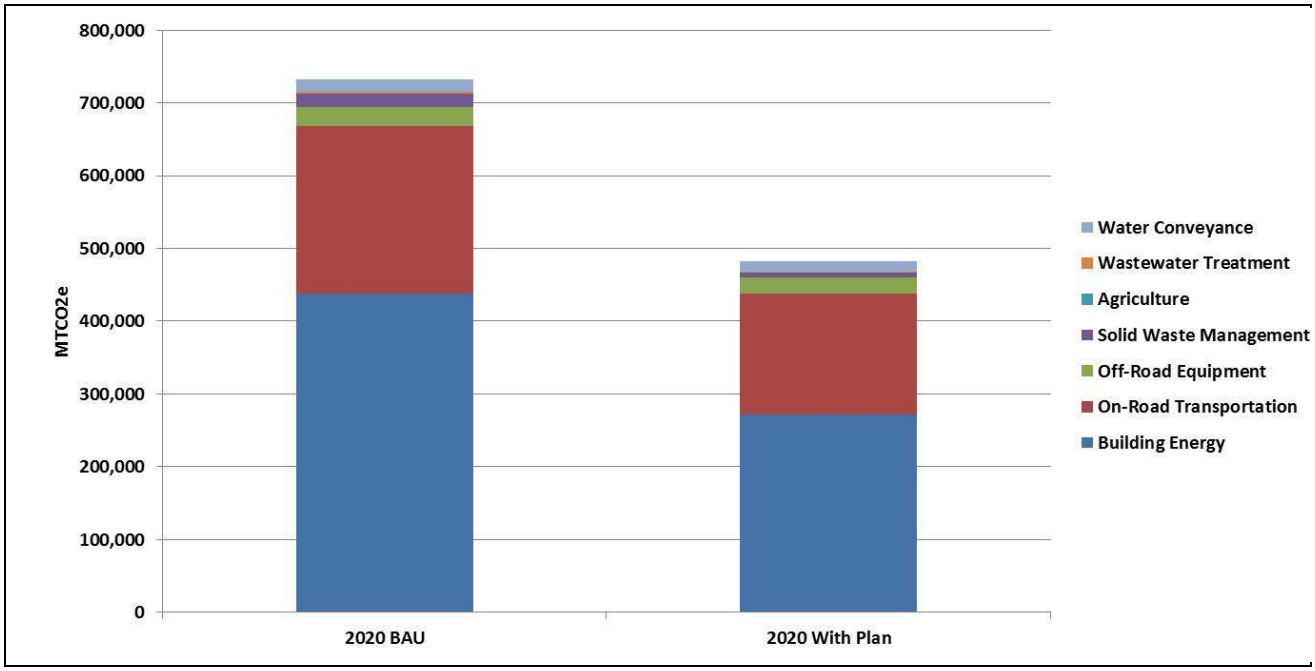

Figure 4.5-3 Emissions by Sector for Colton

Table 4.5-3 Emission Reduction by Sector for Colton

Sector	*2008*	*2020 BAU*	*Reductions*	*2020 Emissions with Plan*	*% Reduction*
Building Energy	410,302	437,695	165,269	272,426	37.8%
On-Road Transportation	215,836	230,059	65,043	165,017	28.3%
Off-Road Equipment	22,891	26,167	3,368	22,799	12.9%
Solid Waste Management	18,037	18,826	12,209	6,616	64.9%
Agriculture	731	373	0	373	0.0%
Wastewater Treatment	2,128	2,519	1,566	953	62.2%
Water Conveyance	12,492	16,739	2,955	13,783	17.7%
GHG Performance Standard*	—	—	238	—	—
Total Emissions	***682,418***	***732,377***	***250,649***	***481,728***	***34.2%***
Reduction Goal	—	—	**152,322**	**580,055**	**20.8%**
Met Goal?	—	—	Yes	Yes	Yes
Reductions Beyond Goal	—	—	***98,684***	—	—
Per-Capita Emissions	13.1	12.1	—	7.9	—
Per-Job Emissions	28.4	28.7	—	18.9	—
Excluded Stationary Source Emissions	55,509	60,605	—	—	—

SOURCE San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

Values may not sum due to rounding.

* The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City's reduction goal by promoting reductions in multiple sectors.

Figure 4.5-4 (Emission Reductions by Control and by Sector for Colton) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

Table 4.5-4 (GHG Reduction Measures and Estimated 2020 Reduced Emissions for Colton) presents each reduction measure evaluated for Colton. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector. The physical impacts of implementing the Local Measures are reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Colton.

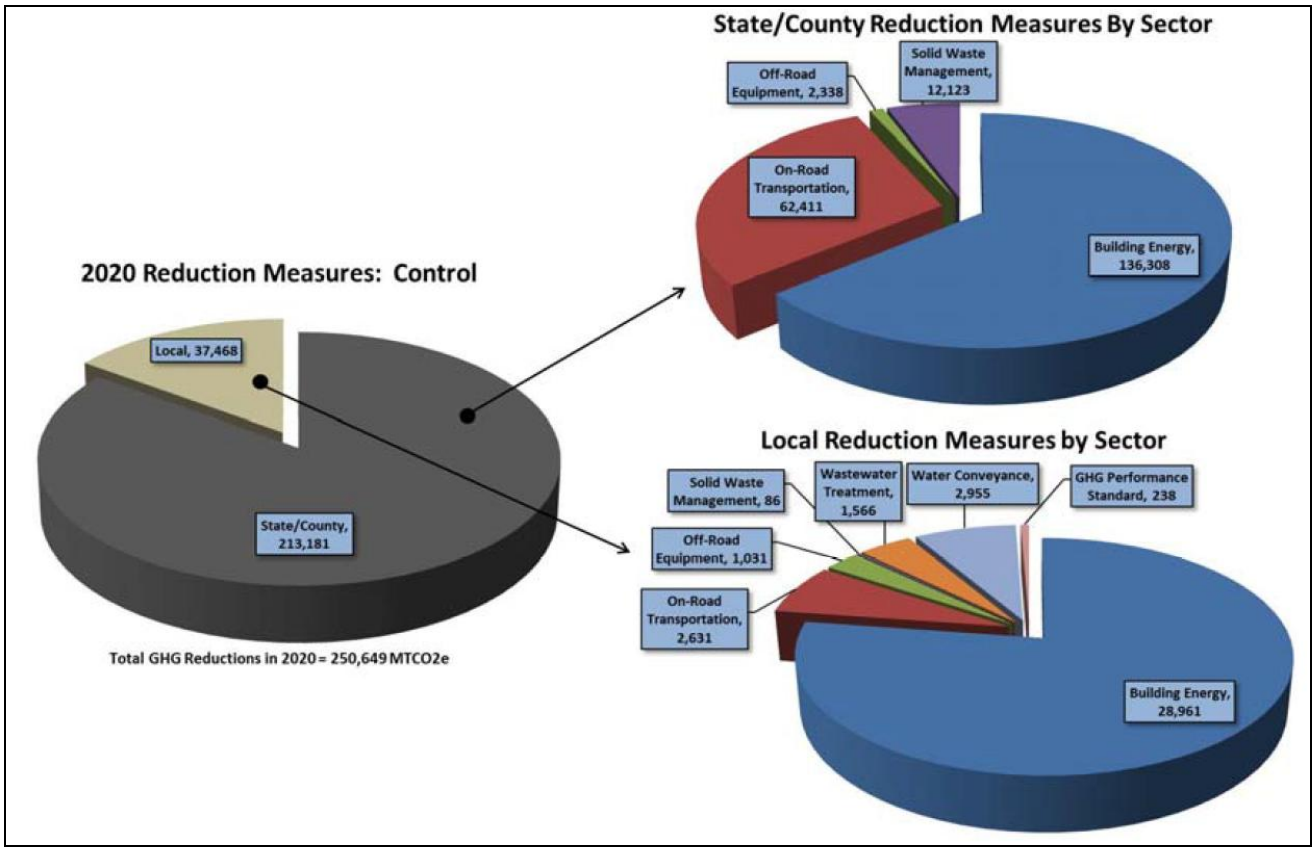

Figure 4.5-4 Emission Reductions by Control and by Sector for Colton

Table 4.5-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Colton

Reduction Measure Number	*Description*	*Emissions Reductions*
	STATE AND COUNTY MEASURES	
State-1	Renewable Portfolio Standard	105,399
State-2	Title 24	8,927
State-3	AB 1190	20,627
State-4	Solar Water Heating	180
State-5	Industrial Boiler Efficiency	1,175
State-6	Pavley and Low Carbon Fuel Standard	57,313
State-7	AB 32 Transportation Reduction Strategies	5,098
State-8	Low Carbon Fuel Standard-Off-road	2,338
State-9	AB 32 Methane Capture	0
County-1	County GHG Reduction Plan Landfill Controls	12,123
	LOCAL MEASURES	
Building Energy		
Energy-1	Energy Efficiency for Existing Buildings	6,966

Table 4.5-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Colton

Reduction Measure Number	*Description*	*Emissions Reductions*
Energy-2	Outdoor Lighting	1,251
Energy-4	Solar Installation for New Housing	1,766
Energy-8	Solar Installation for Existing Commercial/Industrial	2,101
Land Use-1 (BE)	*Tree Planting*	*52*
Wastewater-2 (BE)	*Equipment Upgrades*	*1,389*
Water-1 (BE)	*Require Tier 1 Voluntary CALGreen Standards for New Construction*	*672*
Water-4 (BE)	*Implement SBX 7-7*	*14,765*
On-Road Transportation		
Transportation-1	Sustainable Community Strategy	2,195
Transportation-2	Smart Bus Technologies	436
Off-Road Equipment		
Off-Road-1	Construction Equipment	713
Off-Road-2	Idling Ordinance	256
Off-Road-3	Landscaping Equipment	63
Solid Waste Management		
Waste-2	Waste Diversion	86
Wastewater Treatment		
Wastewater-1	Methane Recovery	1,495
Water-1 (WT)	*Require Tier 1 Voluntary CALGreen Standards for New Construction*	*7*
Water-4 (WT)	*Implement SBX 7-7*	*64*
Water Conveyance		
Water-1	Require Tier 1 Voluntary CALGreen Standards for New Construction	644
Water-3	Water-Efficient Landscaping Practices	438
Water-4	Implement SBX 7-7	1,874
GHG Performance Standard for New Development		
PS-1	GHG Performance Standard for New Development (30% below Projected BAU emissions for projects)	238
	Total Reductions	***250,649***

SOURCE San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance

Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Colton chapter describes the proposed project including the reduction measures and reduction targets chosen by the City of Colton. The physical impacts of implementing these reduction measures and achieving the reduction targets is reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Colton. No comment letters specific to the City of Colton were received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.5-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area.

Mitigation measures were identified to reduce the following potentially significant impact to less-than-significant levels:

Cultural Resources (Historical Resources)

MM4.5.5-1 *Prior to activities that would physically affect known historical resources or any buildings or structures 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will be consulted to determine if the proposed energy-efficiency retrofit activities or the installation of solar would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Colton, archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.*

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Aesthetics																	
Scenic vistas	LS	NI	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Scenic highways	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Visual character or quality	LS	NI	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Light and glare	LS	LS	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Agriculture/Forestry Resources																	
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Air Quality																	
Conflict or obstruct air quality management plan	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Violation of air quality standard	LS	NI	NI	LS	LS	LS	NI	LS	NI	LS	LS	LS	NI	NI	NI	NI	LS
Exposure of sensitive receptors	NI	NI	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Creation of objectionable odors	NI	NI	NI	NI	LS	LS	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulatively considerable net increase of any nonattainment criteria pollutant	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Biological Resources																	
Special-status species	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Riparian habitat or other sensitive natural community	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Protected wetlands	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Wildlife movement	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cultural Resources																	
Substantial adverse change in significance of a historical resource	**LS/MM**	NI	NI	**LS/MM**	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Disturb any human remains	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/MM	NI	NI	LS/MM	NI	NI	NI	LS/MM	NI	NI	NI	NI	NI	NI	NI	NI	NI
Geology/Soils																	
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	NI	NI	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Substantial soil erosion or loss of topsoil	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Located on expansive soil	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Greenhouse Gas Emissions/Global Climate Change																	
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Hazards/Hazardous Materials																	
Create significant hazard through the routine transport, use, or disposal of hazardous materials	LS/PR	NI	NI	LS/PR	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	NI	NI	LS/PR	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Hydrology/Water Quality																	
Violate any water quality standards or waste discharge requirements	NI	NI	NI	NI	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Otherwise degrade water quality	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Land Use/Planning																	
Physically divide an established community	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	LS	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Mineral Resources																	
Loss of availability of a known mineral resource	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Noise																	
Noise levels in excess of standards established in the local general plan or noise ordinance	NI	NI	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive groundborne vibration or groundborne noise levels	NI	NI	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Temporary or periodic increase in ambient noise levels	NI	NI	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Population/Housing																	
Induce substantial population growth	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Public Services																	
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Recreation																	
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of recreational facilities	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Transportation/Traffic																	
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	LS
Conflict with an applicable congestion management program	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	LS
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Increase hazards due to a design feature or incompatible uses	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Inadequate emergency access	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	LS
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	LS
Utilities/Service Systems																	
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	LS	LS	LS	NI	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.5-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Colton

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																
	Energy-1	*Energy-2*	*Energy-4*	*Energy-8*	*Land Use-1*	*Wastewater-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-1*	*Water-3*	*Water-4*	*Waste-2*	*PS-1*
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	LS	NI	NI
Inadequate wastewater treatment capacity	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	LS	LS	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	LS	LS	LS	LS	NI

4.5.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013) Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Visual Character

The planning area is generally urbanized, primarily with residential neighborhoods that are defined by the historical development pattern. Most notably, Downtown Colton contains a number of Victorian-style homes intermixed with traditional California bungalows, which, along with mature landscaping and sidewalks contribute to the area's Main Street-USA character. Some homes from the late 1800s and are one of the City's significant cultural resources. Historic homes and small office buildings along La Cadena Drive contribute to its unique character, as many of the homes have been converted to professional office uses. The southeastern part of the City remains largely undeveloped. The planning area lies south of the Cajon Pass, which divides the San Gabriel Mountains and San Bernardino mountain ranges. The natural landscape that contributes to Colton's overall visual character is largely defined by a semi-arid desert on the valley floor transitioning to forests as foothill/mountains' elevations increase.

Because much of the planning area is urbanized, there are numerous outdoor lighting sources such as street lights, building and parking lot lighting, sports field lighting, illuminated signs, etc. Views of night skies and stars are impacted throughout the planning area, though less so in the comparatively more rural southern portions of the City such as Pellissier Ranch and parts of Reche Canyon.

Visual Resources

Views of the San Bernardino and San Gabriel mountains form a scenic backdrop for the northern portion of the planning area. The low-density character of the northern part of the City provides generally uninterrupted views of the mountains.

The Santa Ana River and its surrounding natural areas constitute a scenic resource within the planning area, and these areas are highly visible from the surrounding area as well as through the recreational use of the Santa Ana River area. Santa Ana River and Lytle Creek are generally dry with intermittent flows during storm events. The Santa Ana River, which experiences a higher rate of flow, provides a much greener river view. In some portions of the Santa Ana River, the river views are lush, riparian habitat, while in other areas views are limited to the river's sandy bottom and irregular pockets of foliage.

Scenic Highways

The City of Colton does not have any officially designated scenic highways or any highways that are considered eligible for scenic highway status.

Regulatory Framework

Federal

There are no federal regulations that are applicable to aesthetics.

State

Scenic Highways

The California State Legislature established the Scenic Highway Program, which is administered by the California Department of Transportation (Caltrans). The state scenic highway system is a list of highways, mainly state highways, which have been designated by Caltrans as scenic highways.

Outdoor Lighting Energy-Efficiency Standards

California Code of Regulations (CCR) Title 24, Parts 1 and 6 (Building Energy Efficiency Standards), establishes requirements for outdoor lighting for residential and nonresidential development. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone, which are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

Solar Energy Systems

Government Code Section 65850.5 provides statewide standards to promote development of solar energy by providing timely and cost-effective administrative review of these systems for installation within residential, agricultural, and business areas. The law prohibits local jurisdictions from adopting ordinances that create unreasonable barriers to development of solar energy systems and specifically identifies design review for aesthetic purposes as an unreasonable barrier.

Regional

San Bernardino County Ordinance

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

Local

City of Colton Municipal Code

The City's Zoning Code (Municipal Code Chapter 18) sets out some very general development standards to be used for projects in each zone. The City does not have a set of design guidelines, however, to address topics such as site design, building design, materials, fences and walls, design of parking, and landscaping and buffering. City Zoning Code Chapter 18.42 regulates glare and outdoor lighting in the Performance Standards section. This chapter establishes standard and development criteria height limits, setbacks, design aesthetics.

Colton General Plan

The Colton General Plan policies/principles that are applicable to aesthetics[1] are as follows:

Land Use Element, Residential

Principle 1 Concentrated residential development resulting in attractive neighborhoods should be promoted through the use of effective neighborhood design guidelines.

Open Space and Conservation Element

Principle 1 Preserve and protect hillsides and environmentally sensitive areas designated for growth through the use of strict hillside development standards.

Principle 3 Conserve and protect open space needed for the preservation of air quality, water quality, water supply, waste disposal, noise abatement or public safety through zoning and other regulatory tools.

Principle 7 Outstanding scenic vistas and visual features shall be preserved and protected through the use of view easements, height limitations, and a design review board.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

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

[1] These policies are not a complete listing of all policies/principles contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Analytic Method

Regional Reduction Plan reduction measures were reviewed to determine if they would include elements that, if implemented, would result changes in the viewshed that could be subjectively perceived as adverse or negative, or if implementation of the measures would be inconsistent with applicable General Plan goals or City standards pertaining to development and visual quality.

Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect on a scenic vista?

View of the Santa Ana River and its surrounding natural areas are visible from the surrounding area as well as through the recreational use of the Santa Ana River area. Views of the San Bernardino and San Gabriel mountains form a scenic backdrop for the northern portion of the planning area. As established in the General Plan, protecting the City's scenic vistas is necessary to preserve the identity and visual character of the planning area. Regional Reduction Plan measures that could involve solar energy systems for new residential and existing commercial development could alter the integrity of a scenic vista if not properly sited and designed. Measures that could be implemented under On-Road-1 would be expected to occur in urbanized areas, not in undeveloped portions of the City. General Plan Open Space and Conservation Element Principles 6 and 7 provide protection to scenic vistas and visual features through the use of view easements, height limitations, and a design review board. Implementation of these principles would reduce impacts to ***less than significant***. No mitigation is required.

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

The Santa Ana River and its surrounding natural areas constitute a scenic resource within the Planning Area, as are the San Bernardino and San Gabriel mountains. No scenic roads and highways have been designated within the City of Colton. Implementation of the Regional Reduction Plan does not propose specific development that would damage scenic resources. There would be ***no impact***.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The visual character of the City as a whole has already been established, particularly in the urbanized locations. The natural vegetation that occupies much of the surrounding area is an essential component of the visual landscape, as are the natural watercourses in the City.

The Regional Reduction Plan does not propose specific development. Rather, it encourages increased sustainability in existing and future development, furthering the goals of the General Plan. Implementation of measure On-Road-1 encourages transit-oriented development along transit corridors, which are already developed, thereby ensuring consistency with General Plan Open Space and Conservation Element Principle 3 that seeks to preserve natural open space areas. General Plan Land Use Element Residential Principle 1 in combination with the City's Zoning Code, would ensure that development, pedestrian connections, and landscaping in TOD projects are integrated into the landscape

in an aesthetically pleasing manner. Proposed policies in the General Plan Update, if adopted, provide additional, more specific direction to help reduce visual quality impacts.

The City of Colton has also selected reduction measure Land Use-1 which encourages a citywide tree planting goal or tree preservation goal. Implementation of this measure would enhance overall visual quality in the City.

The Regional Reduction Plan includes measures that encourage energy-saving retrofits on existing buildings and incorporation of energy-generating components in new construction, such as solar arrays that could be on buildings or adjacent to them (on site). These features could be visible to visitors, employees, and residents. These projects would be reviewed by the City to ensure compliance with City Municipal Zoning Code to ensure that the visual quality of each affected site and surrounding environment is not substantially compromised by the installation of energy-saving measures.

Therefore, implementation of the Regional Reduction Plan in Colton would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

There are numerous outdoor lighting sources such as street lights, building and parking lot lighting, sports field lighting, illuminated signs, etc. in Colton. Views of night skies and stars are impacted throughout the planning area, though less so in the comparatively more rural southern portions of the City such as Pellissier Ranch and parts of Reche Canyon. Regional Reduction Plan reduction measure Energy-2 encourages lighting along the urban-rural edge not to exceed one-half the current maximum lighting standard. It also would prohibit continuous all night outdoor lighting in parks, sport facilities, and construction sites (unless safety is compromised). In addition, it encourages implementation of CALGreen outdoor lighting standards to achieve energy efficiency. This could be considered a benefit of the proposed project because it could help reduce sources of nighttime lighting that contribute to sky glow.

Implementation of the Regional Reduction Plan could result in energy-efficient or energy-generating rooftop structures such as photovoltaic arrays on existing and new buildings. Rooftop solar panels, to be effective, must be oriented to maximize solar radiation absorption. Solar panels are designed to maximize sunlight absorption and are generally constructed of dark, light-absorbing materials and are composed of a minimum of reflective surfaces. Therefore, it is not anticipated that solar arrays would result in an increased amount of glare even if they were oriented in such a way as to face sensitive receptors or motorists. Additionally, City Municipal Code Chapter 18.42 regulates that direct or reflected glare originating on a property are prohibited from being visible from the property line.

New park-and-ride lots developed under measure Road-1 could be a source of glare from vehicle windshields. City Municipal Code Chapter 18.42 regulates that direct or reflected glare originating on a property are prohibited from being visible from the property line.

Therefore, implementation of the Regional Reduction Plan measures would not create new sources of light or glare that would adversely affect daytime or nighttime views. The impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

The City has concluded future growth in Colton is expected to result in minimal changes in urban uses that would, in turn, alter visual quality. Potential impacts are addressed through a variety of policies and programs that either directly regulate development or mandate the development of zoning and other regulating policies and ordinances that assure setbacks, detailed staff review and analysis, and discretionary approval of building heights, design and other development parameters. Implementation of the Regional Reduction Plan in Colton would not result in any development that would contribute to these potential impacts. Implementation of Energy-2 (outdoor lighting standards), for example, could help reduce the effects of nighttime lighting on skyglow. Measures that could be implemented under reduction measure PS-1, like other aspects of future development, would be subject to design review and permitting. Therefore, the Regional Reduction Plan's contribution ***would not be cumulatively considerable***.

References

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

———. 1987b. *Final Environmental Impact Report for the City of Colton General Plan Update*, May 5.

———. 2013. *City of Colton General Plan Draft Environmental Impact Report*. SCH No. 2012031037, January.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from the Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The State of California designates land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. These maps are created and maintained by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP). Additional information on the FMMP is provided in this section under "Regulatory Framework," "State." The following summarizes the various lands mapped by the State.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state's leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land**—This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad,

and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land**—This land is not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water**—These are areas with perennial water bodies with an extent of at least 40 acres.

The City's planning area currently has three areas, approximately 12.6 acres, which are designated by the CDC as Important Farmland. One area is classified as Farmland of Statewide Importance, and the other two are classified as Prime Farmland. The soils in these areas primarily consist of San Emigdio Fine Sandy Loam (ScC) and San Timoteo Loam (SgF2)1, which are defined as having minimal to severe limitations for cultivation. Other areas within the planning area are classified as Grazing Land, Urban and Built-up Land, and Other Land.

The areas designated as Prime Farmland and Farmland of Statewide Significance are adjacent to one another in the City's SOI; the areas straddle Reche Canyon Road just south of Prado Lane. The Prime Farmland area, approximately 11 acres, is used as a plant nursery and Christmas tree farm. The Farmland of Statewide Significance area, about 1.6 acres, is to the west of the Prime Farmland area and is used as a Christmas tree farm. These areas are immediately surrounded by low density and very low-density residential housing land uses.

Regulatory Framework

Federal

There are no federal regulations pertaining to agricultural resources.

State

Williamson Act

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued. The preservation of agricultural land through Williamson Act contracts is meant to discourage premature and unnecessary conversion to urban uses. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values.

The California Department of Conservation FMMP was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. The maps and data are used to help preserve productive farmland and to analyze impacts on farmland.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code includes Agricultural Land Use Zoning Districts that provide sites for commercial agricultural operations, agricultural support services, rural residential uses and similar and compatible uses. Open space and recreation uses may occur on nonfarmed lands within these AG (Agriculture) land use zoning district. In addition, the Development Code also includes Additional Agriculture (AA) Overlays, which are intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and the sale of plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles. Agricultural Preserve (AP) Overlays were also established for properties that may be subject to a Land Conservation Contract executed between the landowner and the Board.

Local

There are no local regulations pertaining to agricultural/forestry resources.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

- 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 nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- 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))
- Result in the loss of forest land or conversion of forest land to nonforest use

- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

Analytic Method

The following analysis reviews potential impacts to agricultural/forestry resources within the City of Colton.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Colton, but these areas near transit or urbanized mixed-use development do not include changing any existing agricultural lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any agricultural use to a nonagricultural use. In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or covert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use. Therefore, implementation of the proposed Regional Reduction Plan would not convert any of the existing 12.6 acres of agricultural use to nonagricultural use, which includes all California Resource Agency designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. There would be ***no impact***.

Threshold	Would the project conflict with existing zoning for agricultural use or with a Williamson Act contract?

There are no Williamson Act contracts within the City and implementation of the Regional Reduction Plan does not include conversion of agricultural land. Therefore, there would be ***no impact***.

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

The City of Colton has areas totaling less than 19 acres classified as forest land within existing land use designation of either Recreation/Open Space. The reduction measures within the Regional Reduction Plan related to renewable energy sources focus on including renewable energy sources within existing and

future development in compliance with the General Plan. Therefore, implementation of the proposed Regional Reduction Plan would not conflict with the existing zoning for, or cause rezoning of forest land, timberland, or considered forested with timber. There would be ***no impact***.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?

The City of Colton has areas totaling less than 19 acres classified as forest land within existing land use designation of either Recreation/Open Space. Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Colton, but these areas near transit or urbanized mixed-use development do not include changing any existing forest lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any forest land use to a nonforest use. Therefore, implementation of the proposed Regional Reduction Plan would not result in the loss of or conversion of forest land to nonforest use. There would be ***no impact***.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?

For the reasons described above, no other changes are anticipated that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. There would be ***no impact***.

Cumulative Impacts

Implementation of the Regional Reduction Plan in Colton would not result in any impacts on agricultural or forest lands at the project level. Therefore, impacts would not be cumulatively considerable, and there would be ***no cumulative impact***.

References

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

———. 1987b. *Final Environmental Impact Report for the City of Colton General Plan Update*, May 5.

———. 2013. *City of Colton General Plan Draft Environmental Impact Report*. SCH No. 2012031037, January.

———. n.d. *City of Colton Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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4.5.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from various sources, including the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (2012 AQMP), SCAQMD's CEQA Air Quality Handbook and online updates (accessed 2012), SCAQMD air monitoring data, the Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The portion of the proposed project under jurisdiction of the City of Colton is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The weather station nearest the site is in San Bernardino (ID No. 060719004). The average monthly low is reported at 44°F in January and the average monthly high is 95°F in July. All areas in the Basin have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the Basin, with minimum temperatures in the 30s.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 15.32 inches per year in the project area.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges surrounding the Basin affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the Basin generally ranges from fair to poor and is similar to air

quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. VOC and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.5.7 [Greenhouse Gas Emissions]).

Carbon monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

Volatile organic compounds (VOC) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone (SCAQMD 2005).

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO_2 is a by-product of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}, $PM_{2.5}$, and ozone (SCAQMD 2005).

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2 (SCAQMD 2005).

Particulate matter (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable course particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and NO_X (both by-products of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the South Coast Air Basin (SCAB), and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs

and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United Sates code Section 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (CalEPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for California ARB to designate substances as TACs. Once a TAC is identified, California ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. California ARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, California ARB has designated 244 compounds as TACs (California ARB 1999). Additionally, the California ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to their study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008).

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and the City of Colton are best documented by measurements made by the SCAQMD. The City is in the northern and central portions of Source Receptor Area (SRA) 34 (San Bernardino Valley [Central San Bernardino Valley]). The SCAQMD air quality monitoring station in the SRA 34 that is closest to the City is the San Bernardino Monitoring Station. Data from these two stations are summarized in Table 4.5.3-1 (Ambient Air Quality Monitoring in the City of Colton). The data show recurring violations of both the state and federal O_3 standards. The data also indicate that the area regularly exceeds the state PM_{10} and federal $PM_{2.5}$ standards. The CO, SO_2, and NO_2 standards have not been violated in the last 5 years at the stations.

Regulatory Framework

Federal

U.S. Environmental Protection Agency and the Federal Clean Air Act

The federal Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS), with States retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the State's air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

Table 4.5.3-1 Ambient Air Quality Monitoring in the City of Colton

Pollutant/Standard	*Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year*[a]				
	2007	*2008*	*2009*	*2010*	*2011*
Ozone (0_3)					
State 1-Hour ≥ 0.09 ppm	48	62	53	27	40
State 8-Hour ≥ 0.07 ppm	74	90	79	63	66
Federal 8-Hour ≥ 0.075 ppm[b]	51	62	62	40	39
Maximum 1-Hour Average Concentration (ppm)	0.153	0.162	0.150	0.143	0.144
Maximum 8-Hour Average Concentration (ppm)	0.122	0.124	0.128	0.105	0.124
Carbon Monoxide (CO)					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Average Concentration (ppm)	1.8	1.9	1.9	1.7	1.7
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 ppm[c]	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.09	0.10	0.08	0.07	0.08
Sulfur Dioxide					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)	0.004	0.003	0.002	0.002	0.007
Suspended Particulates (PM_{10})					
State 24-Hour > 50 µg/m^3	33	19	13	9	3
Federal-24 Hour > 150 µg/m^3	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m^3)	136	76	75	63	56
Fine Particulates ($PM_{2.5}$)					
Federal-24 Hour ≥ 35 µg/m^3[d]	11	6	3	2	2
Maximum 24-Hour Average Concentration (µg/m^3)	77.5	49.0	46.4	42.6	32.5

SOURCE: SCAQMD, Ambient Air Quality Monitoring Data (obtained January 2012).

ppm = parts per million; µg/m^3 = micrograms per meter cubed

a. Data obtained from the Central San Bernardino Valley 1 or Central San Bernardino Valley 2 Monitoring Stations.

b. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm.

c. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.

d. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3.

State

California Air Resources Board

The California ARB, a part of CalEPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, ARB conducts research, sets State ambient air quality standards (California Ambient Air Quality Standards), compiles

emission inventories, develops suggested control measures and provides oversight of local programs. ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. ARB has primary responsibility for the development of California's SIP and works closely with the federal government and the local air districts.

Table 4.5.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

Table 4.5.3-2 State and Federal Ambient Air Quality Standards

Pollutant	*Averaging Time*	*California Standard*	*Federal Primary Standard*	*Major Sources*
Ozone (O_3)[a]	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO_2)[b]	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m^3	150 µg/m^3	
Fine Particulates ($PM_{2.5}$)[c]	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	Primarily from Internal combustion engines
	24 hours	—	35 µg/m^3	
Lead (Pb)	Monthly	1.5 µg/m^3	—	Lead smelters and lead battery manufacturing & recycling.
	Quarterly	—	1.5 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3		Industrial processes

SOURCE: California ARB (2012).
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm
b. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm
c. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air

quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by SCAQMD.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas

- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and $PM_{2.5}$standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

Table 4.5.3-3 (Attainment Status of Basin) shows the attainment status for criteria air pollutants in the Basin.

Table 4.5.3-3 Attainment Status of Basin

Pollutant	*State*	*Federal*
Ozone: 1-hour	Extreme Nonattainment	Extreme Nonattainment
Ozone: 8-hour	Extreme Nonattainment	Severe-1 Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Suspended Particulates (PM_{10})	Serious Nonattainment	Serious Nonattainment
Fine Particulates ($PM_{2.5}$)	Nonattainment	Nonattainment
Lead	Attainment	Attainment
Sulfates (SO_4)	Unclassified	Unclassified

SOURCE: California ARB (2012).

Local

The Colton General Plan

The Colton General Plan policies that are applicable to air quality and air pollutant emissions[2] are as follows:

Policy 2.1.2 Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

Policy 2.3.1 Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

Policy 2.3.2 Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.

Policy 4.2 Improve the balance between jobs and housing in order to create a more efficient urban form.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this EIR,

[2] These policies are not a complete listing of all design policies contained in The Ontario Plan; those policies that would be most applicable to the proposed project are included here.

implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The SCAQMD has developed CEQA air pollutant thresholds for projects within the Basin. The SCAQMD thresholds of significance for air quality are shown in Table 4.5.3-4 (SCAQMD Thresholds of Significance).

Table 4.5.3-4 SCAQMD Thresholds of Significance

Pollutant	*Construction Phase*	*Operational Phase*
Volatile Organic Compounds (VOC; an ozone precursor)	75 lb/day	55 lb/day
Nitrogen Oxides (both NO_2 and NOx as an ozone precursor)	100 lb/day	55 lb/day
Sulfur Oxides (SO_X, both SO_2 and SO_4)	150 lb/day	150 lb/day
Carbon Monoxide (CO)	550 lb/day	550 lb/day
Suspended Particulates (PM_{10})	150 lb/day	150 lb/day
Fine Particulates ($PM_{2.5}$)	55 lb/day	55 lb/day

SOURCE: SCAQMD (2012).

In addition, SCAQMD's health related thresholds associated with toxic air contaminants are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by 10 in 1 million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by 1

Analytic Method

The impact analysis for the Regional Reduction Plan is based on the air quality emissions analysis in the Colton General Plan EIR, and predicted air pollutant reductions that would be expected from implementation of the Regional Reduction Plan.

Effects Not Found to Be Significant

Threshold	Would the project conflict with or obstruct implementation of the applicable air quality plan?

The 2012 AQMP is the applicable air quality management plan for the region and is designed to meet the state and federal Clean Air Act planning requirements with a focus on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new control strategies, including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

The proposed project (Regional Reduction Plan) would implement measures within Colton designed to increase energy efficiency and reduce VMT. While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reduction measure, Transportation-1 (Sustainable Communities Strategy) and Transportation-2 (Smart Bus Technologies). Implementation of these measures through the Regional Reduction Plan would improve air quality by reducing vehicle-related air pollutant emissions through the reduction of VMT. In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce both GHG emissions and air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential and commercial land uses within the City, which will reduce criteria air pollution locally. The implementation of the Regional Reduction Plan will further the goals of the Air Quality Management Plan for the Basin. Therefore, this impact is ***less than significant***. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures or bicycle/pedestrian paths and transit infrastructure, would result in temporary, short-term emissions of air pollutants. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. Because information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits, renewable energy project, pedestrian and bicycle paths and transit infrastructure that are part of the reduction measures in the Regional Reduction Plan that would result in an overall reduction in both GHG and criteria air pollutant emissions.

While we may not be able to quantify short-term construction emissions, long-term emissions of criteria pollutants from operation of the energy efficiency measures, renewable energy generation, methane capture systems, water conservation measures, solid waste diversion programs, and the various transportation measures are better understood at a regional level. This is because of the level of commitment that the City of Colton has chosen in implementing the reduction measures in the Regional Reduction Plan. Table 4.5.3-5 (City of Colton Regional Emissions [lb/day]) compares the criteria pollutant emissions predicted in the Colton General Plan with the predicted reductions in those emissions through implementation of the Regional Reduction Plan.

Table 4.5.3-5 City of Colton Regional Emissions (lb/day)

Emission Sources	*VOC*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
Existing Land Use Emissions						
Transportation	3,682	9,861	35,903	51	5,865	554
Area Sources:						
Natural Gas	29	255	149	2	20	20
Hearth	1,884	86	5,860	14	936	936
Landscaping	52	18	1,537	0	8	8
Consumer Products	856					
Architectural Coatings	167					
Subtotal Area Sources	*2,988*	*359*	*7,546*	*16*	*964*	*964*
Total Existing Land Use Emissions	***6,670***	***10,220***	***43,449***	***67***	***6,829***	***1,518***
Colton General Plan Emissions						
Transportation	5,574	14,939	54,392	78	8,891	840
Area Sources:						
Natural Gas	42	374	230	3	29	29
Hearth	2,436	111	7578	18	1210	1210
Landscaping	68	23	1993	0	10	10
Consumer Products	1256					
Architectural Coatings	261					
Subtotal Area Sources	*4,063*	*508*	*9,801*	*21*	*1,249*	*1,249*
Total Colton General Plan Emissions	***9,637***	***15,447***	***64,193***	***99***	***10,140***	***2,089***

Table 4.5.3-5 City of Colton Regional Emissions (lb/day)

Emission Sources	*VOC*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
Changes in Emissions with the Regional Reduction Plan[a]						
Transportation	-1577	-4,228	-15,393	-22	-2,516	-238
Area Sources						
Natural Gas	-3	-26	-16	0	-2	-2
Hearth	-168	-8	-521	-1	-83	-83
Landscaping	-5	-2	-137	0	-1	-1
Consumer Products	-86	0	0	0	0	0
Architectural Coatings	-18	0	0	0	0	0
Subtotal Area Sources Changes	*-280*	*-35*	*-674*	*-1*	*-86*	*-86*
Total GHG Performance Standard[b]	-9	-15	-61	0	-10	-2
Changes to Emissions Totals	***-1,866***	***-4,277***	***-16,128***	***-24***	***-2,612***	***-326***
Emission Comparison						
Net the Colton General Plan Emissions with implementation of the Regional Reduction Plan	7,771	11,170	48,065	75	7,528	1,763
Estimated Regional Reduction Plan Percent Reduction in Air Pollution	-19%	-28%	-25%	-24%	-26%	-16%
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Is the Colton General Plan Significant with Regional Reduction Plan Reductions?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**
Is the Regional Reduction Plan Significant?	No	No	No	No	No	No

lbs/day = pounds per day

a. Regional Reduction Plan reductions based on percentage reductions by sector (energy sector = natural gas, etc.).

b. GHG Performance Standard is not sector specific. Estimated reductions based upon expected reductions of totals for new development.

The proposed project (Regional Reduction Plan) will reduce anticipated criteria air pollutant emissions resulting from buildout of the Colton General Plan, but the net emissions from buildout of the Colton General Plan are still over the SCAQMD Thresholds. This significant impact was addressed in the Colton General Plan EIR. Impacts from the Regional Reduction Plan reduce criteria pollutants and benefit air quality in Colton. Therefore, the impact for the proposed project is ***less than significant***. No mitigation is required.

Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?

As discussed in Table 4.5.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Colton. The emissions reduction strategies selected by the City do not include any new facilities that would result in a new source of TAC emissions, including diesel particulate matter. Therefore, the Regional Reduction Plan would not expose sensitive receptors in the City to substantial pollutant concentrations. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?

Implementation of the Regional Reduction Plan will not create objectionable odors. None of reduction measures in the Regional Reduction Plan selected by the City of Colton include components that typically generate odors. Therefore, this impact is ***less than significant***. No mitigation is required.

Cumulative Impacts

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

As shown in Table 4.5.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Colton. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will have a cumulatively net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the Colton General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the Colton General Plan with implementation of The Regional Reduction Plan reductions is still a Cumulatively Considerable contribution to criteria air pollutants for which the Basin is in nonattainment (ozone, suspended particulates, and fine particulates). This significant impact of the Colton General Plan was identified in the Colton General Plan EIR. However, because implementation of the Regional Reduction Plan has a net reduction in air pollution, the cumulative impact would be ***less than significant***. No mitigation is required.

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4.5.4 Biological Resources

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Although much of Colton is urbanized, portions of the planning area accommodate native and other vegetation. Particularly, the Santa Ana River, the West Valley Specific Plan area, the Agua Mansa Specific Plan area, the Pellissier Ranch Plan area that contains La Loma Hills, and the Reche Canyon area that contains portions of the Box Springs Mountains all contain undeveloped areas that support varying degrees of native, natural vegetation, and other nonnative vegetation.

Special Status Wildlife, Plants, and Habitat

Special-status wildlife species are those listed under federal or state Endangered Species acts, listed as Species of Special Concern by the state, protected under official conservation programs (e.g., Multi-Species Conservation Programs), and/or those designated by local legislation as requiring protection. Special-status plants are those listed under federal or state endangered species acts, protected under official conservation programs (e.g., Multi-Species Conservation Programs), and/or considered sensitive, such as those listed by the California Native Plant Society (CNPS).

The California Natural Diversity Database (CNDDB) inventories occurrences of rare, threatened, endangered, and sensitive animals, plants, and natural communities in California. The CNDDB inventories both aquatic and terrestrial natural communities that are extremely high quality, very limited distribution, or threatened. The CNDDB inventory for the South San Bernardino 7.5' Quadrangle provides species occurrences within and near the planning area. Species occurrences and status within and near the planning area are summarized in Table 4.5.4-1 (CNDDB Species Occurrences). According to the CNDDB, 27 species and natural communities occur within or near the Colton planning area.

Wildlife

Western Yellow-Billed Cuckoo

The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a state-endangered and federal candidate bird found throughout the western United States. Breeding habitat is characterized by deciduous riparian woodland, especially in dense stands of cottonwood and willow but also in mesquite and tamarisk stands. Nonbreeding habitat includes a variety of forest, woodland, and scrub areas. The western yellow-billed cuckoo is nonmigratory, neither long distance or locally. Threats to the species include habitat loss and degradation, habitat fragmentation, tamarisk invasion in native riparian areas,

Table 4.5.4-1 CNDDB Species Occurrences

Feature	*Last Seen*	*Species*	*Status*		
			USFWS	*CDFG*	*CNPS*
1	1930	Western Yellow-Billed Cuckoo	C	E	—
2	1998	Burrowing Owl	—	SSC	—
6–7	2000	Coastal California Gnatcatcher	T	—	—
9–10	2007	Least Bell's Vireo	E	E	—
13, 15	2000	Arroyo Chub	—	SSC	—
19–20	2000	Santa Ana Sucker	T	SSC	—
21	1992	Western Yellow Bat	—	SSC	—
24	1933	Western Mastiff Bat	—	SSC	—
27–28	2002	Los Angeles Pocket Mouse	—	SSC	—
31, 33	1988	Stephen's Kangaroo Rat	E	T	—
39	2001	Northwestern San Diego Pocket Mouse	—	SSC	—
41	1923	Southern Grasshopper Mouse	—	SSC	—
45	1992	Coast Horned Lizard	—	SSC	—
60	1985	Southern Cottonwood Willow Riparian Forest	—	—	—
64	1985	Southern Riparian Scrub	—	—	—
68	2001	Delhi Sands Flower-Loving Fly	E	—	—
70	—	Busck's Gall Moth	—	—	—
71	1917	Los Angeles Sunflower	—	—	1A
74	1948	Smooth Tarplant	—	—	1B.1
77	1917	San Bernardino Aster	—	—	1B.2
83	1935	Gambel's Water Cress	E	T	1B.1
85	1941	Pringle's Monardella	—	—	1A
87	1882	Parry's Spineflower	—	—	1B.1
93–95, 98–99	2008	Santa Ana River Woollystar	E	E	1B.1
100	1888	Mesa Horkelia	—	—	1B.1
103	1967	Alvin Meadow Bedstraw	—	—	1B.2
104	1882	Bristly Sedge	—	—	2.1

SOURCE: CDFG (2010).

USFWS
E = Endangered
T = Threatened
C = Candidate Species

CDFG
E = Endangered
T = Threatened
SSC = Species of Special Concern

CNPS Categories
1A = Plants presumed extinct in California
1B = Plants that are rare, threatened, or endangered in California and elsewhere
2 = Plants that are rare, threatened, or endangered in California but more common elsewhere
3 = Plants about which the CNPS needs more information. This is a review list.
4 = Plants of limited distribution. This is a watch list.

CNPS Threat Code Extensions
None = Plant is lacking threat information
.1 = Seriously endangered in California
.2 = Fairly endangered in California
.3 = Not very endangered in California

pesticides, and tower strikes (collisions with communication towers). Locally, this species was recorded at the confluence of Warm Creek and the Santa Ana River.

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is a small, long-legged owl and a California Species of Special Concern found throughout western and central North America. Habitat includes open grasslands such as prairies, plains, and savanna although can also be found in any open space, such as a vacant lots. Burrowing owls are opportunistic residents nesting and roosting in burrows dug by other mammals or in other burrow-like features. Although most burrowing owl breeders are migratory, both locally and long distance, Southern California populations are generally considered resident. Threats to the burrowing owl include habitat loss, degradation, and fragmentation. Particularly in western North America, eradication of prairie dog populations, conversion of rangeland to agricultural land, and suburbanization have contributed to population declines. In Colton, owl activity was recorded on the northeast intersection of Wildrose Avenue and Wood Pine Avenue in the West Valley Specific Plan area.

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Polioptila californica californica*) is a federally threatened song bird. Preferred habitat includes riparian and terrestrial shrubland or chaparral, particularly several distinct sub-associations of coastal sage scrub communities. This species is nonmigratory and found only from southwestern California to northwestern Baja California. The primary threat to this species is habitat loss and fragmentation. Occurrences of coastal California gnatcatcher include the Slover Mountain vicinity and the Reche Canyon area. Critical habitat for this species has been established in La Loma Hill and the Box Springs Mountains.

Least Bell's Vireo

Least Bell's vireo (*Vireo bellii pusillus*) is a small song bird listed as a state and federal endangered species. Habitat includes riparian and terrestrial fields, shrubland, chaparral, and woodlands. Particularly found in dense brush, mesquite, willow-cottonwood forest, streamside thickets, scrub oak, moist woodlands, and woodland edges. Least Bells' vireo is migratory, migrating into Southern California near the end of March and leaving for the cape region of Baja California in late July to September, although some may overwinter in the US. Primary threats include loss of habitat to urbanization and infrastructure projects and nest parasitism by cowbirds. Locally, this species has been reported within the Santa Ana River near the Colton Landfill and near the confluence of the Santa Ana River and Warm Creek. No critical habitat for this species has been established within or near the planning area.

Arroyo Chub

The arroyo chub (*Gila orcuttii*) is a freshwater fish listed as a California Species of Special Concern. This species is limited to the coastal drainages of Southern California and is native to the Los Angeles, San Gabriel, Santa Ana, San Luis Rey, and Santa Margarita rivers and the Malibu and San Juan creeks. This is a non migratory fish spawning between March and May. Threats include degradation of streams due to urbanization, dewatering, and predation by nonnative species. The arroyo chub has been reported in the Santa Ana River near Riverside Avenue and La Loma Hills.

Santa Ana Sucker

The Santa Ana sucker is a blotched or faintly striped sucker (fish) listed as federally threatened and as a California Species of Special Concern. This species is native to the Los Angeles, San Gabriel, and Santa Ana River systems. It is generally found in small pools and small to medium runs and shallow streams that flood periodically and at times have high turbidity. This species is generally associated with substrates of boulders, rubble, and sand. The Santa Ana sucker is nonmigratory and prefers high quality water. Threats to the species include dams and other water diversion and flood control projects, pollution and degradation of water quality, and introduction of competing species. The Santa Ana sucker has been reported in the Santa Ana River near Riverside Avenue and La Loma Hills. Critical habitat for this species has been established along the length of the Santa Ana River through the planning area and beyond.

Western Yellow Bat

The western yellow bat (*Lasiurus xanthinus*) is a California Species of Special Concern and is located throughout the southwestern US and western Mexico. This species is found in woodland areas and urban areas where taller structures and landscaping can serve as roosts. They prefer to roost in trees and are generally found in palms in the US. The western yellow bat is nonmigratory and hibernal. This species was recorded in the vicinity of Grand Terrace.

Western Mastiff Bat

The western mastiff bat (*Europe's perotis californicus*) is also known as the California bonneted bat and the California mastiff bat. This is a large bat with sooty brown or chocolate-brown dorsum, a long tail, and large ears and is listed as a California Species of Special Concern. The western mastiff bat is generally found in open, semi-arid to arid habitats including coniferous and deciduous woodlands, coastal scrub, grasslands, and chaparral. This bat roosts in small colonies of less than 100 and roosts in small crevices in cliff faces, tall buildings, trees, and tunnels. This species is nonmigratory and nonhibernal. Occurrences of this species have been reported throughout central Colton.

Los Angeles Pocket Mouse

The Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) is a small rodent and is listed as a California Species of Special Concern. The historical distribution of this species is from the coastal basins of Southern California, from the San Fernando Valley to Cabazon and south through the San Jacinto and Temecula Valleys. The Los Angeles pocket mouse is found in lower elevation grassland, alluvial sage scrub, and coastal sage scrub. This species generally hibernates between October and February. The main threat to this species is habitat loss. Occurrences of this species have been reported in the Slover Mountain area.

Stephen's Kangaroo Rat

Stephen's kangaroo rat (*Dipodomys stephensi*) is a federally endangered and state threatened medium sized, long tailed, nocturnal, hopping rodent. Habitat includes annual grassland and coastal sage scrub with sparse shrub cover. Habitat is generally vegetated with loose, well-drained soil, and flat or gently rolling terrain. This species is nonmigratory, locally and long range. Threats to this species are largely due to

habitat loss from urbanization. Other threats include field plowing, grazing, off-road vehicle activity, and rodenticides. Locally, this species has been reported in the Box Springs Mountains area. There is no critical habitat for this species established within or near the planning area.

Northwestern San Diego Pocket Mouse

The northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) is a California Species of Special Concern. They are found in habitat similar to that of the Stephen's kangaroo rat. This species was reported in the Reche Canyon area.

Southern Grasshopper Mouse

The Southern Grasshopper Mouse (*Onychomys torridus Ramona*) is a California Species of Special Concern. This species is common in arid desert habitats, particularly alkali desert scrub and desert scrub. It also may be found in coastal scrub and mixed chaparral habitats, such as those located within and near the planning area. This species is nonmigratory, nonhibernal, and nocturnal. Occurrence of this species was reported in the Reche Canyon area.

Coast Horned Lizard

The coast horned lizard (*Phrynosoma coronatum blainvillii*) is a relatively large, horned lizard and is listed as a California Species of Special Concern. This lizard is distributed throughout the foothills and coastal areas of the Los Angeles basin to northern Baja California. Habitat is characterized by areas with abundant, open vegetation such as chaparral or coastal sage scrub. This subspecies is extinct in approximately 45 percent of its original range primarily due to habitat loss. This species has been reported in the Highgrove area of Riverside County, south of the planning area.

Delhi Sands Flower-Loving Fly

The Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) is a large fly with a tubular proboscis used to extract nectar from flowers. This species is listed as federally endangered. This fly has a very narrow habitat consisting of fine, sandy soils of the Delhi series with wholly or partially consolidated dunes. The range of this species has been reduced by over 97 percent due to past agricultural conversion and more recent urbanization. This species has been reported east of the West Valley Specific Plan (West Subarea), and south of Interstate 10, between Pepper Avenue and Riverside Avenue.

Busck's Gall moth

Busck's gall moth (*Carolella busckana*) is not a federally or state-listed species. This species is a type of moth. No additional information on this species is available. A historical reference in the CNDDB reported this species in the City of Loma Linda, east of the planning area.

Plants

Los Angeles Sunflower

The Los Angeles sunflower (*Helianthus nuttallii parishii*) flower plant of the Aster family is not a federal or state-listed species. CNPS presumes this species is extinct in California. Historical occurrences of this species are documented in the Warm Creek Basins area.

Smooth Tarplant

The smooth tarplant (*Centromadia pungens laevis*) is an annual herb native to California and is not a federal or state-listed species. The CNPS indicates that this species is seriously endangered in California. Its preferred habitat is valley and foothill grasslands near alkaline soils. This species was documented in Loma Linda to the east of the planning area.

San Bernardino Aster

The San Bernardino Aster (*Symphyotrichum defoliatum*) is a perennial flower endemic to Southern California and is not a federal or state-listed species. The CNPS indicates that it is fairly endangered in California. General habitat associations include meadows and seeps, marshes and swamps, coastal scrub, cismontane woodland, and lower montane coniferous forest. This species was reported in the Warm Creek Basins area.

Gambel's Water Cress

Gambel's water cress (*Rorippa gambelii*) is a perennial herb and is listed as a federally endangered and state threatened species. It blooms between April and August and produces white flower clusters and numerous, narrow fruit. This species requires permanent fresh or brackish water wetland areas. Encroachment by competing species, urbanization, changes in hydrology, and off-road vehicle use are contributing to this species extinction. This species was recorded near historic Lytle Creek to the east of the planning area in the City of San Bernardino.

Pringle's Monardella

Pringle's monardella (*Monardella pringlei*) is an annual herb with tight clusters of purple flowers that blooms in May and June. This species is not a federal or state-listed species and is presumed to be extinct by the CNPS. This species was recorded near the intersection of Pepper Avenue and San Bernardino Avenue in the West Valley Specific Plan area.

Parry's Spineflower

Parry's spineflower (*Chorizanthe parryi* var. *parryi*) is not a federal or state-listed species and is considered extremely endangered by the CNPS. This species is an annual herb commonly found in coastal scrub and chaparral communities, particularly on dry slopes and flats and blooms between April and June. Urbanization is the primary threat to this species, although weed invasion has also been noted. Locally, this species was recorded in the Warm Creek Basins area.

Santa Ana Woollystar

The Santa Ana woollystar (*Eriastrum densifolium sanctorum*) is a perennial herb with large, bright lavender blue flowers occurring in heads of approximately twenty blossoms. It is endemic to the Santa Ana River drainage of San Bernardino, Riverside, and Orange counties. The Santa Ana woollystar is a federal and state endangered species. This species occurs in chaparral and coastal scrub communities on fluvial deposits above the Santa Ana River where flooding and scouring have been infrequent enough to allow the persistence of open scrublands. Urbanization, sand and gravel mining, flood control projects, and intrusion by nonnative plants are identified threats to this species. This species has occurred extensively

within and near the planning area including south of Pellissier Street in Riverside County, near Riverside Avenue, near Colton Landfill and La Loma Hills, near Washington Avenue, and south of the Colton Railyard.

Mesa Horkelia

The mesa horkelia (*Horkelia cuneata puberula*) is a perennial herb native to California. It has no status pursuant to federal or state law; however, the CNPS indicates that it is seriously endangered in California. This species is found in chaparral, cismontane woodland, and coastal scrub communities, particularly on sandy or gravelly sites. This species was historically reported in the vicinity where Arrowhead Regional Medical Center is now located.

Alvin Meadow Bedstraw

Alvin meadow bedstraw (*Galium californicum primum*) is also known as California bedstraw. It is not a listed species and is coded as fairly endangered by the CNPS. This herb is endemic to California and is found in chaparral and lower montane coniferous forest communities. This species was recorded in the Reche Canyon area.

Bristly Sedge

Bristly sedge (*Carex comosa*) is a coarse, perennial, grass-like plant with clustered stems and cylindrical spikes as flowers. This species is not listed and is considered seriously endangered in California by the CNPS. This species is widely distributed throughout North America in marshes and swamps. Locally, this species was historically recorded in the Warm Creek Basins area in the vicinity of the historic Urbita Hot Springs.

Habitat

Southern Cottonwood-Willow Riparian Forest

The Southern Cottonwood-Willow Riparian Forest natural community encompasses approximately 133 acres within the Santa Ana River near La Loma Hills. This habitat is characterized as a tall, open, broad-leafed winter-deciduous riparian forest dominated by cottonwoods and willows. Least Bell's vireo, arroyo chub, Santa Ana sucker, and Santa Ana River woollystar have been reported within or near this natural community.

Southern Riparian Scrub

The Southern Riparian Scrub community (also known as Southern Alluvial Fan Scrub) is characterized as an open to moderately dense, broad-leaved, deep-rooted evergreen scrub approximately 1.5 meters in height. This community is generally dominated by scalebroom with various coastal sage scrub and chaparral species as subdominants. This community occupies approximately 91 acres in the Reche Canyon area. The northwestern San Diego pocket mouse has been reported near this natural community.

Regulatory Framework

Federal

Endangered Species Act

The federal Endangered Species Act of 1973 (FESA), as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." FESA Section 7 requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. FESA Section 4(a) requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened."

Critical habitat consists of specific areas, both occupied and unoccupied by a federally protected species, that are essential to the conservation of a listed species and that may require special management considerations or protection. The location of a proposed project within critical habitat typically warrants a habitat assessment and, if suitable habitat is present, focused (protocol) surveys to determine presence or absence of the listed species. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent to consult with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Critical habitat receives protection under FESA Section 7 through the prohibition against destruction or adverse modification of critical habitat with regard to actions carried out, funded, or authorized by a federal agency. Federal agencies and proponents of other projects involving federal funding or permits that are proposing projects within critical habitat are required to consult with USFWS as to the impacts such projects may have on protected species, and mitigation for any such impacts. FESA Section 10 provides the regulatory mechanism that allows the incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, and their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a

valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

Clean Water Act, Sections 401 and 402

Federal Clean Water Act (CWA) Section 401(a)(1) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the U.S. Environmental Protection Agency (USEPA) under CWA Section 402. NPDES permits are issued by the applicable Regional Water Quality Control Board (RWQCB). The City of Hesperia is within the jurisdiction of the Lahontan RWQCB (Region 6).

Clean Water Act, Section 404

USACE regulates discharges of dredged or fill material into waters of the United States including wetlands and nonwetland bodies of water that meet specific criteria. Pursuant to CWA Section 404, a permit is required for any filling or dredging in waters of the US. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the RWQCB.

State

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Known and recorded occurrences of sensitive species are listed on the CDFW's CNDDB project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Fish and Game Code, Section 1600

California Fish and Game Code Section 1600 requires that a project proponent notify the CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important

to fish and wildlife. CDFW may review a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

Regional

West Mojave Plan

The West Mojave Plan is a multiple species planning effort that encompasses 9.4 million acres in the Mojave Desert. The plan area extends from Olancha in Inyo County in the north to the San Gabriel and San Bernardino Mountains in the south, and from the Antelope Valley in the west to the Mojave National Preserve in the east. The plan focuses on the federally and state-listed desert tortoise and the state-listed Mohave ground squirrel, but also addresses 100 other special-status plant and wildlife species. Twenty-eight participating federal, state, and local agencies and jurisdictions have teamed in this planning effort. The purpose of the West Mojave Plan is to provide regional or area-wide protection of natural areas and to promote perpetuation of natural wildlife diversity while allowing compatible development and growth.

Preparation of the West Mojave Plan began in 1992 with a series of scoping meetings, which continued over a period of 10 years. The Biological Opinion to amend the BLM California Desert Conservation Area Plan was issued by the USFWS in January 2006. As of February 2013, the HCP for nonfederal lands is not yet complete; the covered species, boundaries of the conservation areas, survey requirements, funding requirements, and implementing conservation actions for each species require a more detailed description for the local governments to obtain Incidental Take Permits (ITPs) under the federal and state Endangered Species Acts. Until the Implementation Agreement is signed, the West Mojave Plan will not be in effect on lands under the jurisdiction of the City.

Local

There are no local regulations or policies designed to protect biological resources.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- 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 Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

- 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

Analytic Method

The following analysis reviews potential impacts to biological resources within the City of Colton.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat.

Sensitive plant and animal species that may occur within the City are discussed above under Environmental Setting. As discussed in this section, a large portion of the City is developed and does not have high potential for containing sensitive species. However, the undeveloped areas of the City contain a variety of habitats with the potential to support sensitive species.

Renewable energy projects considered for approval on vacant land under the Regional Reduction Plan would be required to provide independent CEQA review and would be required to comply with the City's project approval process. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on site or off site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects proposed by federal agencies, or projects that would involve federal permits or funding, and that are sited within critical habitat for a listed species, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation respecting listed species.

After compliance with the requirements of the City's development process, and the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on

sensitive animal species. Therefore, this impact would be ***less than significant***. No mitigation is required.

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

Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain riparian habitat; however, the areas that contain riparian habitat are within the Santa Ana River and the Reche Canyon Area, which are planned for open space so that impacts to these habitats would be limited with compliance with the City's General Plan.

In addition, as stated previously, individual projects undergoing the City's development approval process would be required to survey for sensitive biological resources. The City requires compliance with all applicable regulations pertaining to riparian habitat. Prior to the issuance of grading permits for any project potentially affecting riparian habitat, the applicant is required to provide evidence that all necessary permits have been obtained from the CDFW (California Fish and Game Code Sections 1601–1603). If there are any impacts to riparian areas, the impacts would be required to be mitigated by the California Fish and Game Code Sections 1601–1603. In conclusion, projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. Consequently, impacts would be ***less than significant***. No mitigation is required.

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

There are no wetlands located within the planning area. Therefore, ***no impact*** would occur.

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

A large portion of the City is ill-suited for the purposes of wildlife movement. The San Bernardino County General Plan Open Space Element identifies Lytle Creek in the northeast portion of the planning area and the Santa Ana River in the southern portion of the planning area as wildlife corridors. The reach of Lytle Creek within and near the planning area is channelized and, therefore, would not be anticipated to serve as a terrestrial wildlife corridor although it can support the movement of aquatic species. The Santa Ana River near and within the planning area is relatively wide and natural; therefore, it would be anticipated to serve as a movement corridor for both terrestrial and aquatic species.

These areas are designated for open space and limited impacts to these areas would be allowed to occur. Corridors in existing easements would also be protected from development for consistency with existing utility and railroad facilities. Therefore, implementation of the Regional Reduction Plan is not anticipated to impair the use of Lytle Creek, Santa Ana River, and utility and railroad easements in the City as wildlife movement corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of The Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Consequently, impacts would be ***less than significant***. No mitigation is required.

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

There are no existing County or City policies, regulations, or standards designed to protect biological resources applicable to the planning area. Therefore, ***no impact*** would occur.

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

Active Habitat Conservation Plans for the Delhi Sands flower-loving fly is designated as open space. There are no other local habitat conservation plans or natural community conservation plans that apply to the City. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

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

As discussed at a project-level analysis, the Regional Reduction Plan does not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat. After compliance with the City's environmental review process and applicable requirements of the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, renewable energy facilities built during implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species at a project level. Because the City, state, and federal biological resources requirements are intended to protect biological resources at a regional level, and individual projects implementing the Regional

Reduction Plan would be in compliance with these regional protections, the project's ***cumulative impact would also be less than significant***.

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

Increased renewable energy generation could be proposed during implementation of the proposed Regional Reduction Plan. As stated previously, individual projects undergoing development review in the City would be required to determine whether there is potential habitat on site for sensitive species. If sensitive species were found on site, the project proponent would be required to consult with the CDFW and other agencies as applicable regarding impacts to sensitive species and ensuing mitigation. Projects affecting riparian habitat in the City would be required to be in compliance with all applicable regulations pertaining to riparian habitat. Prior to the issuance of grading permits for any project potentially affecting riparian habitat, the applicant is required to provide evidence that all necessary permits have been obtained from the CDFW (California Fish and Game Code Sections 1601–1603). This existing permitting process substantially limits degradation of habitat on a regional level. Therefore, on a cumulative level, implementation of the proposed project would not substantially degrade the riparian habitat on a regional basis, and the ***cumulative impact would be less than significant***.

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

There are no federally protected wetlands within the planning area. Therefore, there would be ***no cumulative impact***.

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

Lytle Creek, Santa Ana River, and utility and railroad easements within the City could serve as local corridors for movement. However, implementation of the Regional Reduction Plan will not impair the use of these areas in the City as wildlife movement corridors. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Because the Regional Reduction Plan would have no impact on wildlife corridors at a project level, the Regional Reduction Plan will not participate in a cumulative impact. Furthermore, compliance with the MBTA reduces both potential project-level and cumulative impacts to migratory birds to less than significant. Consequently, the ***cumulative impact would be less than significant***.

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

There are no existing County or City policies, regulations, or standards designed to protect biological resources applicable to the planning area. Therefore, a ***cumulative impact would not occur***.

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

Active Habitat Conservation Plans for the Delhi Sands flower-loving fly is designated as open space. There are no other local habitat conservation plans or natural community conservation plans that apply to the City. Consequently, the ***cumulative impact would be less than significant***.

References

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4.5.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a), associated environmental documents (1987b and 2013), and searches conducted on-line for resources listed in the NRHP and CRHR (OHP 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Prehistoric Setting

The City of Colton lies within an area known to contain prehistoric archaeological materials, which includes the material culture reflective of groups that preceded Euro-American contact and settlement. The prehistoric setting for this area includes several thousand years of land use and resource adaptation evidenced by bedrock milling stations containing bedrock milling slicks and/or mortar cups, flaked and groundstone scatters, and rock art. With regard for prehistoric archaeological sites, relatively few recorded sites exist within the City. This is due to a lack of cultural resources surveys in the City, but also because the City is located on an alluvial fan so that sites may have been covered by alluvial wash (Colton 2013b).

Ethnohistoric Setting

Colton is found in an ethnographic transitional region, and is situated near the borders of the traditional use areas of the Gabrieliño/Tongva, Serrano and Cahuilla groups. The City is found in the eastern-most portion of the Gabrieliño/Tongva tribal territory, which is mapped as extending north from Aliso Creek to just beyond Topanga Canyon along the Pacific Coast, and inland to the City of San Bernardino. The Serrano traditional use is mapped as encompassing the San Bernardino Mountains from the Cajon Pass in the west to beyond modern Twentynine Palms in the east, and from about Victorville in the north to near the San Gorgonio Pass in the south. The project area is also located adjacent to the northwestern-most portion of documented Cahuilla territory, mapped as extending just beyond the City of Riverside (Heizer 1978). Tribal boundaries were likely very fluid in this area, allowing for the exchange of ideas and technology among these groups.

Archaeological evidence suggests that numerous Serrano villages may have been located in the vicinity of the City. For example, the Rialto bench, which extends from Etiwanda Avenue in the City of Rialto north to Walnut, appears to have been extensively utilized by the Serrano. In particular, the west bank of Lytle Creek appears to have been a major Serrano occupation area sometime prior to the entry of the Spanish into the area in 1776. This area is located to the north of Colton (Colton 2013b).

Historic Setting

The history of the modern City of Colton relates to the Mission San Gabriel, established in 1771 in the Los Angeles area. In the early decades of the nineteenth century, the Missions began establishing ranchos for the purpose of expanding their agricultural holdings. The Colton area and vicinity was affiliated with the Rancho San Bernardino, which was established by the Mission San Gabriel. The history of the Rancho San Bernardino influenced the entire San Bernardino Valley region, including portions of the northern Coachella valley (Colton 2013b).

Mexico achieved independence from Spain in 1821, and the former mission lands were secularized and subdivided into land grants under a law adopted by the Mexican congress in 1833. Antonio Maria Lugo and Juan Bandini established the Rancho San Bernardino and the Rancho Jurupa in the 1830s on 37,000 acres and 30,000 acres, respectively. Lugo and Bandini then persuaded a group of settlers from New Mexico to buy small plots of land on the Upper Santa Ana River, establishing a buffer against criminals along the trade route from Santa Fe to Los Angeles. In 1842, the New Mexico immigrants gathered at Politana. A portion of these families, led by Lorenzo Trujillo, moved to the most northeasterly portion of Rancho Jurupa on the east bank of the Santa Ana River. This new village was eventually named La Placita. Later, a group moved to the west side of the river at Agua Mansa. The land was deemed more suitable for farming and grazing, and soon farmsteads were cordoned off, an irrigation system was excavated, and fields of grapes, grain, and vegetables, as well as fruit trees, were planted. The mesa, located near present-day Riverside, proved sufficient pasture land for horses, sheep, and cattle. By 1845, both communities were thriving (MBA 2008; Colton 2013b).

California was ceded to the U.S. under the Treaty of Guadalupe Hidalgo at the end of the Mexican-American War, and thereafter, Mexican ranchos were subdivided or sold. In 1851, nearly 500 Mormons arrived in the valley. After purchasing 35,000 acres of the San Bernardino Rancho, the Mormon settlers built a stockade around the rancho and named it Fort San Bernardino. The immigrants established an irrigation system and farmlands outside of the fort. When Brigham Young recalled the Mormons to Salt Lake City in 1857, their lands were purchased by homesteaders and farmers (MBA 2008).

A flood struck the community of Agua Mansa in 1862 when the Santa Ana River breeched its banks. Only the cemetery, the chapel, and an adjoining store were spared. Across the river and to the north, the community of La Placita was also impacted. The small farming community was reconstructed, but failed to reestablish its viability. With the exception of the growth of the citrus industry, primarily agrarian life was replaced by the railroad and the rise of the cement industry. The inhabitants of La Placita and Agua Mansa abandoned these communities for opportunities elsewhere. La Placita remained a community of Riverside until 1926 while the last burial at Agua Mansa occurred in 1963 (MBA 2008).

By the end of the nineteenth century, railway companies extended their alignments into the area. In 1875, the Southern Pacific Railway was constructed across the San Bernardino Valley heading eastward from Los Angeles, and the townsite of Colton was laid out. That same year, the town was named after David Colton in honor of the Civil War general and the Vice President of the Southern Pacific Railroad Company (MBA 2008; Colton 2013a; Colton 2013b).

Access to the railroad insured economic opportunity and financial growth, as agricultural crops and other goods could be imported and exported from burgeoning communities. This was especially important to

the development of the San Bernardino Valley. The ability to transfer citrus by way of the railroad led to an economic and population explosion, resulting in the commercialization of citrus production in the region. Citri-culture was integral to the development of the region (Colton 2013b).

The City experienced relatively steady population growth from 1920 to 1980. The most dramatic growth occurred between 1980 and 1990, in which the population nearly doubled (Colton 2013b). Currently, Colton is the location of one of the busiest at-grade railroad crossings in the United States. Known as Colton Crossing, the area is also the location of the crossing point of the main transcontinental trunk lines of the Union Pacific and Burlington Northern Santa Fe Railroads (MBA 2008).

Historical Resources in Colton

Designation Process

There are three general types of designations for significant cultural resources within the City, including archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. The system includes federal designation in the National Register of Historic Places (NRHP) for resources of importance and relevance to national heritage, state-level designation in the California Register of Historical Resources (CRHR), and local designation in a list of Historic Resources and/or Historic Districts as outlined by the Historic Preservation Ordinance of the City of Colton. Each of these registers employs different criteria to determine whether a resource could be determined eligible for inclusion, and these criteria are further discussed below, in the Regulatory Framework.

Resources Listed on the National Register of Historic Places

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation, and the NRHP recognizes resources of local, state, and national significance. One resource in the City of Colton is listed on the NRHP and one resource is considered eligible:

- **Carnegie Public Library Building, 380 North La Cadena Drive**—listed in 1982. This resource is one of nearly 1,700 libraries funded by the industrialist Andrew Carnegie across the United States. The library's construction began in 1891 and was completed in 1908. Only two of the four Carnegie libraries in San Bernardino County are still standing. The building is now home to the Colton Museum.
- **Power line (eligible)**—In 1896, Colton established the State's second municipal electric utility.

Resources Listed on the California Register of Historic Places

The State Historic Resources Commission has designed the CRHR for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. Properties listed in the NRHP are automatically listed in the CRHR and certain CHLs and PHIs are also listed or considered eligible for the CRHR. In the City of Colton, one resource is listed in the NRHP and one is considered eligible, and these resources include the Carnegie

Public Library Building and a Power line, as described above. As such, these resources are considered listed in and potentially eligible for listing in the CRHR.

California Historical Landmarks and Points of Historical Interest

CHLs are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a CHL, the landmark must meet at least one of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California PHI Program. PHIs are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) the first, last, only, or most significant of its type in the local geographic region (city or county); (2) be associated with an individual or group having a profound influence on the history of the local area; (3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or (4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a CHL and a PHI. If a PHI is subsequently granted status as a CHL, the PHI designation will be retired.

The two CHLs in the City of Colton are:

- Agua Mansa Cemetery, 70 East Agua Mansa Road—listed in 1933. Don Juan Bandini, owner of the Jurupa Rancho, donated parts of his rancho to a group of New Mexican colonists in 1845 on the understanding that they would aid in repelling Native American raids on his stock. The community was named Agua Mansa (Gentle Water) and was prosperous until 1862, when a great flood suddenly swept down the Santa Ana, carrying away the village of adobe buildings and covering the fields with sand and gravel. The village was rebuilt on higher ground, but never regained its former prosperity.
- Fort Benson, 10600 Hunts Lane—listed in 1957. This is the site of an adobe fortification erected about 1856-57 by the Independent faction in a dispute with the Mormons over a land title. The fort was maintained for about a year. This also is the site of the Indian village of Jumuba, and Jedediah Smith camped here in January 1827.

The seven California PHIs in the City of Colton are:

- Campsite/San Salvador School Adobe
- Slover Mountain

- Cooley Adobe Site
- Mill Site for Slover Mountain
- Fort Benson Monument
- Los Angeles-Sonora Road
- Carnegie Public Library Building/Colton Public Library

Historic Landmarks and Districts in the City of Colton

The City's list of historic landmarks and important districts is based on a report submitted to the City in 1992. This report addressed the results of a survey for historic landmark sites, presented an overview of resources, and identified 828 resources considered significant and eligible for listing on the City of Colton Historic Landmark Register. Of these eligible resources, 86 were included in their final survey listing, with 742 identified as requiring further consideration by the Historic Preservation Commission. As a result of this survey report, the establishment of eight residential historic districts was recommended. Districts listed in the City's Cultural Resources Preservation Element (2000) are described below:

- **Citrus Historic District**—Located entirely south of E Street, north of Interstate 10 (I-10), east of Pennsylvania Avenue, and mainly west of 6th Street.
- **Terrace Historic District**—Located north of I-10, east of Rancho Avenue, south of Mill Street, and west of Pennsylvania Avenue.
- **La Cadena Drive Historic District**—Found along La Cadena Drive, north of D Street and south of Laurel Street.
- **Ninth Street Historic District**—Found along Ninth Street, north of D Street and south of La Cadena Drive.
- **San Salvador Old Commercial Center Historic District**—Found along Seventh Street, between K and O Streets.
- **Agua Mansa Historic District**—Located north of the Santa Ana River, east of Riverside Avenue, south of Agua Mansa Road, and west of La Cadena Drive.

As of 2000, 46 resources were listed in the Historic Landmark Register and these local landmarks are depicted in Table 4.5.5-1 (Designated Historic Landmarks in the City of Colton).

Table 4.5.5-1 Designated Historic Landmarks in the City of Colton

Number	*Landmark*	*Street Address*
1	Ashley House	736 North La Cadena Drive
2	Fleming Park	Seventh Street and F Street
3	Hanna House	712 North La Cadena Drive
4	Unnamed	979 North La Cadena Drive
5	Maxwell House	1150 North La Cadena Drive
6	Santa Fe Depot	449 Sixth Street
7	Agua Mansa Cemetery	2001 Agua Mansa Road

Table 4.5.5-1 Designated Historic Landmarks in the City of Colton

Number	*Landmark*	*Street Address*
8	Colton Museum	380 North La Cadena Drive
9	First Baptist Church	170 West F Street
10	Colton Fire Station	303 East F Street
11	Percy House	543 East F Street
12	Unnamed	154 East Hanna Street
13	Unnamed	907 North La Cadena Drive
14	Fisher-Hodge House	958 North La Cadena Drive
15	Swith House	1117 North La Cadena Drive
16	Guire House	1148 North La Cadena Drive
17	Unnamed	269 East D Street
18	Unnamed	387 North Fourth Street
19	Unnamed	1121 North La Cadena Drive
20	Unnamed	975 North La Cadena Drive
21	Unnamed	1191 North Ninth Street
22	Unnamed	1077 North Ninth Street
23	Unnamed	640 North Fourth Street
24	Warehouse	699 North Fourth Street
25	Unnamed	1048 North Ninth Street
26	Unnamed	128 East F Street
27	Unnamed	626 Ninth Street
28	Unnamed	891 North Ninth Street
29	Fountain	La Cadena and O Street
30	Municipal Park (Caesar Chavez)	Colton and E Street
31	Hermosa Cemetery	900 South Meridian Avenue
32	Knopsnyder Mortuary	404 North Seventh Street
33	Earp House	528 West H Street
34	Unnamed	572 North La Cadena Drive
35	Unnamed	1345 North Ninth Street
36	Red and White Grocery Store	1102 North Ninth Street
37	Unnamed	1088 North Ninth Street
38	Van Luven House	611 North Forth Street
39	Unnamed	1124 North Ninth Street
40	Swartz House	1154 North La Cadena Drive
41	Unnamed	1072 North Ninth Street
42	Unnamed	1249 North Ninth Street
43	Unnamed	1197 North La Cadena Drive
44	Unnamed	1001 North La Cadena Drive
45	Unnamed	750 South Eighth Street
46	Unnamed	688 North Seventh Street

SOURCE: Colton (2000).

Currently, the City has six designated historic districts, nine Mills Act Homes, and 53 designated Landmark properties (Colton 2013b).

Built Environment Resources

Recorded historic or built environment resources generally include numerous houses, as well as church and commercial buildings and water conveyance features (e.g. canals and canal remnants, standpipes, weirs, and pump houses). As with other cities in the San Bernardino Valley, historical property types are characteristic of the early colonization and subsequent growth of the City and may include houses and churches, agri-industrial buildings, railroad structures, cultural institutions and parks, bridges and street patterns, early water distribution features and canals, and land-use patterns. Early houses were typically vernacular, wood frame, one- or two-story structures with simple rectangular or *L* plans and gable roofs. Ornamentation utilizing styles of Queen Ann, Stick, Eastlake, Italianate, and Greek, Gothic, and Colonial revivals was usually confined to the porches and at the gable peaks. Commercial structures were usually brick with cast iron storefronts, while agri-industrial buildings were either brick or wood frame.

Other property types may also encompass references to American Colonial Revival in residential buildings and Beaux Arts Classicism in major civic and institutional buildings. Following World War I, historic resource property types may be represented by Arts and Crafts styles, including the California Bungalow, two-story Craftsman, Prairie, and English cottage/Tudor Revival. In addition, styles that referenced the American Colonial period and French, Spanish-Italian Renaissance, and English architecture may have also been popular. Beaux Arts Classicism reached its peak in the post-World War I period civic architecture, while Gothic Revival and Spanish Colonial Revival influenced designs for churches. Finally, historical resource property types characteristic of the post-World War II years may include tracts of post-war vernacular style houses. These one-story residences were modest in size and typically had wood or stucco siding and attached garages; the tracts themselves were designed with curving street patterns (Colton 2013b).

The City has also recommended that the following sites be considered for Historic listing:

- Cooley Ranch
- Railroad Tracks (Southern Pacific trending east/west through Colton and the Santa Fe trending north/south along Sixth Street)
- City Hall/(Second) Lincoln School
- (First) Lincoln School
- Hollow Hill Dairy

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic age. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains. In the City of Colton planning area, 25

prehistoric archaeological resources have been recorded and the area is considered to have a high sensitivity for prehistoric archaeological resources. The terraces of the Santa Ana River, the sand dune areas in and near the La Loma Hills, the Blue Mountain/Reche Canyon area, and the old Warm Creek and Lytle Creek alignments have a particularly high potential for prehistoric archaeological resources to exist.

Recorded historic age archaeological resources are generally scattered refuse associated with a certain time period or activity/use within a given area (Colton 2013b).

The City has recommended that the following areas be considered for Archaeological listing:

- Potential subsurface remains within the Former Commercial Center found at the City Four Corners (La Cadena, Valley Boulevard, and Eighth Street)
- Potential subsurface remains associated with the Fruit Pavilion at the northeast corner of Tenth Street and Valley Boulevard
- Archaeologically sensitive areas as designated in the City's Cultural Resources Preservation Element (2000), such as Slover Mountain

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of pre-human activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

The San Bernardino County Museum, Division of Geological Sciences, conducted a paleontological records search for the Colton planning area in association with the General Plan Update EIR (Colton 2013b). Previous geologic mapping of Colton indicates that the planning area contains surface exposures of several sedimentary rock units including (from oldest to youngest): older fan deposits of middle to late Pleistocene age (Qof); old eolian deposits (Qoed, Qoes); young eolian deposits (Qyes); young alluvial fan deposits (Qyf); young axial channel deposits (Qya); and recent wash deposits (Qw, Qyw). Of these sedimentary units, the Pleistocene sediments mapped at the surface have high potential to contain significant nonrenewable paleontological resources, and so are assigned high paleontological sensitivity. Pleistocene alluvial sediments elsewhere throughout Riverside and San Bernardino counties and the Inland Empire have been reported to yield significant fossils of extinct animals from the Ice Age. Fossils recovered from these Pleistocene sediments represent extinct taxa including mammoths, mastodons, ground sloths, dire wolves, saber-toothed cats, large and small horses, large and small camels, and bison, as well as plant macro- and microfossils.

Holocene (recent) sedimentary deposits identified in the planning area are geologically too young to contain significant nonrenewable paleontological resources, and so are assigned low paleontological

sensitivity. In many areas, however, these deposits form a thin layer overlying subsurface sediments of Pleistocene age. This subsurface Pleistocene older alluvium has high potential to contain significant fossil resources, and so is assigned high paleontological sensitivity. Additionally, previous geologic mapping indicates that surface exposures of Paleozoic marble (Pzmp) and schist (Pzsp) traverse portions of the planning area. These metamorphic rocks have no potential to contain paleontological resources.

A search of the Regional Paleontologic Locality Inventory (RPLI) determined that no previously known paleontological resource localities are recorded by the SBCM within the Colton planning area; however, paleontological resource locality SBCM 5.1.11, located in Fontana and situated approximately two miles west of the planning area, yielded fossil remains of the extinct saber-toothed cat, Smilodon, from Pleistocene older alluvium similar to that present at the surface and at depth within the planning area. Additionally, locality SBCM 1.102.2 is located approximately two miles east of the planning area. This locality yielded fossil wood portions from depths of approximately 437 feet to 725 feet below the existing ground surface. The proximity of these localities to the planning area demonstrates the high paleontological potential of Pleistocene older alluvium in this area.

Regulatory Framework

Federal

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

(a) Are associated with events that have made a significant contribution to the broad patterns of our history

(b) Are associated with the lives of persons significant in our past

(c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction

(d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historic Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during the period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injure or destruction without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines, Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain CHLs and PHIs.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations, Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

> (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
>
> (b) Meets any of the following criteria:
>
> 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> 2) Is associated with the lives of persons important in our past;
>
> 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> 4) Has yielded, or may be likely to yield, information important in prehistory or history.
>
> (CEQA Guidelines, Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicate that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

California Public Resources Code 5097.5

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a)) states, in part, that:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

California Public Resources Code Section 5097.98

Section 5097.98 requires the NAHC to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

Senate Bill 18

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code defines Cultural Resources Preservation (CP) Overlays. The CP Overlay is established by Development Code Sections 82.01.020 and 82.01.030, and is intended to provide for the identification and preservation of important archaeological resources. The County requires that a proposed project within the CP Overlay includes a report prepared by a qualified professional archaeologist that determines the presence or absence of archaeological and/or historical resources on the project site, as well as appropriate data recovery or protection measures. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present, as determined by cultural resources research and/or inventory. In

highly sensitive CP Overlay Districts, the local Native American tribe would be notified in the event of uncovering evidence of Native American cultural resources. If requested by the tribe, a Native American Monitor shall be required during such grading or excavation to ensure all artifacts are properly protected and/or recovered (Section 82.12.050).

A Paleontologic Resources (PR) Overlay is also defined by the County under San Bernardino County Development Code Sections 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays). The PR Overlay may be applied to those areas where paleontological resources are known to occur or are likely to be present (determined through a paleontological records search). Detailed criteria for evaluation of paleontological resources and paleontologist qualifications are described in Development Code Sections 82.20.030 and 82.20.40.

The CP and PR Overlays are applicable to County lands; however, each local municipality has its own criteria for the preservation of local historic and prehistoric resources within their jurisdiction, as outlined below.

Local

City of Colton Municipal Code

Historic Preservation Ordinance (Title 15 [Buildings and Construction], Chapter 15.40 [Historic Preservation]). In 1987, the City of Colton adopted Ordinance No. 0-11-87, known as the *Historic and Scenic Preservation Ordinance of the City of Colton*. This ordinance established rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties. A nomination and designation program for historic resources was also established by this ordinance. In addition, the ordinance authorizes a Historic and Scenic Preservation Commission, and establishes the Commission's membership, organization, procedures, powers and duties. In 1996, the City adopted Ordinance No. 0-11-96, known as the *Historic Preservation Ordinance of the City of Colton*. This ordinance further establishes rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties. In 1999, Ordinance No. 0-2-99 amended the previous Historic Preservation Ordinance to allow for the creation and placement of historic districts on the list of nominated resources. The amendment also defined the City Manager as the Historic Preservation Officer authorized to appoint a staff liaison to the Historic Preservation Commission (Colton 2000; 2013b).

Currently, Ordinance No. 0-26-04 outlines the Historic Preservation Commission organization, their powers, and their duties. Further, this ordinance outlines the criteria for the designation of Historic Resources and Historic Districts, as well as the appropriate measures to enact in the event that a designation requires amendment or rescission. The Historic Preservation Commission maintains the list of Historic Resources and Historic Districts nominated for Designation or identified in a Preliminary Survey. The list may include single structures or sites, portions of structures, urban design features, man-made or natural landscape elements, or works of art that are fifty years old or older. The following criteria may be used for designation:

1. It has significant character, interest, or value as Part of the Development, heritage, or cultural characteristics of the City, State of California, or the United States
2. It is the site of a significant historic event

3. It is strongly identified with a Person or Persons who significantly contributed to the culture, history, or Development of the City
4. It is one of the few remaining examples in the City possessing distinguishing characteristics of an architectural type or specimen
5. It is a notable work of an architect or master builder whose individual work has significantly influenced the Development of the City
6. It embodies elements of architectural design, detail, Materials, or craftsmanship that represent a significant architectural innovation
7. It has a unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood, community, or the City
8. It has unique design or detailing
9. It is a particularly good example of a period or style
10. It contributes to the historical or scenic heritage or historical or scenic Properties of the City (to include, but not limited to, Landscaping, light standards, trees, Curbing, and Signs)
11. It is located within a Historic District, being a geographically definable area possessing a concentration of historic or scenic Properties which contribute to each other and are unified aesthetically by plan or physical Development

The Historic Preservation Ordinance also outlines the requirement for a certificate of appropriateness for any exterior alteration to any designated historic resource, for new construction on the site of a designated historic resource, for the moving of a historic resource, and for a lot split or subdivision of a historic resource. The certificate of appropriateness is additionally required for new construction on any property located in a historic district, as well as to erect or relocate any sign in a designated historic district or associated with a structure in a historic district.

Colton General Plan

The Colton General Plan goals, policies and implementation measures that are applicable to cultural resources[3] are as follows:

Cultural Resource Preservation Element

Policy 1a Conserve in their entirety the largest and most unique archaeological sites.

Policy 1b Develop public policy to protect archaeological resources from the encroachment of development.

Policy 1c Explore potential sources of funding for acquisition, preservation, and management of archaeological resources.

Policy 1d Enact a Resource Management Plan and Program that maximizes the adaptive reuse of archaeological resources.

Implementation Measure 1.1: Prepare a City-wide inventory of archaeological resources.

[3] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Implementation Measure 1.2: Use an existing organization or sponsor the establishment of a private non-profit organization for the purpose of preserving archaeological resources.

Implementation Measure 1.3: Retain the services of an archaeological specialist for review of development proposals for properties identified as archaeological resources.

Implementation Measure 1.4: Require adequate mitigation of impacts to archaeological resources.

Implementation Measure 1.5: Provide opportunities for property owners to dedicate easements or record deed restrictions on property where archaeological resources are present.

Policy 2a Preserve historic resources in number and type to retain the distinctive character of all stages of Colton's history by establishing historic districts within the City.

Policy 2b Enact a Resource Management Plan and Program that maximizes the adaptive re-use of historic resources.

Policy 2c Enact local ordinances to ensure effective preservation, protection and management of significant historic resources and place such resources in the public domain. Update these ordinances as appropriate.

Policy 2d Expand the responsibilities of the Historic Preservation Commission to allow the Commission to make specific recommendations to City Council.

Policy 2e Explore potential sources of funding for acquisition, preservation, and management of historic resources.

Policy 2f Ensure future development is compatible with existing structures and district characteristics.

Implementation Measure 2.1: Define district boundaries based on architecture, historical events and/or landmarks, urban design elements, geography, and any other appropriate basis.

Implementation Measure 2.2: Develop an evaluation and ranking system of resources within historic districts.

Implementation Measure 2.3: Develop design and land-use guidelines sensitive to existing or desired character of identified historic districts.

Implementation Measure 2.4: Update the City-wide inventory of historic resources.

Implementation Measure 2.5: Enable the Historic Preservation Commission to seek public funding for acquiring and preserving historic resources.

Implementation Measure 2.6: Assign staff to assess and monitor status of historic sites.

Implementation Measure 2.7: Propose amendments to City regulations and codes that will promote preservation of historic buildings. Codes affecting historic properties should be flexible to permit shared use and adaptive reuse.

Implementation Measure 2.8: Provide incentives and/or streamline process for historically designated sites requesting building changes.

Implementation Measure 2.9: Encourage property owner participation in the Mills Act so they may benefit from reduced property taxes.

Implementation Measure 2.10: Encourage the use of redevelopment funds for preservation.

Implementation Measure 2.11: Pursue Community Development Block Grants to fund improvements of historic structures.

Implementation Measure 2.12: Provide opportunities for property owners to dedicate easements or record deed restrictions on property containing historic resources.

Implementation Measure 2.13: Authorize the Historic Preservation Commission to delay the demolition of historic buildings based on specific and adopted guidelines.

Implementation Measure 2.14: Encourage public acquisition of historic resources.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

Analytic Method

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified in a local historical resources inventory. Such regional or locally designated resources are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise. The presence of historical, archaeological, or paleontological resources is then considered against the potential impacts on such resources from implementation of the Regional Reduction Plan. To gather information on known historical resources within Colton, various City planning documents were reviewed, and searches were conducted on-line for resources listed in the NRHP and CRHR (Colton 2000; Colton 2013b; OHP 2013).

Effects Not Found to Be Significant

Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The City is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological materials associated with occupation of the planning area are known to exist and have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses ("native soils," which include agricultural lands), on the terraces of the Santa Ana River, the sand dune areas in and near the La Loma Hills, the Blue Mountain/Reche Canyon area, along the old Warm Creek and Lytle Creek alignments, and in areas designated by the City as sensitive (as outlined in Colton 2000), have the potential to damage or destroy historic or prehistoric archaeological resources that may be present on or below the ground surface. Such resources may be considered as historical resources, as defined in Section 15064.5(a)(3)(D) ("[h]as yielded, or may be likely to yield, information important in history or prehistory"). In addition to the status of archaeological resources as historical resources, a resource may also be a "unique archaeological resource," as defined in Section 21083.2(g)(1)–(3) of CEQA. Further, archaeological resources are often of cultural or religious importance to Native American groups.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g. On-Road-1.4) could involve some limited amount of ground disturbance. Such ground disturbance would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Thus, the Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities in previously undisturbed soils.

Goals and policies in the Colton General Plan address archaeological resources, and include directives for identifying and inventorying such resources; preservation and conservation; and protection from the encroachment of development (Goal #1/Policies 1a through 1d/Implementation Measures 1.1 through 1.5). In addition, the General Plan specifically provides for the retention of archaeological specialists to review development proposals for properties containing archaeological resources and also requires that impacts to archaeological resources be adequately mitigated (Implementation Measures 1.3 and 1.4). All projects within the City of Colton are required to follow these policies. Adherence to these policies and measures reduces impacts to archaeological resources to a less-than-significant level by requiring the protection of resources through identification and adequate mitigation, which would ensure that important scientific information regarding history or prehistory is not lost. Consequently, potential impacts to archaeological as a result of implementation of the Regional Reduction Plan would be ***less than significant***.

Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no recorded SBCM localities within the City; however, localities are known in the region from sediments similar to those present within the City of Colton planning area. Specifically, known SBCM

localities in the vicinity have originated from Pleistocene older alluvium similar to that present at the surface and at depth within the planning area. Thus, these sediments have high sensitivity and impacts to such sediments could result in the damage or destruction of paleontological resources. Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g. On-Road-1.4) could involve some limited amount of ground disturbance. Such ground disturbance would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Thus, the Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities in previously undisturbed soils, and the potential for impacts to paleontological resources is considered low. Therefore, the impact would be ***less than significant***. It should be noted that the Colton General Plan Update EIR (2013b) has proposed Mitigation Measure 4.5-1 to address paleontological resources, and if adopted, this would afford protection to paleontological resources in areas affected by development projects. This includes identifying areas with the potential to contain paleontological resources, monitoring, resource recovery, and reporting.

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities within previously undisturbed soils, which renders it unlikely that human burials would be disturbed as a result of project implementation. In addition, and in the event human remains are encountered, the discovery is required to comply with California Public Resources Health and Safety Code Sections 7050.5–7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in California PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the Most Likely Descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, potential impacts associated with the implementation of the Regional Reduction Plan would be reduced to ***less than significant***.

Project Impacts and Mitigation Measures

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

There are several historical resources in the City of Colton, including NRHP and CRHR listed and eligible properties, as well as numerous locally designated resources. Implementation of the Regional Reduction Plan will include energy-efficiency retrofit activities and the installation of solar on existing commercial/industrial properties. These activities could be proposed at the site of an historical resource or at the site of a resource considered to be a potential historical resource. Future energy-efficiency retrofit activities and the installation of solar have the potential to result in significant impacts on

historical resources within the City, including resources listed in or eligible for listing in the NRHP and/or CRHR. Significant impacts could include the delisting or loss of eligibility of such resources. In addition, the completion of energy-efficiency retrofit activities and the installation of solar have the potential to result in significant impacts on buildings or structures of historic age (50 years old or older), or buildings or structures which may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation.

CEQA Guidelines Section 15064.5(b) states that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." The Regional Reduction Plan may allow for energy-efficiency retrofit activities and solar installation on existing commercial/industrial buildings, and these activities have the potential to cause a substantial adverse change in the significance of an historical resource through alteration of a historical resource's physical characteristics that conveys its historical significance. This is considered a potentially significant impact. Goals and policies in the Colton General Plan address historical resources, and include directives for designating resources in the City; preservation through local ordinances; and ensuring compatibility between existing and future development (Goal #2/Policies 2a through 2f/Implementation Measures 2.1 through 2.14).

With the application of the General Plan policies and implementation measures, as well as mitigation measure MM4.5.5-1, impacts would be reduced to ***less than significant***.

MM4.5.5-1 *Prior to activities that would physically affect known historical resources or any buildings or structures 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will be consulted to determine if the proposed energy-efficiency retrofit activities or the installation of solar would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Colton, archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.*

Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the San Bernardino Valley, bordered to the north by the eastern San Gabriel Mountains and San Bernardino Mountains, to the east by the San Jacinto Mountains, and to the south and west by the Santa Ana Mountains and Pomona Valley. In this area, common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the region.

Past development has disturbed human remains, including those interred outside of formal cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under these standard regulatory requirements. Therefore, there is no significant cumulative impact with respect to disturbance of human remains. The proposed Regional Reduction Plan would be subject to the same regulations, and ***cumulative impacts would be less than significant***.

Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the San Bernardino Valley is known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing City of Colton Ordinances, and General Plan Goal #1/Policies 1a through 1d/Implementation Measures 1.1 through 1.5. Potential impacts would be mitigated to levels that would not be significant through applicable regulations and existing policy. Therefore, ***cumulative impacts would be less than significant***.

Past development has resulted in destruction of unique paleontological resources and unique geologic features. Based upon the geologic history of the San Bernardino Valley and the high paleontological sensitivity of the rock units within this region, there is always the possibility that ground-disturbing activities during future construction may uncover previously unknown paleontological resources or sites or unique geologic features. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA and proposed General Plan Mitigation Measure 4.5-1, if adopted (see Colton 2013b). Potential impacts would be mitigated to levels that would not be significant through applicable regulations. Therefore, ***cumulative impacts would be less than significant***.

Urban development that has occurred over the past several decades in the San Bernardino Valley has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. However, compliance with existing City policies as outlined in the General Plan (Goal #2/Policies 2a through 2f/Implementation Measures 2.1 through 2.14), and the implementation of mitigation measure MM4.5.5-1, requires qualified professionals to conduct site-specific cultural resource investigations for future activities associated with the Regional Reduction Plan. Compliance with existing policies and mitigation measure MM4.5.5-1 would ensure that impacts on historical resources would be appropriately assessed and that mitigation would be performed, as necessary. In this manner, the project's incremental

contribution to cumulative effects on historical resources would not be cumulatively considerable, and ***cumulative impacts would be less than significant***.

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4.5.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Geology and Physiography

The City of Colton planning area lies south of Cajon Pass, which divides the San Gabriel Mountains and San Bernardino Mountain ranges. The majority of the planning area is covered by sediment deposited as alluvial fans emanating from the San Gabriel Mountains (part of the Transverse Ranges). The La Loma Hills and Box Springs Mountains in the southern portion of the planning area are examples of the limited surface exposure Peninsular Ranges provinces. The Peninsular Ranges basement rock assemblage underlies the vast majority of the planning area, specifically, all areas west of the San Jacinto fault zone. Mesozoic and older metamorphic rocks are found in the Jurupa Mountains and Slover Hill areas. The Box Springs Mountains, La Loma Hills, and Slover Mountain represent instances of plutonic rock within the assemblage. The remainder of the City generally consists of Holocene and late Pleistocene alluvial fan complexes extending from Lytle Creek.

Most of Colton is generally flat, with a gentle 1 percent slope from northwest to southeast. However, portions of the City are characterized by undulating hills and slopes associated with the La Loma Hills, Slover Mountain, and Box Springs Mountains. The highest point is Blue Mountain, a part of the Box Springs Mountains in the Reche Canyon area. This area is one of the steepest within the City, with some grades exceeding 40 percent. The La Loma Hills, to the southeast, are also characterized by steep slope areas (i.e., slopes in excess of 20 percent). Slover Mountain (located within the Sphere of Influence) is part of an active aggregate mining operation with terraced slopes ranging from generally flat to steep.

Faults and Seismic Hazards

The San Jacinto fault zone is a major branch of the San Andreas fault system and extends in a northwest to southeast direction through the City of Colton. The San Jacinto fault zone is the most active fault zone in Southern California and includes the Rialto-Colton fault. Significant earthquakes include a magnitude 6.7 in 1899 near San Jacinto that resulted in surface rupture along an estimated two miles of the fault and a magnitude 6.8 in 1918 also near San Jacinto. The San Jacinto fault system is considered an active fault; therefore, the potential exists for surface rupture on and near this system. Figure 4.5.6-1 (Geologic Hazards) shows fault locations within the planning area. The State has delineated an Alquist-Priolo Earthquake Fault Zone for the portion of the San Jacinto fault that passes through Colton.

The entire planning area lies within a seismically active region and is subject to strong groundshaking from earthquakes generated along one or more of the several regional faults, which include, in addition to the San Jacinto and Rialto-Colton faults, the Crafton Hills, Cucamonga, Mill Creek, and San Andreas faults. The San Jacinto, San Andreas, Rialto-Colton, Mill Creek, Crafton Hills, and Cucamonga faults have the potential of generating earthquakes of magnitudes ranging from 6.5 to 7.5 on the Richter scale.

Large portions of the City (particularly near the Santa Ana River and Lytle Creek) are underlain by young, loose, unconsolidated alluvium. Two areas have high liquefaction potential: the area to the southeast of the Interstate 10 (I-10)/I-15E interchange and the southwestern portion of the planning area (see Figure 4.5.6-1). Earthquake-induced settlement, which occurs when groundshaking causes one type of soil or rock to settle more than another type, is likely to occur in areas of alluvium, like that underlying the majority of the planning area.

Other Geologic and Soils Hazards

Slope Stability and Landslides

Most of the City is flat with overall slopes less than 5 percent. However, the southern portion of the planning area is dominated by steep hills and broadly terraced escarpment. The La Loma Hills and the Box Springs Mountain areas are vulnerable to are vulnerable to seismically induced slope failure. Other areas of the planning area susceptible to slope failure include Slover Mountain and portions of the Santa Ana River (due to sheer river banks). Locations of potential landslide hazard are shown in Figure 4.5.6-1.

Erosion

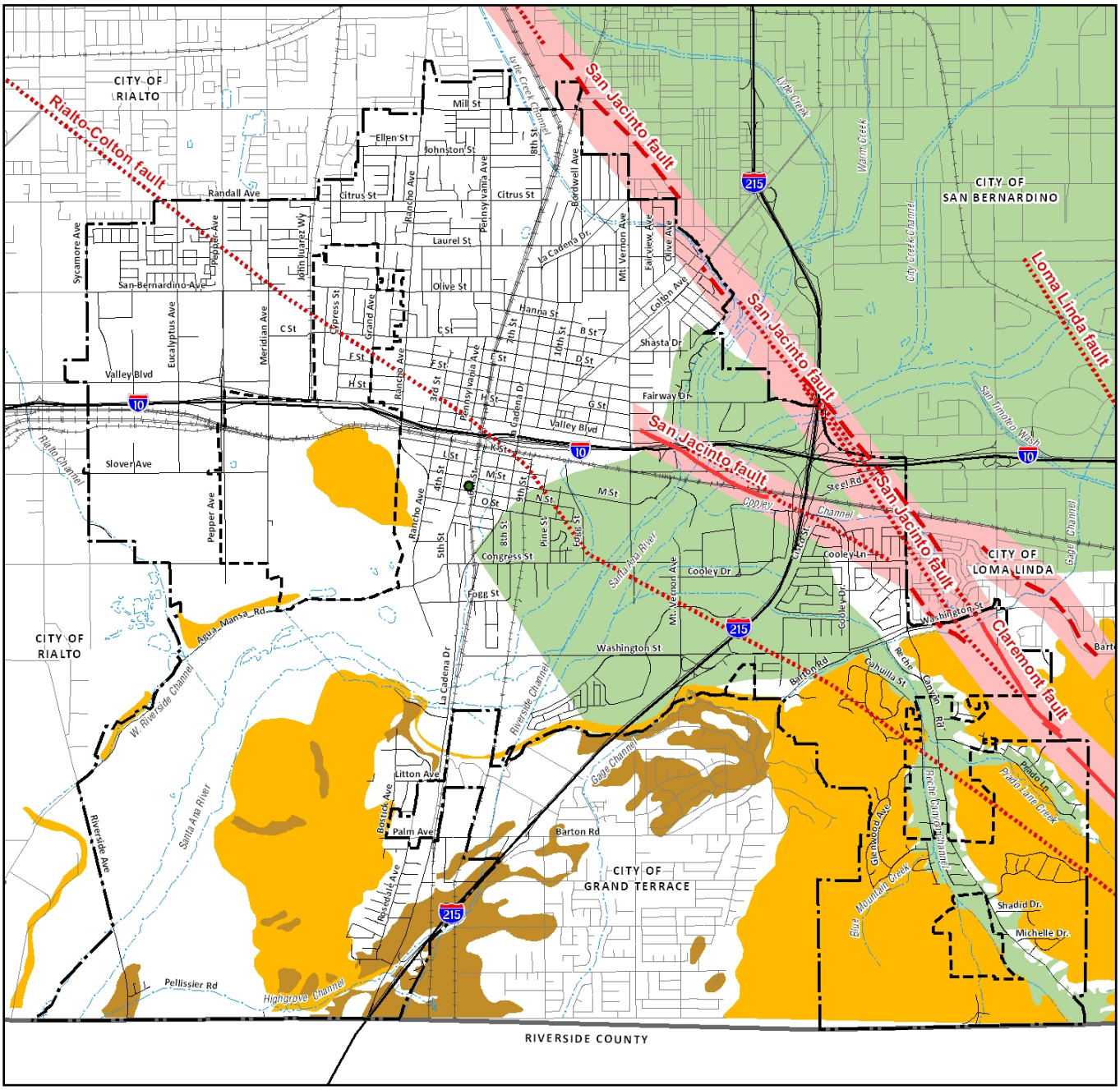
Most of the planning area is flat. Wind-driven erosion can occur where flat, barren surfaces are exposed to high velocity winds. Existing vacant parcels are not likely to contribute to wind-blown erosion because native vegetation stabilizes soil, preventing it from leaving a site. Developed sites curtail wind-driven erosion by preventing wind from contacting soil, due to the presence of buildings, parking lots, other impervious surfaces, and landscaping, etc. Landscaping stabilizes soil in the same manner that native vegetation does, thereby minimizing wind-blown erosion. Wind-blown erosion in the planning area is likely to decrease over the long-term as new development replaces exposed native soil.

Expansive Soils

Expansive soil and rock are characterized by the shrinking and swelling of clayey material as the materials dry or become wet. The majority of the planning area is underlain by granular soils that contain little clay and, therefore, have a low potential for expansion; however, the Monserate Sandy Loam (2 to 9 percent) soil type near La Loma Hills are subject to expansion due to their high clay content. Locations in the planning area where expansive soils could pose a hazard are shown in Figure 4.5.6-1.

Settlement and Collapsible Soils

The majority of the planning area is subject to impacts associated with settlement and compressible soils due to the widespread presence of young, unconsolidated alluvial soils. Settlement and collapse are related to the generally loose and dry nature of the planning areas' soils. The lack of clay bonds that support soil strength in unconsolidated soil makes them susceptible to weakness under pressure.



***Source*:** City of Colton General Plan Update Draft Environmental Impact Report. January 2013.

Figure 4.5.6-1
Geologic Hazards

ATKINS

Collapsible soils consist of loose, dry, low-density materials that collapse and compact with the addition of water or excessive loading. Such soils are typical in areas of young alluvial fans, debris flow sediments, and aeolian deposits. Collapse occurs when subsurface soils are excessively saturated at levels deeper than those reached by an average rainfall and the clay bonds holding the soil grains together are eliminated. Collapse could occur within the Colton area in any area dominated by young alluvial sediments and could be exacerbated by human activities such as excessive irrigation.

Subsidence

No instances of subsidence have been recorded within the planning area. Future development within the planning area, however, will increase the need for groundwater extraction to serve the water consumption needs of the community. The Colton Water District Urban Water Management (UWMP) includes programs for the long-term management of area groundwater basins. Controlling withdrawals and recharge activities helps reduce the potential for ground subsidence due to fluid withdrawal that weakens soil cohesion and leads to collapse (hydroconsolidation).

Regulatory Framework

Federal

There are no federal regulations related to geologic and soil resources and hazards.

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. There are several Earthquake Fault Zones delineated in Rialto.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The State has not published maps that cover the portion of San Bernardino County where Colton is located.

Senate Bill 547

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

California Building Code (2010)

California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the State. The 2010 CBC, effective January 1, 2011, is the current code and is based on the current (2009) International Building Code (IBC).

Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. The City of Colton has adopted the 2010 CBC (Ordinance 0-03-10, December 2010).

CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (Section 1604), including, but not limited to, factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). Appendix J of the CBC includes, but is not limited to, grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 and J110). Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR Title 8).

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Regional

No regional regulations exist pertaining to geologic and soil resources and hazards. Each local jurisdiction has their own criteria for regulating geologic and soil resources and hazards.

Local

City of Colton Municipal Code

Colton Municipal Code Chapter 15.04 implements the provisions of the 2010 CBC. Soils reports are required under the City-adopted 2010 CBC Chapter 18. In addition, the City's building plan check and building code compliance procedures include requirements to design structures in accordance with the appropriate ground–shaking design parameters set forth in the CBC. The City uses 2010 CBC Chapter 18 and 2010 CBC Appendix J to regulate all grading design and criteria. This includes design criteria for development on slopes and at the toe of slopes The CBC requires soils reports to include slope stability studies that discuss grading procedures, soil design criteria for structures and embankments, and site geology. Chapter 16.72 identifies the requirements for grading and erosion control for tentative maps.

Colton General Plan

The Colton General Plan principle that is applicable to geologic and soil resources and hazards[4] is as follows:

Safety Element

Principle 1 Identify geologic conditions that need special management, restrict widespread urban development in areas of geologic hazards and designate land areas determined unfit for structures of human occupancy as open space land.

Standard 1 Require geologic studies on proposed developments for human occupancy within areas with identified hazards.

Standard 2 Structural design shall be compatible with the local geologic hazard.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

[4] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

> 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.

> Strong seismic groundshaking

> Seismic-related ground failure, including liquefaction

> Landslides

- Result in substantial soil erosion or the loss of topsoil
- 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
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Analytic Method

Baseline information to characterize geologic and soils conditions that could affect or be affected by the proposed project was compiled from readily available publications, including the General Plan, and available resource mapping. GHG reduction measures selected by the City of Colton in the Regional Reduction Plan were reviewed to determine which actions could result in physical changes to the environment that could affect or be affected by seismic hazards, erosion, or other geologic or soils hazards.

Effects Not Found to Be Significant

Threshold	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ■ 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. ■ Strong seismic groundshaking ■ Seismic-related ground failure, including liquefaction ■ Landslides

Portions of the San Jacinto fault system's Alquist-Priolo Earthquake Fault Zone are located on the eastern boundary of the planning area. Projects built on or in the near vicinity of these faults could potentially be exposed to a fault rupture risk because this fault system is sufficiently active to produce earthquakes and potentially rupture. Strong groundshaking can be expected in Colton as a result of earthquakes on local and regional faults. In addition, the area to the southeast of the I-10/I-15E interchange and the southwestern portion of the planning area have high liquefaction potential.

Earthquake-induced settlement is likely to occur in areas of alluvium, like that underlying the majority of the planning area. The La Loma Hills and the Box Springs Mountain areas are vulnerable to are vulnerable to seismically induced slope failure.

The Regional Reduction Plan does not propose new development, but implementation of the reduction measures in the Regional Reduction Plan that could involve energy efficiency retrofits and new solar energy systems, and transit-oriented development, park-and-ride lots, and trail networks described in reduction measure On-Road Transportation-1 (Sustainable Communities Strategy) could be affected by seismic hazards. Potential impacts would be specific to future project sites. Projects would be required to comply with applicable seismic safety provisions of the 2010 CBC. Special study and mitigation would be required for projects within Alquist-Priolo Earthquake Fault Zones, and no structures would be allowed within 50 feet of an active fault trace as determined by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act. With implementation of General Plan Safety Element Standards 1 and 2, which require site-specific geotechnical studies and structural design to be consistent with identified seismic hazards and Municipal Code Chapter 15.04 requirements that implement the 2010 CBC, this would reduce potential hazards arising from fault rupture, groundshaking, liquefaction, seismically induced settlement, and landslides. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

Existing vacant parcels are not likely to contribute to wind-blown erosion because native vegetation stabilizes soil, preventing it from leaving a site. Developed sites curtail wind-driven erosion by preventing wind from contacting soil, due to the presence of buildings, parking lots, other impervious surfaces, and landscaping, etc. Wind-blown erosion in the planning area is likely to decrease over the long-term as new development replaces exposed native soil. Potential erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects and solar systems for new housing and commercial land uses, and would depend largely on the areas affected and the length of time soils are subject to erosion. Any reduction measure that would result in ground disturbance would require a grading permit and an approved Grading and Erosion Control Plan (Municipal Code Chapters 15.04 and 16.72). This would reduce soil erosion potential related to construction activities associated with the Regional Reduction Plan. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The majority of the planning area is subject to impacts associated with settlement and compressible soils due to the widespread presence of young, unconsolidated alluvial soils. Subsidence has not been identified as a hazard. As noted above, there are areas of high liquefaction hazard. Most of the planning area is flat, and landslide/slope instability hazard is limited to La Loma Hills and the Box Springs Mountain areas. Implementation of Regional Reduction Plan measures that promote transit-oriented

development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development. New park-and-ride lots could also be constructed. These projects could be exposed to hazards from unstable soil or rock conditions.

As part of project approvals, the City would require geotechnical investigations, as required by General Plan Standard 1 and Municipal Code Chapter 15.04 to determine if geologic or soils conditions would pose hazards to development. If unstable soils are present where such projects are proposed, the City would require appropriate design and construction to address soil and slope stability. Energy retrofits on existing residential, commercial, and industrial development and incorporation of solar energy features on residential and commercial buildings would not be vulnerable to geologic or soil hazards.

Therefore, implementation of the Regional Reduction Plan would not result in substantial hazards from unstable geologic or soil units, and the impact would be ***less than significant***. No mitigation is required.

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

The majority of the planning area is underlain by granular soils that contain little clay and, therefore, have a low potential for expansion; however, the Monserate Sandy Loam (2 to 9 percent) soil type near La Loma Hills are subject to expansion due to their high clay content.

Potential expansive soils impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects and solar systems for new homes and commercial land uses, and would depend on where such projects are constructed. General Plan Principle 1 and Municipal Code Chapter 15.04 require geotechnical investigations to determine whether expansive soils could pose a hazard, and to identify appropriate design and construction to mitigate potential hazards. Consequently, any potential impacts associated with expansive soils during implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. There would be ***no impact***.

Cumulative Impacts

Future growth envisioned in the General Plan would result in development that could be affected by seismic hazards or other geotechnical conditions, or could cause erosion. Geologic and soils hazards and erosion are typically site-specific and do not combine to produce cumulative effects. Standards in the General Plan and adherence to CBC and City standards for development would reduce impacts of new development to the extent required by law. The Regional Reduction Plan would not result in any direct or indirect significant effects related to geology and soils, and, therefore, implementation of the Regional

Reduction Plan would not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

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4.5.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a), associated environmental documents (1987b and 2013), and various sources, including publications prepared by a number of professional associations and agencies that have suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), the California Air Pollution Controls Officers Association (CAPCOA), the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), The Climate Registry, and the Association of Environmental Professionals (AEP). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The proposed project is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Colton emitted approximately 682,418 metric tons (MT) of carbon dioxide equivalents (CO_2e) in 2008. The emissions were calculated based on the 2012RTP traffic modeling, data from utilities, and land use. The largest portion of the City's 2008 emissions were from electricity and natural gas use in buildings (60.1 percent), followed by transportation (31.6 percent). Table 4.5.7-1 (2008 Net Total Emissions) summarizes the City's net 2008 emissions of CO_2e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

Climate Change Background

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric gases called "greenhouse gases" based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes

in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Table 4.5.7-1 2008 Net Total Emissions

Category	*Metric tons of CO_2e*
Building Energy	410,302
On-Road Transportation	215,836
Off-Road Equipment	22,891
Solid Waste Management	18,037
Agriculture	731
Wastewater Treatment	2,128
Water Conveyance	12,492
Total	***682,418***
Excluded Stationary Sources under Title V Permits[a]	55,509

a. Excluded from target setting and reductions due to lack of jurisdictional control (see "Analytical Method" section below)

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. Ozone tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO_2 emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO_2 emissions.

CO_2 is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO_2 occur within the carbon cycle where billions of tons of atmospheric CO_2 are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO_2 emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO_2 concentrations in the atmosphere by 35 percent as of 2005.

Methane

Methane is emitted from a variety of both human-related and natural sources. CH_4 is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH_4 emissions are related to human activities. Natural sources of CH_4 include wetlands, gas hydrates,[5] permafrost, termites, oceans, freshwater bodies, nonwetland soils, and wildfires. CH_4 emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH_4 emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH_4 from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

Nitrous Oxide

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N_2O.

Chlorofluorocarbons

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF_4 (carbontetrafluoride) and SF_6 (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF_4, SF_6, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

Potential Effects of Global Climate Change

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute

[5] Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a "cage" of water molecules.

to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

Water Supply. California Health and Safety Code Section 38501(a) recognizes that climate change "poses a serious threat to the economic well-being, public health, natural resources, and the environment of California," and notes, "the potential adverse impacts of [climate change] include…reduction in the quality and supply of water to the state from the Sierra snowpack." As most of the state, including the City of Colton, depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California's climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state's water delivery systems.

Water Quality. Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

Ecosystems and Biodiversity. Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur, which would potentially have an effect on the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that "20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels" (IPCC 2007). Shifts in existing biomes[6] could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Human Health Impacts. Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and

[6] A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO_2 concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO_2e, and are often expressed in metric tons (MT) or millions of metric tons (MMT) of CO_2e.

- **Global Emissions**—Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO_2e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions**—In 2004, the United States emitted 7.1 billion tons of CO_2e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO_2e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions**—In 2004, California emitted approximately 483 million tons of CO_2e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 million metric tons CO_2e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
  - > The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as "other," which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering

buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

Regulatory Framework

Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

Federal Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), which required USEPA to develop "mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy …" The Reporting Rule would apply to most entities that emit 25,000 MT CO_2e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

USEPA Endangerment and Cause and Contribute Findings

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF_6), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA's CAA Title V permitting regulations known as the "Tailoring Rule" under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

Clean Air Act Permitting (Tailoring Rule) for GHG Emissions

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the "Tailoring Rule," established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA's commitment to future rulemaking that will describe subsequent steps for GHG permitting. The "Tailoring Rule" requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT CO_2e per year. In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO_2e per year must provide BACT for GHG emissions.

Updated Corporate Average Fuel Economy (CAFE) Standards

The current federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

State

California Air Resources Board

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from nonprofessional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

Assembly Bill (AB) 1493—Pavley Rules

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II", now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and CEC are jointly responsible for

implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

Executive Order S-01-07—Low Carbon Fuel Standard

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

Senate Bill (SB) 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule. The SCAG RTP update with SCS strategies was adopted in April, 2012 and the first Amendment of the 2012 RTP with an SCS was adopted in June, 2013.

Senate Bill (SB) 97

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

Executive Order S-13-08

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts

in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

Greenhouse Gas Cap-and-Trade Program

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City and SOI, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation

planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal CAA planning requirements and focuses on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles traveled (VMT) emissions offsets following the recent changes in USEPA requirements.

San Bernardino County GHG Reduction Plan

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations and (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

Local

Colton General Plan

The Colton General Plan policies that are applicable to GHG emissions and reductions[7] are as follows:

AQ Policy 2.1.2 Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

[7] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

AQ Policy 2.3.1 Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

AQ Policy 2.3.2 Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.

AQ Policy 4.2 Improve the balance between jobs and housing in order to create a more efficient urban form.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

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

Analytic Method

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Colton for the following scenarios: 2008, 2020 business-as-usual (BAU), and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

As stated above the GHG Reduction Target for the City is to reduce the GHG emissions fifteen percent below 2008 by 2020.

The 2020 BAU scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Highland's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Reduction Plan. Refer to in the Regional Reduction Plan (included in Appendix B of this EIR) for model inputs and sources, model output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The following summarizes the basis of the GHG calculations by emission source. The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided by CAPCOA, other reference sources (such as the USEPA, California Energy Commission, California Air Resource Board, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on

information provided by local utility providers, SCAG, and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. 2020 business as usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in VMT determined by SCAG. Refer to Appendices A and B of the Regional Reduction Plan for a detailed methodology of the GHG emissions and emission reduction calculations. The complete Regional Reduction Plan is included in Appendix B of this EIR.

Because the impact each GHG has on climate change varies, a common metric of CO_2e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO_2 equivalents (MT CO_2e).

Note that some stationary sources within the City are permitted under CAA Title V. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by SCAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devises on these permitted sources. Because the City does not have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources were not included in determining GHG Reduction Target setting or subject to City-administered reduction measures associated with them in the Regional Reduction Plan. However, SCAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program, will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Colton totaled 55,509 MT CO_2e in 2008.

Effects Not Found to Be Significant

Threshold	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Implementation of the Regional Reduction Plan in the City of Colton would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as landscape strategies, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits and renewable energy projects that are part of the reduction measures in the Regional Reduction Plan that would result in an overall reduction in GHG emissions.

The Regional Reduction Plan would implement additional reduction strategies that build from the existing programs in the General Plan such as transit-oriented development and infill development. Table 4.5.7-2 (GHG Emission Inventories and Reductions in the City of Colton) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional

Reduction Plan in the City of Colton and compares the reduced emissions with the City Reduction Target.

Table 4.5.7-2 GHG Emission Inventories and Reductions in the City of Colton

Category/Emission Source	*Metric Tons of CO_2e*				
	2008	*2020 BAU*	*Plan Reductions*	*2020 with Plan*	*% Reduction*
Building Energy	410,302	437,695	165,269	272,426	37.9%
On-Road Transportation	215,836	230,059	65,043	165,017	28.3 %
Off-Road Equipment	22,891	26,167	3,368	22,799	12.9%
Solid Waste Management	18,037	18,826	12,209	6,616	64.9%
Agriculture	731	373	0	373	0%
Wastewater Treatment	2,128	2,519	1,566	953	62.2%
Water Conveyance	12,492	16,739	2,955	13,783	17.7%
GHG Performance Standard for New Development	—	—	238	—	—
Total	***682,418***	***732,377***	***250,649***	***481,728***	***34.2%***
Reduction Target	**—**	**—**	**152,322**	**580,055**	**20.8%**
Does the Plan Meet the Reduction Target?	—	—	Yes	Yes	Yes
Reductions Beyond Target	**—**	**—**	***98,684***	**—**	**—**
Excluded Stationary Sources under Title V Permits[b]	55,509	60,605	—	—	—

Values may not sum due to rounding.

a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.

b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section, above).

The reduction measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.5.0 (Introduction to the Analysis) of this EIR. Regional Reduction Plan Chapter 4 has additional details of these reduction measures.

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Colton.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.5.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 682,418 MT CO_2e. The largest source of emissions was energy use, followed closely by transportation.

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using the Colton General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU inventory represents the projected City emissions without the incorporation of recently adopted sustainability measures or reduction measures included in the proposed project. Table 4.5.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 3732,377 MT CO_2e, an increase of 49,959 MT CO_2e (or 6.8 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be energy use followed closely by emissions associated with transportation. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 152,322 MT CO_2e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan, including local GHG reduction strategies, reduces 250,649 MT CO_2e of emissions in 2020 which exceeds the reduction goal by approximately 98,684 MT CO_2e. This is a reduction of approximately 34 percent in 2020. Therefore the Regional Reduction Plan fulfills its own GHG reduction planning.

AB 32 is implemented through the Scoping Plan which is the statewide plan for the reduction of GHG emissions. The Regional Reduction Plan builds complements the statewide efforts of the Scoping Plan by building upon the reduction measures administered by the State. For example, the Regional Reduction Plan Reduction Measure Energy-1 (Energy Efficiency for Existing Buildings) implements the energy efficiency retrofits contemplated in the Scoping Plan. Solar installation for new and existing housing and commercial buildings shown in the reduction measures of the Regional Reduction Plan, provide additional renewable energy sources beyond what was contemplated in the AB 32 Scoping Plan. In addition, the AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The Colton chapter of the Regional Reduction Plan demonstrates that the City exceeds that level of reduction. All of the reduction measures in the Colton chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan. Therefore, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.5.0 of this EIR and are described in further detail in Chapter 4 of the Regional Reduction Plan.

SB 375 requires SCAG to provide an SCS that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS. Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Colton include On-Road Transportation-1 (Sustainable Communities Strategy). This reduction measure provides the land use changes within the City of Colton needed to fulfill Colton's portion of the Regional SCS land use patterns.

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description:** SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.
- **Entity Responsible for Implementation:** The City of Colton and SCAG are responsible for implementing this measure. The City of Colton provides land use density and development patterns consistent with the SCS such as increased density and mixed use development near transit stations that provides transit oriented development. SCAG leads and SANBAG plays a supporting role in enabling transportation improvements, such as extension of the Metrolink line to Redlands and Bus Rapid Transit improvements in San Bernardino County.

The following details each components of On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional)**—To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems. These goals could be pursued in connection with, and in addition to, adoption of SANBAG's LRTP.
- **On-Road-1.2: Other Transit Improvements (Regional)**—SANBAG and Colton will work with local and regional transit agencies to secure the following services.
  - > Additional Bus Rapid Transit routes, and other transit choices such as shuttles and rail, beyond what is outlined in the SANBAG LRTP.
  - > Convenient feeder service from multimodal transit center to downtown employment centers.
  - > Regionwide bus/transit passes.
  - > Park-and-ride lots.
  - > New opportunities to finance further transit service for the elderly, handicapped, and recreational purposes.
  - > Shuttle service to transport facilities (e.g., park-and-ride lots).
  - > Idling limits for transit fleets.
- **On-Road-1.3: Public Transit Funding (Regional)**—SANBAG and the City of Colton will collaborate with a broad range of agencies and organizations to improve and expand funding for public transit infrastructure and operations.

- **On-Road-1.4: Adopt Land Use Patterns to Favor Transit-Oriented Development**—The Colton Plan provides the changes in land use patterns to further prioritize transit-oriented development along existing and planned transit facilities. This strategy could build on one of the alternatives considered in the LRTP alternative, which redistributes population and employment growth to transit corridors, and promotes transit oriented development at station areas.
- **On-Road-1.5: Nonmotorized Zones (Local)**—The City of Colton is providing urban nonmotorized zones in downtown areas where feasible and considering establishing a goal for conversion of downtown roadway miles to transit, linear parks, or other nonmotorized zones (California Air Pollution Control Officers Association 2010) and provide for the following services:
  - > Monitor traffic and congestion to determine roadways that should be targeted for improvements.
  - > Evaluate potential efficiency gains from further signal synchronization. Synchronize traffic signals throughout the city and with adjoining cities while allowing free flow of mass transit systems. Require continuous maintenance of the synchronization system
  - > Allow for more-efficient bus operation, including possible signal preemption, and expand signal-timing programs where air quality benefits can be demonstrated.
- **On-Road-1.6: Traffic Calming (Local)**—The City of Colton will provide traffic calming measures to encourage people to walk or bike instead of using a vehicle.
- **On-Road-1.7: Traffic Signal Synchronization (Local)**—The City of Colton is improving travel speed by enhanced signal synchronization.
- **On-Road-1.10: Employer Provided Fringe Benefits (Local)**—The City of Colton is encouraging the use of telecommuting and alternative work schedules for employees and other employer benefits to reduce VMT, including a Guaranteed Ride Home Program.3
- **On-Road-1.11: Pedestrian Bicycle Lanes (Local/Regional)**—The City of Colton has Created bicycle lanes directed to the location of schools and major employment districts.
- **On-Road-1.12: Pedestrian and Bicycle Network Improvements (Local/Regional)**—The City of Colton is improving the existing pedestrian and bicycle network as follows:
  - > Encourage the development of bicycle stations, attended parking, and other attended bicycle parking support facilities at intermodal hubs.
  - > Establish a network of multiuse trails to facilitate safe and direct off-street bicycle and pedestrian travel. Provide bike racks along these trails at secure, lighted locations.
  - > Evaluate and consider free bicycles for public use and/or charge a nominal fee for their use.
  - > Amend or implement a development code to include standards for provision of safe pedestrian and bicyclist accommodations, including "Complete Streets" policies that foster equal access by all users, including pedestrians and bicyclists. Include standards in the design of roadways. As appropriate, require new development and redevelopment projects to address bicycle and pedestrian access internally and to other areas through easements; safe access to public transportation and construction of paths that connect with other nonmotorized routes; and safe road crossings at major intersections for school children and seniors.

> Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects. Consider using state gas tax subventions, sales tax funds, other funding sources, and development exactions/impact fees to provide bicycle and pedestrian facilities.

> Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by nonmotorized vehicles, and new residential communities that block through-access on existing or potential bicycle and pedestrian routes.

> Develop and implement a bicycle safety education program to teach drivers and bike riders the laws, riding protocols, routes, safety tips, and emergency maneuvers to increase confidence, safety, and frequency of use for new and existing bike riders.

- **On-Road-1.13: Alternative Fuel Infrastructure (Local/Regional)**—SANBAG and the City of Colton promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles such as electric vehicle charging facilities and conveniently locate alternative fueling stations. Convert public transit, street sweeping, and refuse fleets to alternative fuels and provide supporting infrastructure. Examine the use of smaller, more fuel-efficient taxicabs and offering incentives to taxicab owners to use gas-electric hybrid vehicles.
- **On-Road-1.14: School Programs and Outreach (Local)**—The City of Colton collaborates with local public schools districts to expand school bus services and routes. Encourage ridesharing programs in private schools to match parents by geographical location for student transport including the following.

> Continue to provide public education and information about options for reducing motor vehicle related GHG emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low- or zero-emission vehicles; and car and ride sharing.

In addition Colton will participate in the Regional Reduction Plan reduction measure On-Road-2 ("Smart Bus" Technology), which helps implement the SCS within Colton.

- **On-Road-2 "Smart Bus" Technology**—Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information (California Air Pollution Control Officers Association 2009). Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies systemwide on all bus routes serving San Bernardino Valley (Omnitrans service area) to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. Completed implementation is slated for December 2012. In Phase II, Omnitrans will install electronic signs at all major transit hubs and provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. Phase II completion is slated for December 2013. GHG emissions are expected to decrease because the AVL technologies could lead to more fuel efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans' Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route

and are not included in this analysis. Omnitrans is primarily responsible for this measure. The City of Colton will coordinate with Omnitrans as appropriate.

The following discussion summarizes the Colton General Plan policies that correlate with these two reduction measures implementing the SCS within the City of Colton:

AQ Policy 2.1.2 Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

AQ Policy 2.3.1 Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

AQ Policy 2.3.2 Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.

AQ Policy 4.2 Improve the balance between jobs and housing in order to create a more efficient urban form.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG's SCS strategy in Colton. Therefore, this impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

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4.5.8 Hazards/Hazardous Materials

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Colton from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.5.6 (Geology/Soils) and Section 4.5.9 (Hydrology/Water Quality), respectively. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Hazardous Materials and Hazardous Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Hazardous Materials and Waste Sites

The Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database is maintained by the United States Environmental Protection Agency (USEPA) and contains information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation. The USEPA Superfund Information System currently includes four hazardous or potentially hazardous sites being assessed pursuant to CERCLA.

The USEPA also maintains the CERCLIS Comprehensive Environmental Response Compensation and Liability Information System list. This list contains sites that are either proposed to be or on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. There are no NPL sites within the planning area.

RCRA and Hazardous Waste Generators

The Resources Conservation and Recovery Act (RCRA) is a federal law that regulates the generation, management, and transportation of waste material. The USEPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month. Facilities producing less than 100 kg of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 1,000 kg or more hazardous waste per month. LQG and

SQG facilities are subject to the storage and transportation requirements of RCRA. As of January 27, 2010, 62 active hazardous waste handlers are located in the planning area including three LQG and four hazardous waste transportation facilities.

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both state and local agencies. This Act requires the Environmental Protection Agency to maintain and publish a list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This list, known as the Toxic Release Inventory (TRI), gives the community more power to hold companies accountable for their chemical management. As of January 28, 2010, eight TRI facilities were located in the planning area.

According to California Department of Toxic Substances (DTSC), there are no hazardous waste and substance sites within the planning area. However, two active site cleanup programs through the State Water Resources Control Board (SWRCB) occur within the City. As well as, three active leaving underground storage tanks assessments in progress within the City

Airport Hazards

San Bernardino International Airport is located approximately four miles northeast of the planning area. Rialto Municipal Airport is located approximately six miles to the northwest, and Flabob Airport is located approximately seven miles to the southwest. No portion of the planning area is within the influence area of these airports.

Fire Hazard

The southern portion of the planning area (generally defined by the Pellissier Ranch Specific Plan boundaries) has been designated as a Very High Fire Hazard Severity Zone through the California Department of Forestry and Fire Protection (CALFIRE) Fire and Resource Assessment Program.

Regulatory Framework

There are numerous federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste. Federal and state statutes, as well as local ordinances and plans, regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal

The USEPA is the primary federal agency that regulates hazardous materials and waste. The regulations are codified in Code of Federal Regulations (CFR) Title 40. USEPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management also includes the treatment, storage, or disposal of hazardous waste. RCRA authorized the USEPA to authority to control hazardous

waste from generation to transportation, treatment, storage, and disposal. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. Other key federal laws pertaining to hazardous materials and waste include the Emergency Planning and Community Right-to-Know Act (EPCRA) and Toxic Substances Control Act (TSCA). The U.S. Department of Transportation (USDOT) has established regulations (CFR Title 49) for the transport of hazardous materials and wastes.

State

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). The State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing underground storage tank (UST) requirements, and it also regulates groundwater cleanup programs.

Regional

San Bernardino Fire Protection District

The San Bernardino Fire Protection District, Hazardous Materials Division, was granted authority by the Cal/EPA to become the certified Unified Program Agency (CUPA) for San Bernardino County. The CUPA is directly involved in the inspection, permitting, and enforcement of hazardous materials manufacturers, hazardous waste generators. USDOT and the California Highway Patrol (CHP) regulate the transportation of hazardous materials while the DTSC is actively involved in the storage of hazardous materials and the cleanup of hazardous waste sites. The San Bernardino Fire Protection District also provides wildland fire suppression services and hazardous materials incident response.

San Bernardino County Solid Waste Management Plan

The City of Colton has adopted the San Bernardino County Solid Waste Management Plan. This is in accordance with California Government Code Section 65302 that requires solid waste management to be addressed in a City's adopted General Plan, also that it must be consistent with the adopted San Bernardino County Solid Waste Management Plan as a plan of that agency's plan. The City has adopted the San Bernardino County Solid Waste Management Plan in order to mitigate problems associated with hazardous waste materials.

Local

Colton General Plan Safety Element

The City's General Plan Safety Element includes principles and standards designed to minimize loss due to fires. Standard 1 limits development in high fire hazard areas. Standard 2 defines major arterials and freeways as evacuation routes during emergency situations.

Colton Fire Code

The City has adopted the 2007 California Building Code, including Sections 701A et al. that defines specifications for exterior materials and construction methods for structures located in WUI. These regulations pertain to any new building located within a Local Agency Very High Fire Hazard Severity Zone or within a State Responsible Moderate, High, or Very High Fire Hazard Severity Zone. This Section's purpose is to protect life and property by increasing a building's ability to resist the intrusion of flames or burning embers projected by a vegetation fire. The section's provisions address roofing, exterior walls, decking, and ancillary buildings.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- 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
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

Effects Not Found to Be Significant

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

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, renewable energy generation and smart bus technologies. The GHG reductions do not involve the transport or use of hazardous materials. Current federal and state regulations and Colton General Plan would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Upset and accident conditions that result in hazardous materials incidents are primarily associated with industrial processes and transport of large quantities of materials (e.g., trucks hauling fuel). Implementation of the reduction measures would not involve processes or operations that would use or transport, or dispose of hazardous materials or wastes in large quantities or of a type that poses serious human health or environmental risks should an accident occur. There would be ***no impact***.

Threshold	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Implementation of the reduction measures would not involve processes or operations that would generate hazardous air emissions or involve the use of acutely hazardous materials, as defined in California Health and Safety Code Section 25316 and 22 CCR Section 66260. Installation of solar installation in new housing and commercial (Energy 4 and 8) would not involve the use of such materials. Any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be regulated by the California health and safety code, South Coast Air Quality Management District permits, and City health and safety codes to ensure that the Regional Reduction Plan does not emit hazardous emissions. Therefore, impacts would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan does not propose siting reduction measures at particular locations. Siting of renewable energy generation is reviewed by the City Planning to ensure that implementation of the Regional Reduction Plan does not create a hazard to the public or the environment. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?

No airport is located within the City. Therefore, there would be ***no impact***.

Threshold	Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

No private airstrip is located within the City. Therefore, there would be ***no impact***.

Threshold	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Emergency response plans have been prepared at the regional and local level. There are numerous evacuation routes within the City. None of the reduction measures selected by the City would involve changes in land use or population, roadway configurations or capacity, or other changes in the environment that would directly or indirectly affect emergency response plans or evacuation routes. There would be ***no impact***.

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

None of the reduction measures that would be implemented by the City would involve the construction or operation of structures or development of new occupied uses that would be vulnerable to wildland fire hazard. There would be ***no impact***.

Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

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4.5.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality, including flood hazards, in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from the City of Colton General Plan Update EIR (2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Regional Drainage

The planning area is located entirely within the Santa Ana River Basin watershed. The Santa Ana Region (Region 8 is the jurisdictional boundary of the watershed) is approximately 2,800 square miles in size, representing the smallest of California's nine regional management districts, known as Regional Water Quality Control Boards (RWQCB). The river is approximately 75 miles long and it originates in the San Bernardino Mountains, travels southwest, and terminates at the Pacific Ocean near the Huntington Beach/Newport Beach city boundary. Water flow in the river is regulated by the Prado Dam, the Seven Oaks Dam, and other flood-control facilities along the river and its tributaries. The City is nearest to Reach 4 of the Santa Ana River, which flows to the Mission Boulevard Bridge in Riverside. A portion of this reach forms the southeastern boundary of the planning area (Colton 2013).

Local Surface Waters

Santa Ana River

Reach 4 of the Santa Ana River transects the southern portion of the planning area. The Santa Ana River is the defining waterbody in the watershed. Flows in Reach 4 are perennial, with much of the section being operated as a flood control facility. The City of Colton of Water Department does not divert surface water flows from the Santa Ana River for municipal uses. Surface waters within the planning area are illustrated in Figure 4.5.9-1 (Groundwater Basins and Surface Waters) (Colton 2013).

Lytle Creek

The channelized east branch of Lytle Creek transects the northern portion of the City before merging with Warm Creek and discharging into the Santa Ana River. This portion of Lytle Creek is operated as a flood control facility, with intermittent discharges associated with seasonal rain and urban runoff (Colton 2013).

Warm Creek

A portion of Warm Creek is located in the eastern portion of the City near Interstate 10 (I-10) and the Santa Ana River intersection. This portion is a bypass channel (West Warm Creek) diverts from the natural (East) Warm Creek to an inflow channel that fills the Warm Creek artificial recharge basin. The

San Jacinto Fault forces groundwater to the surface near the confluence of Warm Creek and the Santa Ana River, resulting in regular perennial flows (Colton 2013).

Groundwater

The planning area is located within the Upper Santa Valley Groundwater Basin. The planning area is underlain by the Bunker Hill, Rialto-Colton, San Timoteo, and Riverside-Arlington groundwater subbasins. Groundwater supply management occurs through a system of water agencies. Groundwater quality is managed by the RWQCB; groundwater supply is managed by multiple water agencies such as the City's Water Department. RWQCB divides groundwater subbasins into groundwater management zones (GMZ). Each GMZ's division is based on geologic formations, flow system, and distinct water quality. Descriptions of each subbasin are provided below (Colton 2013).

Bunker Hill Subbasin

The Bunker Hill groundwater subbasin underlies a small portion of the eastern planning area. The subbasin is bounded by the Banning Fault to the south, the Redlands Fault to the east, the San Andreas Fault to the north, the Glen Helen Fault to the northwest, and the San Jacinto Fault to the southwest. Lytle Creek, Mill Creek, and the Santa Ana River provide approximately 60 percent of the subbasin's total recharge (Colton 2013).

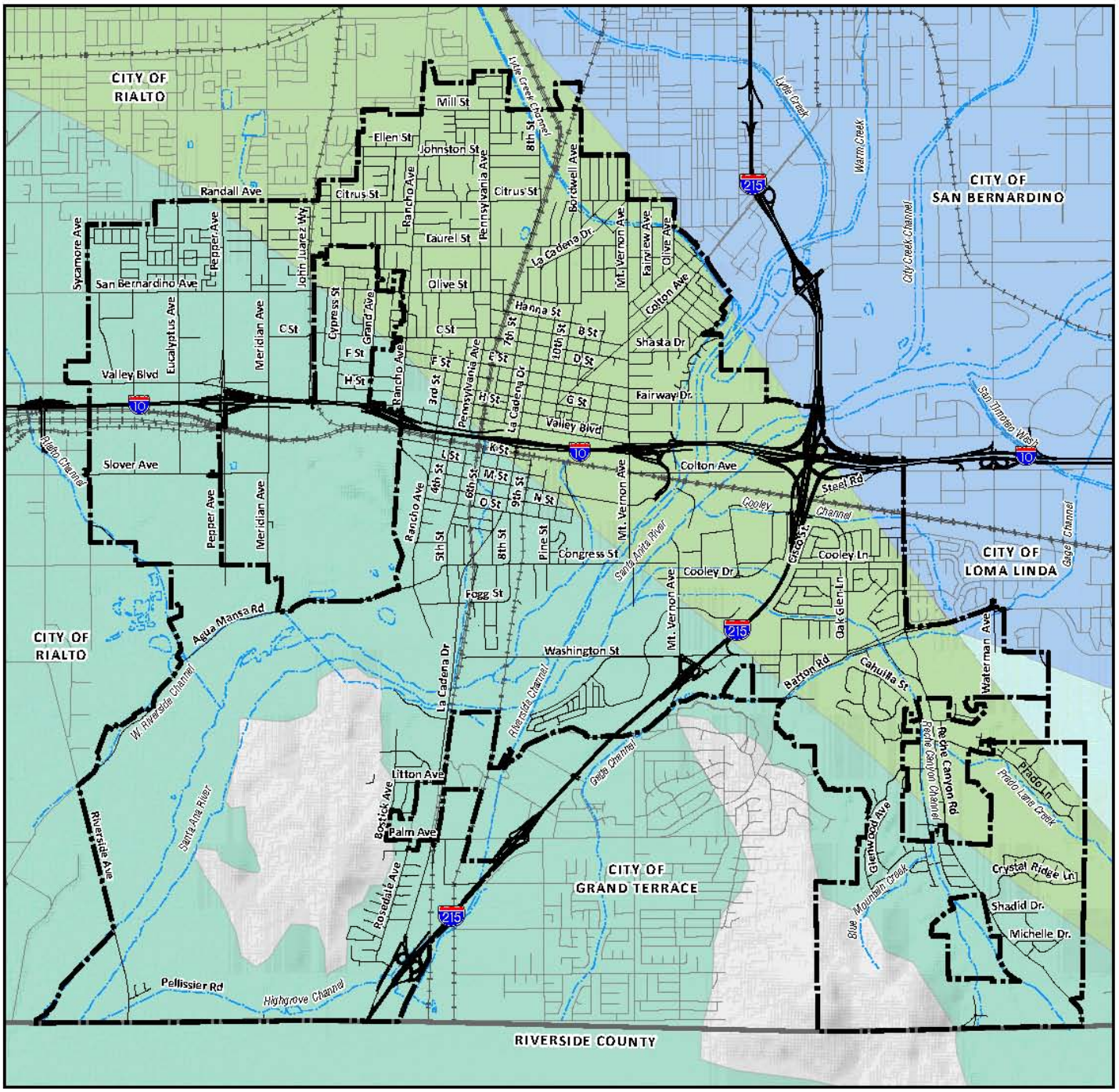
The San Bernardino Flood Control District (SBCFCD) maintains Devil Creek, Twin Creek, Waterman Creek, and Sand Creek that may be used for recharge. Additionally, State Water Project (SWP) imported water has been used to replenish the subbasin (Colton 2013).

The basin is managed by the San Bernardino Valley Water Conservation District (SBVWCD). Public water agencies that use the subbasin's resources include the City of Colton, East Valley Water District, City of Loma Linda, City of Redlands, City of Riverside, City of San Bernardino, and West San Bernardino County Water District (Colton 2013).

The Bunker Hill Subbasin is a part of the area known as the San Bernardino Basin Area (SBBA). The SBBA traditionally refers to two groundwater subbasins—Bunker Hill and Lytle Creek. The Western-San Bernardino Watermaster provides a careful accounting of the SBBA on an annual basis. If pumping in the area exceeds the safe yield of the basin, then water must be imported to offset the amount exceeding the safe yield. If pumping in the area is below the safe yield, then the basin accrues "credits" in a like amount (Colton 2013).

The Bunker Hill Subbasin includes a number of contamination plumes, i.e., a concentration of contaminants in a portion of a groundwater basin, subbasin, or aquifer. Additionally, the RWQCB Water Quality Management Plan indicates that the Bunker Hill-A GMZ is in excess of the water quality objective for total dissolved solids (TDS) and nitrate-nitrogen.

The Bunker Hill subbasin's recharge, historically, has resulted from infiltration of runoff from the San Gabriel and San Bernardino Mountains. The Santa Ana River, Mill Creek, and Lytle Creek contribute more than 60 percent of total recharge. Cajon Creek, San Timoteo Creek, other creeks provide a lesser amount. Sources include precipitation and delivered water to streambeds and spreading grounds, such as the Warm Creek artificial-recharge basins (Colton 2013).



***Source*:** City of Colton. 2013. City of Colton General Plan Update Draft Environmental Impact Report. January.

Figure 4.5.9-1

Groundwater Basins and Surface Waters

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Riverside-Arlington Subbasin

The Riverside-Arlington subbasin underlies the western portion of the planning area. This subbasin is bound by the Box Spring Mountains to the southeast, the Arlington Mountains to the south, La Sierra Heights and Mount Rubidoux to the northwest, the Jurupa Mountains to the north, the Rialto-Colton Fault to the northeast.

Primary recharge is from the Santa Ana River, underflow past the Rialto-Colton Fault, and underflow from the Chino subbasin. A portion of the subbasin is managed by the City of Riverside. The portion of the subbasin is designated as the Riverside-B GMZ. This GMZ is characterized by high TDS and nitrogen levels. The City of Colton does not pump groundwater from this subbasin.

The Riverside-Arlington subbasin is replenished by infiltration from Santa Ana River flow, underflow past the Rialto-Colton Fault, intermittent flow from the Chino subbasin, return irrigation flow, and deep percolation of precipitation.

Rialto-Colton Subbasin

The Rialto-Colton subbasin underlies a portion of the upper Santa Ana Valley in southwestern San Bernardino County and northwestern Riverside County. This subbasin is bordered by the San Gabriel Mountains to the north, the San Jacinto Fault to the east, the Box Springs Mountains to the south, and the Rialto-Colton Fault to the west. The subbasin is divided into the Lytle, Rialto, and Colton GMZs, with the Lytle Creek and Rialto GMZs underlying portions of the City's planning area. The Lytle and Rialto GMZs are experiencing high nitrogen levels. Primary recharge areas include Lytle Creek in the northwest, Reche Canyon in the southeast, and the Santa Ana River in the south. The subbasin was adjudicated in 1961; however, the court decree is only in effect during times of drought. Management of the subbasin in the south has been adjudicated between the cities of San Bernardino, Rialto, and Riverside by the Western San Bernardino Watermaster.

Lytle Creek serves as the principle recharge area for the northwestern part of the subbasin, while Reche Canyon provides recharge for the southeastern part and the Santa Ana River recharges the south-central portion. Percolation, underflow, and irrigation and septic returns provide recharge, to a lesser extent.

San Timoteo Subbasin

The San Timoteo subbasin is located under a small portion of the southeast planning area in the Reche Canyon area. This subbasin is bound to the north and northeast by the Banning Fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills, on the south by the San Jacinto Fault, on the west by the San Jacinto Mountains, and on the east by a topographic drainage divide with the Colorado River Hydrologic Region. The City does not pump groundwater from this basin.

Groundwater is replenished by subsurface inflow and percolation of precipitation, runoff, and imported water. Runoff and imported water are delivered to streambeds and spreading grounds for percolation.

Flood Hazards

The Santa Ana River represents the primary threat of flooding within the planning area, with lesser risk associated with Lytle Creek, Reche Canyon, and Prado Lane Creek. Under the direction of the Federal

Emergency Management Agency (FEMA) through the National Flood Insurance Program (NFIP), flood-prone areas have been mapped throughout the country.

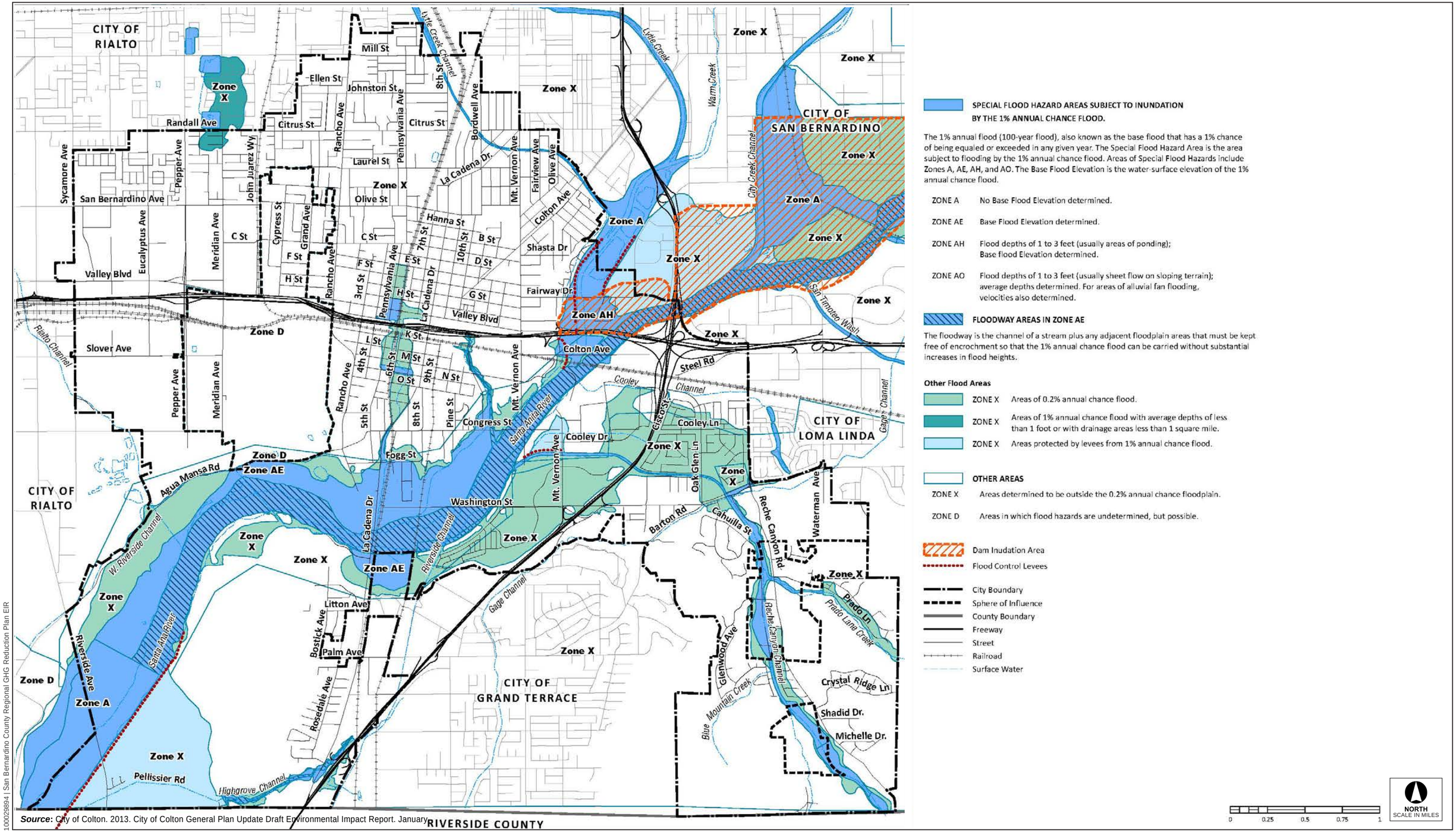
Designated Flood Zones

The most common flood hazard zone in the NFIP is Zone A, indicating that the area is subject to 100-ear flooding. This means that under the strongest storm anticipated within a 100-year span, the area will flood. This can also be interpreted as being subject to a 1 percent annual chance of flooding. Another common flood zone is Zone X, indicating that the area is not subject to flooding. Zone D indicates that flood potential for the area has not been determined but is possible. Zone AE is designated to those areas subject to 100-year floods and also have had base flood elevations (BFE) established. BFE indicates the anticipated height of floodwaters during the 100-year storm event. This becomes important when developing in the floodplain fringe because FEMA regulations limit development within the floodplain fringe that would raise BFEs by more than one foot (Colton 2013).

Flooding potential in the planning area is minimal. Flood control facilities have been constructed to contain 100-year flood events within drainage channels such as the Lytle Creek Channel and the Reche Canyon Channel. With regard to the Santa Ana River, FEMA mapping within the past five years have been updated to reflect upstream dam improvements. The FIRMs show that portions of the City near the Santa Ana River are subject to 100-year floods. In particular, industrial development in the southwestern and central portions of the planning area has been designated by FEMA as subject to 100-year flood hazards. Additionally, residences near the Warm Creek recharge basin are subject to 100-year flood hazards. Some residential and commercial structures exist today in these flood hazard areas, but there are no critical facilities such as hospitals, schools, power plants, etc. Flood hazard areas are mapped in Figure 4.5.9-2 (Hydrologic Hazards) (Colton 2013).

A portion of the City is located within the Seven Oaks Dam inundation area. The Seven Oaks Dam is located on the Santa Ana River, approximately 13 miles upstream. The area located within the Seven Oaks Dam inundation area is generally located at the northwest corner of the junction, south of the Warm Creek recharge basin. Seven Oaks Dam—San Bernardino County's rockfill dam—retains the Seven Oaks Reservoir. Seven Oaks Dam is designed to operate in conjunction with Prado Dam (approximately 40 miles southwest) to provide flood protection to San Bernardino, Riverside, and Orange Counties. At the beginning of the flood season, runoff is stored with small releases made to maintain downstream water supply flows. During a flood, Seven Oaks Dam stores floodwaters until the Prado Dam reservoir is no longer rising, then the floodwater is gradually released. The Santa Ana River flows unhindered through Seven Oaks Dam during the non-flood season. Several levees protecting portions of the City from flood hazards are located within and in proximity of the planning area, according to the California Levee Database. All levees within the planning area are operated and maintained by San Bernardino County and not operated or maintained by the United States Army Corps of Engineers (USACE).

There is a system of three interconnected levees located on Santa Ana River's east bank in the City's southern portion, south of the La Loma Hills, and provide protection for the area near Riverside Avenue and Pellissier Road. Failure of the levee system could inundate some light industrial development; however, much of the inundation area is currently vacant (Colton 2013).



SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD.

The 1% annual flood (100-year flood), also known as the base flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazards include Zones A, AE, AH, and AO. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevation determined.
ZONE AE	Base Flood Elevation determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base flood Elevation determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encrochment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

Other Flood Areas

ZONE X	Areas of 0.2% annual chance flood.
ZONE X	Areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile.
ZONE X	Areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

Dam Inudation Area

Flood Control Levees

City Boundary

Sphere of Influence

County Boundary

Freeway

Street

Railroad

Surface Water

0 0.25 0.5 0.75 1

NORTH
SCALE IN MILES

Source: City of Colton. 2013. City of Colton General Plan Update Draft Environmental Impact Report. January.

Figure 4.5.9-2
Hydrologic Hazards

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Also, there is a system of two asphalt levees located in the City's northeast portion at the confluence of Lytle Creek and Warm Creek, near the westbound I-10's exit. The Lytle Creek flood plain in this area could potentially inundate residential development located on Award Drive to the west of the levee (Colton 2013).

Levee 4964 forms the eastern edge of the Warm Creek recharge basin. The earthen levee system spans from Fairway Drive to the Auto Plaza Drive exit off southbound I-215. Failure of this levee during a substantial storm event would generally submerge vacant land; however, floodwaters could impact a mini-storage facility and commercial uses located near the East Fairway Drive and South Auto Plaza Drive intersection. Levee 4969 is located near the intersection of South Vernon Court and East Mission Street near the Mount Vernon off-ramp south of I-10. The inundation area due to failure of levee has not been mapped by FEMA (Colton 2013).

The Reche Canyon levee is located at the confluence of Reche Canyon Channel and the Santa Ana River beginning at a culvert located under Mount Vernon Drive between Santo Antonio Drive and Cooley Drive. Failure of this levee could impact a variety of uses located within business park suites on Mount Vernon Avenue. The uses include My First Academy Preschool, San Bernardino County Special Education School, and Echoes of Love Ministry (Colton 2013).

Seiches

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The planning area does not contain any open reservoirs, lakes, or other large bodies of water; therefore, substantial impacts from seiche could not occur.

Mudflows

A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. The majority of the planning area is flat and therefore, not susceptible to debris flows. However, some southern portions of the City have steep sloping hills. Slover Mountain is located adjacent to I-10 between the Pepper Avenue and Rancho Avenue exits. Slover Mountain is a cement and aggregate extraction area associated with operation of the California Portland Cement Company; it has little risk for debris flows because the mountain's terraced slopes are actively maintained. The La Loma Hills are located south of the Colton Landfill between Riverside Avenue and La Cadena Drive. Residential development on the La Loma Hills' eastern foot could be susceptible to debris flow hazards during heavy rainfall, particularly following any wildfire event in the hills. The Box Springs Mountains, located in the Reche Canyon area, are extensively developed with residential development. This area represents the highest risk for debris flow damage in the planning area.

Regulatory Framework

Federal

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates water quality and water resources principally through the federal Clean Water Act (CWA) and federal Safe Drinking Water Act (SDWA).

Clean Water Act

The federal Water Pollution Control Act (also known as the CWA) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. CWA Section 402 requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Safe Drinking Water Act

The federal SDWA provides regulations on drinking water quality in Colton. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the USEPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and Escherichia coli). Changes to the MCL list are typically made every three years, as the USEPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Pollution Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect

sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits. Also, the USEPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

NPDES has a variety of measures designed to minimize and reduce pollutant discharges. For example, pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) are regulated by the USEPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The MS4 permit in effect in the City of Colton is Order R8-2010-0036 issued by the Santa Ana RWQCB.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate FEMA to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Colton, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the USACE and the San Bernardino County Flood Control District for updating, method consistency with the RWQCB, and proposed BMPs.

State

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), a division of the California Environmental Protection Agency (Cal/EPA), regulates water resources including water quality within California. The SWRCB's mission is to preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations. SWRCB's regulatory authority is based upon USEPA's delegated authority of the NPDES permitting process within the state, and California's Porter-Cologne Water Quality Act. The SWRCB is divided into nine RWQCBs, each regulating watersheds within their region.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan, or Basin Plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Colton is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of 1 acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that an SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff, and must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants to be implemented if

there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Regional

County of San Bernardino Stormwater Program

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the Santa Ana RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1-, 5-, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project not adversely impact downstream erosion, sedimentation, or stream habitat.

Santa Ana River Basin Water Quality Control Plan

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific waterbodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Colton Municipal Code

The City's Municipal Code addresses hydrology and water quality issues through the following sections:

- **Municipal Code Chapter 16.72 (Grading and Erosion Control)**—This requires compliance with the City's requirements for grading and erosion control, including the prevention of sedimentation or damage to offsite property.
- **Title 14 (Storm Drains and Floodplain Management)**—The purpose of this title is to promote the health, safety, and general welfare of the inhabitants of the City by controlling discharges into the city's storm drain system. This is accomplished by eliminating all non-permitted discharges to the municipal separate storm sewers, controlling the discharge to the municipal separate storm sewers from spills, dumping or disposal of materials other than stormwater, and reducing pollutants in stormwater discharges to the maximum extent practicable. This title addresses residential, commercial, industrial, and construction activities pursuant to the Countywide NPDES permit requirements. This title also establishes the City's authority for collection of storm drain management fees to address immediate and long-term system operation, administration, maintenance, and improvement.

- **Chapter 15.04 (California Codes)**—The City has adopted the 2010 California Building Code (CBC) and other applicable codes pursuant to this Chapter. The CBC includes grading and erosion control provisions requiring implementation of erosion control measures, as necessary.
- **Chapter 15.18 (Floodplain Management Regulations)**—The purpose of this chapter is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions. This chapter addresses standards for construction, utilities, subdivisions, and manufactured homes located within flood hazard areas.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam
- Inundation by seiche, tsunami, or mudflow

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact hydrology, water quality, create or increase the potential for flood hazards or inhibit the ability to respond to flood hazards.

Effects Not Found to Be Significant

Threshold	Would the project violate any water quality standards or waste discharge requirements?

Water quality degradation in the City from erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan, and depend largely on the areas affected and the length of time soils are subject to erosion. Although implementation of the Regional Reduction Plan may result in runoff during construction of individual energy-generating facilities, methane capture systems, pedestrian, bicycle, or transit infrastructure that could adversely affect water quality beyond standards specified by the SWRCB, all reduction measure development requiring ground disturbance would be subject to regional and local regulations including the need for an SWPPP under NPDES No. CAS000002. In addition, the City requires compliance with Municipal Code Title 14 (Storm Drains and Floodplain Management), which controls discharges into the City's storm drain system. Also, the City requires the obtainment of a grading permit for all developments that would require grading. In turn, all work requiring a grading permit would be required to address and mediate impacts from sedimentation and erosion. Compliance with SWRCB's General Construction Activity Stormwater Permit regulations requiring an SWPPP, and the grading permit required by the City would reduce the risk of water degradation within the City from soil erosion related to construction activities associated with the Regional Reduction Plan to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure as provided for in the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially increase the impermeable surface area such that groundwater recharge would be substantially affected. Energy retrofits, solar arrays, or wind turbines would not increase impermeable surface area in the City. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?

Energy retrofits and passive energy-producing components such as photovoltaic arrays would not alter existing drainage patterns in the City, as they would consist of structural alterations, not an increase in

overall building footprint. Some renewable energy-generating facilities that could be constructed on vacant land, hillsides, or open space areas could alter existing drainage patterns; however, as noted above, all construction would be subject to regulations related to water quality, erosion, and stormwater runoff. Individual projects associated with implementation of the Regional Reduction Plan would be subject to review by the City prior to issuance of a grading permit, which process requires preparation of a drainage study and SWPPP. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

Energy facilities under the Regional Reduction Plan could be constructed in a 100-year flood plain. As mentioned previously, the 100-year flood hazard areas within the City are located along drainage channels such as the Lytle Creek Channel and the Reche Canyon Channel. The FIRMs show that portions of the City near the Santa Ana River are subject to 100-year floods. Additionally, industrial development in the southwestern and central portions of the planning area has been designated by FEMA as subject to 100-year flood hazards. Also, residences near the Warm Creek recharge basin are subject to 100-year flood hazards. All new development, including facilities constructed pursuant to implementation of the Regional Reduction Plan, would be subject to the provisions of City Municipal Code Chapter 15.18 (Floodplain Management Regulations). Recognizing that the flood hazard areas of the City are subject to periodic inundation that can adversely affect the public health, safety and general welfare, the purpose of the Floodplain Management Regulations is to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Additionally, the Floodplain Management Regulations also include provisions for preventing or regulating the construction of flood barriers that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. Compliance with the Municipal Code is assured through City review of all proposed development. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The development of any new facilities during implementation of the Regional Reduction Plan within a road right-of-way or other areas that may impact storm drains must be coordinated with the City prior to the beginning of construction. Compliance of City provisions including the Floodplain Management Regulations would ensure that people and property are protected from flooding through responsible and efficient stormwater management. Compliance with NPDES permit requirements would ensure that the

proposed project would not provide substantial additional sources of polluted runoff. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?

The Regional Reduction Plan would not otherwise substantially degrade water quality. The impact would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan does not include a housing component. There would be ***no impact***.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Renewable energy generation facilities could be constructed in a 100-year flood hazard area as a result of Regional Reduction Plan implementation. City Municipal Code Chapter 15.18 (Floodplain Management Regulations) includes provisions for preventing or regulating the construction of structures that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not impede or result in the redirection of flood flows in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. Compliance with the Municipal Code is assured through City review of all proposed development. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Transit, pedestrian and bicycle infrastructure, energy retrofits, and passive energy solar arrays built during implementation of the Regional Reduction Plan may have a risk of flooding from dam failure. If wind farms or other energy-producing facilities are built in open space areas, they could be subject to increased risk from dam inundation depending on their location. However, all new development would be subject to the provisions of City Municipal Code Chapter 15.18, designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. These standards apply to construction, utilities, subdivisions, and manufactured homes located within flood hazard areas. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?

The City is not located within the immediate area of the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. Significant impacts from seiches are unlikely to occur because the planning area does not contain any open reservoirs, lakes, or other large bodies of water. The City's

Floodplain Management Regulations prohibits encroachments into San Bernardino County Flood Control District's right-of-way (which include drainage channels), with specified exceptions. Drainage channels in the City are maintained by the San Bernardino County Flood Control District, whose approval would be required for any project that proposed alterations to a channel. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City are reviewed for adherence to the City's Floodplain Management Regulations and any San Bernardino County Flood Control District encroachment permits. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Threshold	Would the project inundation by seiche, tsunami, or mudflow?

Because the Regional Reduction Plan does not significantly impact hydrology, water quality, or create flood hazards at a project level, implementation of the Regional Reduction Plan will not create impacts to hydrology, water quality or flood hazards that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Colton, City of. 2013. *City of Colton General Plan Update Draft Environmental Impact Report*, January.

———. n.d. *City of Colton Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing land use/planning were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The City of Colton is located in the valley region of San Bernardino County, east of the city of Fontana and between the cities of San Bernardino and Riverside. Colton was incorporated in July of 1887, making it one of the oldest cities in the county. The City owes much of its historical growth to its location along a main artery of the Union Pacific Railroad (UPRR) transcontinental rail line, constructed in 1875. When the Burlington Northern Santa Fe Rail line was later constructed, Colton was placed at the center of what is today one of the busiest at-grade rail crossings in the United States. Colton's location in the southern area of the county and its proximity to freeways have made it, like other valley cities, a desirable and fast-growing community in recent decades.

The planning area is approximately 9,932 acres consisting of 8,824 acres located within the City and 1,109 acres in the sphere of influence (SOI). Vacant land is the predominant land use category totaling 3,356 acres or 33.8 percent of the planning area. Most of the vacant land is located within the Pellissier Ranch/La Loma Hills area. Residential land use is the second largest land use category, covering 27.3 percent of the planning area. Low-density residential represents the largest residential land use.

The highest residential densities (ranging from 14.1 to 22 dwelling units per acre) are found in the multi-family developments along Fairway Drive in the eastern portion of the City, along Washington Street and Barton Road in the southern portion of the City, and in the mobile home parks along Ellen Street in the north. The lowest residential densities are in the Reche Canyon Specific Plan area, which average about one dwelling unit per acre. Smaller lot residential development surrounds the City's historic downtown, and suburban tract homes generally comprise the remainder of the housing stock. Commercial uses are focused in the Cooley Ranch area as well as along Valley Boulevard and La Cadeña Drive. Industrial and warehouse facilities are clustered in south Colton, and along the Union Pacific and BNSF rail lines that transect the planning area.

There are four adopted specific plans one community plan, and one proposed amendment to a specific plan within the City of Colton. Together, these cover a significant portion of the planning area.

Figure 4.5.10-1 shows the adopted land use plan for the City of Colton.

Regulatory Framework

Federal

There are no federal regulations pertaining to land use/planning.

State

California Air Resources Board

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to

Legend

RESIDENTIAL

- RE — Residential Estates
- LD — Low Density Residential
- MD — Medium Density Residential
- HD — High Density Residential

COMMERCIAL

- CO — Office/Business Park
- LC — Limited Commercial
- GC — General Commercial
- MU — Multi-Use Designation

INDUSTRIAL

- IP — Industrial Park
- LI — Light Industrial
- HI — Heavy Industrial

PUBLIC/OPEN SPACE

- OS — Open Space
- PF — Public Facility

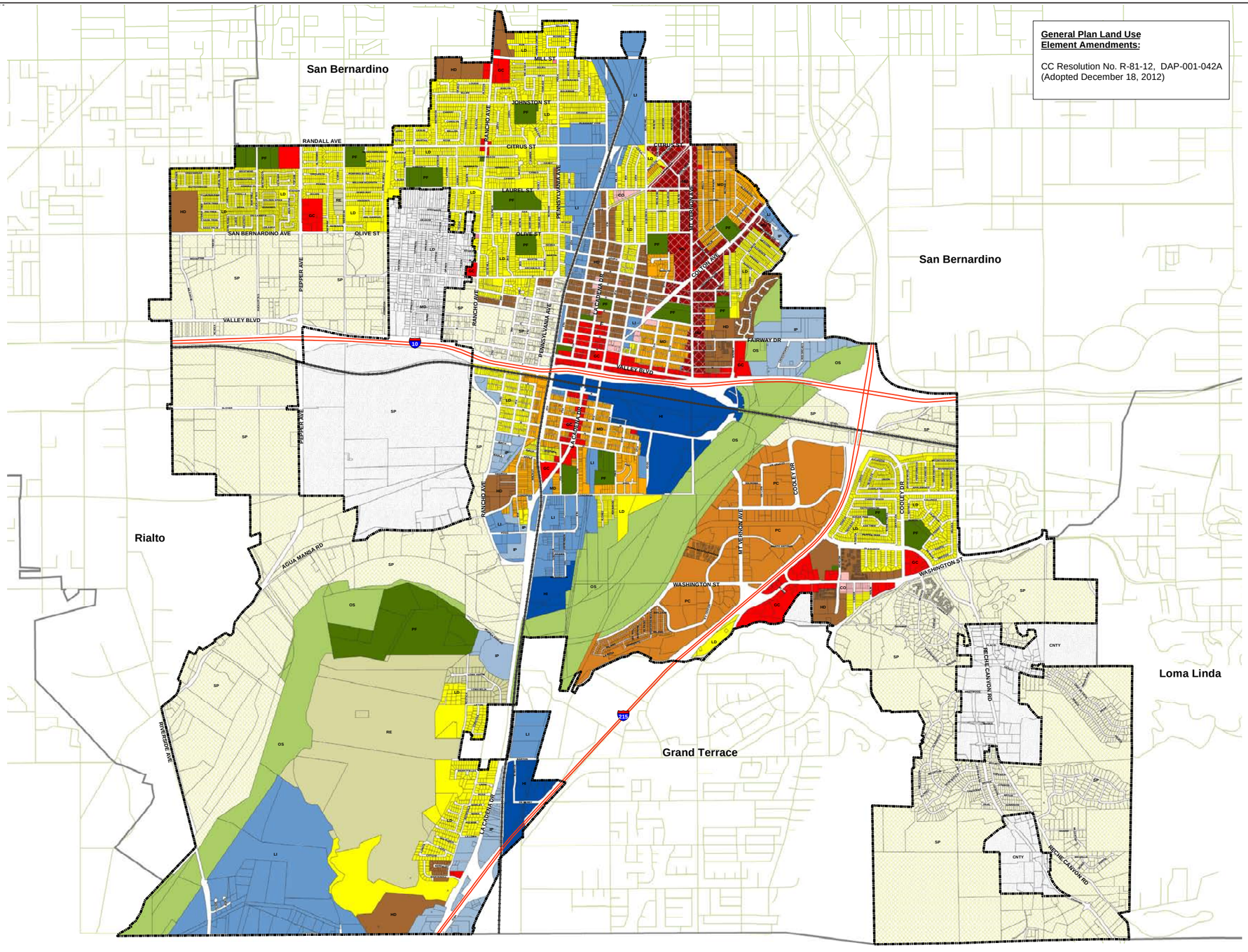
SPECIAL DESIGNATIONS

- CNTY — County Property
- PC — Planned Community
- SP — Specific Plan

Additonal Features

- City Boundary
- Freeway
- Rail Road

Scale 1" = 1/4 Mile



General Plan Land Use Element Amendments:

CC Resolution No. R-81-12, DAP-001-042A (Adopted December 18, 2012)

NORTH
SCALE IN MILES

***Source*:** City of Colton General Plan, January 2013.

Figure 4.5.10-1
General Plan Land Use Map

ATKINS

publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.

California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons carbon dioxide equivalent (MMT CO_2e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

> Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.
>
> (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate

plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

(b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

(2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

One of the goals of the C-CAP is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the C-CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5, above.

Executive Order S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District (SCAQMD)

The City of Colton is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The 2012 Air Quality Management Plan (AQMP) is a regional and multi-agency effort between the SCAQMD Governing Board, California ARB, Southern California Association of Governments, and the USEPA, and includes control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The AQMP is periodically updated to incorporate more recent scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The AQMP provides guidance to local government about how to incorporate these strategies into land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current 2012 AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

Delhi Sands Flower-Loving Fly Recovery Plan

The Delhi sands flower-loving fly is endemic to the western San Bernardino Valley area. A recovery plan was adopted for this species in 1997. Although no critical habitat was designated, a recovery plan was prepared by the U.S. Fish and Wildlife Service (USFWS) and delineates actions to fully recover listed species. The plan identifies three Recovery Units (RUs) where suitable habitat or potentially restorable habitat exists for the Delhi sands flower-loving fly. The western portion of the planning area (West Valley Specific Plan area) is within the Colton RU.

Habitat Conservation Plan

A Habitat Conservation Plan (HCP) has been prepared for the West Valley Specific Plan area east of the City of Rialto city limits, west of Meridian Avenue, North of Valley Boulevard, and south of San Bernardino Avenue. The draft HCP has been accepted by the USFWS and final programs are being prepared including an Environmental Assessment and an Implementation Plan. The City's proposed General Plan Update's Land Use Plan designates Delhi Sands flower-loving fly RUs as open space.

Local

City of Colton Municipal Code

The City of Colton Zoning Code (Municipal Code Title 18) establishes specific standards for the use and development of all properties in the City. The Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates the permitted land uses in the various zones.

Colton General Plan

The Colton General Plan was adopted in 1987 and is the current land use planning document for the City. The City is currently in the process of updating its general plan. A Draft General Plan Update has been prepared and a Draft EIR was published for the General Plan Update in January 2013. Until the General Plan Update EIR is certified and the General Plan Update adopted by the City, the 1987 General Plan Land Use Element remains the current planning vision for the City.

The General Plan policies/principles that are applicable to land use/planning[8] are as follows:

Land Use Element, Residential

Principle 1	Concentrated residential development resulting in attractive neighborhoods should be promoted through the use of effective neighborhood design guidelines.
Principle 2	Urban recycling and infill to establish cohesive and complete neighborhoods is a fundamental community need.
Principle 3	A diversity of residential development types should be the determining factor by allowing adequate design flexibility.

[8] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Principle 5 Medium- and high-density residential developments next to large open spaces, open space systems and near major activities, such as shopping and employment centers, is critical to an efficient neighborhood design and long-term integrity of the residential environment.

Land Use Element, Commercial

Principle 1 Future commercial development should reflect population growth needs of the community or be directed to regional market demand to prevent over saturation of -the City's economic retail base.

Principle 2 Strip development commercial corridors stretched out over long roadway distances create inefficient uses of land which need to be improved and upgraded into cohesive land use entities.

Principle 4 Well-designed human-scaled commercial developments featuring attractive and efficient pedestrian environment should be encouraged as they add to the responsiveness of commercial growth to localized needs.

Principle 6 Public transportation linkages between residential areas and major commercial corridors are necessary to make purchase opportunities available to all segments of the community.

Land Use, Public Use

Principle 1 Public improvements need to be implemented in a timely, efficient manner consistent with growth requirements and should be provided in part by future development, whenever possible.

Circulation Element

Policy 1.3 Include transportation system management techniques, such as park-and-ride lots, traffic signal synchronization, carpool/vanpool programs, flexible work hours and the creation of transportation management associations as requirements of development by major employers.

Housing Element

Policy H-4.1 Implement land use policies that allow for a range of residential densities and products, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use developments.

Policy H-4.2 Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

Policy H-4.3 Encourage compatible residential development in areas where land use policy support higher densities.

Policy H-4.4 Allow flexibility within the City's standards and regulations to encourage a variety of housing types.

Policy H-7.1 Promote higher density residential development and mixed-use in Downtown Colton and along and major transit corridors.

Air Quality Element, Government Organization, Roles and Responsibilities

Policy 1.1 Establish Coordinated Approach: Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.

Air Quality Element, Land Use

Policy 4.1 Manage Growth: Manage growth by insuring the timely provision of infrastructure to serve new development.

Policy 4.2 Balance Growth: Improve the balance between jobs and housing in order to create a more efficient urban form.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community
- 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
- Conflict with any applicable habitat conservation plan or natural community conservation plan

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists. These land use plans include the SCAQMD 2012 AQMP, SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning), the City of Colton General Plan, the City's Land Use and Development Code, and the habitat conservation plans.

Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?

The City of Colton is a highly urbanized area with well-established communities integrated into the land use plan. Implementation of the Regional Reduction Plan measures selected by Colton would not physically divide an established community. Measures that encourage transit-oriented development (e.g., Road-1.4) along existing and planned transit corridors would not result in the creation of physical barriers that could divide a community. The GHG Reduction Performance Standard for New Development includes measures that the City would require of new development, which would be integral to the projects, which would not divide an established community. The remaining measures (e.g., transportation/transit technology improvements, parking ordinances, and related funding) would have

no physical effects on land use planning. Park-and-ride lots and pedestrian and bicycle network improvements would have limited footprints, and such facilities that could be implemented by Colton under the Regional Reduction Plan would not include any physical barriers that could divide an established community. There would be ***no impact***.

Threshold	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?

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan. These include the 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide, 2012 RTP and SCS, and the City Zoning Code.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.
- Reduce the City of Colton community GHG emissions to a level that is 15 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under CEQA.

The City will exceed this goal through a combination of state (~85 percent) and local (~15 percent) efforts. The City actually exceeds the goal with only state/county level actions (140 percent of goal), but has committed to several additional local measures. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will significantly reduce GHG emissions in Colton's on-road and building energy sectors in 2020. An additional reduction of 37,468 MT CO_2e will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); Energy Efficiency for Existing Buildings (Energy-1); Implementation of the SCS (Transportation-1); Solar Installation for Existing Commercial/Industrial (Energy-8); and Solar Installation for New Housing (Energy-4). Colton's Plan has the greatest impacts on GHG emissions in the solid waste management, wastewater treatment, and building energy sectors.

Figure 4.5-2 (Emissions Reduction Profile for Colton) in Section 4.5.0 shows Colton's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 15 percent below the 2008 emissions level). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~85 percent) of the total reductions needed to achieve the 2020 target.

Table 4.5-3 (Emissions by Sector for Colton) in Section 4.5.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction ("Plan") results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Colton exceeds its emissions reduction goal. Emissions sectors

with the greatest percent reduction include the solid waste management, wastewater treatment, and building energy sectors.

Figure 4.5-3 (Emissions by Sector for Colton) in Section 4.5.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

Figure 4.5-4 (Emission Reductions by Control and by Sector for Colton) in Section 4.5.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

The Regional Reduction Plan reduction measure Transportation-1, Sustainable Communities Strategy, includes mixed use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses. The goals of the Colton General Plan promote sustainability.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the Colton General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. All of the Land Use Element policies, as well as the others listed above, in the General Plan seek to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

The Regional Reduction Plan does not propose any specific development. Under the GHG Performance Standard for New Development (PS-1) component the Regional Reduction Plan, the City could require new projects to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. PS-1 does not require project applicants to implement a pre-determined set of measures. It is anticipated such measures could include energy-efficient appliances and alternative energy sources, water conservation, landscaping, and site design. Any energy-efficiency or energy-generating facilities that would be constructed in new development would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Therefore, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans and would not conflict with those plans, including the City's General Plan, it is consistent with these plans. This impact would be ***less than significant***. No mitigation is required. Implementation of the proposed project would also ensure compliance with AB 32, which would be a benefit of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

A Habitat Conservation Plan (HCP) has been prepared for the West Valley Specific Plan area east of the City of Rialto city limits, west of Meridian Avenue, north of Valley Boulevard, and south of San Bernardino Avenue. The draft HCP has been accepted by the USFWS and final programs are being prepared, including an Environmental Assessment and an Implementation Plan. The City's proposed General Plan Update's Land Use Plan designates Delhi Sands flower-loving fly RUs as open space. When the HCP is adopted, compliance with the City's existing development review process for measures implemented in Colton under the Regional Reduction Plan would require surveys and mitigation, as appropriate, for sensitive species covered by the HCP, which would ensure consistency with the HCP. Therefore, impacts would be ***less than significant***. Mitigation is not required.

Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030 in the County General Plan.

While the County is part of the larger SCAG region, compliance with SCAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SCAG policies. In addition, land use decisions are subject to the jurisdiction of the SCAQMD, which implements the AQMP for the South Coast Air Basin, of which the County is a part. All development in this geographic context is required to be consistent with the applicable General Plan, and any inconsistencies with the AQMP must be identified as impacts in the environmental analysis. The Regional Reduction Plan with respect to consistency with land use plans would be ***less than significant***.

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4.5.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Minerals are defined as a naturally occurring, inorganic, homogenous solid with a definite chemical composition and an ordered atomic arrangement. Generally, a mineral is a single or compound of elements and serve as the building blocks for rocks. "Ore" is the naturally occurring material that mineral or minerals of economic value can be extracted.

The locations of Mineral Resource Zones (MRZs) within the planning area are depicted on Figure 4.5.11-1 (Mineral Resources Map). Lytle Creek Alluvial Fan and Lytle Creek Wash occur in the north portion of the planning area and are classified as MRZ-2 (see Regulatory Framework below for classifications). Slover Mountain, designated MRZ-2a, is classified for the extraction of limestone as an industrial mineral. The remainder of the planning areas, particularly the La Loma Hills, Box Springs Mountains, and eastern and western portions of the City, are designated MRZ-3. These areas are of undetermined significance for mineral resources.

The California Portland Cement Company Colton Quarry (Mine ID 91-36-0035) is the only mining operation within the planning area, located at 695 South Rancho Avenue within the City's Sphere of Influence.

Regulatory Framework

United States Department of the Interior

Office of Surface Mining, Reclamation and Enforcement

The Office of Surface Mining Reclamation and Enforcement (OSM) is a bureau within the United States Department of the Interior. OSM is responsible for establishing a nationwide program to protect society and the environment from the adverse effects of surface coal mining operations, under which OSM is charged with balancing the nation's need for continued domestic coal production with protection of the environment. OSM was created in 1977 when Congress enacted the Surface Mining Control and Reclamation Act. OSM works with State and Indian Tribes to assure that citizens and the environment are protected during coal mining and that the land is restored to beneficial use when mining is finished. OSM and its partners are also responsible for reclaiming and restoring lands and water degraded by mining operations before 1977.

Surface Mining Control and Reclamation Act

The Surface Mining Control and Reclamation Act of 1977 (SMCRA) is the primary federal law that regulates the environmental effects of coal mining in the United States. SMCRA created two programs: one for regulating active coal mines and a second for reclaiming abandoned mine lands. SMCRA also created the Office of Surface Mining, an agency within the Department of the Interior, to promulgate regulations, to fund state regulatory and reclamation efforts, and to ensure consistency among state regulatory programs. Under SMCRA, the federal government can approve a program, which gives the state the authority to regulate mining operations, if the state demonstrates that it has a law that is at least as strict as SMCRA, and that they have a regulatory agency with the wherewithal to operate the program. OSM has delegated authority to the California Department of Conservation for enforcement of SMCRA through California Public Resources Code (PRC) Sections 2710–2796.

State

California Department of Conservation

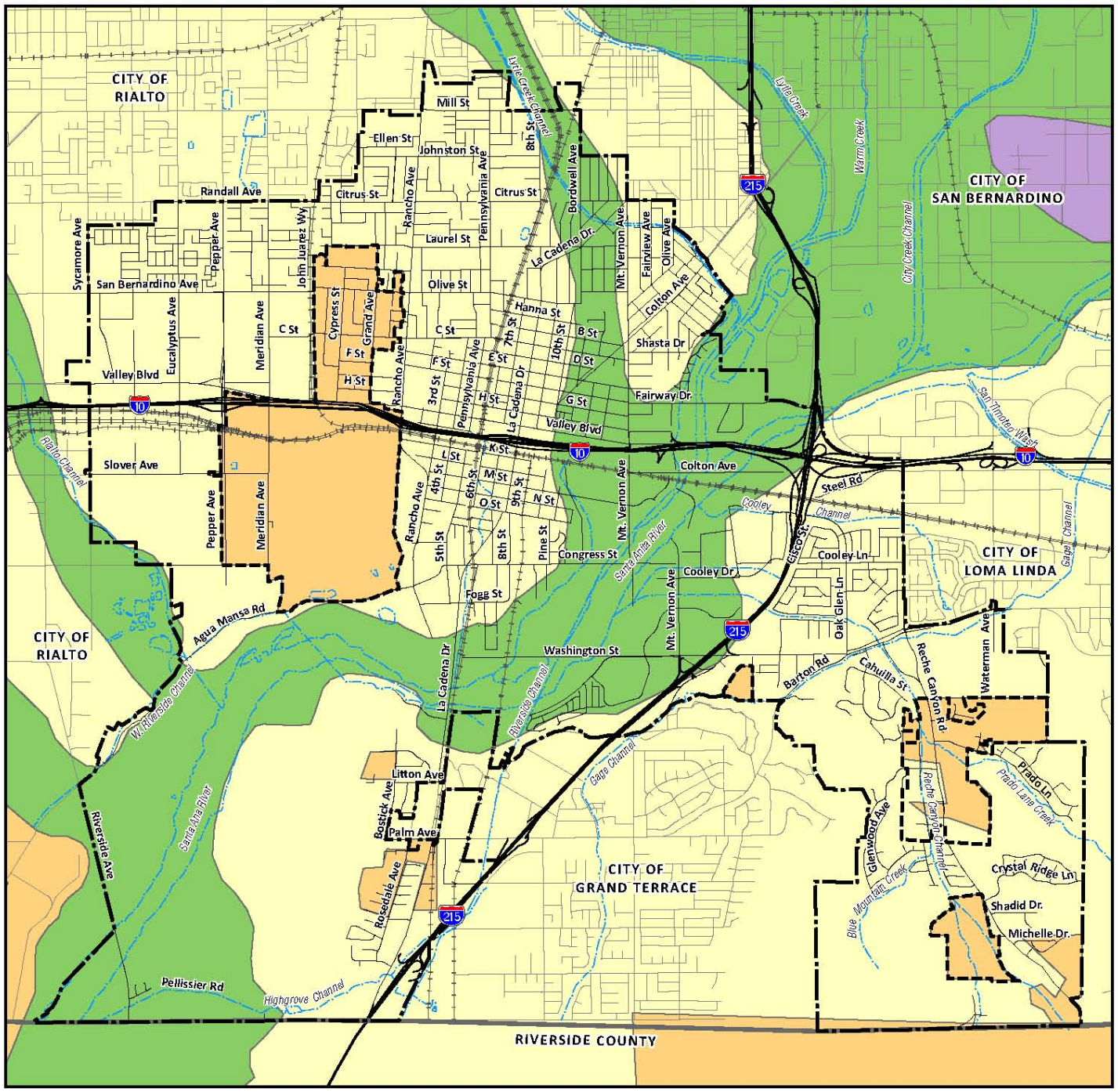
The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of our state's natural resources including mineral resources. The California Department of Conservation maintains information on mineral resources within the state through the California Geological Survey Mineral Resources Project. The California Department of Conservation regulates mining of mineral resources through the Office of mining Reclamation (OMR), who enforce Surface Mining and Reclamation Act.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA, PRC Sections 2710–2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. PRC Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. SMARA, PRC Chapter 9, Division 2, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

Areas subject to California mineral land classification studies are divided by the State Geologist into various Mineral Resource Zones (MRZ) that reflect varying degrees of mineral potential. The four main classifications are the following:

- **MRZ-1**—Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2**—Adequate information indicates that significant mineral deposits are present or there is a likelihood of their presence, and development should be controlled.



Source: City of Colton. 2013. City of Colton General Plan Update Draft Environmental Impact Report. January.

Figure 4.5.11-1
Mineral Resource Map

ATKINS

- **MRZ-3**—The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4**—There is insufficient data to assign any other MRZ designation.

Regional

There are no regional regulations pertaining to mineral resources.

Local

There are no local regulations pertaining to mineral resources that would be most applicable to the Regional Reduction Plan.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state
- 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

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact mineral resources.

Effects Not Found to Be Significant

Threshold	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The proposed Regional Reduction Plan would not change the land use designations or affect the ability of mining operations to extract minerals in the MRZ-2 area. Any energy efficiency retrofits or renewable energy generation as a result of implementing the Regional Reduction Plan in the MRZ-2 designated areas would require City review to ensure that mining operations are not affected. Therefore, this impact would be ***less than significant***.

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

As stated above, any energy efficiency retrofits or renewable energy generation as a result of implementing the Regional Reduction Plan in these MRZ-2 designated areas would require City review to ensure that mining operations are not affected. . Therefore, this impact would be ***less than significant***.

Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact mineral resources at a project level, implementation of the Regional Reduction Plan will not create impacts to mineral resources that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

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———. 2013. *City of Colton General Plan Draft Environmental Impact Report*. SCH No. 2012031037, January.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Noise Terminology and Effects

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease Table 4.5.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq}, or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no period is specified, a one hour average is assumed. Noise standards for land use compatibility, which are addressed in the General Plan Noise Element and the Municipal Code Noise Control chapter, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (L_{dn}). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. L_{dn} is a very similar 24-hour weighted average, which weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

Table 4.5.12-1 Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a Given Distance)	*Noise Environment*	*Scale of A-Weighted Sound Level in Decibels*	*Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)*
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	Hearing damage without protection 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	Threshold of Pain 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	 Boiler Room Printing Press Plant High Urban Ambient Sound	 100 90 89	Very Loud 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	Moderately Loud * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	Quiet ⅛ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	Just Audible
		10	Threshold of Hearing

Existing Setting

Roadway Noise

The level of traffic noise depends on three key factors: 1) traffic volumes, 2) the speed of traffic, 3) the type or "mix" of vehicles using a particular roadway, and 4) pavement conditions. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. Traffic therefore represents a primary contributor to the ambient noise levels in a community and also results in periodic noise level increases based on daily traffic fluctuations.

Traffic noise - including automobiles, trucks, and other motor vehicles - is the most pervasive source of noise in the City of Colton. The roadway network in the City consists of the Interstate 10 and Interstate 215 freeways, regional arterials, local public roads, and private roads.

Railway Noise

Train noise is a combination of different noise sources, such as propulsion mechanisms, machinery and auxiliary equipment, wheel-rail interaction, and vehicle-body vibrations. Train noise is a unique noise source that constitutes a single pass-by event per train resulting in periodic noise level increases. Field observations of several passenger and freight railroad activity show that a typical train pass-by event ranges from one to five minutes depending on the train length and speed. Heavy diesel trains operate in intervals of a few minutes due to the operational limitations, so the pass-by events occur in larger time intervals. Heavy diesel freight trains that operate with diesel locomotives operate at relatively low speeds.

At low speeds such as 40 miles per hour (mph), mechanisms that are part of the propulsion system are the dominant source of perceptible noise. Propulsion noise tends to dominate the noise spectrum at relatively low frequencies. Diesel train propulsion noise sources frequency bands are near 1,000 Hz at an average height of approximately 10 feet above the rail line. Rail-wheel interaction is the source of the rolling noise radiated by steel wheels and vehicle-body vibrations. This noise source spectrum peaks in the 2 kHz to 4 kHz frequency range, and the source is close to the track bed with a height of approximately two feet above the rails.

Two railways transect the planning area. The Union Pacific Rail Road (UPRR) and Burlington Northern Santa Fe (BNSF) freight railroad lines and operators use multiple rail corridors within the City. The UPRR has a major east/west track along the south side of I-10 and north/south lines located east of Meridian Avenue. The tracks paralleling I-10 include a major transfer yard referred to as the West Colton yard. BNSF operates lines that run north/south through the City, along a corridor between Pennsylvania Avenue and 6th Street. A BNSF transfer yard partially lies within the City near 8th Street and Mill Street.

Metrolink service is also provided on the railroad tracks, with the nearest stations in the cities of Riverside and San Bernardino.

Aircraft Noise

Overflights to and from San Bernardino International Airport (SBIA) are audible in the City. Airport noise generated from large aircraft contributes to the noise environment within the City. Noise from aircraft is produced from takeoff, flyovers/overflights, and approaches/landings. The ultimate 65 dBA CNEL noise contour for the airport does not encroach into the City of Colton.

Stationary Source Noise

Stationary sources of noises may occur from all types of land uses. Residential uses would generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks and other sources. Industrial uses may generate HVAC systems, loading docks and possibly machinery. Noise generated by residential or commercial uses are generally short and intermittent. Industrial uses may generate noise on a more continual basis due to the nature of its activities.

Regulatory Framework

Federal

Federal Highways Administration

The Federal Highways Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

Federal Aviation Administration

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with NSLU is 65 dBA CNEL.

Federal Transit Administration

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

State

California Department of Transportation

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction

noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dBA.

California Airport Noise Standards

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

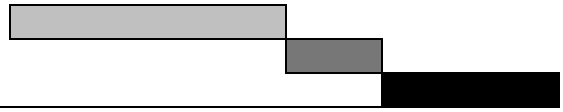
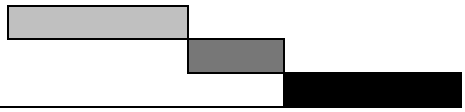
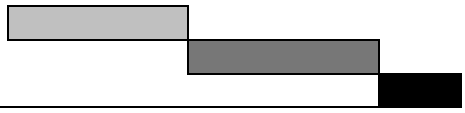
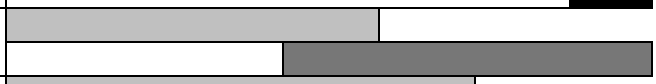
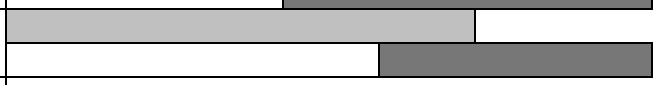
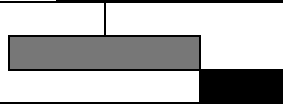
California Department of Health Services (DHS)

The effects of noise elves on various land uses were studied by The California Department of Health Services (DHS) Office of Noise Control. Based on that study, the DHS established four categories for to determine the severity of noise impacts on these various land uses.

Table 4.5.12-2 (Land Use Compatibility for Community Noise Exposure) details a compatibility chart for community noise with respect to land use as prepared by the California Office of Noise Control. It identifies four categories of exterior noise levels for different land uses. These categories are, normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Conditionally

acceptable indicates that new development of that land use should only be undertaken after a detailed analysis of the noise and required noise insulation features to reduce interior noise levels have been incorporated into the design. A normally acceptable designation, by contrast, indicates that standard development can occur with no special noise reduction requirements.

Table 4.5.12-2 Land Use Compatibility for Community Noise Exposure

Land Use Category	*Use*	*Exterior Noise Level (CNEL)* 55 60 65 70 75 80
Residential/ Lodging	Single-Family/Duplex/Mobile homes	
	Multi-Family	
	Hotel/Motel	
Public/ Institutional	Schools/Hospitals/Churches, Hospitals, Nursing Homes	
	Auditoriums/Concert Halls	
Recreational	Sports Arena, Outdoor Spectator Sports	
	Playgrounds, Neighborhood Parks	
	Golf Courses, Riding Stables, Water recreation, Cemeteries	
Commercial	Office Buildings, business, commercial, and Professional	
Industrial	Industrial, Manufacturing, Utilities, Agriculture	

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

CLEARLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

The state interior and exterior noise standards for varying land uses are included in Table 4.5.12-3 (California Interior and Exterior Noise Standards). This represents standards for interior noise as well as exterior noise within "habitable" areas.

Table 4.5.12-3 California interior and Exterior Noise Standards

Land Use		*CNEL (dBA)*	
Categories	*Uses*	*Interior*[a]	*Exterior*[b]
Residential	Single and multi-family, duplex	45[c]	65
	Mobile homes	—	65[d]
Commercial	Hotel, motel, transient housing	45	—
	Commercial retail, bank, restaurant	55	—
	Office building, research and development, and professional offices	50	—
	Amphitheatre, concert hall, auditorium, movie theatre	46	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, warehousing, wholesale, utilities	65	—
	Movie theatres	45	—
Institutional/Public Space	Hospital, school classroom/playground	45	65
	Church, Library	45	—
Open Space	Park	—	65

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

a. Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors.

b. Outdoor Environment Limited to:
   - Private yard of single-family dwellings
   - Multi-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
   - Mobile home parks
   - Park Picnic area
   - School playgrounds
   - Hospital patios

c. Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided in Chapter 12, Section 1205 of the Uniform Building Code.

d. Exterior noise levels should be such that interior noise levels.

Regional

There are no regional regulations related to noise.

Local

Colton General Plan

The primary goal of the General Plan Noise Element is to protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic

environment. The Colton Noise Element sets forth principles and standards[9] as guidelines for future land development and policies for existing development, as follows:

Principle 1 Establish criteria defining compatible land uses as a function of the level of noise exposure.

Principle 2 Control noise exposure from future noise generators so the ambient environment will be kept within acceptable limits.

Principle 3 Establish acceptable noise standards consistent with health and quality of life goals.

Standard 1 Residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, through the use of sound barrier improvements, building design, construction materials and/or insulating techniques.

Standard 2 Residential growth in Community Noise Exposure Areas greater than 70 dBA should be discouraged, unless on-site noise levels can be reduced to 60 dBA or lower via on- and off-site noise alleviating improvements.

Standard 3 Exterior noise levels should not exceed 65 dBA during the day or 55 dBA at night for commercial land uses, including general business and general merchandising.

Standard 4 Exterior noise levels should not exceed 60 dBA at any time for such areas important to public need, and where the preservation of serenity and quietness is essential if the area is to continue to serve its intended purpose. Such areas could include parks, open spaces, amphitheaters, and other areas dedicated for activities requiring special qualities of serenity.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

[9] These policies are not a complete listing of all principals and standards contained in the General Plan; those that would be most applicable to the proposed project are included here.

- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact noise-sensitive receptors.

Effects Not Found to Be Significant

Threshold	Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Implementation of the Regional Reduction Plan would reduce VMT, thus reducing the total vehicular noise in the City. The Regional Reduction Plan would not result in intensification of development around transit corridors beyond what has been previously identified in the Colton General Plan. Implementation of the policies and programs of the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation and double- or triple-paned windows would also act to buffer exterior noise levels. The location or extent of new renewable energy-generating facilities structures such as solar arrays that would potentially be developed under the Regional Reduction Plan and their locations, are not specifically identified in the Regional Reduction Plan. Solar arrays would not generate noise. The Noise of the Colton General Plan provides land use noise compatibility information and specifies maximum interior and exterior noise standards for various land use types. All development, including energy-generating facilities, would be required to be designed in such a way, e.g., through setbacks or shielding, that future noise levels do not exceed these standards. Therefore, installation of these energy-generating structures would likely be constructed away from sensitive uses, and would not result in any adverse noise impacts. The land use compatibility for community noise environments standards set forth in the Colton General Plan Noise Element would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project would undergo evaluation prior to project approval for consistency with the Colton General Plan principals and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction vibration that could occur during energy-efficiency retrofit or installation of photovoltaic arrays would not be substantial, and if these activities were to occur on or near fragile buildings, all appropriate measures would be required per the Colton noise principals and standards to reduce the effect of any groundborne vibration at the sensitive receptor. The Colton noise principals and standards further restricts construction activities that occur in close proximity to noise- or vibration-sensitive uses

to specific days of the week and hours of the day. Specific limits on the noise levels associated with construction and mechanical equipment that can be measured at sensitive uses are identified and subject to enforcement. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Colton General Plan Final EIR. The land use compatibility for community noise environments standards set forth in the Colton General Plan Noise Element would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the Colton General Plan principals and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the Regional Reduction Plan would not result in a substantial temporary increase in noise levels over what was analyzed in the Colton General Plan EIR. land use compatibility for community noise environments standards set forth in the Colton General Plan Noise Element would ensure that construction noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with Colton General Plan principals and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?

The SBIA Influence Areas are not within the City of Colton and the Regional Reduction Plan does not provide housing or workplaces. Therefore, ***no impact*** would occur. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?

No private airstrips are located within or in close proximity to Colton. Therefore, ***no impact*** would occur.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant noise and groundborne vibration impacts at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Department of Transportation (Caltrans). 1998. *Technical Noise Supplement*.

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

———. 1987b. *Final Environmental Impact Report for the City of Colton General Plan Update*, May 5.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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4.5.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The population in Colton as of the 2010 census was 52,154 and is expected to grow to 60,652 by 2020 (16 percent increase). Employment is expected to grow by 6 percent before 2020.

Table 4.5.13-1 (Socioeconomic Data for Colton) presents socioeconomic data for Colton, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.5.13-1 Socioeconomic Data for Colton

Category	*2008*	*2020*
Population	52,103	60,652
Housing (du)	14,955	17,842
Single-Family (du)	9,024	10,771
Multifamily (du)	5,931	7,071
Employment (jobs)	24,023	25,529
Agricultural (jobs)	5	13
Industrial (jobs)	3,962	4,504
Retail Commercial (jobs)	4,463	4,599
Non-Retail Commercial (jobs)	15,593	16,412

du = dwelling unit

Residential land use is the second largest land use category in the Colton planning area. Low-density residential is the largest residential land use. Residential uses occur throughout Colton at varying development densities. The highest residential densities (ranging from 14.1 to 22 dwelling units per acre) are found in the multi-family developments along Fairway Drive in the eastern portion of the City, along Washington Street and Barton Road in the southern portion of the City, and in the mobile home parks along Ellen Street in the north. The lowest residential densities are in the Reche Canyon Specific Plan area, which average about one dwelling unit per acre. Smaller lot residential development surrounds the City's historic downtown, and suburban tract homes generally comprise the remainder of the housing stock.

Regulatory Framework

Federal

United States Department of Housing and Urban Development (HUD)

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the federal Fair Housing Act.

Federal Fair Housing Act

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The California housing element law (Government Code Sections 65580–65589) requires that each City and County identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of

a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The Metropolitan Planning Organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region

- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

Local

Colton General Plan

The Colton General Plan policies/principles that are applicable to housing[10] in the context of implementing the Regional Reduction Plan in Colton are as follows:

Land use Element, Residential

Policy 1 Concentrated residential development resulting in attractive neighborhoods should be promoted through the use of effective neighborhood design guidelines.

Policy 2 Urban recycling and infill to establish cohesive and complete neighborhoods is a fundamental community need.

Policy 3 A diversity of residential development types should be the determining factor by allowing adequate design flexibility.

Policy 5 Medium- and high-density residential developments next to large open spaces, open space systems and near major activities, such as shopping and employment centers, is critical to an efficient neighborhood design and long-term integrity of the residential environment.

Housing Element

Policy H-4.1 Implement land use policies that allow for a range of residential densities and products, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use developments.

Policy H-4.2 Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

Policy H-4.3 Encourage compatible residential development in areas where land use policy support higher densities.

Policy H-4.4 Allow flexibility within the City's standards and regulations to encourage a variety of housing types.

Policy H-7.1 Promote higher density residential development and mixed-use in Downtown Colton and along and major transit corridors.

[10] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Air Quality Element, Land Use

Policy 4.2 Balance Growth: Improve the balance between jobs and housing in order to create a more efficient urban form.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable housing policies to determine if any inconsistency exists.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The project would not result in an increased demand for housing nor would it result in permanent employment-generating activities that would generate demand for housing. No extension of infrastructure is proposed. There would be ***no impact***.

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

The Regional Reduction Plan would not involve the development of any structures or facilities that would displace existing housing. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be ***no impact***.

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

The Regional Reduction Plan would not involve the development of any structures or facilities that would displace people. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be ***no impact***.

Cumulative Impacts

Because the Regional Reduction Plan would not result in significant impacts on population and housing at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, there would be ***no impact***.

References

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

———. 1987b. *Final Environmental Impact Report for the City of Colton General Plan Update*, May 5.

———. 2013. *City of Colton General Plan Draft Environmental Impact Report*. SCH No. 2012031037, January.

———. n.d. *City of Colton Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Colton from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.5.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.5.17 (Utilities/Service Systems). Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Fire Protection and Emergency Medical Response Services

San Bernardino County Fire Department

The San Bernardino County Fire Department (SBCFD) is responsible for firefighting operations within San Bernardino County and coordinates with the City of Colton Fire Department for local needs within the City. The Office of Emergency Services (OES), a division within the SBCFD is responsible for broad emergency services coordination throughout the county, including the City of Colton.

City of Colton Fire Department

The City of Colton Fire Department provides fire suppression and emergency medical services to the planning area. Currently, thirty-two uniformed personnel including the Fire Chief, Battalion Chiefs, Fire Captains, Engineers, and Firefighter/Paramedics work at one of City's four fire stations (Stations 211, 212, 213, and 214). Fire Station 211 serves as the administrative headquarters and is located at 303 East E Street. The Colton Fire Department responds to over 5,000 calls per year and average response time is 5:56 minutes for all call types. The Emergency Medical Services (EMS) division of the Colton Fire Department has been providing emergency medical services since 1975 and is currently staffed by seventeen paramedics and nine Emergency Medical Technicians (EMTs). American Medical Response (AMR) provides ambulance service to the City of Colton.

Police Protection Services

City of Colton Police Department

The Colton Police Department provides police protection services for the City of Colton and its Sphere of Influence (SOI). The Department's headquarters is in the City's civic center located at 650 North La Cadena Drive and houses approximately 106 employees including, patrol officers, detectives, traffic officers, and administrative personnel.

San Bernardino County Sherriff-Coroner Department

The San Bernardino County Sheriff-Coroner Department serves the unincorporated portions of the City's SOI from the Central Station located in San Bernardino northeast of the City. The Central Station serves a population of approximately 39,342 residents over 95 square miles and is staffed with 27 patrol deputies.

Schools

The City of Colton is mainly served by the Colton Joint Unified School District (CJUSD). However, the Rialto Unified School District (RUSD) services the northwest portions of the City and the San Bernardino City Unified School District (SBCUSD) services the northeast portions. CJUSD has eighteen elementary schools, four middles schools, two high schools, one alternative school, and one continuation high school. RUSD has two elementary schools and one middle school within the City of Colton. A small portion of the SBCUSD is located with the City of Colton, but because it does not currently contain any residential land uses, it does not serve any population within the City.

Libraries

The Colton Public Library's three facilities provide library services in the City of Colton. The Main Public Library is located at 656 Ninth Street, the Luque Branch Library is located at 294 East O Street, and the Carnegie Building is located at 380 North La Cadena Drive.

Regulatory Framework

Federal

Federal Fire Protection Standards

The National Fire Protection Association (NFPA) Code Section 1710 contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

State

California Education Codes

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and 65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Government Code Title 7, Division 1, Chapter 4.9 (commencing with Section 65995).

Regional

There are no regional regulations applicable to public services.

Local

City of Colton Municipal Code

The City of Colton has adopted the 2010 Uniform Fire Code (Municipal Code Section 15.16.010). Municipal Code Chapter 15.04 regulates site and building development in accordance with applicable building and fire codes.

Colton General Plan

There are no General Plan policies pertaining to public services that are directly applicable to implementing the Regional Reduction Plan reduction measures in Colton.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
  - Fire protection and emergency medical response
  - Police protection
  - Schools
  - Libraries

Analytic Method

The reduction measures selected by Colton in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in adverse environmental effects related to the provision of fire protection, emergency medical response, and police protection services or schools or libraries.

Effects Not Found to Be Significant

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical response, police protection, schools, or libraries?

Demand for fire protection and law enforcement services is generally based on population and land use changes that increase the number of facilities and structures requiring these services. None of the measures selected by Colton in the Regional Reduction Plan would increase resident population in the City; therefore, service ratios, response times, or performance objectives would not be affected. Implementation of the measures would not result in new or expanded facilities requiring fire protection or law enforcement services; therefore, there would be no demand for new or altered fire or police facilities, the construction of which could result in environmental impacts. Similarly, demand for schools and libraries is population-based. None of the measures selected by Colton in the Regional Reduction Plan would increase resident population in the City, requiring the need for new or expanded schools or libraries, the construction of which could result in environmental impacts. Therefore, there would be ***no impact***.

Cumulative Impacts

Implementation of the Regional Reduction Plan measures in Colton would not result in any project-level impacts. Therefore, there would be ***no cumulative impacts***.

References

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

———. 1987b. *Final Environmental Impact Report for the City of Colton General Plan Update*, May 5.

———. 2013. *City of Colton General Plan Draft Environmental Impact Report*. SCH No. 2012031037, January.

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National Fire Protection Association (NFPA). 2013. NFPA 1710. http://www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=1710 (accessed February 20, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Parks and Recreational Facilities

The City currently has eleven developed parks which total 54.09 acres of parkland. Facilities at the park include the Colton Municipal Pool at Redway Park which offers season passes for families as well as individuals, swimming lessons, and private party rentals. The Colton Ball Association offers active youth and summer league programs at Redway Park's Field as well.

The City also has four neighborhood community centers, the Gonzales Center, Hutton Center, Lugue Center and Thompson Teen Center, which offer a wide range of services for area residents. Services include a basketball gymnasium, fitness room, racquetball court, dance room, meeting rooms, and both senior and teen programs.

In addition, the City has a number of recreational facilities that are shared with the Colton Joint Unified School District (CJUSD). The City Parks and Recreation Department and the CJUSD have an agreement that allows residents to use the school's recreation areas when they are not in use for school activities. Joint-use agreements are currently in affect for ten school sites within the City. City parks and joint-use facilities total 108.75 acres.

Trails and Recreational Linkages

The Santa Ana River Trail, which when completed will run 110 miles from the San Bernardino County National Forest to the Pacific Ocean in Huntington Beach, has portions running through the City of Colton that have been completed. The trail currently runs over 6 miles between the Riverside County line on the west and the City of San Bernardino on the east.

The trail is completely paved and provides a Class 1 bike trail for enthusiasts of all ages. The Santa Ana River Trail may be accessed at the Colton Staging Area, located at the corner of La Cadena Drive and Tropica Rancho Road, just south of the Santa Ana River.

Regulatory Framework

Federal

There are no federal regulations that are applicable to the provisions of recreation, park, and trail facilities in Colton.

State

Quimby Act

The Quimby Act (California Government Code Section 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.

Regional

San Bernardino County Regional Parks Division

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The San Bernardino County Regional Parks division operates the Mojave Narrows Regional Park and Mojave River Forks Regional Park.

Local

City of Colton Municipal Code

Municipal Code Chapter 10.24 (Trip Reduction and Travel Demand Management) outlines the requirements set forth by the Congestion Management Program (CMP) of 1992 adopted by the San Bernardino Associated Governments, that each local jurisdiction adopt and implement a trip reduction and travel demand management ordinance that provides alternative transportation methods.

In addition, the City adopted Ordinance 130 establishing a city-wide bicycle trail system and associated design standards. The purpose of the system is to establish a long range plan for the city that will encourage the development and use of bicycles for commuter-oriented transportation.

Colton General Plan

The Colton General Plan policies/principles that are applicable to recreational facilities that include pedestrian and bicycle trail networks[11] are as follows:

[11] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Circulation Element (1993), Alternative Transportation Modes

Policy 2.5 Provide a system of bicycle facilities (paths, lanes, and routes) in conjunction with circulation system roadway improvements.

Policy 2.6 Develop a system of pedestrian/equestrian/bicycle trails within the planning area, to meet the community needs.

Circulation Element (1993), Separation of Traffic

Policy 3.2 Provide safe and convenient pedestrian access between residential neighborhoods and the parks and open space and schools which serve those neighborhoods.

Open Space and Conservation Element

Principle 2 Ensure a wide range of active and passive recreational uses through the promotion of a coordinated system of open space areas and linkages directed to scenic, scientific, cultural, and nature-oriented uses.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

- 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
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Analytic Method

The reduction measures selected by Colton in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in environmental effects on existing recreation facilities or through construction of new facilities.

Effects Not Found to Be Significant

Threshold	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?

Demand for existing parks and recreational facilities is based on population. The Regional Reduction Plan would not increase resident population in the City; therefore, implementation of the GHG reduction measures would not affect the demand for and use of existing recreational facilities such that significant adverse environmental effects would occur. Therefore, there would be ***no impact***.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Regional Reduction Plan does not include recreational facilities, but measure On-Road-1 encourages improvements to the pedestrian/bicycle network as a way to help reduce GHG emissions. Policies in the General Plan (Circulation Element Policies 2.5, 2.6, and 3.2, and Open Space and Conservation Element Principle 2) are consistent with the Regional Reduction Plan goals. Pedestrian and bicycle network trail improvements would result in construction, but the physical effects associated with construction (e.g., dust emissions and noise) would not be substantial because trail improvements generally have a small footprint and would be of limited duration. Trails that are constructed in biologically sensitive areas would be required to comply with City policies and applicable federal and state regulations (see Section 4.5.4 [Biological Resources]) to minimize potential effects on species and habitat. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts on recreation facilities at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Colton, City of. 1987a. *Final Preliminary General Plan for the City of Colton*, May 5.

———. 1987b. *Final Environmental Impact Report for the City of Colton General Plan Update*, May 5.

———. 2013. *City of Colton General Plan Draft Environmental Impact Report*. SCH No. 2012031037, January.

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Colton Community Services. 2013. Parks & Facilities. http://www.ci.colton.ca.us/index.aspx?NID=136 (accessed April 29, 2013).

Colton Parks and Recreation. 2013. Parks & Recreation. http://www.coltonsd.com/park-and-rec.html (accessed April 29, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from Colton General Plan (1987a) and associated environmental documents (1987b and 2013), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2012), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Transportation Network

The City of Colton's circulation system includes two freeways, one Southern California Regional Rail Authority (SCRRA) rail line, and a system of arterial and local streets. The City is directly served by two freeways, Interstate 10 (I-10 San Bernardino Freeway/Christopher Columbus Transcontinental Highway) and Interstate 215 (I-215 Riverside/San Bernardino Freeway), which connect the community with other local areas and sub-regions.

Roadway Network

The City of Colton has the following roadway hierarchy. This classification is intended as a general description only to understand the movement of people and vehicles, and to identify connections to the transit and bicycle networks:

- **Arterials**—The function of Major and Secondary Arterials is to connect traffic from secondary roadways and collectors to other parts of the City, freeway interchanges, and adjacent major land uses. They are the principal urban thoroughfares and provide a linkage between activity centers within the City to adjacent communities and other parts of the region, as well as intra-city mobility.
- **Collector Streets**—The primary purpose of Collector Streets is to serve as intermediate routes to carry traffic between local roadways and Arterials. On-street parking is generally acceptable on Collector Streets, although it can be prohibited during certain hours or on a time limit. Access to adjacent land uses is generally unrestricted.
- **Local Streets**—Local streets are designed to provide vehicular, pedestrian, and bicycle access to individual parcels throughout the City. They are intended to carry low volumes of traffic, and allow unrestricted parking

The existing circulation plan of the City of Colton is depicted in Figure 4.5.16-1 (Existing Circulation Plan).

Trucks

The City of Colton, typical of local jurisdictions that have heavy truck traffic, has designated a number of streets and street segments as truck routes to ensure the orderly movement of commercial vehicles carrying goods and materials through the community. These designations are established via City ordinance and currently include Valley Boulevard, Pepper Avenue, Mount Vernon Avenue, Colton Avenue, Fairway Drive, La Cadena Drive, and Washington Street. Truck routes in Colton connect with truck routes in adjacent cities and nearby freeway access to form an integrated regional network for the movement of goods. The truck routes are updated by the City as needed based on development and traffic trends.

Bicycle Facilities

Bicycle facilities within and near the City of Colton are primarily the Class I type (path/trail). A major area Class I facility, the Santa Ana River Trail, runs along the east bank of the river. A Class I bicycle path is a special facility that is designed exclusively for the use of bicycles. They are physically separated from motor vehicle traffic by a physical barrier or landscaped area.

Freight Rail

The Union Pacific Railroad (UP) has major east/west tracks along the south side of I-10 and north-south tracks located east of Meridian Avenue. The tracks along I-10 include a major transfer yard referred to as the West Colton yard. Burlington Northern Santa Fe Railroad (BNSF) tracks run north-south through the City along a corridor between Pennsylvania Avenue and Sixth Street. A BNSF transfer yard lies partially within the Colton city limits near 8th Street and Mill Street. The UP and BNSF railroads both have lines that extend north of Colton into the Cajon Pass and the high desert, and west to the Los Angeles area. Both railroads have spur lines that serve local industry.

Pedestrian Facilities

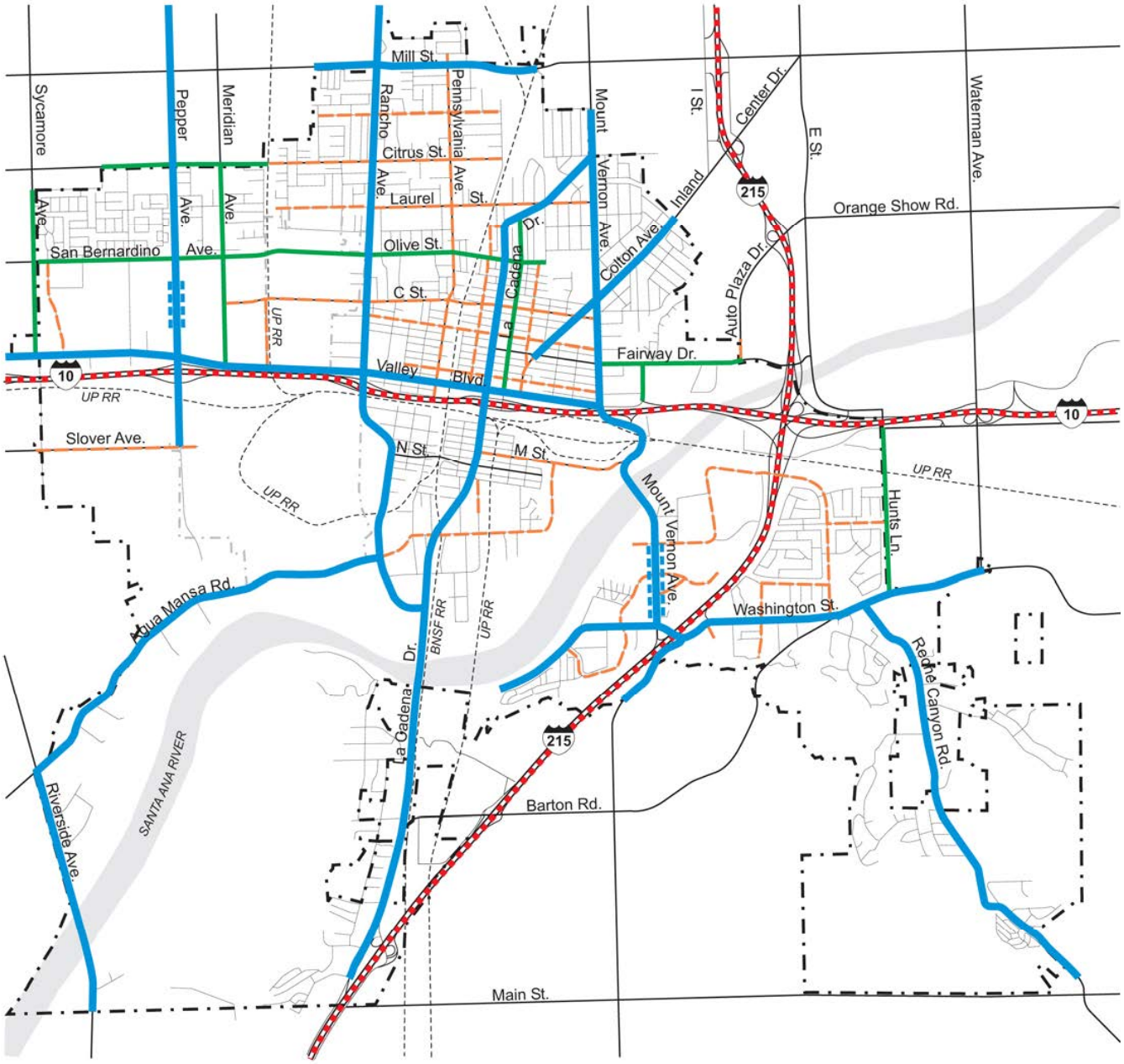
Pedestrian walking areas are an integral part of a city's circulation system. The connectivity of a sidewalk system, in terms of an overall network and links to neighboring major land uses, is a primary factor in pedestrian mobility.

Transit

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Colton. Bus transit services are available in the City through fixed-route and demand-response services. According to the 2013 General Plan EIR, the following six routes run through the City:

- **Route 1** is a local service bus that serves a route that traverses the Inland Empire. The route provides service along Valley Boulevard and Mount Vernon Avenue. The southern terminus is at Arrowhead Regional Medical Center, and the northern terminus is at Sterling Avenue and Date Place.



LEGEND

- City Boundary
- Railroad
- Freeway
- Six-Lane Major Arterial
- Major Arterial
- Secondary Arterial
- Collector

NORTH
NOT TO SCALE

***Source*:** City of Colton General Plan Update Draft Environmental Impact Report, January 2013.

Figure 4.5.16-1
Existing Circulation Plan

ATKINS

- **Route 15** is a local service bus that serves stops between Fontana and Redlands. The route provides service along Mill Street. The eastern terminus is at the Fontana Metrolink station, and the western terminus is at the Redlands Mall.
- **Route 19** is a local service bus that serves stops between Fontana and Redlands. The route provides service along San Bernardino Avenue, Rancho Avenue, C Street, La Cadena Drive, Mount Vernon Avenue, and Washington Avenue. The eastern terminus is at the Fontana Metrolink station, and the western terminus is at the Redlands Mall.
- **Route 22** is a local service bus that serves stops between Colton and Rialto. The route provides service along Riverside Avenue, Valley Boulevard, Meridian Street, Pepper Street, San Bernardino Avenue, and Wildrose Avenue. The northern terminus is at Arrowhead Regional Medical Center, and the northern terminus is at Riverside Avenue and Live Oak Avenue.
- **Route 215** is a freeway express/local service bus that serves limited stops between the cities of San Bernardino and Riverside. Within the study area, the route uses the I-10 and I-215 freeways for the express service portion. Within the City of Colton, Valley Boulevard and Mount Vernon Avenue are used by this route.
- **OmniGo Route 325** is operated as a local community shuttle, serving Grand Terrace, Loma Linda University Medical Center, and other locations near the southeast areas of Colton, including the Barton Road corridor.

Regulatory Framework

Federal

United States Department of Transportation

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C. headquarters office and ten regional offices which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to State and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

State

California Department of Transportation

The California Department of Transportation (Caltrans) manages the State Highway system and freeway lanes, provides inter-city rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.

California Air Resources Board

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves Metropolitan Planning Organizations (MPOs) implementation of Senate Bill 375 (SB 375) within each region of California.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the MPOs; the targets require a 7 to 8 percent reduction by 2020 and between 13 and 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for

defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related

reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

San Bernardino Associated Governments (SANBAG)

SANBAG is an association of local San Bernardino County governments. It is the MPO for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County.

Congestion Management Program

The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this

document are subject to ongoing review, with updates required each two years. The last update of the CMP was completed in 2012.

Passenger Rail Short-Range Transit Plan

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs, deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

San Bernardino County Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County Non-Motorized Transportation Plan (NMTP). The NMTP of 2001 and the 2006 update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus on the bicycle system. The Plan satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

Local

City of Colton Municipal Code

City of Colton Municipal Code Title 10 specifically addresses vehicles and traffic in the City. Title 10 includes speed limits on various streets in the City, designates one-way streets and alleys, stop-controlled streets; identifies driving rules, pedestrian rights and duties, and restrictions on stopping, standing and parking; establishes permit parking districts and truck routes; and contains other regulations that promote public safety on streets, sidewalks and driveways.

Street Improvements

Colton Municipal Code Title 12 (Street Improvements) requires that an encroachment permit be obtained from the City Engineer for the construction of public improvements or the protection of public improvements from construction activities. Street improvements should be made to meet the City's standards for the street.

Development Impact Fees

Municipal Code Chapter 12.32 establishes the City's Public Improvement Fee program. These fees are imposed on any project requiring a building permit or other land development permit that will result in the attraction or generation of traffic trips. Traffic attraction and generation are determined through a special study that also serves to apportion a project's "fair share" impact on existing or future

infrastructure. These funds are permitted to be used for any traffic-related capital improvement project, meaning transportation planning, preliminary engineering, engineering design studies, land surveys, right-of-way acquisition, engineering, permitting, construction and inspection of all the necessary features.

Colton General Plan

The Colton General Plan contains the following policies and principles regarding transportation, mobility and traffic[12]:

Land Use Element, Commercial

Principle 4 Well-designed human-scaled commercial developments featuring attractive and efficient pedestrian environment should be encouraged as they add to the responsiveness of commercial growth to localized needs.

Principle 6 Public transportation linkages between residential areas and major commercial corridors are necessary to make purchase opportunities available to all segments of the community.

Circulation Element, Safe, Convenient, and Efficient Transportation System

Policy 1.1 Develop a circulation system of City streets, excluding freeway, that is capable of serving existing traffic and expected future increases in traffic.

Policy 1.2 Follow standards for circulation element roadways in designing and constructing future street improvements.

Policy 1.3 Include transportation system management techniques, such as park-and-ride lots, traffic signal synchronization, carpool/vanpool programs, flexible work hours and the creation of Transportation management Associations as requirements of development by major employers.

Policy 1.4 Take a leadership role in the preparation of a regional traffic mitigation program designed to resolve regional traffic issues.

Policy 1.5 Logically relate local street patterns to the overall network of arterial and collector streets as provided for in the Circulation Network. Driveway entrances onto surrounding arterial, secondary and major streets should be restricted when practical, and through traffic on interior residential streets should be minimized.

Policy 1.6 Establish a signalized arterial street system that will provide an acceptable Level of Service during peak hours under build-out conditions.

Policy 1.8 Require major employers to prepare Transportation Management Plans with provisions for carpooling and vanpooling, flexible work hours or other techniques.

Circulation Element, Alternate Transportation Modes

Policy 2.1 Continue to cooperate with OMNITRANS for the provision of public bus service in the planning area.

[12] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 2.2 Establish bus shelters at OMNITRANS stops to increase public recognition and use of the local and regional transit system.

Policy 2.3 Cooperate with Caltrans and the County of San Bernardino in providing sites and improvements for park-and-ride facilities.

Policy 2.4 Take a leadership role in regional planning efforts to provide community rail service throughout the planning area, while protecting railroad right-of-way.

Policy 2.5 Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.

Policy 2.6 Develop a system of pedestrian/equestrian/bicycle trails within the planning area, to meet the community needs.

Circulation Element, Separation of Traffic

Policy 3.1 Provide a circulation system for commercial and manufacturing areas to avoid traffic overflow into adjacent residential areas.

Policy 3.2 Provide safe and convenient pedestrian access between residential neighborhoods and the parks and open space and schools which serve those neighborhoods.).

Policy 3.3 Establish a system of truck routes which reduces truck traffic on residential streets.

Policy 3.4 Design residential street systems to reduce through traffic.

Policy 3.5 Design local streets so as not to create 'short-cuts' by linking arterial roads.

Housing Element

Policy H-4.2 Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

Policy H-7.1 Promote higher density residential development and mixed-use in Downtown Colton and along and major transit corridors.

Air Quality Element, Ground Transportation

Policy 2.1.1 Eliminate Vehicle Trips: Use incentives, regulations, and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 2.1.2 Reduce Vehicle Miles Traveled: Use incentives, regulations, and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

Policy 2.2.1 Modify Work Schedules: Promote and establish modified work schedules which reduce peak period auto travel.

Policy 2.2.2 Establish HOV Lanes: Participate in efforts to achieve increased designation, construction, and operation of HOV lanes on freeways in Los Angeles, Orange, Riverside, and San Bernardino counties.

Policy 2.2.3 Integrate Congestion Management Program: Coordinate overlapping components of the state-mandated Congestion Management Program and the Regional Air Quality Plan.

Policy 2.2.4 Place a Price on Congestion: Promote market-based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.

Policy 2.3.1 Expand Transit in the County: Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

Policy 2.3.2 Expand Transit in the Air Basin: Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside counties.

Policy 2.4.1 Promote Non-Motorized Transportation: Provide for bicycle and pedestrian pathways to encourage non-motorized trips.

Policy 2.5.1 Manage Parking Supply: Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

Policy 2.5.2 Encourage Market Incentive/Disincentives: Promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.

Existing Traffic Conditions on the Roadway Network

Level of Service (LOS) is a qualitative approach to describing roadway performance based on the V/C ratio. The lower the ratio, the better the segment of roadway performs, meaning freer flowing traffic. Traffic congestion occurs as the number rises and approaches 1.0.

The LOS definitions are listed in Table 4.5.16-1 (Intersection Level of Service [LOS] Definitions) and are based on 2013 General Plan EIR Table 4.16-1 and Table 4.16-2. According to Table 4.16-3 of the General Plan EIR, with a few exceptions, most roadway segments operate at LOS A. Mt. Vernon Road and Reche Canyon Road operate at LOS F. Washington Street operates at LOS D.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit

- 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
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks

Table 4.5.16-1 Intersection Level of Service (LOS) Definitions

LOS	*Interpretation*	*Average Delay Per Vehicle (seconds/vehicles)*	
		Signalized Intersection	*Unsignalized Intersection*
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<10	<10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 and < 20	> 10 and < 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	> 20 and < 35	> 15 and < 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	> 35 and < 55	> 25 and < 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	> 55 and < 80	> 35 and < 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80.0	> 50.0

SOURCE: City of Colton (2013).

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the SCAG's RTP with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

Effects Not Found to Be Significant

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan does this by building upon and supporting the Colton General Plan policies related to mobility. The General Plan Land Use, Circulation, and Air Quality elements contain a number of goals and supporting policies that would provide an integrated and balanced multi-modal transportation network to meet the needs of all users. They provide a transportation system that includes connected transit, bicycle, and pedestrian networks. Additionally, the General Plan requires coordination with local authorities and other jurisdictions on regional transportation issues. The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) furthers these policies of transit and transit-oriented development within the city, and Transportation-2 (Smart Bus Technologies) requires the City of Colton to work with Omnitrans in implementing the BRT routes throughout the City, which correlates' with the General Plan Circulation Element Policies 2-1 and 2-2, which requires the City to cooperate and coordinate with Omnitrans for the provision of public bus service and the expansion of bus shelters in the City. Several policies in the Air Quality Element (Policies 2.1.1, 2.1.2, and 2.2.1, for example) are specifically directed at reducing VMT. In addition the Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with a number of the General Plan Circulation Element policies including Policies 2.5, 2.6, and 3.2 and Air Quality Element Policy 2.4.1. These policies call for an integrated and connected transportation network that includes bicycling and walking citywide. The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, the SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials. All future work within streets and public places in the City would be required to comply with Municipal Code regulations.

Implementation of the City of Colton reductions measures include energy efficiency standards for existing development, outdoor lighting, solar installation for new housing and for existing commercial and industrial uses. Wastewater-related equipment upgrades, on-road transportation measures and off-road equipment measures would also be included. Implementation of these measures that would not generate new vehicle trips in the City. Construction of any new renewable energy infrastructure would require review by City Planning staff for approval to ensure that the improvements do not interfere with planned transportation facilities. Energy-producing facilities needed for implementation of the Regional Reduction Plan would be required to incorporate appropriate setbacks as specified in the Municipal Code

to ensure there would be no impact to transportation routes as a result of implementation of the proposed project.

Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel. Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City of Colton, the CMP and Caltrans. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Congestion Management Program (CMP) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in 2012. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CMP roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CMP designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials.

Existing City regulations require that development and redevelopment projects are reviewed by the City and comply with the City's LOS standard. Additionally, compliance with the City's Public Improvement Fee program, as described in Chapter 12.32 of the Municipal Code would be required. These fees furthers CMP's goal to develop and implement a development mitigation program that includes payment of fair share fees for the needed transportation system improvements. These fees will be used to implement roadway and regional transportation improvements and mitigate any potential impact from development projects. This impact would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur. There would be ***no impact***..

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

The proposed project does not include facilities that would substantially increase hazards, nor would it construct incompatible uses. Energy-producing facilities needed for implementation of the Regional Reduction Plan would consist of solar arrays on rooftops of new or renovated buildings, adjacent to

structures, or in open spaces. Appropriate setbacks would be required as specified in the Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency standards for existing development and outdoor lighting, solar installation for new housing and for existing commercial and industrial uses. Wastewater-related equipment upgrades, on-road transportation measures, and off-road equipment measures would also be included. None of the reduction measures would alter emergency access or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve as emergency access and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

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

As described above, the Regional reduces transportation related GHG emissions by furthering the policies, plans and programs for public transit, bicycle and pedestrian facilities. In particular, the Regional Reduction Plan furthers the General Plan Policies listed in the Circulation Element (Policies 2.5, 2.6, and 3.2), meant to improve and integrate the bicycle and pedestrian circulation system; and furthers to goals of the San Bernardino County Non-Motorized Transportation Plan. In addition, the Regional Reduction Plan implements the SCS in the SCAG RTP, and the Colton General Plan Circulation Element Policies 2.1, 2.2, and 2.3 and Air Quality Element Policies 2.3.1 and 2.3.2 meant to improve the public transit system in the City and the region. Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff review and approval to ensure that performance standards and safety are not impacted negatively. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

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4.5.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities/service systems (water supply, storage, and distribution; wastewater collection, transmission, and treatment; solid waste; and energy) in the City of Colton from implementation of the Regional Reduction Plan. Data for this section were taken from the City of Colton General Plan Update EIR (2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities/service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Potable Water Supplies and Service Systems

The City of Colton sits on the Bunker Hill, Rialto-Colton, San Timoteo, and Riverside-Arlington groundwater subbasins. Majority of the City's water supply is derived from local groundwater. Water in the City is provided by four separate water agencies: City of Colton Water Department, West Valley Water District, Terrace Water District, and the Riverside Highland Water Company.

Water Sources in Colton

The Colton Water Department provides water service to the majority of the planning area (approximately 90 percent of the City of Colton), including domestic consumption, fire protection, and irrigation. Colton's water supply is comprised entirely of groundwater extracted from the San Bernardino Basin Area (Bunker Hill Basin portion), the Rialto-Colton Basin, and the Riverside Basin (Riverside North Basin portion). Colton does not currently import water in order to meet the demands of its service area.

Water Distribution Systems

The Colton Water Department's existing potable water system consists of fifteen wells, five main booster pumping plants, nine water storage reservoirs, two pressure reducing facilities, and over 120 miles of transmission and distribution pipelines. All water provided by the Water District is pumped from the Rialto-Colton, Bunker Hill, and North Riverside groundwater basins. The Water District also has emergency connections with the City of San Bernardino, the Riverside Highland Water Company, West Valley Water District, and the City of Riverside that can be activated, if necessary.

The Colton Water Department 1998 Water Facilities Master Plan establishes capital improvements projects for well pumping plants, storage facilities, booster pumping plants, and pipelines through 2020. Future projects include the drilling of six new wells and pumping plants and construction of reservoirs in the Western, Central, and Reche Canyon III pressure zones, with additional remedial work throughout the City. Booster plant replacement and expansion projects are also planned, along with new pipelines to be installed.

Wastewater Collection and Treatment

Wastewater discharges from the planning area are treated by two wastewater treatment plants. The City owns and operates the Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant located at 1201 South Rancho Avenue. The CWRF serves a population of approximately 65,687 from Colton, Grand Terrace, and unincorporated San Bernardino County. The facility treats an average daily flow of 5.6 million gallons per day (mgd). The CWRF is designed to treat a maximum of 10.4 mgd. Wastewater treatment requirements for the CWRF are established by the Santa Ana Regional Water Quality Control Board (RWQCB) pursuant to Order No. R8-2005-0075 (NPDES No. CA0105236).

Secondary treated wastewater from the CWRF is directed to the jointly owned Colton/San Bernardino rapid infiltration-extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. The RIX facility is designed to treat 40 mgd of influent. Wastewater treatment requirements for the RIX facility are established by RWQCB Order No. R8-2006-0052 (NPDES No. CA8000304). Under specific wet weather conditions, the CWRF may bypass the RIX facility and discharge directly into the Santa Ana River, but only if the effluent discharge is diluted 20:1 when entering the river at the point of discharge. Currently, there is no infrastructure within the planning area to reuse tertiary water for irrigation or other recycled uses. In addition to management and operation of the CWRF, the Colton Wastewater Department manages and maintains over 100 miles of sewer collection and distribution pipelines.

Drainage and flood control within the planning area are addressed by a system of County- and City-maintained facilities. The Colton Engineering Department is responsible for the maintenance and operation of most of the storm drains within its jurisdictional boundaries. The County is responsible for regional facilities designed to control urban stormwater runoff and natural drainage from Lytle Creek, Cajon Creek, Warm Creek, and the Santa Ana River. The County provides capital improvement funding for these facilities. Additional funding for storm drainage facilities and flood control improvement projects include host city fees from the Colton Landfill, development impact fees, and other federal and state grants.

Solid Waste

Solid waste collection and disposal within the City are provided by Colton Disposal (a division of Republic Services). Residential, commercial, and recycling services are provided. Curbside residential services include pickup of non-recyclable, recyclable, and yard wastes. Commercial customers may be provided with a three cubic yard (CY) container or more to handle operational wastes. Colton Disposal also offers 15 CY and 30 CY containers for larger disposal needs, such as those associated with construction projects. Compactors and balers are also available for businesses using large quantities of cardboard, such as supermarkets and large retailers. Commercial solid waste is sorted by Colton Disposal at its processing facility where recyclables are removed from the waste stream prior to being landfilled.

Solid waste collected in the planning area is disposed of at several landfills throughout California. The Colton Sanitary Landfill located within the City is the primary landfill serving the City, holding 64 percent of Colton's disposal. The landfill has a remaining capacity of 17 percent and its cease operation date is

estimated for January 2017. Roughly 71 percent capacity remains within the landfills that serve the City. Some wastes are also transported to the Commerce and Southeast Los Angeles refuse-to-energy facilities.

The City reported a variety of diversion programs in its latest annual report. Diversion rates for Colton between 1995 and 2006 varied between 30 and 60 percent (Colton 2013). Programs include ongoing and alternative programs selected by the City in its Source Reduction and Recycling Element (SRRE) or programs that were ongoing prior to adoption of the SRRE. The City of Colton disposed of 45,080 tons of solid waste in 2010. With a reported population of 52,103 and an employee base of 13,875, disposal rates equate to 4.7 pounds per resident per day and 17.8 pounds per employee per day (Colton 2013).

Electricity

Electricity is provided to the City by Southern California Edison (SCE) and the City of Colton Electric Utility. SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations. The City of Colton Electric Utility includes transmission system at a local level of 4 kV with pole mounted transformers.

SCE has forecast energy demands for its service area to reach 118,497 gigawatt hours by 2016 (CEC 2007). Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt-hours. The City of Colton Electric Utility has a similar per capita energy consumption. These are forecasted to remain constant through 2016 (CEC 2007).

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas service to the City of Colton. SoCalGas has gas mains throughout urbanized areas of the City.

Telephone and Communications

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Colton, including Verizon Communications, AT&T, and Time Warner Telecommunications. Cable service is provided to the City by local cable franchises, including Time Warner Cable, Comcast Cable, Cox Cable, and Charter Cable. Installation of cable services is provided by these private companies and supported by service fees.

For Internet service, transmission can be obtained through the phone lines for dial-up coverage or by broadband providers. Most Internet service providers are regulated by the California Public Utilities Commission. Broadband providers supply Internet services through cable lines or through Ethernet, a bundling of local area networks that are transmitted by fiber optics (DSL). Like cell phones, the Internet can also be provided through wireless connections. Infrastructure to support these services is therefore run over the associated local telephone and cable service provider lines.

Regulatory Framework

Utilities within the City of Colton tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)

Federal Energy Regulatory Commission (FERC)

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and nonfederal hydropower projects.

Federal Communications Commission (FCC)

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

State

California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination does not enter surface water or groundwater supplies within the state

California Health and Safety Code Article 1 (Pure and Safe Drinking Water)

California Health and Safety Code Article 1, Section 116270, was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water purveyors and distribution systems within the state. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

Senate Bills 610 and 210 Water Supply Assessment and Planning

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective

January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912(a)) subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

California Water Code Sections 10610–10656

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent. The City of Colton UWMP is a foundational document for compliance with both SB 610 and SB 221.

Assembly Bill 939—Integrated Waste Management Act

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide

siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

California Energy Commission (CEC)

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. They are:

- Forecasting Energy needs within the state
- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the state of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

Regional

Southern California Association of Governments (SCAG)

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

County of San Bernardino Solid Waste Management Division (SWMD)

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. SWMD administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers.

Local

Colton Source Reduction and Recycling Element

The SRRE is the City's primary planning mechanism for solid waste diversion. This document was prepared in accordance with AB 939 to identify strategies for meeting the mandated 50 percent diversion rate. The source reduction component of the plan indentifies methods such as use of reusable items as opposed to disposable items to remove products from the waste stream. The four categories of source reduction activities are education/technical assistance, rate structure modifications, economic incentives, and regulatory measures. The recycling component of the plan identifies existing and proposed programs to increase recycling efforts. Additional items addressed in the plan include composting and special wastes.

City of Colton Municipal Code

The City of Colton collects development impact fees pursuant to California Government Code for the expansion of utilities and service systems facilities through the following Municipal Code chapters:

- Chapter 12.32 Public Improvement Fees
- Chapter 12.34 Storm Drain Facilities Fees for Drainage Benefit Areas No. 1
- Chapter 12.36 Storm Drain Facilities Fees for Drainage Benefit Areas No. 2

The Public Improvement Fees chapter requires minimum local improvements to include concrete curb, gutter, sidewalk, street lighting, driveway approaches, drainage structures, sewer and water mains, landscaping and street trees. The chapter also establishes a methodology for determining appropriate impact fees to fund such improvements.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities/service systems if it would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to the wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Santa Ana RWQCB and the California Department of Public Health (CDPH). The Santa Ana RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns. California Code of Regulations Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage facilities. However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially change the drainage patterns on any site within the City. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies and impacts to water supply would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that 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?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be ***less than significant***. No mitigation is required.

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

Implementation of the Regional Reduction Plan includes solid waste diversion that would reduce the amount of waste currently going to landfills. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?

Implementation of the Regional Reduction Plan includes solid waste diversion. Recycling of solid waste as part of the solid waste diversion would comply with all federal, state, and local statutes and regulations related to the recycling of solid waste. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Energy Commission. (CEC). 2007. *The Role of Land Use in Meeting California's Energy and Climate Change Goals*. Report CEC-600-2007-008-SD.

Colton, City of. 2013. *City of Colton General Plan Update Draft Environmental Impact Report*, January.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.5.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory
- 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)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.5-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Colton), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.5.1 through 4.5.17 of this EIR.

Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.5.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.5.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significant affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.5.3, 4.5.6, 4.5.8, 4.5.9, 4.5.12, 4.5.13, 4.5.14, 4.5.16, and 4.5.17 of this EIR, respectively.

References

Kostka, Stephan L. and Michael H. Zischke. 2005. *Practice under the California Environmental Quality Act*.

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