

COLTON'S HUB CITY CENTRE SPECIFIC PLAN DRAFT



CITY OF COLTON

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COLTON'S HUB CITY CENTRE
SPECIFIC PLAN
DRAFT SPECIFIC PLAN

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SECTION 1 INTRODUCTION

1.0 OVERVIEW

In June 1996, the City of Colton adopted the West Valley Specific Plan in response to the opportunities for economic growth and revitalization associated with the construction of the new Arrowhead Regional Medical Center and the community's desires to upgrade the overall appearance of the area. Since that time the region has matured with many new high quality developments to the east and west, while properties within the Specific Plan area have remained largely undeveloped.

In early 2007, the City staff revisited the Specific Plan land uses and overall planning concepts and believed there was an opportunity to forge a new vision that would create a vibrant new community, one that would create new jobs, strengthen the City's tax base, and provide opportunities for a mixed use community including a shopping center, business parks, housing and recreation. Based upon staff's recommendations, the City Council authorized an update of the Specific Plan and selected a team of consultants to assist the City in developing a new vision, focused on the areas west of Hermosa Avenue. In June 2007, a contract was approved by the City Council for development of a Specific Plan Amendment. Due to the recession that began in late 2007, the project was placed on hold in late 2009. However, planning activities were re-activated in late 2010; a property-owner workshop was held in August 2011. In August of 2012, with signs that the economy was on the mend, the City Council approved a revision of the contract with the same consultant team that started in 2007. The contract provided an opportunity to update the draft Specific Plan to conform with the new habitat conservation areas identified in the draft Habitat Conservation Plan. The scope of the Specific Plan changed dramatically based on City Manager direction in November 2012, followed by input and direction received at a joint Planning Commission / City Council workshop held in January 2013. During the process, the project name was changed to Colton's Hub City Centre Specific Plan to reflect the City's vision to create a dynamic mixed use center where people can live, shop, work and play.

1.1 PURPOSE

The primary purpose of the Colton's Hub City Centre Specific Plan (CHCCSP) is to implement the vision and policies of the City of Colton. The Specific Plan will update a portion of the existing West Valley Specific Plan that was previously adopted in 1996 as a separate, stand-alone Specific Plan.

Specifically, the purpose of this Specific Plan is to:

Articulate and implement the Vision that evolved during public workshops in 2007 / 2008, 2011 and 2013 with members of the community, city staff, Planning Commission and City Council, which includes the following:

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

1.2 PROJECT BACKGROUND

The West Valley Specific Plan, adopted on June 18, 1996, was prepared in response to the opportunities for economic growth and revitalization associated with the construction of the new Arrowhead Regional Medical Center and the community's desire to upgrade the overall appearance of the area.

Since that time, the Inland Empire has experienced growth in all market sectors. While other nearby communities along the I-10 Freeway corridor, such as Rancho Cucamonga, Ontario and Redlands have experienced much of this new growth, the Specific Plan area has lagged behind.

A large part of the delay has been the result of the presence of the Delhi Sands Flower Loving Fly, particularly on the western portion of the project area. Since the Fly is a federally listed "endangered species" and since development of land impacted by the Fly is prohibited by federal law unless certain requirements are met, development opportunities have been limited.

During the last three and one half years, a significant effort and investment by the City of Colton has occurred to address the mitigation needs of the Fly. A Habitat Conservation Plan (HCP) has been authorized by the City and has been submitted

to U.S Fish and Wildlife Service. This Specific Plan incorporates the conservation areas specified in the HCP. The HCP is an independent process and is proceeding concurrently with this Specific Plan.

As of October 2013, other reasons for the lag relate to the recession that began in 2007, a lack of sufficient infrastructure, an undefined time frame for the I-10 Freeway and Pepper Avenue interchange improvements (now scheduled for 2014) and the reluctance of the market place to move forward in a piecemeal manner without a comprehensive development program.

There are strong indicators that the market has turned the corner and is on the rebound. The adoption of this Specific Plan by the City Council will go a long way not only to establish a comprehensive community vision but set the foundation necessary for prospective developers and builders to bring that vision to reality.

1.3 CONTEXT AND LOCATION

The CHCCSP is located in the western part of the City of Colton in western County of San Bernardino. It is adjacent to and east of the City of Rialto boundary. Figures 1-1 through 1-9 in this section identify the relationship of the project area to the region, local vicinity and include current site uses and existing topography. From a regional perspective, this project site is located approximately one mile west of downtown Colton, four miles southwest of downtown San Bernardino, nine miles north of the City of Riverside, and fifty-five miles east of the City of Los Angeles.

The southern boundary of the CHCCSP area is located adjacent to the I-10 Freeway with primary access from an interchange at Pepper Avenue. A second interchange, at the I-10 Freeway and Riverside Avenue, is less than ¼ mile from the western boundary of the site. The northern boundary of the site is defined by San Bernardino Avenue, the east side by Hermosa Avenue, and the west side by the City of Colton and City of Rialto boundary.

1.4 SPECIFIC PLAN AMENDMENT AREA

The existing West Valley Specific Plan consists of two Subareas: the West Subarea of approximately 476 acres and the East Subarea of approximately 152 acres which are separated by an unincorporated island of land under jurisdiction of the County of San Bernardino. The West Subarea is bounded by San Bernardino Avenue on the north, the city boundary on the west, the I-10 Freeway on the south, and the Union Pacific Railroad on the east. The East Subarea is bounded by "C" Street on its uppermost northern parts, Grand Avenue on the west, the San Bernardino I-10 Freeway on the south, and the Burlington Northern and Santa Fe Railroad tracks near Pennsylvania Avenue on the east.

The Colton's Hub City Centre Specific Plan is revising and amending a portion of the West Subarea of the existing West Valley Specific Plan area; the East Subarea will remain unaffected by this amendment. Of the West Subarea, approximately 373 acres of the total 476 acres is affected by this amendment. The difference of 103 acres is the result of excluding the areas encompassed by the Arrowhead Regional Medical Center and the existing Hermosa Memorial Cemetery, uses expected to

remain for the long term and that are compatible with the goals and policies of the City General Plan. Figure 1-8 identifies the existing West Valley Specific Plan boundary and the portion this project is amending. Figure 1-9 includes a side by side summary of the current land uses within the current West Valley Specific Plan and those in the CHCCSP.

1.5 COMMUNITY VISION

The vision for the CHCCSP evolved out a series of steps during the formation of the Plan, each one building upon the other. These included: 1) a series of public outreach meetings and workshops with property owners, members of the community, City Council, Planning Commission and representatives from the City of Rialto, which shares a boundary with the CHCCSP, 2) a site tour of multiple high quality communities within Southern California with representatives of the City Council, Planning Commission, and city staff, 3) discussions and meetings with representatives of the Arrowhead Regional Medical Center adjacent to the project boundary, 4) discussions with representatives of the development industry to listen to their input regarding land use and market considerations, 5) contact with local Indian tribes and, 6) meetings with city staff and various governmental agencies including the Rialto Unified School District, County of San Bernardino Flood Control District, West Valley Water District and Omnitrans representatives.

During earlier times within the City of Colton, movie theaters, small scale shopping districts, and other amenities created a once vibrant and inviting atmosphere that residents and visitors could enjoy. However, those uses have all but disappeared in the last 25+ years. Colton is not unique in this regard. Small scale towns with vibrant Main Streets have all but disappeared in many communities throughout the nation. However, during the past decade there has been a resurgence in a large number of major metropolitan areas to revive traditional town planning principles that guided the original planning of small town centers, Main Streets, and quaint and charming neighborhoods that adjoined them.

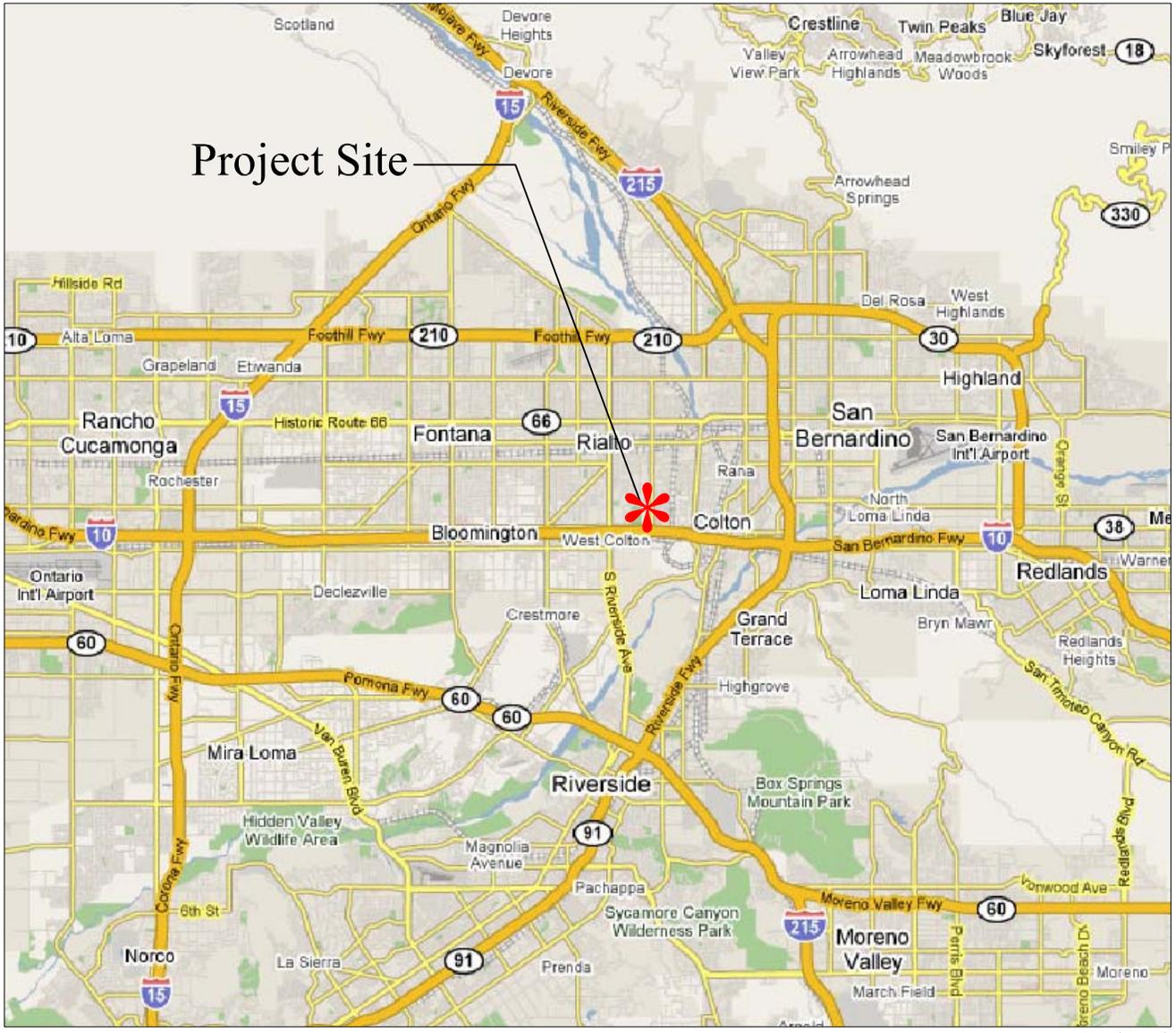
The Vision for the CHCCSP is to restore the sense of community, vibrancy and vitality of the small town atmosphere. This includes incorporating a broad range of uses all within walking distance of one another, including shopping, restaurants, entertainment, hospitality, offices, housing, parks and open space. In addition, the Vision includes creating a new main street setting, new employment opportunities and establishing a new strong economic base for the City.

VISION TO REALITY

There are many reasons the CHCCSP is well positioned to see this Vision transformed into reality:

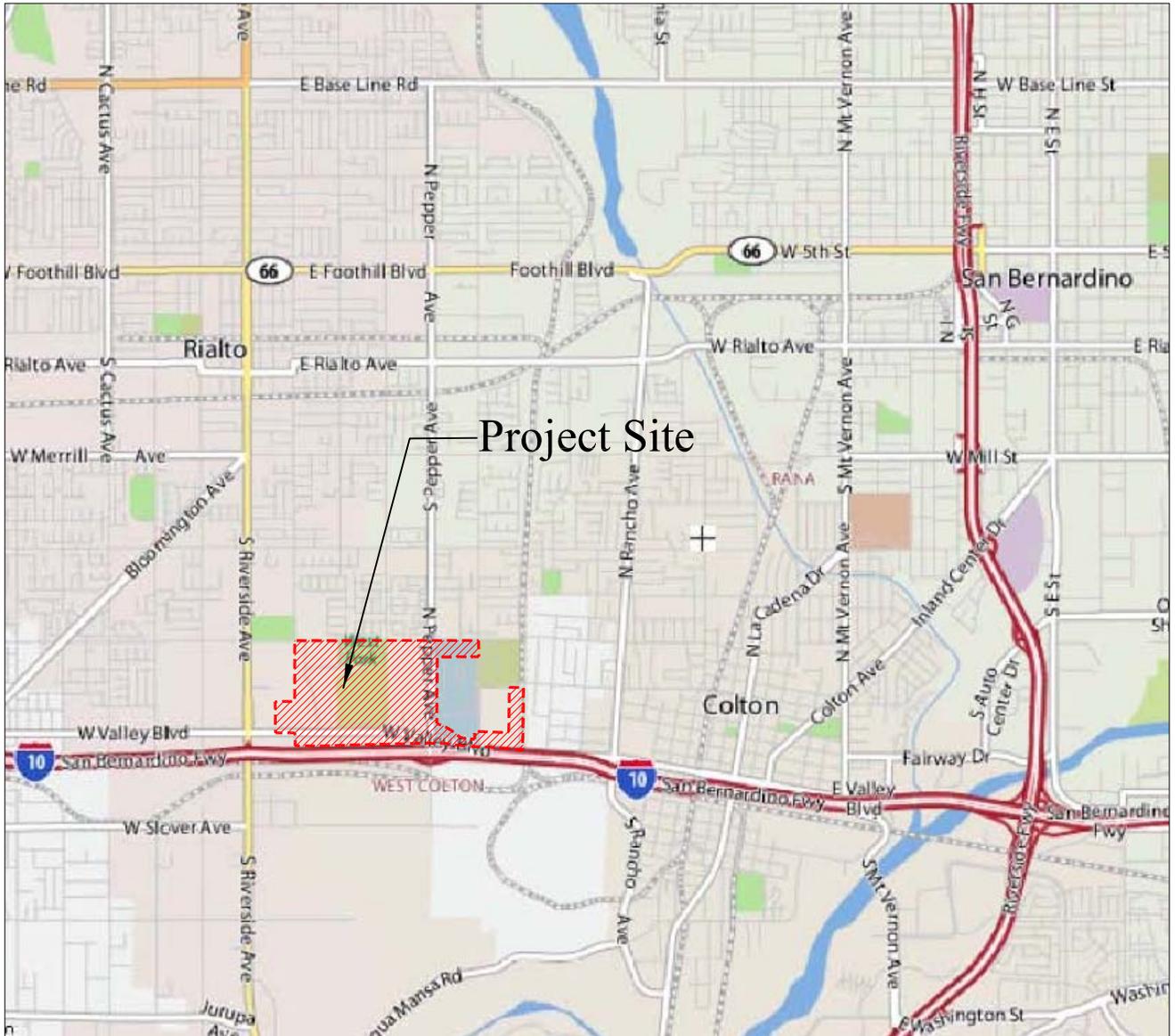
1. **Location.** The CHCCSP is strategically located with direct access and visibility from the I-10 Freeway / Pepper Avenue interchange and is within a short distance to the Riverside Avenue / I-10 Freeway interchange. Major improvements to the I-10 Freeway / Pepper Avenue interchange scheduled for 2014, including increasing the number of travel lanes, will enhance the desirability of the area.

COLTON'S HUB
CITY CENTRE
SPECIFIC PLAN



Source: Google Earth

FIGURE 1-1
REGIONAL MAP



Source: Google Earth

FIGURE 1-2
PROJECT VICINITY MAP

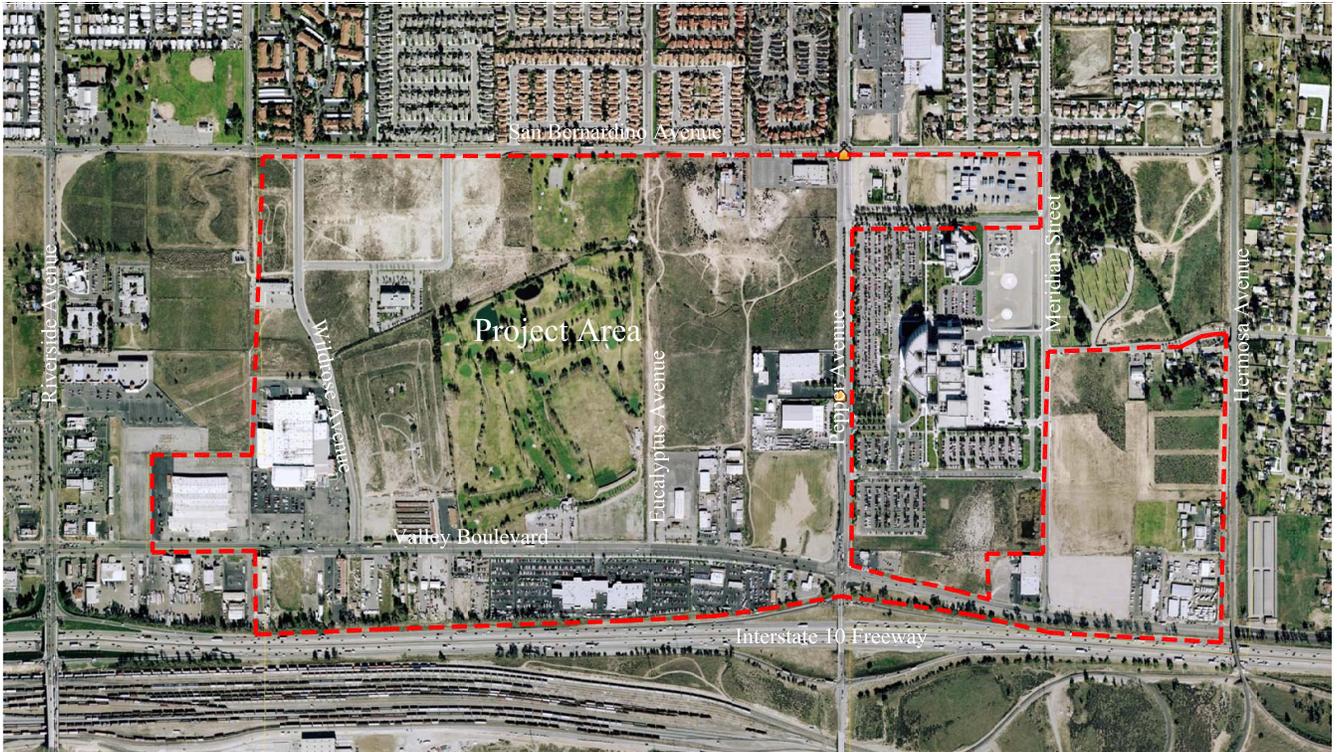


FIGURE 1-3
AERIAL PHOTO



FIGURE 1-4
EXISTING CONDITIONS-AREA A



FIGURE 1-5
EXISTING CONDITIONS-AREA B

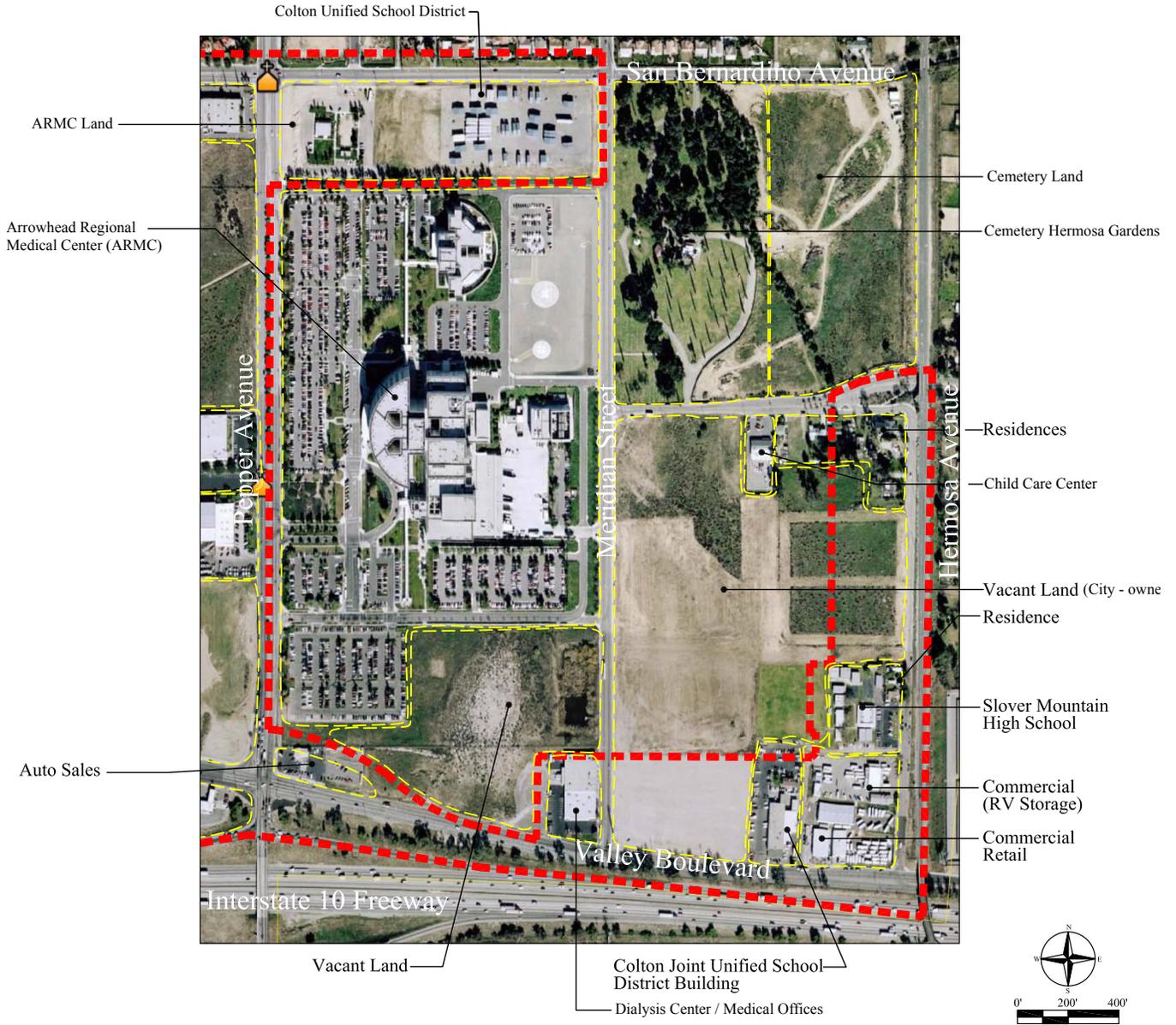


FIGURE 1-6
EXISTING CONDITIONS-AREA C

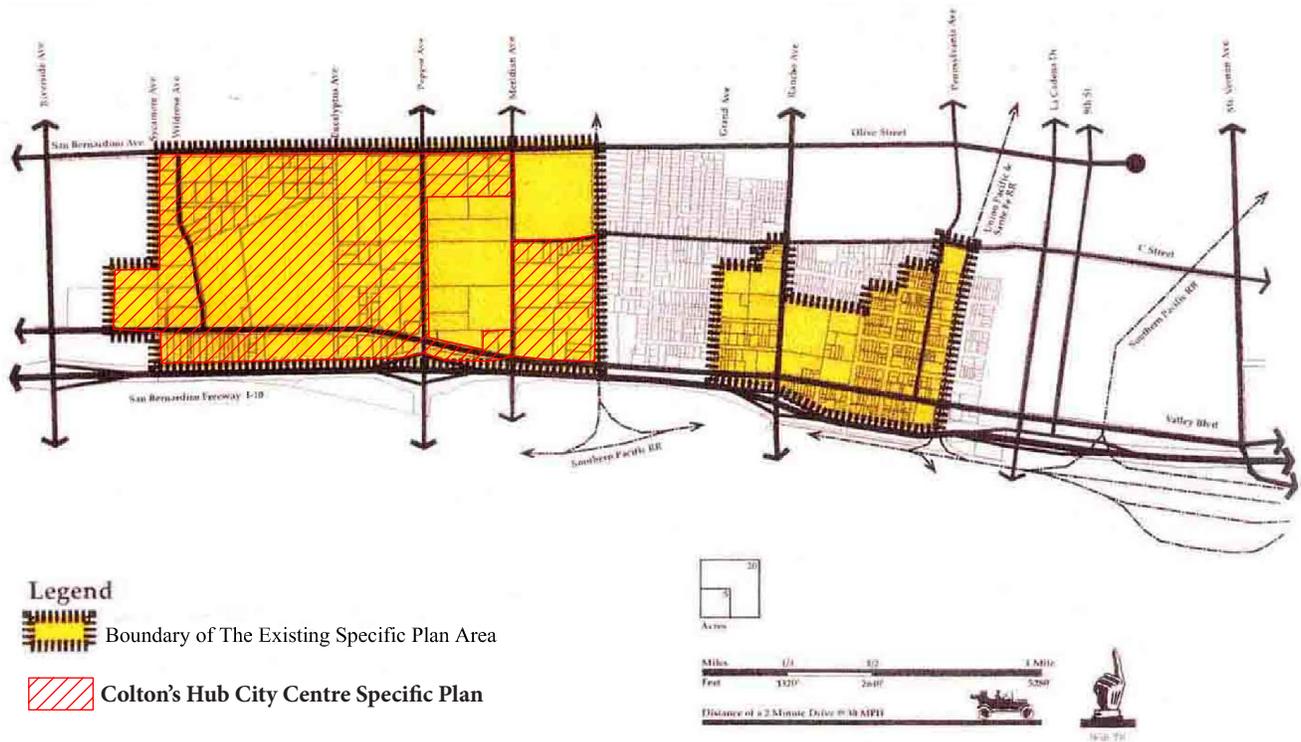
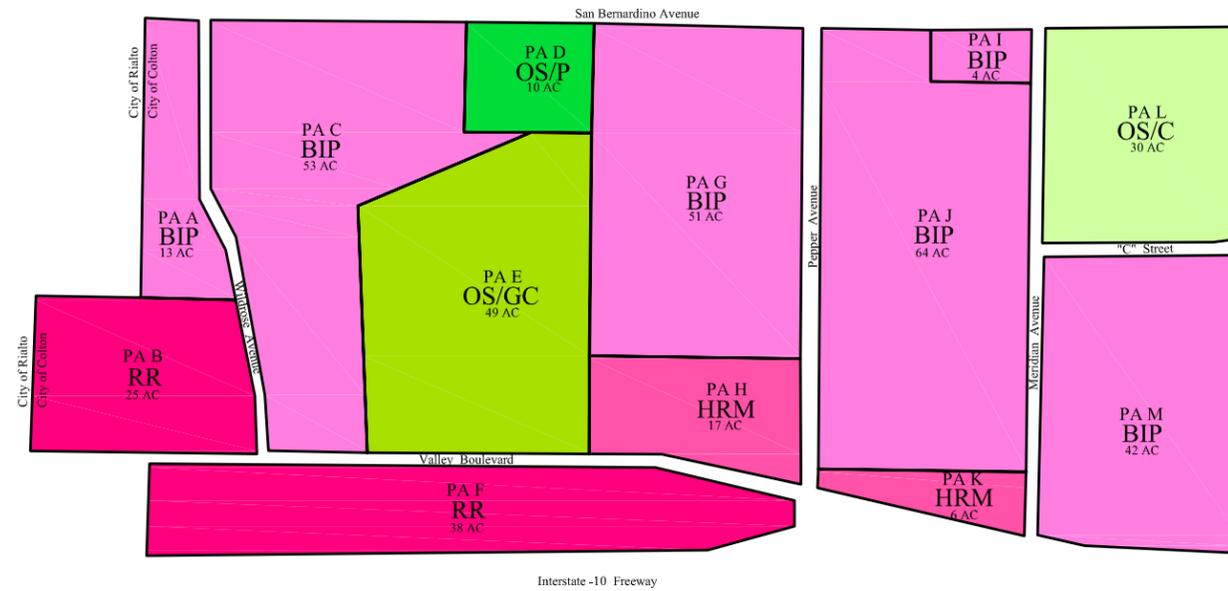


FIGURE 1-8
COLTON'S HUB CITY CENTRE SPECIFIC PLAN AREA

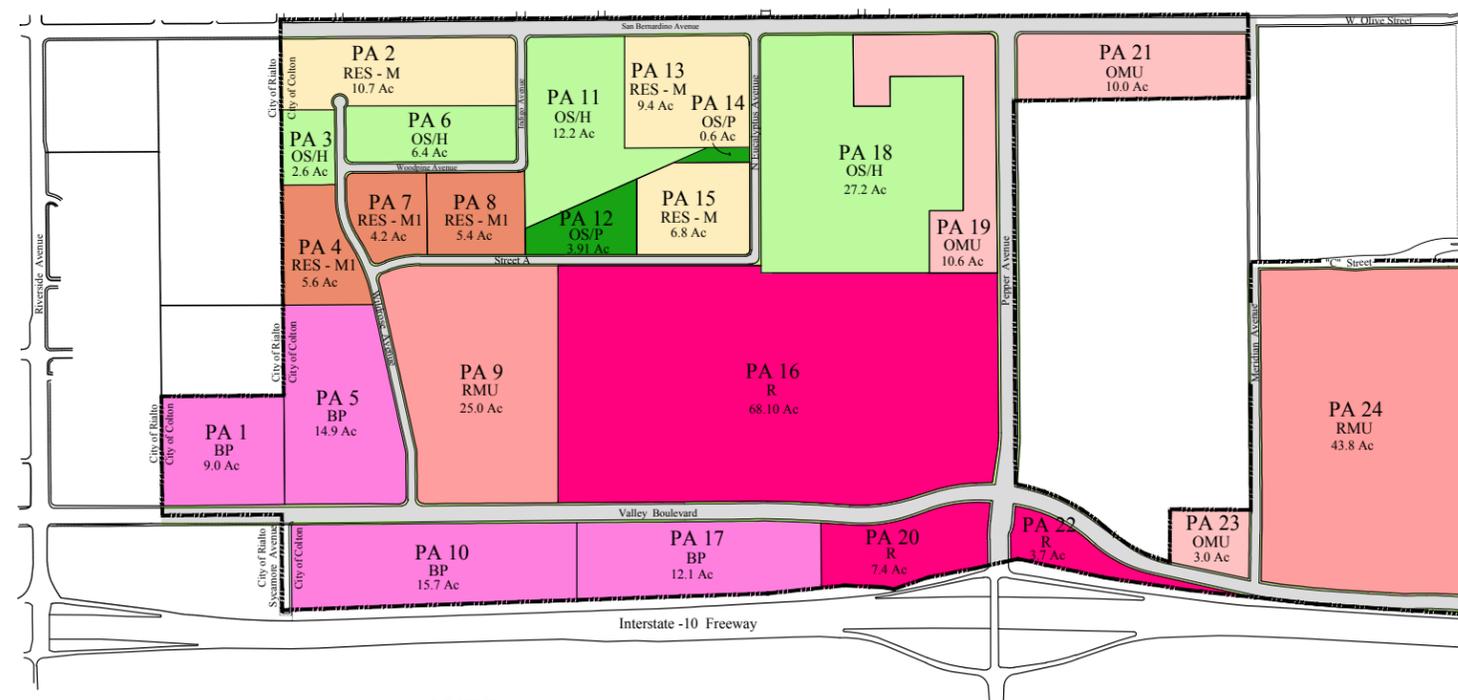
LEGEND FOR EXISTING WVSP:

- RR Regional Retail
- HRM Hospitality Retail / Medical Support
- BIP Business / Industrial Park
- OS/P Open Space / Park
- OS/GC Open Space / Golf Course
- OS/C Open Space / Cemetary



Existing West Valley Specific Plan

WVSP		CHCCSP	
RESIDENTIAL		RESIDENTIAL	
none		RES-M	26.9
		RES-M 1	15.2
COMMERCIAL		COMMERCIAL	
RR	63 ac	R	79.2
HRM	23 ac	RMU	68.8
BIP	227 ac	OMU	23.6
		BP	51.7
OPEN SPACE		OPEN SPACE	
OS/P	10 ac	OS/P	4.51
OS/GC	49 ac	OS/H	48.34
OS/C	30 ac		



LEGEND:

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

Proposed Colton's Hub City Center Land Use Plan

FIGURE 1-9
COMPARISON OF WVSP TO CHCCSP

2. **Freeway Access and Visibility.** The site includes over one mile of I-10 Freeway frontage with 200,000+ vehicles per day passing by the site with an interchange located at Pepper Avenue. It is located in the heart of the Inland Empire, within 3.5 miles of the I-215 Freeway and 10.5 miles of the I-15 Freeway.
3. **Demographics.** While the recession that began in 2007 slowed population growth, strong population growth in the Inland Empire is expected over the next 10 years. The CHCCSP will help serve the resulting demand for new homes, retail, office, hospitality and business uses.
4. **ARMC.** The Arrowhead Regional Medical Facility is located adjacent to the site near the I-10 Freeway / Pepper Avenue interchange. The hospital currently employs over 3,000 people and is projected to increase to 3,800 in the near future. This number of employees is expected to increase with the implementation of the federal Affordable Care Act. In addition, over 320,000 patient visits occur each year. Since no significant shopping, services or restaurants occur nearby to serve the hospital, many of the future uses in the Specific Plan are expected to benefit from this close proximity to this major facility.
5. **Bus Rapid Transit.** The Compass Blueprint Study, prepared in 2007 by the Southern California Association of Governments (SCAG) identifies planned future bus rapid transit (BRT) routes in the Inland Empire. Two or more stops are planned within the Specific Plan boundaries. With more and more people seeking out ways to avoid using their vehicles to commute and the desire of many to be more environmentally conscious, options such as bus rapid transit will only enhance the desirability of the Specific Plan area for businesses and homebuyers.
6. **A Livable Community.** A growing desire for a high quality mixed use community in the western Inland Empire.

1.6 SUMMARY OF BENEFITS TO THE CITY OF COLTON

The following summarizes the benefits that full implementation of the Colton's Hub City Center Specific Plan will provide to the City:

1. Implements the City's vision for creating a new "Hub" where people can live, work, shop and play.
2. Implements the City's vision for quality development and creating a distinctive setting within the City.
3. Creates the foundation for a high quality office, business, retail and hospitality hub adjacent to the I-10 Freeway, Valley Boulevard and Pepper Avenue corridors.
4. Provides opportunities for high quality housing.
5. Provides a neighborhood and sets aside preserved habitat that will allow revitalization to occur.
6. Incorporates bus rapid transit options for those that live, work or visit the community, which in turn benefits the environment and reduces congestion on the freeways.

7. Creates new employment opportunities.
8. Contributes to the balance of jobs and housing in the City by providing for a mix of residential, commercial, business park, general and medical office uses.
9. Brings significant public facility and infrastructure improvements, including streets, storm drains, sewers, curb, gutter and sidewalks and other utilities that benefit the project area and adjacent developing areas.
10. Generates opportunities for significant new sales and property tax revenue for the City, which in turn helps eliminate blight and benefits the local area.
11. In conjunction with adoption of a Habitat Conservation Plan, a majority of property owners within the Specific Plan Area that were economically constrained due to the impacts associated with the Delhi Sands Fly will now have development options.

1.7 AUTHORITY FOR THE SPECIFIC PLAN

Sections 65450 et seq. of the Government code sets forth basic requirements and provisions for specific plans. The Government Code specifically states:

“After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.”

Section 65451 of the Government Code requires that specific plans include text and a diagram or diagrams that specify all of the following:

1. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the project.
5. A statement of the relationship of the Specific Plan Amendment to the General Plan.

The CHCCSP has been developed in conformance with the requirements of the State of California Government Code and the City of Colton General Plan.

1.8 CONSISTENCY WITH THE GENERAL PLAN

The Colton's Hub City Centre Specific Plan has been developed to implement the goals and policies of the City of Colton General Plan.

General Plan consistency is achieved when the land uses proposed within the specific plan are compatible with, and serve to achieve the objectives, policies, general pattern of land uses and programs set forth in the General Plan. The Governor's Office of Planning and Research defines how a Specific Plan should be consistent with the General Plan:

“An action, program or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment.”

1.9 CEQA COMPLIANCE

In addition to the CHCCSP, an Environmental Impact Report (EIR) is being prepared under the City's authority in compliance with the California Environmental Quality Act (CEQA). The EIR serves as the program level environmental document for the CHCCSP. The EIR is intended to be an informational document designed to provide the City decision makers and general public with a full understanding of the potential environmental effects of the CHCCSP and provides appropriate mitigation measures.

Section 65457(a) of the Government Code provides that any development project, including any subdivision or any zoning change undertaken which is consistent with a Specific Plan for which an EIR has been certified, is exempt from further CEQA review, absent substantial changes or new information. Therefore, providing that future applications for development are consistent with the CHCCSP, no additional CEQA processes will be required for subsequent development. Additional technical reports or studies may be required by the city to assure compliance, such as acoustical studies to determine proper sound mitigation requirements.

1.10 RELATIONSHIP OF THE SPECIFIC PLAN TO THE CITY OF COLTON ZONING ORDINANCE, TITLE 18 OF THE MUNICIPAL CODE

Development standards, regulations, guidelines and administrative procedures have been tailored to implement the vision for the CHCCSP. These will be used by the City of Colton with property owners, developers, and builders to implement development through future parcel and tentative tract maps, final maps, improvement plans, and other site design and administrative reviews.

These standards, regulations, guidelines and administrative procedures shall supersede the relevant portions of the City of Colton Zoning Ordinance, Title 18 of the Municipal Code. If the CHCCSP does not cover specific topics or uses covered in the Municipal Code, then the City code shall prevail. If there is a discrepancy

between the City Zoning Ordinance and the Specific Plan, then the CHCCSP shall take precedence.

1.11 EXISTING SITE CONDITIONS AND USES

The CHCCSP area is located on a gently sloping alluvial plain varying in grade from approximately .5% to 1.5% across the property in a north / south direction. Figure 1-7, Topography Map, identifies the existing topography of the site. Grading and terracing of various parts of the northwest section of the site have occurred in the past. Exhibits of existing uses are shown on Figures 1-4, 1-5 and 1-6 labeled Areas A, B and C, respectively. Existing major and local streets can be seen on each of the exhibits.

Area A in Figure 1-4 identifies the western portion of the CHCCSP area and shows the relationship to the City of Rialto boundary. Within Area A, a large portion is vacant land. Existing buildings include CSM Bakery Products, a vacant warehouse structure, various commercial buildings, a motel, and an office building formerly occupied by the San Bernardino County Transitional Assistance Department.

Area B in Figure 1-5 identifies the central portion of the site and shows the area just west of Pepper Avenue. A significant portion of this area is also vacant land. A private golf course (Colton Golf Club) and George Brown park exist north of Valley Boulevard. Various commercial buildings occur to the north and south of Valley Boulevard, including a vacant former automobile dealership (Moss Brothers Ford) and other small businesses. Adjacent to the westside of Pepper Avenue is a former church facility (transitioning into a vocational school), a warehouse building and a trucking company.

Area C is shown on Figure 1-6 and includes the eastern portion of the Project Area. A major portion of the area directly east of Pepper Avenue is occupied by the County of San Bernardino's Arrowhead Regional Medical Center and the Hermosa Gardens Memorial Cemetery, which are both outside the CHCCSP's project area. Vacant land occupies a significant portion of Area C between Meridian Street and Hermosa Avenue with commercial retail uses at the southeastern corner of the site. Several residences and the Colton Unified School District's Slover Mountain High School are located along Hermosa Avenue.

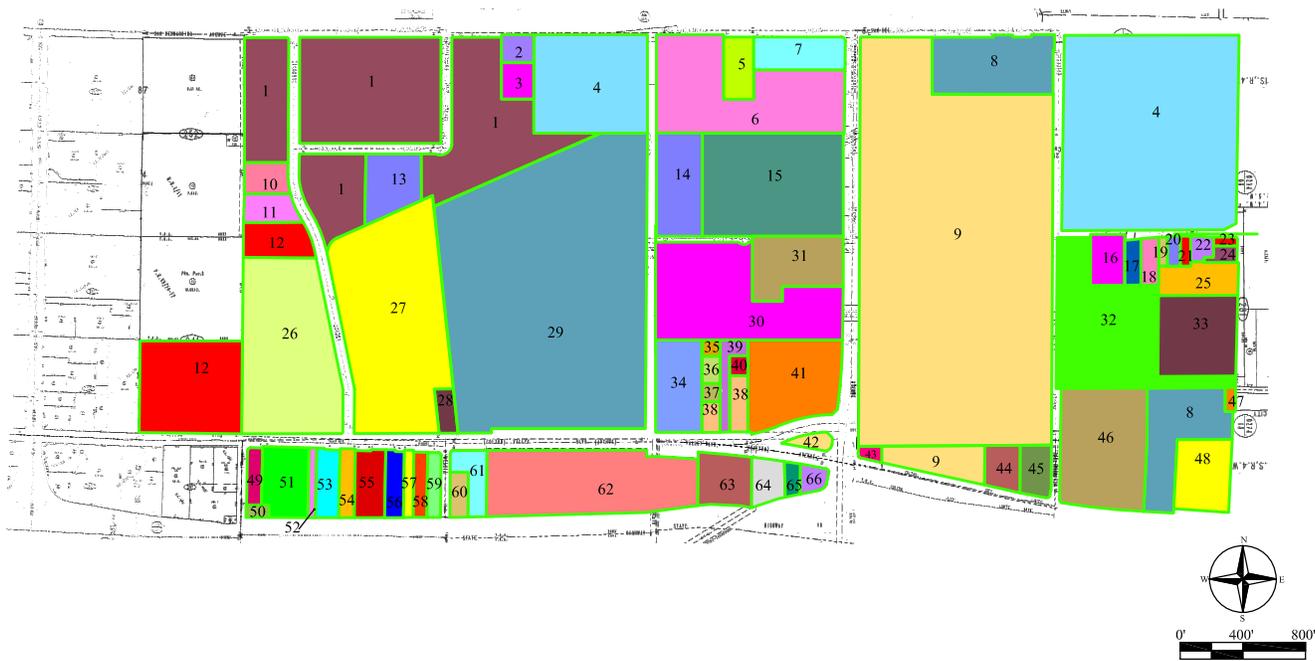
1.12 PROPERTY OWNERSHIP

The CHCCSP Specific Plan area includes over sixty property owners. Refer to Figure 1-10 for the Property Ownership Map.

1.13 PROJECT SURROUNDING LAND USES

Adjacent and surrounding land uses near the project area are summarized below. They are also shown in Figure 1-3.

North: Above San Bernardino Avenue, mostly single-family residential homes exist along the northern boundary. An apartment complex occurs at the north-



OWNERSHIP LEGEND:

1	CARL ROSS	27	FEROZE AHMED	53	ARVIND PATEL
2	NORMAN HOWER	28	JOE DIAZ	54	JOHN MARRYMAN
3	YASSAR TABBAA	29	H & H INVESTMENT	55	BIMBO BAKERIES
4	CITY OF COLTON	30	MCNEILUS MANUFACTURING	56	LUCIANO ESPINOZA
5	GUARDIAN TRUST	31	MORMON CHURCH	57	VICTOR ESPINOZA
6	TRANSPORTATION TERMINALS CO.	32	CITY OF COLTON	58	MACLIN MARKETS
7	WORLD PROPHETIC MINISTRY	33	RUDOLF MAYER	59	JOSE VASQUEZ
8	COLTON SCHOOL DISTRICT	34	CROWN ENTERPRISES INC.	60	PAUL LLC.
9	SAN BERNARDINO COUNTY	35	5-STAR AUTO	61	5-STAR AUTO
10	EJK ENT.	36	JOHN BARRETT	62	JOHN BARRETT
11	BARRY SACALAS	37	MARCHANT	63	EDWARD BERKI
12	2245 VALLEY LLC.	38	SRUN LIM	64	SHIRLEY CHADWICK
13	LAND N STOR	39	LOUIS BRAVO	65	HUBBS LLC
14	WILDLIFE FOUNDATION	40	ARTHUR PAIGE	66	VALLEY-ORANGE LLC.
15	PIERSON-BAUMGARTEN	41	ROY-MORRISON-HILL-WELLS-KASLER		
16	MARCELLA MARTIN ET. AL.	42	SBC		
17	PAUL SALERNO	43	PACIFIC OCEAN DR.		
18	GERALD FRIEDMAN	44	VERNON SCHAFER		
19	JORGE JAQUEZ	45	ALBERTA SCHAFER		
20	ARROWHEAD MEDICAL	46	COLTON REDEVELOPMENT AGENCY		
21	LINDA JONES	47	GENARO DEANDA		
22	BASILO RIOS	48	GREGORY HARRINGTON		
23	LINDA JONES	49	MIMM INC.		
24	MARY GODWIN	50	SBC WATER		
25	WILLIAM HARRING	51	GOLDBHUMI INC.		
26	TELCO FOOD PRODUCTS	52	BARRY SACALAS		

**FIGURE 1-10
PROPERTY OWNERSHIP MAP**

western corner of the project area. A retail center with a supermarket is located at the northeast corner of Pepper Avenue and San Bernardino Avenue adjacent to the northern boundary of the CHCCSP.

East: The existing County of San Bernardino Arrowhead Regional Medical Center and the Hermosa Gardens Cemetery border the Plan area. At the far eastern edge of the boundary is a Southern Pacific railroad right of way.

West: The City of Rialto is adjacent to the project boundary on the west. A combination of conditions occur, including vacant land, commercial retail areas, a senior citizens center and residential uses associated with a senior care facility.

South: The I-10 Freeway borders the southern project boundary. A full freeway interchange exists at Pepper Avenue.

1.14 DOCUMENT ORGANIZATION

The following Sections are included in this Specific Plan document:

- 1.0 Introduction
- 2.0 Community Planning and Design Principles
- 3.0 Land Use Plan and Components
- 4.0 Development Regulations
- 5.0 Circulation, Public Facilities and Services
- 6.0 Community Design Guidelines
- 7.0 Administration
- 8.0 Appendix

SECTION 2 COMMUNITY PLANNING AND DESIGN PRINCIPLES

2.0 COMMUNITY PLANNING AND DESIGN GOALS

A series of community planning and design goals are listed below. They provide the foundation for the formulation of the Land Use Plan and all sections that follow in this Specific Plan. These goals further define the Vision described in Section 1.0.

2.1 CREATE A VIBRANT COMMUNITY WITH A RICH DIVERSITY OF USES INCLUDING RETAIL, OFFICE, BUSINESS PARK, ENTERTAINMENT, HOSPITALITY, RESIDENTIAL, PARK, AND OPEN SPACE USES.

Provide opportunities in the Land Use Plan for development of a major City Hub, one that is sufficient in size to support a mix of uses ranging from large department stores to small stores, that also includes professional and medical offices, business parks, housing, parks and open space. Encourage creation of a “Main Street” shopping area with cafes and shops.

2.2 CREATE A WALKABLE COMMUNITY

Establish planning and design guidelines to provide connectivity among all uses through walkways and bikeways. Cluster and interconnect the various land uses where practical so most homeowners, office and business park users can walk to shopping and restaurant areas in approximately ten minutes.

2.3 PROVIDE HIGH QUALITY DESIGN STANDARDS TO ENSURE A HIGH QUALITY COMMUNITY

In order to create a community that will improve in desirability and beauty for generations to come, establish design guidelines for planning, architecture and

landscape architecture for all land uses. Ensure that the guidelines take into account the many uses in the community and seek to establish a comprehensive design standard that will complement each other to create a unified plan.

2.4 PROMOTE SMART TRANSPORTATION

Incorporate Bus Rapid Transit (BRT) routes identified by Omnitrans in its Compass Blueprint Report to encourage commuting in an environmentally sustainable manner.

2.5 APPLY CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) PRINCIPLES TO PROMOTE SAFETY THROUGHOUT THE COMMUNITY

CPTED principles provide police, fire and other city departments a multi-disciplinary approach to enhance public safety. This can be achieved by coordinating final development plans with police, fire and other safety officials.

2.6 CREATE A PROSPEROUS COMMUNITY WITH A HIGH QUALITY OF LIFE

The ultimate goal is to create a community that offers a high quality of life, a sense of place, sense of belonging and community pride; one that revitalizes the area, creates jobs, and strengthens the City's tax base.

SECTION 3 LAND USE PLAN AND COMPONENTS

3.0 LAND USE PLAN AND COMPONENTS

The Community Vision, Community Planning and Design Principles described in Sections 1.0 and 2.0 have formed the basis for creating the Land Use Plan and Components for Colton's Hub City Centre. A summary of each of the land uses follows. Renderings and photographs shown throughout this chapter are provided to convey the type of uses included in the Plan and are not intended to represent a specific design solution. Refer to Sections 4.0 and 6.0 for greater detail regarding building development regulations and design guidelines.

The Land Use Plan, Figure 3-1, and Land Use Summary, Table 3.1, identifies the uses planned and their respective acres for the Specific Plan area. They include Retail, Business Park, Retail Mixed Use, Office Mixed Use, Residential, Open Space, Habitat and Park Uses. In the case of residential areas, the total dwelling units and density is also shown in the Table. Table 3.2 provides a detailed planning area summary for all uses.

A rendering illustrating the overall land use concept is shown in Figure 3-2. This bird's eye perspective view, looking north from the I-10 Freeway, also includes the existing Arrowhead Regional Medical Center on the far right for reference purposes. While specific building locations shown are conceptual, the intent is to graphically illustrate the general character of land uses in the Plan and to identify their relationship to one another and to the surrounding context.

TABLE 3.1 — LAND USE SUMMARY

DESCRIPTION	LAND USE DESIGNATION	ACRES	TARGET DWELLING UNITS*	TARGET DENSITY*
RESIDENTIAL				
Res Medium	RES-M	26.9	108	4.0 DU/AC**
Res Medium-1	RES-M 1	15.2	167	11.0 DU/AC
RESIDENTIAL SUBTOTAL		42.1	275***	
COMMERCIAL/BUSINESS				
Retail	R	79.2		
Retail Mixed Use	RMU	68.8		
Office Mixed Use	OMU	23.6		
Business Park	BP	51.7		
COMMERCIAL SUBTOTAL		223.3		
OPEN SPACE				
Open Space / Park	OS/P	4.51		
Open Space / Habitat	OS/H	48.4		
OPEN SPACE SUBTOTAL		52.91		
OTHER PUBLIC USES				
Major Street Rights-of-Way		54.89		
OTHER USES SUBTOTAL		54.89		
Project Total		373.2	275***	

* Refer to Section 7.3.5 for definition of Target Dwelling Units and Target Density.

**DU/AC = Dwelling Units Per Acre.

***This total does not include any live work dwelling units permitted in R or RMU land uses.

TABLE 3.2 — PLANNING AREA SUMMARY

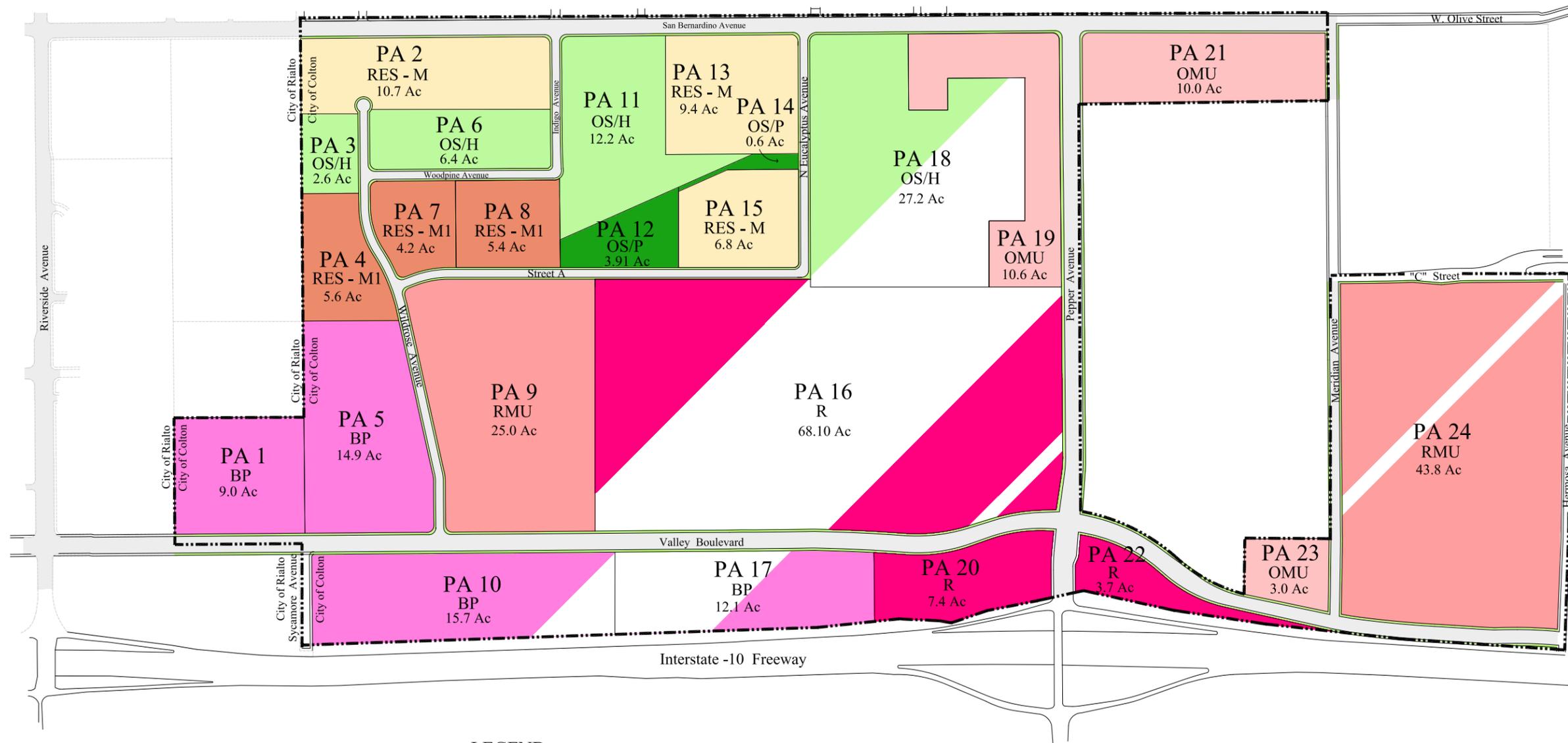
PA #	LAND USE	DESIGNATION	ACRES *	TARGET DENSITY**	TARGET DWELLING UNITS**	DENSITY RANGE (DU/AC)***
1	Business Park	BP	9.00			
2	Residential Medium	RES-M	10.70	4 DU/AC	43	0-5.0
3	Open Space/Habitat	OS/H	2.60			
4	Res-Medium 1	RES-M1	5.60	11 DU/AC	62	5.1-14
5	Business Park	BP	14.90			
6	Open Space/Habitat	OS/H	6.40			
7	Res-Medium 1	RES-M1	4.20	11 DU/AC	46	5.1-14
8	Res-Medium 1	RES-M1	5.40	11 DU/AC	59	5.1-14
9	Retail Mixed Use	RMU	25.00			
10	Business Park	BP	15.70			
11	Open Space/Habitat	OS/H	12.20			
12	OS/Park	OS/P	3.91			
13	Residential Medium	RES-M	9.40	4 DU/AC	38	0-5
14	OS/Park	OS/P	0.60			
15	Residential Medium	RES-M	6.80	4 DU/AC	27	0-5
16	Retail	R	68.10			
17	Business Park	BP	12.10			
18	Open Space/Habitat	OS/H	27.20			
19	Office Mixed Use	OMU	10.60			
20	Retail	R	7.40			
21	Office Mixed Use	OMU	10.00			
22	Retail	R	3.70			
23	Office Mixed Use	OMU	3.00			
24	Retail Mixed Use	RMU	43.80			
	Major Street R.O.W's	N/A	54.89			
Totals			373.2		275****	

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

**Refer to Section 7.3 and 7.3.6 for definitions of Target Density and Target Dwelling Units.

***DU/AC - Dwelling units per acre

****This total does not include live work dwelling units premitted in R and RMU land uses.



LEGEND:

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

FIGURE 3-1
LAND USE PLAN



FIGURE 3-2
CONCEPTUAL MASTER PLAN RENDERING

3.1 LAND USE SUMMARY

RETAIL (R)

In order to create a new shopping hub in the City of Colton, 79.2 acres has been designated for Commercial Retail (R) uses along the I-10 Freeway and Valley Boulevard corridor. The objective is to provide for development of a vibrant walkable Village Shopping Center / Hub that includes entertainment and hospitality components, combined with department stores, large format national retail stores as well as small scale shops and services in a “Main Street” setting.

The Pepper Avenue / I-10 freeway interchange provides optimum freeway access and serves as the “front door” to the Retail uses. Major improvements scheduled for 2014 will add travel lanes and greatly improve the interchange.



OFFICE MIXED USE (OMU)

Office Mixed Use, with 23.6 acres, provides opportunities for corporate, executive, professional offices, banking, savings and loan institutions, medical facilities, laboratories, pharmacies, durable medical equipment sales and leasing. The three planning areas designated OMU are located along 6-lane major arterials north and south of the Arrowhead Regional Medical Center (ARMC).

The OMU designation provides for uses complementary to ARMC, e.g., opportunities for medical related offices, research and development, and services such as pharmacies, medical and equipment supplies. To promote other compatible uses, the land use designation includes flexibility to incorporate Business Parks and Retail.



BUSINESS PARK (BP)

Business Park (BP) uses totaling 51.7 acres are located along the I-10 Freeway and Valley Boulevard corridors. With excellent freeway visibility, frontage and direct access along Valley Boulevard, this location is well suited to single and multi-tenant users, point of sale, flex space and incubator uses.



RETAIL MIXED USE (RMU)

Retail Mixed Use totaling 68.8 acres is located along the I-10 Freeway and Valley Boulevard corridors. With its location and visibility along major transportation corridors, it is conducive to a mix of retail, office and business uses. While retail is preferred as the primary land use, the RMU designation is intended to provide broad flexibility to respond to both the City’s vision and market needs of the region.



RESIDENTIAL MEDIUM AND RESIDENTIAL M1 (RES-M & RES-M1)

There are two residential land uses types, Residential Medium and Residential Medium M1. The Residential Medium (RES-M) uses total 26.9 acres and are planned for approximately 108 single family homes on minimum 7,200 square feet lots. The intent is to meet the needs of those seeking high quality traditional homes with pool sized yards that would not otherwise be available in the nearby area. Their location will complement the character of the existing single family homes north of San Bernardino Avenue. In addition to providing housing opportunities for the general area and future commercial and business uses, the future homes are also expected to appeal to staff associated with the Arrowhead Regional Medical Center due to their close proximity.

Residential Medium 1 (RES-M1) uses total 15.2 acres and provides for single-family and attached dwelling units. This land use provides opportunities for small lot single family detached homes, duplex / paired homes and attached townhomes. As is the case in the RES-M designation, this land use will also provide housing opportunities for the general area, future commercial and business uses and many professionals associated with the Arrowhead Regional Medical Center. Refer to Section 6.7 for the variety of home types planned in these two categories.

Within Planning Areas 7 and 8, higher densities are permitted for senior housing subject to a Conditional Use Permit as identified in Section 4.2.6.



OPEN SPACE / PARKS (OS/P)

A 4.5 acre neighborhood park is centrally located within walking distance of the residential uses. A park master plan concept is shown in Section 6.0, Community Design Guidelines, and includes areas for free play, picnic stations, a basketball court, parking and a restroom.





OPEN SPACE / HABITAT (OS/H)

There are four planning areas, PA's 3, 6, 11 and 18, with preserved habitat in the northerly portion of the site comprising 48.4 acres. The location and total acres preserved was based on requirements of the U.S. Department of Fish and Wildlife. Access will be restricted to avoid disturbance to habitat areas. A habitat "land bridge" in PA 14 has been provided to link the major habitat areas east and west of N. Eucalyptus Avenue.

EXISTING DEVELOPMENT

Existing development within the Specific Plan boundaries is permitted to remain indefinitely. Any improvements to buildings and / or land will be subject to conditions provided under Non-Conforming uses in the General Provisions of Development Regulations, Section 4.0, and other City of Colton Title 18 Municipal Code requirements as applicable.



3.2 OTHER MAJOR COMPONENTS

CIRCULATION

The Circulation Plan in Section 5, Figure 5-1, identifies the primary roads in the Specific Plan boundary. The three major roads, Pepper Avenue, Valley Boulevard and San Bernardino Avenue are each planned as 6-lane major arterials with a raised median. Except for Meridian Avenue, a planned 4-lane collector road, all other roads are 2-lanes.

Special emphasis is placed on providing attractive and inviting streetscapes that encourage walking to and from all uses. Major arterial and interior roads will all include sidewalks, parkways and landscape medians. Refer to Section 5.0, Figure 5-3, Bike Plan and Sidewalk Master Plan and Section 6.0, Figures 6-37 and 6-38 for the Streetscape Master Plan.



COLTON'S HUB
CITY CENTRE
SPECIFIC PLAN

SECTION 4 DEVELOPMENT REGULATIONS

4.0 DEVELOPMENT REGULATIONS

The following section sets forth Development Regulations for all land uses within the Colton's Hub City Centre Specific Plan (CHCCSP).

4.1 GENERAL PROVISIONS

The development regulations contained in this Section are set forth in accordance with the vision, goals and objectives of the CHCCSP. This section has been prepared in accordance with California Government Code Section 65450, et seq. and the City of Colton Zoning Ordinance, Title 18 of the Municipal Code.

These development regulations provide the basic criteria that govern all uses and development within the boundaries of the Specific Plan project area*. Any regulation or standard of the City of Colton Zoning Ordinance not covered by the CHCCSP shall be applicable to this Specific Plan. Should there be a discrepancy between the development regulations and the City Zoning code the CHCCSP shall govern. Application of these regulations is intended to provide the most appropriate use of the land, to establish compatibility between land uses both adjacent to and within the Plan, and to protect the health, safety and general welfare of the community.

* The Colton Joint Unified School District currently operates a school in Planning Area 24. As school districts are governed by the State of California, any school related uses are exempt from requirements of this document.

PLANNING AREA BOUNDARIES

The boundaries and acres of the individual planning areas shown on the Land Use Plan, Figure 3-1, are approximate. Precise boundaries and acreage will be established in conjunction with the tentative tract maps, parcel maps or other instruments with each development application. Minor boundary and acreage variations shall

be permitted, subject to Section 7.3.9, Minor Modifications, without an amendment to the CHCCSP.

NON-CONFORMING USES AND STRUCTURES

Refer to Section 7.0 and the City of Colton Zoning Ordinance, Title 18, of the Municipal Code for treatment of non-conforming uses and structures within the CHCCSP.

OFF-STREET PARKING AND LOADING

Except as specified in this document, parking and loading requirements shall be pursuant to the City of Colton Zoning Ordinance, Title 18 of the Municipal Code.

CONDITIONS, COVENANTS AND RESTRICTIONS (CC&R'S)

CC&Rs shall be provided to the City for review and approval upon submittal of an application for improvement plans and / or a final map, which ever comes first. Among other requirements, all CC&Rs shall establish recreational vehicle (RV) parking requirements on private streets, driveways and parking lots. Such CC&Rs shall at a minimum limit RV parking to no longer than seventy-two (72) hours on any private or public street, driveway or other location in a residential or commercial areas, unless such commercial area is specifically permits such use.

Any private streets or alleys on a development application shall include provisions to assure they are permanently reserved and maintained for their intended purpose by a means acceptable to and enforceable by the City of Colton.

SEVERABILITY

In the event that any regulation, condition, program, portion or policy of the CHCCSP or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of the CHCCSP or applications thereof which can be implemented without the invalid provision or application.

INTERPRETATION

Any ambiguities related to the implementation of the provisions of the CHCCSP shall be resolved by the City of Colton's Development Services Director or his/her designee. Such interpretations shall take into account the stated goals and intent of the CHCCSP. Any interpretation made by the Development Services Director may be appealed to the Planning Commission. The decision of the Planning Commission shall be final unless appealed to the City Council.

DEFINITIONS

Unless otherwise specified herein, terms used in this document shall have the same definitions provided in the City of Colton Zoning Ordinance, "Definitions."

TECHNOLOGY

Builders are urged to incorporate and make available the latest technological advances, such as fiber optics and expanded bandwidth and high-speed Internet connections.

COMMUNITY DESIGN GUIDELINES

All buildings, landscape, site improvements, fixtures, exterior furnishings, lighting, and signage shall be designed and built in substantial conformance with the development regulations below and provided in Section 6.0, Community Design Guidelines.

4.2 LAND USE DEVELOPMENT REGULATIONS

Development Regulations for each of the land uses included in the Colton's Hub City Centre Specific Plan (CHCCSP) are summarized below.

4.2.1 RETAIL (R)

This designation includes general retail, hospitality and entertainment uses. The intent is to create a vibrant commercial retail hub. In order to assure orderly development within each of the planning areas where Retail is a permitted use, a master plan is required to be submitted with each development review application. Refer to Section 7.0 for master plan submittal requirements.

PERMITTED USES:

HOSPITALITY

1. Hotel, Motel
2. Bed and Breakfast

CULTURAL AND RELIGIOUS

1. Religious Institution
2. Museum or Public Library

EATING / DRINKING

1. Restaurant, Sit Down
2. Restaurant, Fast Food (Drive-thru)*
3. Restaurant, Fast Food (No drive-thru)

*Requires a conditional Use Permit within 300' of the northwest corner of Pepper Avenue and Valley Boulevard.

GOVERNMENTAL / EDUCATIONAL

1. School – Private Day Care
2. Day Care
3. Municipal Uses including Fire or Police stations
4. Senior Center

ENTERTAINMENT

1. Arcade, Game
2. Movie Theater
3. Park, public / private
4. Recreational Facility / Health Club
5. Swim Club
6. Tennis Club
7. Carnival / Circus*

GENERAL COMMERCIAL

1. Book Stores
2. Convenience Store
3. Department Store
4. Food Courts
5. General and Specialized Retail
6. Newsstands
7. Art Galleries
8. Salons and Spas
9. Christmas Tree, Pumpkin Sales / Similar Seasonal Sales / Outdoor Events*

SERVICE COMMERCIAL

1. Banks and Savings and Loan Institutions
2. Offices, Administrative, Business, Medical and Professional Offices
3. Financial, Brokerage Offices, Credit Union, Loan Agencies
4. General: Computer repair, Locksmith Shop, Plumbing Shops
5. Mail, Shipping, Packaging Services
6. Optician Service and Optical Goods
7. Personal Services: Dry Cleaning, Laundry, Hair / Nail Salon, Day Spa, Tailor Shops

*Refer to Colton Municipal Code for additional standards.

OTHER

Any other general or specialized retail or other use, including Live / Work Dwelling Units, not specifically identified as a conditionally permitted use, deemed compatible with other permitted uses by the Development Services Director or his / her designee.

ACCESSORY AND TEMPORARY PERMITTED USES

1. Utility Facilities
2. Automatic Teller Machines (ATMs)
3. Construction Trailers and Containers (Temporary)

**COLTON'S HUB
CITY CENTRE
SPECIFIC PLAN**

4. Parking Lots
5. Sales Office (Temporary)
6. Signage in conformance with this Specific Plan
7. Utility structures and facilities related to the provision of public services such as electricity, sewer, water, telephone
8. Wireless Telecommunication Facilities that are camouflaged or fully integrated into the architecture of structures
9. Outdoor Event
10. Other accessory uses as determined by the Planning Commission to be substantially compatible with permitted uses

Temporary uses shall be limited to reduce impacts on adjacent properties and uses as defined in the City of Colton Zoning Ordinance, Title 18 of the Municipal Code. Limitations may be imposed by the Development Services Director or his / her designee include, but are not limited to: Number of consecutive days of use / event, location, date and time, hours of operation, requirements for additional permits or clearances, advertising displays, use of sound systems, parking and security controls, provision of sanitary facilities, surety or cleaning deposits as deemed appropriate to ensure proper clean-up of site after temporary use is completed.

CONDITIONALLY PERMITTED USES

1. Amphitheater
2. Antique or Second Hand Stores
3. Car Wash
4. Conference Center
5. Drinking Establishments that serve alcoholic beverages
6. Equipment Rental (Indoor Only)
7. Liquor Stores or Grocery Stores that sell alcohol
8. Lodge
9. New or Used Automobile Sales, Leasing and Rental
10. Night Clubs (Alcoholic beverages allowed)
11. Outdoor Storage
12. Outdoor Sales except nursery sales in association with retail store.
13. Parking Structures
14. Performing Arts Center
15. Restaurants and Cafes with Entertainment and / or Dancing (Alcoholic beverages allowed)
16. Restaurant- Fast Food within 300' of the northwest corner of Pepper Avenue and Valley Boulevard
17. Retail Nursery
18. Service and Gas Stations (Prohibited at northwest corner of Pepper Avenue and Valley Boulevard)

- 19. Vehicle Repair
- 20. Residential Care Facility (Large)
- 21. Assisted Living Facility (Large)
- 22. Single Room Occupancy Uses
- 23. Other conditionally permitted uses as determined by the Planning Commission to be substantially compatible with principal permitted uses

* Refer to Colton Municipal Code for additional standards.

DEVELOPMENT REGULATIONS

LOT REQUIREMENTS*

- 1. Minimum Lot Size: One acre
- 2. Minimum Lot Width: One hundred thirty feet (130')
- 3. Minimum Lot Depth: One hundred thirty feet (130')
- 4. Maximum Lot Coverage: No maximum, subject to meeting all required building and parking setbacks and landscape requirements.**
- 5. Floor Area Ratio (F.A.R.): Up to 1.0 F.A.R. maximum. F.A.R.s greater than 1.0 requires a major variance.**

Note: Master planned multi-tenant developments may have smaller lot requirements provided they share reciprocal facilities such as parking and access and provided it can be demonstrated that they comply with all the standards of this section. Also refer to Master Plan requirements above.

MINIMUM BUILDING & PARKING SETBACKS*	BUILDING	PARKING***
1) Setback from Valley Blvd.: (First 200' west of Pepper Ave R/W)	Thirty-Five Feet (35')	Twenty-Five Feet (25')
2) Setback from Valley Blvd.: (Except First 200' west of Pepper Ave. R/W)	Twenty-Five Feet (25')	Twenty Feet (20')
3) Setback from Pepper Ave.: (North of Valley Blvd. first 200' from R/W)	Thirty-Five Feet (35')	Twenty-Five Feet (25')
4) Setback from Pepper Ave.:(north of Valley Blvd) (Except first 200' north of Valley Blvd. R/W.)	Twenty-Five Feet (25')	Twenty Feet (20')
5) Setback from Pepper Ave.: (South of Valley Boulevard)	Thirty-Five Feet (35')	Twenty-Five Feet (25')
6) Setback from other Public Roads:	Twenty Feet (20')	Fifteen Feet (15')
7) Setback from Residential:	Twenty-Five Feet (25')	Fifteen Feet (15')
8) Setback from Open Space:	Ten Feet (10')	Fifteen Feet (15')
9) Building Separation Requirement:	Ten Feet (10')	N/A

*All setback dimensions from the shortest dimension to the public right of way or property line.

** Refer to Section 7.3.6 for maximum building square feet permitted based on traffic impacts.

***Setbacks also apply to service alleys and drive aisles including those in drive-thru restaurants.

MAXIMUM BUILDING HEIGHT

Buildings and other structures shall not exceed sixty feet (60') in height. Buildings exceeding that height are subject to a major variance.

Tower features, architectural features, chimneys, and other architectural projections may exceed the maximum building height by ten feet (10'). Taller features are permitted for prominent architectural features subject to the approval through the City of Colton's Development Services Director.

PARKING AND CIRCULATION

- Except as provided herein, off-street parking within the CHCCSP area is required per the City of Colton Zoning Ordinance, Title 18 of the Municipal Code.

PARKING:

- Ten (10) spaces per 1,000 square feet for general restaurants.
- Thirteen (13) spaces per thousand square feet for fast food restaurants.
- Five (5) spaces per thousand for stores under 50,000 square feet.
- Four and one half (4.5) spaces per thousand for stores 50,000 square feet or larger.
- One (1) space per 4 seats for movie theaters plus fifteen (15) stalls for employees.

Compact parking is permitted for up to ten percent (10%) of the total number of required spaces. If provided, compact cars shall be distributed throughout the parking area and not concentrated in any one location.

In the event a retail center is proposed of 500,000 square feet or more of gross leaseable area in one development application, the above parking requirements may be reduced to approximately 4.5 spaces per 1,000 square feet on a blended average inclusive of all large and small stores, restaurants, movie theaters and other support uses. A parking demand study prepared by a traffic engineer shall be provided to support any change in the parking requirements above and shall require approval by the Planning Commission.

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

Pursuant to energy conservation and air quality goals promulgated by State and Federal agencies, whenever in the opinion of the Planning Commission, a retail use is designed to encourage and facilitate the internal circulation of public transit vehicles and the on-site, convenient and safe loading and unloading of passengers, a reduction in the number of parking spaces required by the Zoning Ordinance may be permitted upon Site approval by the Planning Commission without the

need for a variance. Examples of facilities that may permit a justification a reduction in off-street parking include, but are not limited to the following: Omnitrans or other public transit with bus stops adjacent to or on-site; community tram / transit system, park and ride facilities, or facilities with disincentives to individual vehicle use.

Driveway aisle widths shall be in conformance with the City of Colton Zoning Ordinance, Title 18 of the Municipal Code.

Vehicular access from the retail site in Planning Area 16 to N. Eucalyptus Avenue shall be provided. Access may be through private streets or aisles. Assurances satisfactory to the City Engineer from the applicant will be required to assure such access remains permanent.

Parking Stalls: Whenever the computation of the number of off-street parking spaces required by this Section results in a fractional parking space, one additional space shall be required for one-half or more fractional parking space and any fractional space less than one-half of a parking space shall not be counted.

Parking stalls perpendicular to the curb shall be 9 feet (9') x 19 feet (19') except for handicap spaces which shall meet ADA and City requirements. Compact spaces shall be a minimum of 8 feet (8') x 17 feet (17') and labeled compact stall in white painted letters on each stall.

WALLS AND FENCES

1. All perimeter walls and fences shall be designed to be consistent with the CHCCSP Community Design Guidelines set forth herein.
2. Walls and fences constructed on perimeter lot lines shall not exceed six feet (6') in height. All walls along Eucalyptus or Street A shall be setback from the right of way a minimum of eight feet (8') to provide an area for landscape and screening.
3. All service, refuse and storage areas shall be screened with a decorative block wall in conformance with the Community Design Guidelines. Walls shall be a minimum of six feet (6') and a maximum of seven feet (7') in height. Refuse and storage areas visible from public streets or within shall include a minimum two feet (2') wide planting area including curb on all four sides, except where access is required for doors, gates, etc.
4. All types of chain link, barbed or razor wire are prohibited. Chain link fencing is only allowed as a temporary use during construction for temporary security purposes. A time limit for temporary use shall be determined by the Development Services Director or his / her designee.

LIGHTING

1. Exterior lighting layout plans for parking and other site areas are required at the Site Plan Review stage that identifies the preliminary layout and type of fixture. If deemed appropriate, a plan that identifies the lighting foot-candles for any given area may be requested by the Development Services Director or his / her designee.

2. Lighting fixtures shall be properly shielded to prevent off-site glare. Spot fixtures shall be directed downward and / or upward, but not outward from the project area. Refer also to the Community Design Guidelines.

MECHANICAL EQUIPMENT

All mechanical / electrical equipment such as, but not limited to, air conditioning, heating, ventilating ducts and exhaust, shall be screened. Screening shall be provided as an integral aspect of the building design.

LANDSCAPE

1. All areas of the site not occupied by buildings, parking, service and storage areas, or otherwise utilized shall be fully landscaped in conformance with the Community Design Guidelines, Section 6.0, and as described below.
2. Separation. Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb at least six inches (6") higher than the adjacent vehicular area.
3. All service, refuse and storage areas walls visible from the public shall be screened with plant materials. Vines shall also be required and shall not exceed seven feet (7') on center spacing along required screen walls, minimum five (5) gallon size within minimum eighteen inch (18") wide planting areas.
4. Parking area landscape requirements. The intent of providing landscaping in parking areas is to offer relief to the monotony of rows of parked cars and to create an attractive overhead shade canopy. Parking lot trees are required to be located a maximum of every four (4) stalls on average (approximately every 36') in cases where face-to-face parking stalls occur. Planting "pockets" within the parking lots shall be a minimum four feet (4') by four feet (4') clear and may be oriented on a diagonal. At ends of parking rows landscaped "islands" a minimum six feet (6') wide are required for the length of the parking stalls.
5. Along the perimeter of the site within building and parking setback areas, a minimum of one (1) tree per twenty five (25) linear feet of planting area is required. Trees may be grouped or spaced evenly.
6. All trees shall be fifteen (15) gallon minimum size. A minimum of twenty percent (20%) of all trees shall be twenty-four inch (24") box size and a minimum of five percent (5%) of all trees shall be thirty six inch (36") box size. These shall be in addition to those trees planted within the parking lot "islands" and planting "pockets", which shall be a minimum twenty-four inch (24") box size. Selected trees in parking lots shall be ones that at maturity form a shade canopy. If palm trees are provided in parking lots, they shall be feather and not fan palms, which provide a greater shade canopy.
7. Screening of parking lots adjacent to street rights-of-ways is required. Along the perimeter of all parking lots facing a public street or open space, the intent is to provide screening for the first three feet (3') above the highest point that exists on either the street right-of-way or parking lot. A hedge, berm, decorative masonry wall, or combination of any two may be provided. If a hedge is provided, it shall be a continuous row of

plants five (5) gallon minimum size equally spaced not to exceed three and one half feet (3.5') on center. Hedges should be setback from curbs to allow overhangs of parked cars. If a berm is provided, it shall not exceed a maximum of 3:1 grade on either side of the berm.

4.2.2 RETAIL MIXED USE (RMU)

RMU encourages greater diversity in retail areas with the goal of integrating office and point of sale business park uses. The intent is to expand the vitality of the commercial retail hub in PA's 16, 20 and 22.

PERMITTED USES:

All provisions included in principal permitted uses, accessory permitted uses, and conditionally permitted uses within the Retail (R) and Office Mixed Use (OMU) are applicable to RMU. All development regulations of the respective land use shall apply, e.g., for any office use, all OMU development regulations apply, and for retail, hospitality and entertainment uses, all Retail (R) development standards shall apply. All uses permitted in Business Park (BP) shall also be permitted providing the business is a point of sale operation. A point of sale operation is defined as any business whose primary purpose is to sell merchandise, as opposed to operating principally to provide services and other functions. All BP development regulations shall apply for this land use.

In order to assure orderly development within each of the planning areas where RMU is a permitted use, a master plan is required to be submitted with each development review application. Refer to Section 7.0 for master plan submittal requirements.

4.2.3 BUSINESS PARK (BP)

This designation includes a range of business related uses intended to complement retail, office and residential uses in the Plan. The regulations are intended to ensure compatibility with adjacent uses and the overall character of the CHCCSP project area. Maximum building floor areas have been defined to avoid "big box" warehousing and distribution uses in order to ensure that the scale of the new development will be compatible with other planned uses and to protect the health, safety and general welfare of the community.

For all uses, the maximum gross leasable area of a freestanding building, whether one or more users / tenants, shall not exceed fifty thousand (50,000) square feet.

PERMITTED USES:

Industrial Uses

1. Light manufacturing plants and facilities
2. Assembly plants and facilities

General business uses including, but not limited to, the following:

1. Research laboratories and facilities
2. Product development facilities

3. Testing laboratories and facilities
4. Corporate headquarters and General Office

Service businesses including, but not limited to, the following:

1. Repair, maintenance or servicing of appliance, component parts
2. Tooling and small machine shops
3. Testing shops
4. Photo finishing and photographic processing facilities
5. Blueprinting, reproduction and copying services, photoengraving, printing, publishing and bookbinding
6. Dry cleaning and laundry plants
7. Wholesale Businesses
8. Municipal uses including water facilities, fire and police stations

OTHER

Any other general or specialized business park use not specifically identified as a conditionally permitted or prohibited use, deemed compatible with other permitted uses by the Development Services Director or his / her designee.

ACCESSORY AND TEMPORARY PERMITTED USES

1. Construction Trailers and Containers (Temporary)
2. Parking Lots and Structures
3. Sales Office (Temporary)
4. Signage in conformance with this Specific Plan
5. Utility structures and facilities related to the provision of public services such as electricity, sewer, water, telephone
6. Other accessory uses as determined by the Planning Commission to be substantially compatible with principal permitted uses
7. Wireless Telecommunication Facilities that are camouflaged or fully integrated into the architecture of structures

Temporary uses shall be limited to reduce impacts on adjacent properties and uses as defined in the City of Colton Zoning Ordinance, Title 18 of the Municipal Code. Limitations may be imposed by the Development Services Director or his / her designee include, but are not limited to: Number of consecutive days of use / event, location, date and time, hours of operation, requirements for additional permits or clearances, advertising displays, use of sound systems, parking and security controls, provision of sanitary facilities, surety or cleaning deposits as deemed appropriate to ensure proper clean-up of site after temporary use is completed.

CONDITIONALLY PERMITTED USES:

1. Service Stations
2. Retail uses included in the Retail (R) designation
3. Rental and sales agencies for garden and home equipment

4. Rental and sale agencies for agricultural, industrial and construction equipment
5. Sports Facilities
6. Parking Structures
7. Other conditionally permitted uses as determined by the Planning Commission to be substantially compatible with principal permitted uses

DEVELOPMENT REGULATIONS

LOT REQUIREMENTS*

- 1) Minimum Lot Size: .75 Acre
- 2) Minimum Lot Width: One hundred thirty feet (130')
- 3) Minimum Lot Depth: One hundred thirty feet (130')
- 4) Maximum Lot Coverage: No maximum, subject to meeting all required building and parking setbacks.**
- 5) Floor Area Ratio (F.A.R.) No maximum, subject to meeting all required building and parking setbacks and landscape requirements.**

MINIMUM BUILDING & PARKING SETBACKS*

	BUILDING	PARKING***
1) Setback from Valley Blvd.	Twenty-five Feet (25')	Fifteen Feet (15')
2) Setback from other Public Roads:	Twenty Feet (20')	Fifteen Feet (15')
3) Setback from RMU :	Ten Feet (10')	Five Feet (5')
4) Setback from Open Space:	Ten Feet (10')	Five Feet (5')

*All setback dimensions from the shortest dimension to the public right of way or property line.
 ** Refer to Section 7.3.6 for maximum building square feet permitted based on traffic impacts.
 ***Setbacks also apply to service alleys and drive aisles including those in drive-thru restaurants.

MAXIMUM BUILDING HEIGHT

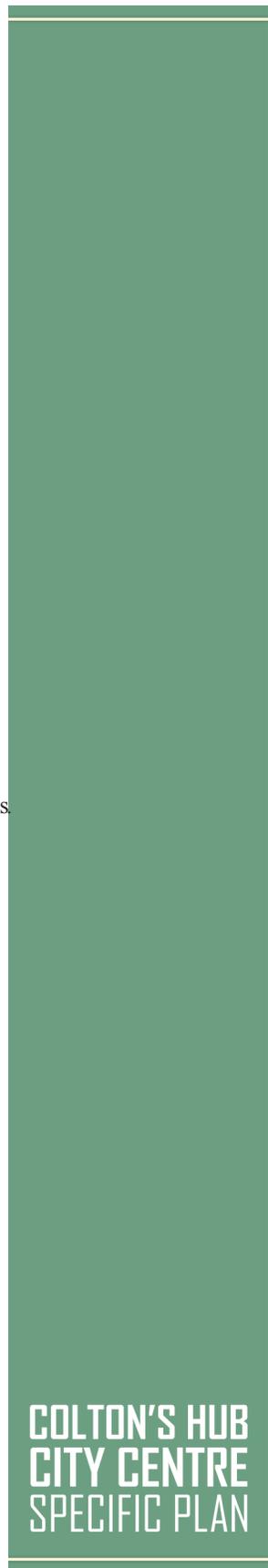
1. Buildings and other structures shall not exceed fifty feet (50') in height. Taller buildings are subject to a conditional use permit.

PARKING AND CIRCULATION

For buildings under 20,000 square feet: One (1) space per two hundred fifty (250) square feet of gross floor area for office and one (1) space per one thousand (1,000) square feet of gross floor area for warehouse /storage.

For buildings over 20,000 square feet or over: One (1) space per two hundred fifty (250) square feet of gross floor area for office and one (1) space per two thousand (2,000) square feet for all remaining gross building area. A minimum of 20% of the gross building area shall be considered office for calculating parking space requirements.

See Office Mixed Use (OMU) and Retail (R) Development Regulations Section for their respective requirements. For other uses not covered above, refer to the City Zoning Ordinance, Title 18 of the Municipal Code.



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

Pursuant to energy conservation and air quality goals promulgated by State and Federal agencies, whenever in the opinion of the Planning Commission, a business park use is designed to encourage and facilitate the internal circulation of public transit vehicles and the on-site, convenient and safe loading and unloading of passengers, a reduction in the number of parking spaces required by the Zoning Ordinance may be permitted upon site plan approval by the Planning Commission. Examples of facilities that may permit a justification a reduction in off-street parking include, but are not limited to the following: Omnitrans or other bus system with bus stops adjacent to or on-site; community tram / transit system, park and ride facilities, disincentives to individual vehicle use.

Driveway aisle widths are as required per the City of Colton Zoning Ordinance, Title 18 of the Municipal Code or as otherwise required by the City engineer.

Parking Stalls: Whenever the computation of the number of off-street parking spaces required by this Section results in a fractional parking space, one (1) additional space shall be required for one-half (.5) or more fractional parking space and any fractional space less than one-half (.5) of a parking space shall not be counted. Parking stall sizes shall be 9 feet (9') x 19 feet (19') except for handicap spaces which shall meet ADA and City requirements.

WALLS AND FENCES

1. All perimeter walls and fences shall be designed to be consistent with Section 6.0, Community Design Guidelines and as set forth herein.
2. Walls and fences constructed on perimeter lot lines, shall not exceed eight feet (8') in height. However, a maximum of six feet (6') in height is permitted within ten feet (10') of any public road right-of-way.
3. All service, refuse and storage areas shall be screened with a decorative block wall in conformance with the Community Design Guidelines. Walls shall be a minimum of six feet (6') and a maximum of seven feet (7') in height. Refuse and storage areas visible from public streets or within shall include a minimum two feet (2') wide planting area including curb on all four (4) sides, except where access is required for doors and gates.
4. All types of chain link, barbed or razor wire are prohibited. Chain link fencing is only allowed as a temporary use during construction for temporary security purposes. A time limit for temporary use shall be determined by the Development Services Director or his / her designee.

LIGHTING

1. Exterior lighting layout plans are required at the Design Review stage that identify the layout, intensity and type of fixture. If deemed appropriate, a plan that identifies the lighting foot-candles for any given area may be requested by the Development Services Director or his / her designee. Lighting plans shall be reviewed pursuant to the City of Colton Zoning Ordinance.
2. Lighting fixtures shall be properly shielded to prevent off-site glare. Spot fixtures shall be directed downward and / or upward, but not outward from the project area. Refer also to the Community Design Guidelines.

LOADING

All loading and maneuvering shall be performed on the site. Loading platforms and areas shall be screened from view from adjacent public streets and residential areas.

MECHANICAL EQUIPMENT

All mechanical / electrical equipment such as, but not limited to, air conditioning, heating, ventilating ducts and exhaust, shall be screened. Screening shall be provided as an integral aspect of the building design.

LANDSCAPE

1. All areas of the site not occupied by buildings, parking, service and storage areas, or otherwise utilized shall be fully landscaped in conformance with the Community Design Guidelines Section 6.0 and as described below.
2. All service, refuse and storage area walls shall be screened with plant materials. Vines shall also be required and shall not exceed seven feet (7') on center spacing along required screen walls, minimum five (5) gallon size within minimum eighteen inch (18") wide planting areas.
3. Front, side and rear setback areas. All unpaved, non-work areas not utilized for parking or storage shall be landscaped.
4. Separation. Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb at least six inches (6") higher than the adjacent vehicular area.
5. Parking area landscape requirements. The intent of providing landscaping in parking areas is to offer relief to the monotony of rows of parked cars, to create an overhead shade canopy and to create a campus atmosphere. Parking lot trees are required to be located a maximum every four (4) stalls on average (approximately every thirty-six feet (36') in cases where face-to-face parking stalls occur. Planting "pockets" within the parking lots shall be a minimum four feet (4') x four feet (4') clear plus curbs and may be turned on a diagonal. At ends of parking rows a minimum six feet (6') wide clear planting area is required for the length of the parking stalls, plus curbs.

6. Along the perimeter of the parking lot adjacent to the building (excluding loading dock and storage areas) and along the perimeter edge of the parking lot, landscape islands are required a minimum of every seven (7) stalls. These planting area “fingers” shall be a minimum six feet (6’) wide clear width plus curbs for the length of the parking stall. Minimum tree sizes in all planting “fingers” and “pockets” shall be a twenty-four inch (24”) box.
7. Adjacent to buildings where parking or drive aisles occur, a minimum of eight and one half feet (8.5’) of clear planting area, (not including the curb width) shall occur, except if there are building entries, loading docks or garage doors. Areas between side by side garage doors also do not require landscape. Sidewalks, where provided, shall not encroach into the eight and one half feet (8.5’) landscape area. Handicap sidewalks and ramps may occur within the eight and one half feet (8.5’), not to exceed forty feet (40’) in total length and five feet (5’) in width, or the minimum width to meet ADA requirements. Vehicles shall be permitted to overhang landscaped areas adjacent to buildings providing either a low growing ground cover or turf is provided within two feet (2’) of the curb face.
8. Adjacent to buildings, a minimum of one (1) tree per thirty (30) linear feet average of planting area is required. Along the planting areas within the perimeter of the site, a minimum of one (1) tree per twenty-five (25) linear feet average of planting area is required.
9. All trees shall be fifteen (15) gallon minimum size. A minimum of twenty percent (20%) of all trees shall be twenty-four inch (24”) box size and a minimum of five percent (5%) of all trees shall be thirty six inch (36”) box size. These shall be in addition to those trees planted within the parking lot “islands” and planting “pockets”, which shall be a minimum twenty-four inch (24”) box size. Selected trees in parking lots shall be ones that at maturity form a shade canopy. If palm trees are provided in parking lots, they shall be feather and not fan palms, which provide a greater shade canopy.
10. Screening of parking lots adjacent to streets is required. Along the perimeter of all parking lots facing a public street or open space, the intent is to provide screening for the first three feet (3’) above the highest point that exists on either the street right-of-way or parking lot. A hedge, berm, decorative masonry wall, or combination of any two may be provided. If a hedge is provided, it shall be continuous row of plants (five gallon minimum size) equally spaced not to exceed three and one half feet (3.5’) on center. Hedges should be setback from curbs to allow overhangs of parked cars. If a berm is provided, it shall not exceed a maximum of 3:1 grade on either side of the berm.

4.2.4 OFFICE MIXED USE (OMU)

The intent for the office designation is to provide for a broad range of administrative, executive, professional and medical uses.

PERMITTED USES

1. Offices, Administrative, Executive, Business, Medical and Professional Offices
2. Medical complex including medical, dental, and health related services of all types for humans, including laboratories
3. Municipal Uses, including Fire or Police Stations
4. Telecommute Centers
5. Banks and Savings and Loan Institutions, Credit Companies
6. Oculists, opticians, optometrists, prescription pharmacies and durable medical equipment sales / rental, located in a building containing the office of four or more medical practitioners

OTHER

Any office and administrative uses not specifically identified as a conditionally permitted or accessory permitted uses, deemed compatible with other permitted uses by the Planning Commission.

ACCESSORY PERMITTED USES

1. Utility Facilities
2. Automatic Teller Machines (ATMs)
3. Construction Trailers and Containers (Temporary)
4. Parking Lots and Structures
5. Sales or Leasing Office (Temporary)
6. Signage in conformance with this document
7. Utility structures and facilities related to the provision of public services such as electricity, sewer, water, telephone
8. Wireless Telecommunication Facilities that are camouflaged or fully integrated into the architecture of structures
9. Other accessory uses as determined by the Planning Commission to be substantially compatible with principal permitted uses

Temporary uses shall be limited to reduce impacts on adjacent properties and uses as defined in the City of Colton Zoning Ordinance, Title 18 of the Municipal Code. Limitations may be imposed by the Development Services Director or his / her designee include, but are not limited to: Number of consecutive days of use / event, location, date and time, hours of operation, requirements for additional permits or clearances, advertising displays, use of sound systems, parking and security controls, provision of sanitary facilities, surety or cleaning deposits as deemed appropriate to ensure proper clean-up of site after temporary use is completed.

CONDITIONALLY PERMITTED USES

1. Retail (R)
2. Business Park (BP)
3. New or Used Vehicular Sales, Leasing and Rental
4. Medical, Dental and Health related Schools
5. Residential Care Facilities (Large)
6. Assisted Living Facilities (Large)
7. Vehicle Repair, Boats and Recreational Vehicles
8. Parking Structures
9. Other conditionally permitted uses as determined by the Planning Commission to be substantially compatible with principal permitted uses.

LOT REQUIREMENTS*

- 1) Minimum Lot Size: .75 Acre
- 2) Minimum Lot Width: One hundred thirty feet (130')
- 3) Minimum Lot Depth: One hundred thirty feet (130')
- 4) Maximum Lot Coverage: No maximum, subject to meeting all required building and parking setbacks.**
- 5) Floor Area Ratio (F.A.R.): No maximum, subject to meeting all required building and parking setbacks and landscape requirements.**

MINIMUM BUILDING & PARKING SETBACKS*

	BUILDING	PARKING***
1) Setback from Valley Blvd. Pepper Blvd. or San Bernardino Ave.	Twenty-five Feet (25')	Fifteen Feet (15')
2) Setback from Meridian Avenue.	Fifteen Feet (15')	Fifteen Feet (15')
3) Setback from other Public Roads:	N/A	N/A
4) Setback from Property Line	Fifteen Feet (15')	Fifteen Feet (15')
5) Building Separation Requirements:		
One Story	Fifteen Feet (15')	N/A
Two Story	Twenty Feet (20')	N/A
Three Story or more	Twenty-Five Feet (25')	N/A

*All setback dimensions from the shortest dimension to the public right of way or property line.

** Refer to Section 7.3.6 for maximum building square feet permitted based on traffic impacts.

***Setbacks also apply to service alleys and drive aisles including those in drive-thru restaurants.

DEVELOPMENT REGULATIONS

MAXIMUM BUILDING HEIGHT

1. Buildings and other structures shall not exceed sixty feet (60') in height.
2. Tower features, architectural features, chimneys, and other architectural projections may exceed the maximum building height by twenty feet (20'). Tower features exceeding this height are permitted for prominent architectural features subject to the approval through Colton's Development Services Director or his / her designee.

PARKING AND CIRCULATION

1. General Office: one (1) space per two hundred fifty (250) square feet of gross floor area. Medical Office: one (1) space per two hundred (200) square feet of gross floor area Banks, Savings and Loans: one (1) space per two hundred (200) square feet of gross floor area.
2. The Development Services Director or his / her designee shall have the authority to grant the joint use of parking facilities for two or more uses without the need for a variance. Joint or reciprocal use of parking facilities may only occur when the uses / parties sharing the parking demonstrate that there is not a significant overlap in demand, and that the total number of spaces is sufficient to meet the peak parking demand of any combination of simultaneous uses.
3. Pursuant to energy conservation and air quality goals promulgated by State and Federal agencies, whenever in the opinion of the Planning Commission, a business park use is designed to encourage and facilitate the internal circulation of public transit vehicles and the on-site, convenient and safe loading and unloading of passengers, a reduction in the number of parking spaces required by the Zoning Ordinance may be permitted upon Site approval by the Planning Commission. Examples of facilities that may permit a justification of a reduction in off-street parking include, but are not limited to the following: Omnitrans or other bus system with bus stops adjacent to or on-site; community tram / transit system, park and ride facilities, or other projects with disincentives to individual vehicle use.
4. Driveway aisle widths are as required per the City of Colton Zoning Ordinance, Title 18 of the Municipal Code.
5. Parking Stalls: Whenever the computation of the number of off-street parking spaces required by this Section results in a fractional parking space, one (1) additional space shall be required for one-half (.5) or more fractional parking space and any fractional space less than one-half (.5) of a parking space shall not be counted.

Parking stall sizes shall be 9 feet (9') x 19 feet (19') except for handicap spaces which shall meet ADA and City requirements.

WALLS AND FENCES

1. All perimeter walls and fences shall be designed to be consistent with Section 6.0, Community Design Guidelines.
2. Walls and fences constructed on perimeter lot lines, or at the rear of the required landscape setback area, shall not exceed six feet (6') in height.
3. All service, refuse and storage areas shall be screened with a decorative block walls. Walls shall be a minimum of six feet (6') and a maximum of seven feet (7') in height. Refuse and storage areas visible from public view shall include a minimum one and one half feet (1.5') wide planting area including curb on all four (4) sides, except where access is required for doors, gates, etc.

4. All types of chain link, barbed or razor wire are prohibited. Chain link fencing is only allowed as a temporary use during construction for temporary security purposes. A time limit for temporary use shall be determined by the Development Services Director or his / her designee.

LIGHTING

1. Exterior preliminary lighting plans are required at the Design Review stage that identify the layout, intensity and type of fixture. If deemed appropriate, a plan that identifies the lighting foot-candles for any given area may be requested by the Development Services Director or his / her designee.
2. Lighting fixtures shall be properly shielded to prevent off-site glare. Refer to the Community Design Guidelines for additional standards.

LOADING

All loading and maneuvering shall be performed on the site. Loading platforms and areas shall be screened from view from adjacent public streets and residential areas.

MECHANICAL EQUIPMENT

All mechanical / electrical equipment such as, but not limited to, air conditioning, heating, ventilating ducts and exhaust, shall be screened. Screening shall be provided as an integral aspect of the building design.

LANDSCAPE

1. All areas of the site not occupied by buildings, parking, service and storage areas, or otherwise utilized shall be fully landscaped in conformance with the Community Design Guidelines Section 6.0 and as described below.
2. All service, refuse and storage areas walls shall be screened with plant materials. Vines shall also be required and shall not exceed seven feet (7') on center spacing along required screen walls, minimum five (5) gallon size within minimum eighteen inch (18") wide planting areas.
3. Front, side and rear setback areas. All unpaved, non-work areas not utilized for parking or storage shall be landscaped.
4. Separation. Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb at least six inches (6") higher than the adjacent vehicular area or in some manner shall be protected from vehicular damage subject to approval by the Development Services Director or his/her designee.
5. Parking area landscape requirements. The intent of providing landscaping in parking areas is to offer relief to the monotony of rows of parked cars, to create an overhead shade canopy and to create a campus atmosphere. Parking lot trees are required to be located a maximum of every four (4) stalls on average (approximately every 36') in cases where face-to-face parking stalls occur. Planting "pockets" within the parking lots shall be a minimum four feet (4') x four feet (4') clear plus curbs and may be turned on a diagonal. At ends of parking rows a minimum six feet (6') wide clear planting area is required for the length of the parking stalls, plus curbs.
6. Along the perimeter of the parking lot adjacent to the building (excluding

loading dock and storage areas) and along the perimeter edge of the parking lot, landscape islands are required a minimum of every seven (7) stalls. These planting area “fingers” shall be a minimum six feet (6’) wide clear width plus curbs for the length of the parking stall. Minimum tree sizes in all planting “fingers” and “pockets” shall be a twenty-four inch (24”) box.

7. Adjacent to buildings where parking or drive aisles occur, a minimum of eight and one half feet (8.5’) of clear planting area, (not including the curb width) shall occur, except if there are building entries, loading docks or garage doors. Areas between side by side garage doors also do not require landscape. Sidewalks, where provided, shall not encroach into the eight and one half feet (8.5’) landscape area. Handicap sidewalks and ramps may occur within the eight and one half feet (8.5’), not to exceed forty feet (40’) in total length and five feet (5’) in width, or the minimum width to meet ADA requirements. Vehicles shall be permitted to overhang landscaped areas adjacent to buildings providing either a low growing ground cover or turf is provided within two feet (2’) of the curb face.
8. Adjacent to buildings, a minimum of one (1) tree per thirty (30) linear feet average of planting area is required. Along the planting areas within the perimeter of the site, a minimum of one (1) tree per twenty-five (25) linear feet average of planting area is required.
9. All trees shall be fifteen (15) gallon minimum size. A minimum of twenty percent (20%) of all trees shall be twenty-four inch (24”) box size and a minimum of five percent (5%) of all trees shall be thirty six inch (36”) box size. These shall be in addition to those trees planted within the parking lot “islands” and planting “pockets”, which shall be a minimum twenty-four inch (24”) box size. Selected trees in parking lots shall be ones that at maturity form a shade canopy. If palm trees are provided in parking lots, they shall be feather and not fan palms, which provide a greater shade canopy.
10. Screening of parking lots adjacent to streets is required. Along the perimeter of all parking lots facing a public street right-of-way or open space, the intent is to provide screening for the first three feet (3’) above the highest point that exists on either the street right-of-way or parking lot. A hedge, berm, decorative masonry wall, or combination of any two may be provided. If a hedge is provided, it shall be continuous row of plants (five-gallon minimum size) equally spaced not to exceed three and one half feet (3.5’) on center. Hedges should be setback from curbs to allow overhangs of parked cars. If a berm is provided, it shall not exceed a maximum of 3:1 grade on either side of the berm.

RESIDENTIAL DEVELOPMENT REGULATIONS

4.2.5 RESIDENTIAL MEDIUM (RES-M)

The housing type for this land use category, located in Planning Areas 2, 13 and 15, provides for minimum 7,200 square feet lots. RES-M areas total 26.9 acres with a target density of four dwelling units per acre with 108 target dwelling units.

For RES-M permitted uses, conditionally permitted uses and development regulations, refer to the City of Colton Zoning Ordinance, Title 18 of the Municipal Code, Section 18.12, R-1. All requirements shall apply therein with the exception of 1) Section 18.12.080 Density of Development above and 2) Population density.

4.2.6 RESIDENTIAL MEDIUM1 (RES-M1)

The housing types for this land use category, located in Planning Areas 4, 7 and 8, permits single-family detached homes, patio homes, courtyard homes and single family attached homes. RES-M1 areas total 26.9 acres with a target density of 11 dwelling units per acre with 167 target dwelling units.

PERMITTED USES

1. Single-family detached homes and attached homes*
2. Private parks and clubhouse buildings
3. Residential Care Facilities (Six or fewer residents)
4. Dwelling Unit, Second
5. Transitional and Supportive Housing
6. Assisted Living Facilities (Six or fewer residents)

*Condominium and / or fee simple ownership is permitted for detached or attached homes. All common area landscape, paving in alleys, private streets or motor courtyards, including other private common areas in any parcel, shall be included and maintained within a homeowners association.

The following pertains to both RES-M and RES-M1 uses. Refer to Section 7.0, Administration, for a description of target density and target dwelling units.

ACCESSORY AND TEMPORARY PERMITTED USES

1. Parking areas.
2. Home occupations in accordance with City of Colton development code.
3. Private park and recreation facilities, community center buildings.
4. Patios and patio covers.
5. Swimming pools, spas, sports courts, and other similar outdoor recreational facilities.
6. Monument signage and walls consistent with the Specific Plan design guidelines herein.
7. Temporary uses such as model homes, sales offices, and subdivision sales trailers, temporary construction offices and facilities, real estate signs.

Other accessory uses as determined by the Development Services Director or his / her designee to be substantially compatible with principal permitted residential use.

8. Utility buildings, facilities and structures related to the provisions of public services such as sewer, water, electricity and telephone. Cell towers are subject to approval from the City of Colton Planning Commission.
9. Satellite dishes and / or antennas shall be permitted pursuant to the City of Colton development code.
10. Other accessory uses as determined by the Planning Commission to be substantially compatible with principal permitted uses

CONDITIONALLY PERMITTED USES

1. Attached homes that include stacked flats i.e., two separate dwelling units on different floors in the same building.
2. Senior Housing with densities not to exceed 30 dwelling units per acre.
3. Other uses as determined by the Development Services Director or his / her designee to be substantially compatible with principal permitted uses.

DEVELOPMENT REGULATIONS

Refer also to Tables 4-A and 4-B for development regulations and standards.

PARKING AND CIRCULATION

1. Except as specified in these Development Regulations, parking within the CHCCSP project area shall be pursuant to the City of Colton Zoning Ordinance, Title 18 of the Municipal Code.
2. Parking requirements may be met on local interior streets. Parallel parking stall dimensions shall be a minimum eight feet (8') by twenty two feet (22'). The first stall measured from a curb return shall be no less than seven feet (7') from the tangent (beginning point of curb radius).
3. Walls and Fences
4. All walls and fences shall be designed to be consistent with The CHCCSP Community Design Guidelines set forth in Section 6.0. No wood fences are permitted within the CHCCSP Project area, except for use as access gates in residential areas.
5. Walls and fences constructed on interior lot lines, or at the rear of the required landscape setback areas shall not exceed six feet (6') in height unless required by an acoustical study.
6. All privacy walls greater than three feet (3') in height between two buildings facing a street shall be located behind the front of the structure by a minimum of four feet (4').
7. All refuse and storage areas shall be screened with a decorative block wall that consists of split-face, slump-stone block, or a stucco finish.

-
8. All types of barbed or razor wire are prohibited. Chain link fencing is only allowed as a temporary use during construction for security purposes. A time limit for temporary use shall be determined by the Development Services Director or his / her designee.

LIGHTING

1. Exterior lighting plans are required for each project development application to identify the preliminary layout and type of fixture and pole. Refer to Section 6.0, Community Design Guidelines, for additional lighting standards.
2. Lighting fixtures shall be properly shielded to prevent off-site glare.

MINIMUM OPEN SPACE AND LANDSCAPE

1. Private Open Space: A minimum of one hundred (100) square feet of private open space shall be provided for each dwelling unit. Private open space may include ground floor patios or courtyards with a minimum seven feet (7') x ten feet (10') dimension for a ground floor area, and second and third floor balconies or decks, and rooftop decks that are accessible.
2. Common Open Space: All residential uses shall have a minimum of fifteen percent (15%) common area landscape coverage of the project site in addition to landscaped parkways within the street right-of-way and any landscape areas for private use by a resident in an enclosed yard, courtyard or patio.
3. All landscape areas to conform to the Community Design Guidelines and Plant Palette in Section 6.0.

MECHANICAL EQUIPMENT

All exterior mechanical / electrical equipment such as, but not limited to air conditioning units and above ground electrical equipment, shall be screened. Screening shall be provided with landscape and / or decorative walls.

**TABLE 4-A DEVELOPMENT REGULATIONS AND STANDARDS
RES-M1 DETACHED HOMES**

	Detached (Patio Home)	Detached (Garden Court)	Detached (Courtyard)	Detached (Motor Court)
Lot Requirements:				
• Minimum Lot Size (Square Feet) per Dwelling Unit	2,000	2,000	2,000	2,000
• Minimum Lot Width:	30'	30'	N/A	N/A
• Minimum Lot Width at Corner	35'	35'	N/A	N/A
• Minimum Lot Depth	55'	55'	N/A	N/A
• Minimum Dwelling Unit Size	1,100s.f.	1,100s.f.	1,100s.f.	1,100s.f.
Minimum Setbacks: (From Street R/W or Prop. Line)				
Front Building Setbacks:				
Primary Structure				
1 Story	9'	9'	9'	9'
2 Story	10'	10'	10'	10'
3 Story	12'	12'	12'	13'
• Street A and N. Eucalyptus Ave. (Add 3' to each setback above)				
• Single Story Porch or Balcony Street A and N. Eucalyptus Ave. All Other Streets	7' 5'	7' 5'	7' 5'	7' 5'
Side Building Setbacks:				
• Interior Property Line	4'	4'	3'	3'
Residential Street (corner lot)				
• 1 Story	8'	8'	8'	8'
• 2 or 3 Story	10'	10'	10'	10'
• Open Single Story Porch or Balcony (corner lot)	8'	8'	8'	8'
Rear Building Setbacks:				
• Primary Building - Alleyway (See Note 11)	3'	3'	3'	3'
• Garage Face to Alley (Drive Apron)	3'	3'	3'	3'
• Open Patio Cover	3'	3'	3'	3'
Lot Coverage:				
• Maximum Coverage	65%	65%	70%	70%
Maximum Building Height:				
• Primary Structures	35'	35'	35'	35'
Minimum Building Separation:				
• Front to Front				
1 Story to 1 Story	20'	18'	12'	
2 Story to 2 or 3 Story	20'	18'	15'	
(*Interior Units – See Figure 4-1b,1c)	N/A	28'	14'	N/A
3+ Story to 3+ Storey	28'	30'	16'	
• Rear to Rear	(w / Alley)	(w / Alley)	(w / Alley)	Non-Alley
1 Story to 1 Story (See Note 11)	28' / 30'	28' / 30'	28' / 30'	8'
2 Story to 2 Story (See Note 11)	28' / 30'	28' / 30'	28' / 30'	8'
3 Story to 2 or 3 Story	See Note 11	See Note 11	30'	10'
• Side to Side				
1 Story to 1 Story	8'	8'	6'	8'
2 Story to 2 Story	10'	8'	6'	8'
3+ Story to 2 or 3+ Story (*12' if no entries to units between buildings)	15'*	15'*	15'*	15'*
• Front to Side				
1 Story to 1 Story	12'	12'	6'	6'
2 Story to 2 Story	15'	15'	7'	7'
3+ Story to 2 or 3+ Storey	15'	15'	10'	10'
Walls and Fences:				
• Max. Height within Building Setback	3.0'	3.0'	3.0'	3.0'
• Maximum Height other Locations:	6'	6'	6'	6'
Parking:				
• Minimum Resident Parking in Garage	2 spaces	2 spaces	2 spaces	2 spaces
• Minimum Guest Parking	.3/DU	.3/DU	.3/DU	.3/DU

**TABLE 4-B
DEVELOPMENT REGULATIONS AND STANDARDS
RES-M1 ATTACHED HOMES**

Lot Requirements:	Single Family Attached
<ul style="list-style-type: none"> • Minimum Parcel Size: 	6,000 square feet
<ul style="list-style-type: none"> • Minimum Parcel Width 	60'
<ul style="list-style-type: none"> • Minimum Parcel Depth 	100'
Minimum Setbacks (From ultimate R.O.W or PL)	
Front Building Setbacks²:	
Primary Structure Public Streets or Property Line	
1 Story	9'
2 Story	10'
3 Story	12'
<ul style="list-style-type: none"> • Street A (Add 3' to each setback above) 	
Open Porch (Single story)	
<ul style="list-style-type: none"> • Street A • Other Public Streets or Property Line 	10' 8'
Side Building Setbacks	
<ul style="list-style-type: none"> • Exterior property line • 1 Story (Corner Lot) • 2 to 3 Story (Corner Lot) • Open porch or balcony (Corner Lot) 	10' 10' 12' 8'
Rear Building Setbacks	
<ul style="list-style-type: none"> • Primary building, from Alley Lane • Garage Face to Alley • Open Patio Cover or Trellis 	3' 3' 3'
Lot Coverage:	
<ul style="list-style-type: none"> • Maximum Coverage 	70%
Maximum Building Height:	
<ul style="list-style-type: none"> • Primary Structures • Accessory Structures 	35' 1 story or 10' below building height of primary structure.
Minimum Building Separation:	
<ul style="list-style-type: none"> • Front to Front <ul style="list-style-type: none"> 1 Story to 1 Story 2 Story to 1 or 2 Story 3+ Story to 2 to 3+ Story 	20' 25' (25% of a building may be 20') 30' (20% of a building may be 25')
<ul style="list-style-type: none"> • Rear to Rear (Alley way – See Note 11) <ul style="list-style-type: none"> 1 Story to 1 Story 2 Story to 1 or 2 Story 3+ Story to 2 to 3+ Story 	30' 30' See Note 11
<ul style="list-style-type: none"> • Side to Side <ul style="list-style-type: none"> 1 Story to 1 Story 2 Story to 1 or 2 Story 3+ Story to 2 to 3+ Story 	10' 12' 15' (12' if no side entry)
<ul style="list-style-type: none"> • Front to Side <ul style="list-style-type: none"> 1 Story to 1 Story 2 Story to 1 or 2 Story 3+ Story to 2 to 3+ Story 	10' 15' 15'
Walls and Fences:	
<ul style="list-style-type: none"> • Max. Height in building setback area. • Maximum height other locations: 	3' 6'
Parking:	
<ul style="list-style-type: none"> • Minimum Resident Parking • Minimum Guest Parking 	2 enclosed spaces in a garage. 1 space for each 3 units. Public or private on street parking may be counted toward guest requirements.

Notes to Tables 4-A and 4-B:

1. All building setbacks are measured from the street rights-of-ways shown in street sections or from the ultimate property line
2. Setbacks along private streets shall be measured from back of sidewalk. If no sidewalk, then from face of curb.
3. Minimum parcel widths shall be measured at the front setback line.
4. For building setbacks and building separations, the minimum dimensions shown in the regulations pertains to the main building structure and not to architectural projections, balconies, porches or patio walls and gates.
5. Architectural projections may project a maximum of three feet (3') into required front, rear or side setback areas, however in all cases there shall be a minimum clearance of four feet (4') to an opposing projection, including a building, wall or fence. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, and other similar elements.
6. Balconies, open covered porches, patio walls and gates are permitted to project into the setbacks and building separations as indicated in the development regulations or as otherwise specified in this document.
7. The minimum depth of an open covered porch shall be five feet (5'). Clearance between opposing porches or balconies shall be fifteen feet (15') in front to front building orientations, ten feet (10') other conditions.
8. Side yard slopes of 2:1 or greater shall not encroach more than fifty percent (50%) into yard setback areas.
9. Shared use easements are permitted.
10. Recreational vehicle (RV) parking is prohibited for more than seventy-two (72) hours on residential streets.
11. Alley widths for 2-story or less buildings: Where greater than eight (8) dwelling units, shall include a thirty feet (30') minimum dimension between buildings, with minimum twenty feet wide (20') travel lanes and three feet (3') minimum driveway apron or landscape. Alleys with eight (8) dwelling units or fewer, and that do not to exceed one hundred fifty feet (150') of alley length may be a minimum of twenty-eight feet (28') minimum between buildings, with a minimum twenty feet (20') lane and three feet (3') minimum driveway aprons or landscape. Buildings 3-story or greater shall be subject to City of Colton Fire Department approval.
12. Building articulation is required on rear building elevations along alleyways.
13. Along a side yard adjacent to an alley, there shall be a minimum of two feet (2') of planting area where a wall or fence is adjacent to an alley curb or sidewalk, whichever is closer to the wall or fence.
14. Wall and Fence measurements: The height of a wall or fence shall be measured from the highest ground level on either side of the wall or fence. In order to allow for variation in topography, the height of a wall or fence may vary in an amount not to exceed eight inches (8") provided that in no event shall the average height of the wall or fence exceed the maximum height permitted.
15. For each of the four housing types plan configurations listed in Table 4-A, refer to Figures 6-26 through 6-30. For detached homes that do not clearly fit into either of the four categories in Table 4-A, the Development Services Director or his / her designee shall determine which development regulations from above shall apply.

4.3 OPEN SPACE / PARKS (OS/P) AND OPEN SPACE HABITAT (OS/H)

These land use categories include uses in Planning Areas 3, 6, 11, 12, 14 and 18. Park uses and design, including all recreational amenities to be included in PA's 12 and 14, are subject to review and approval of the City Development Services Director and/or his/her designees.

Any use of the Open Space / Habitat areas in PA 3, 6, 11 and 18, other than as a preserved habitat, shall be subject to review and approval by the Development Services Director in consultation with the appropriate public agencies having jurisdiction.

4.4 SIGN REGULATIONS

COMPREHENSIVE SIGN PROGRAM

A comprehensive sign program will assure that signs for all land uses within the Colton's Hub City Centre Specific Plan Amendment (CHCCSP) area are integrated into the overall community vision and theme.

PURPOSE AND INTENT

Signage is an important design element of the physical environment and an important aspect of business communication. As a planned architectural feature, a sign can be attractive and harmonize with the physical character of its environment.

The purpose and intent of the sign regulations for the CHCCSP are the same as those identified in the current City Sign Ordinance (Title 18, Chapter 1850).

1. Promote an economically stable and visually attractive community and ensure that the special character and image the City is striving for can be attained.
2. Promote signs and graphics that are attractive, pleasing and harmonized with the physical character of the environment and surrounding properties, while serving the advertising needs of the business community;
3. Promote traffic safety and the smooth and efficient flow of pedestrians and vehicles to their destinations;
4. Direct persons to various activities and enterprises, in order to provide for maximum public convenience.

AUTHORITY AND REQUIREMENTS

The sign standards that follow shall apply to all properties located within the CHCCSP project area. The City of Colton Zoning Ordinance, Title 18, Chapter 1850, of the Municipal Code, shall prevail for this section, except as otherwise indicated in the standards that follow. The changes that have been incorporated and modify the current City Ordinance are based on tailoring the signage needs to the CHCCSP area, which as a large master planned mixed use community has certain unique signage requirements. If there is a discrepancy between the City Zoning Ordinance and the CHCCSP, then the CHCCSP shall take precedence.

A sign permit shall be obtained from the City prior to the construction or installation of all permanent and temporary signs within the CHCCSP project area.

DESIGN STANDARDS FOR SIGNAGE

The design standards set forth in this section shall be adhered to for all signage within The CHCCSP Specific Plan.

COMMUNITY MONUMENT SIGNS

Community monument signs as described in Section 6.0 and illustrated in Figures 6-35 through 6-37 establish the community identity at the primary entries into the CHCCSP area and shall be designed and constructed to meet the intent as shown. They shall be constructed by the developer for each respective planning area in which they occur. Other than within apartment sites, no additional monument signs are permitted within residential planning areas. Additional monument signs are permitted within commercial parcels.

COMMERCIAL PARCEL AREA SIGNS

Within commercial (non-residential) areas, additional monument signs are permitted for identification of different office, business and retail centers. It is in the interest of both aesthetics and traffic safety that sign information is kept to a minimum. Only the name of the businesses and / or the name of the shopping center shall appear on the sign. The use of subordinate information such as telephone numbers, lists of products, pictures of products, etc., is not permitted.



Example of 20' tall sign with shopping center, business / merchant names only.

Each sign shall be designed with the intent and purpose of relating to the architectural style of the main building or buildings within each Planning Area. The sign shall also be compatible with the style or character of signage and development in adjacent planning areas if said signage was approved following adoption of the CHCCSP. Signs located within non-residential planning areas but adjacent to predominantly residential areas shall consider compatibility with such residential area.

Where there is more than one monument sign located within any Planning Area, all such signs shall follow the uniform design standards described in the City Zoning Ordinance, Chapter 18.50, and shall have designs which are well related to each other by the similar treatment including the following six design elements:

1. Type of construction materials as used in the several sign components, such as cabinet, sign copy, supports.
2. Letter style of sign copy.
3. Illumination.
4. Type or method used for supports, uprights or structure on which sign is supported.
5. Sign cabinet or other configuration of sign area.
6. Shape of entire sign and its several components.

Each monument sign shall be located in a planted, landscaped area which is of a shape, design and size that will provide a compatible setting and ground definition to the sign, as determined by the Development Services Director or his / her designee. The planted landscaped area shall be maintained on a reasonable and regular basis. Monument signs shall be nonmoving stationary structures. In all components and illumination (if any) shall be maintained by artificial light (either internally or externally) which is stationary and constant in intensity and color at all times (nonflashing).

All retail, office, and business park uses shall be considered non-residential property as relates to the City Sign Code.

A uniform sign program for all new multi-tenant developments of three or more separate tenants is required for all Retail, Office, and Business Park uses and for residential Planning Areas 25, 26 and 27 within high density uses.

The maximum height of a free standing monument for business park or office uses shall be six feet high (6') and eight feet (8') wide. For retail uses less than twenty (20) acres in size, the maximum height shall be six feet (6') high and twelve feet (12') wide.

For retail uses twenty (20) acres or greater, the maximum monument sign height shall be twenty feet (20') high and fifteen feet (15') wide, similar to dimensions of the sign in the example above on the previous page.

Pylon / freeway signs shall be permitted to exceed fifty feet (50') in height if approved by the City Planning Commission.

TEMPORARY COMMUNITY MARKETING SIGNS

For the residential areas, temporary signs for sales and marketing of the master planned community should be provided in a comprehensive sign program. Signage along perimeter and interior streets that identify the community and each of the new developments, including directional signs and other types of community information shall be submitted for review and approval by the Development Services Director. The duration of the use of the signs shall also be determined by the Development Services Director.

TEMPORARY REAL ESTATE SIGNS FOR RESIDENTIAL PARCELS

Temporary real estate signs advertising real property of ten (10) or more dwell-

ings, which has been subdivided for the purposes of sale or lease, shall be subject to the following conditions:

1. The sign shall remain only as long as some portion of the property advertised for sale remains unsold, or for a period of two (2) years from the recordation of the final map, whichever period is shorter. Subject to review and approval by the Planning Commission, such time may be extended for one year, provided that there is still a bona fide offering of lots in the subdivision for sale. Not more than one (1) such extension may be granted.
2. The signs shall be located on the premises that they advertise.
3. No sign shall exceed thirty-two (32) square feet in area. No one dimension shall exceed feet (8') for the sign.
4. Not more than one (1) advertising sign that shall be permitted in any subdivision. Additional signs for parking area identification, model home unit identification, (one (1) per model), and other model home information shall not exceed four (4) square feet per sign or a maximum single dimension of two (2) feet.
5. Temporary banners, flags and pennants may be used for advertising the sale or lease of the tract, subdivisions or development and models therein, in compliance with standards of the City Sign Ordinance, Chapter 1850.
6. No signs shall be posted in the public right-of-way. Any sign(s) so posted shall be subject to removal with removal fees to be billed to persons benefiting from sign(s).
7. No lighted or luminous sign shall be so constructed, erected or placed so as to direct or reflect artificial light onto any structure used exclusively for residential purposes.

TEMPORARY OFF-SITE (KIOSK)

All temporary off-site signs shall be provided in conjunction with a uniform sign program as administered by a company that provides off-site signage and is approved by the City pursuant to the City Zoning Ordinance Section 18.50.120.

WALL MURALS

Wall murals may be permitted in any retail planning area subject to the following conditions:

1. Wall murals shall be installed directly on a building wall.
2. There shall be no projection of the wall mural in any direction from the surface of the structure exceeding three (3) inches, except for a frame around the mural.
3. The property owner shall give his written consent to erect and further shall agree to properly maintain and remove that mural in accordance with conditions established by the Planning Commission.
4. Wall murals shall be approved by the Planning Commission subject to:
 - a. Conceptual compatibility of the design with the immediate environment of the site.

-
- b. Appropriateness of the design and size to the function of the site.
 - c. Compatibility of the design and location within a unified design theme.
 - d. Appropriateness of the design as a public work of art. The design may portray, but not be limited to, a cultural, historical or scenic subject.

The Planning Commission shall establish a maximum time period for the existence of a wall mural. The Planning Commission may establish such further conditions, as it deems appropriate upon approval of an application for a wall mural. All applications for murals as specified shall be made on a scale rendering and / or scale model.

SECTION 5 CIRCULATION, PUBLIC FACILITIES AND SERVICES

5.0 CIRCULATION, PUBLIC FACILITIES AND SERVICES

5.1 CIRCULATION PLAN

A major road network is already in place for the Colton's Hub City Centre Specific Plan Amendment (CHCCSP) project area, providing excellent north / south and east / west vehicular circulation routes. A full interchange also exists at Pepper Avenue and the I-10 Freeway. Road and bridge improvements at the interchange are scheduled to occur in 2014. Based upon a comprehensive traffic study prepared for the CHCCSP project area, the required future road sections and rights-of-way were developed. Refer to the Circulation Plan, Figure 5-1 and corresponding road sections in Figure 5-2. Existing and planned road widths are summarized below. New road improvements or existing roads that require widening or other improvements shall be a condition of development subject to approval by the City engineer and Development Director.

PEPPER AVENUE

Pepper Avenue is designated as a Major Arterial. It is currently a major north / south 6-lane divided thoroughfare with a full interchange at the I-10 Freeway. Most of Pepper Avenue has been fully improved and includes a 17 foot wide raised median. The interchange is planned for major improvements in 2014.

The primary change will be to provide a seven foot wide landscaped parkway on the west side of the road with an eight foot wide combination sidewalk and Class I bike lane. The additional right-of-way and improvements will occur as a condition of future development.

VALLEY BOULEVARD

Valley Boulevard is designated as a Major Arterial. It is currently a four lane road and will be increased to six lanes and include a raised median.

SAN BERNARDINO AVENUE

San Bernardino Avenue is designated as a Major Arterial. It currently a four lane road with a small section with two lanes and will be increased to six lanes and include a raised median.

The street width and right-of-way may be expanded approximately 10 feet on the south side of the road in the future to accommodate an Omnitrans Bus Rapid transit line, should that become a reality.

MERIDIAN AVENUE

Meridian Avenue is an existing 2-lane local road and will be improved to 4 lanes.

WILDROSE AVENUE (NORTH OF STREET A), WOODPINE AVENUE, INDIGO AVENUE, HERMOSA AVENUE, STREET A AND C STREET

Wildrose Avenue, Woodpine Avenue, Indigo Avenue, and C Street are existing 2-lane roads and will remain so. While Wildrose currently extends between Valley Boulevard and San Bernardino Avenue, it will be changed to a cul-de-sac on its north end to avoid through traffic in residential areas. Street A is a new 2-lane road located between Wildrose Avenue and N. Eucalyptus Avenue and is also designated as a 2-lane road.

All roads above will have a 36' curb to curb street section within a 60' right of way.

WILDROSE AVENUE (SOUTH OF STREET A) AND N. EUCALYPTUS AVENUE

Wildrose Avenue (south of Street A) is an existing 2-lane road. N. Eucalyptus Avenue is a new road and an extension of N. Eucalyptus Avenue north of San Bernardino Avenue. Both are planned as 2-lane roads with a 40' curb to curb width within a 64' right-of-way.

BUS RAPID TRANSIT

Based on discussions with representatives of Omnitrans, they are estimating that within the next 5 to 10 years a bus rapid transit (BRT) system will be in place to serve the CHCCSP project area and surrounding communities. The current Omnitrans plans establish a BRT beginning point for the CHCCSP project area along Valley Boulevard at Hermosa Avenue, north on Pepper Avenue, and an end point at the western boundary of the project area along San Bernardino Avenue. The bus line would continue westerly from that point.

Because there is no certainty that continuity of the exclusive bus lanes can be provided outside of the specific plan area, instead of exclusive BRT lanes, "queue jumper" lanes and bus priority signalization at major intersections are planned for in the CHCCSP area. These improvements are part of Omnitrans' Bus Stop Guidelines (2006). Where applicable, all applications for development adjacent to

LEGEND:

	A	Major Arterial - 6 lanes divided
	B	Collector Road - 4 lanes
	C	Local Road - 2 lanes
		BRT 'Holt Line'

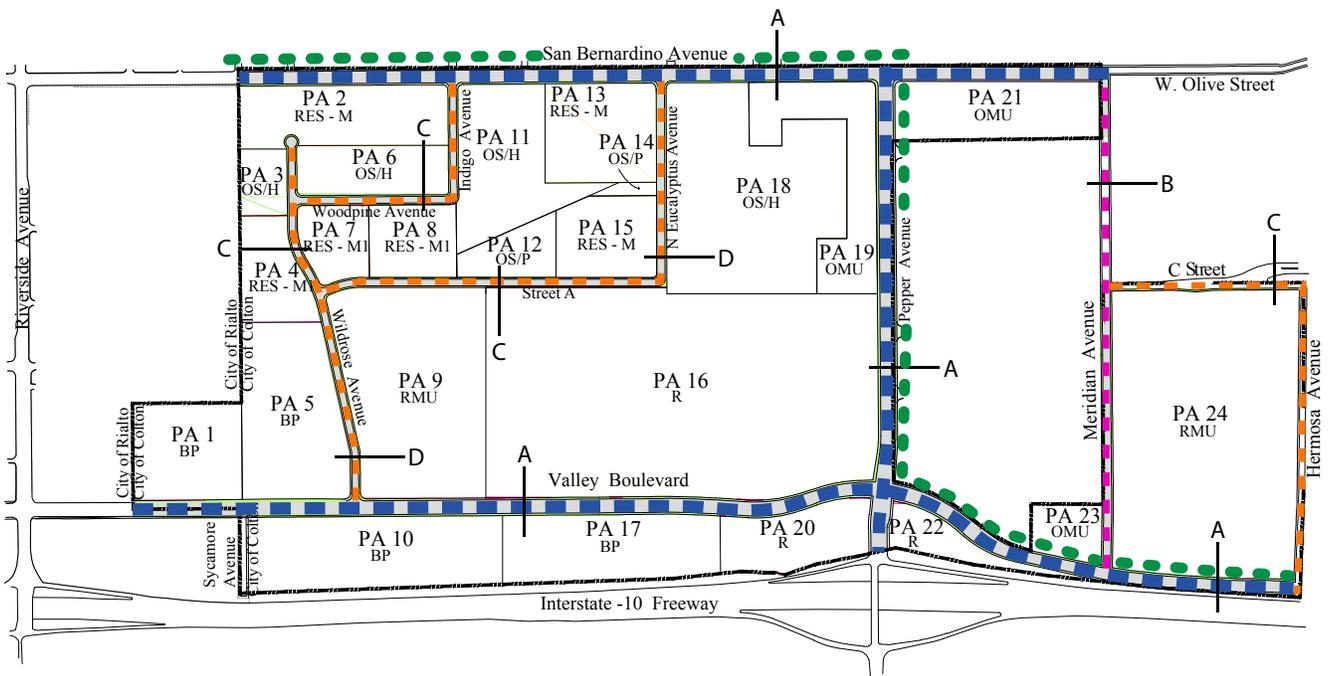
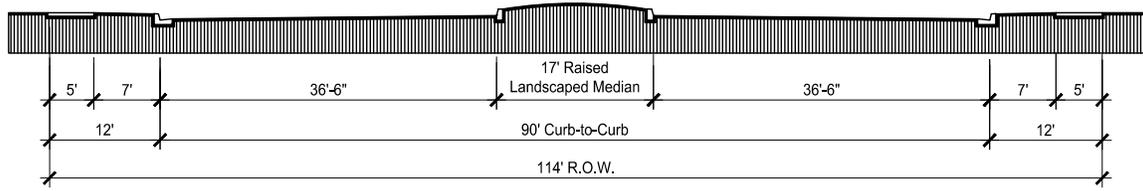
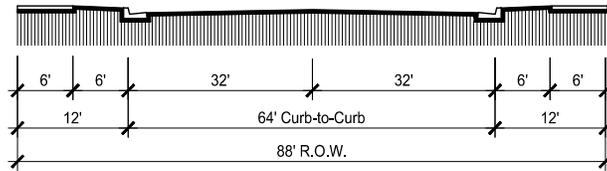


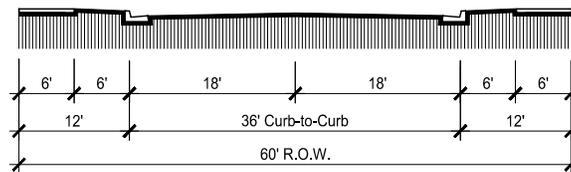
FIGURE 5-1
CIRCULATION PLAN



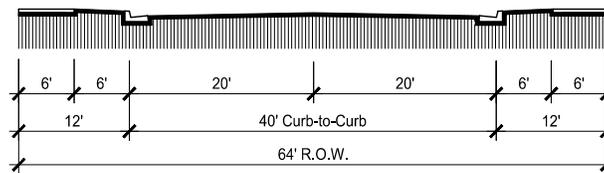
A
 MAJOR HIGHWAY
 Pepper Avenue / Valley Boulevard / San Bernardino Avenue
 (6 Lanes)



B
 COLLECTOR STREET
 Meridian Avenue



C
 Local Street
 (2 lanes)



D
 Local Street
 (2 Lanes)

FIGURE 5-2
 STREET SECTIONS

the proposed BRT route shall be subject to review by the Development Services Director to assure queue jumper lanes and bus priority signalization at major intersections can be provided.

PEDESTRIAN CONNECTIVITY / BICYCLE ROUTES

One of the primary goals identified for the CHCCSP area is to create a safe, walkable community that connects the residential neighborhoods to one other, as well as to the parks, school, new commercial uses and the surrounding community.

Figure 5-3, Bikelane and Sidewalk Master Plan, identifies the routes for both pedestrian and bicyclists. To enhance safety, all pedestrian walks along interior residential neighborhood public streets are separated from the street by a landscape parkway. Provisions in the development Regulations and Community Design Guidelines have been provided to ensure that pedestrian connectivity is provided to interconnect all land uses.

5.2 INFRASTRUCTURE: GRADING, SEWER, WATER, STORM DRAINAGE, UTILITIES

5.2.1 OVERVIEW

The following describes the various infrastructure master plans to support the land uses for Colton's Hub City Center Specific Plan (CHCCSP) including grading, sewer, storm drainage and water. Utilities including electric, telephone, gas and cable television are also discussed. Proposed drainage, sewer, and water master plans have been conceptually designed to provide an adequate level of service for the maximum level of the planned development. These master plans are based on various city infrastructure studies.

5.2.2 MASTER GRADING PLAN

The existing topography on the project site is split with a high point at San Bernardino Avenue at Eucalyptus Avenue. Overall the average grades across the site vary from 0.5% to 1.5%. The portion of the site lying westerly of Eucalyptus Avenue drains south and westerly towards Valley Boulevard and the portion of the site lying easterly of Eucalyptus Avenue drains south and easterly towards Valley Boulevard and Meridian Avenue. Portions of the existing golf course currently lie about 7 feet below the grade of Valley Boulevard. As a result, portions of the site will require significant grading. All grading shall be done under the jurisdiction of the latest edition of the CBC, and the City of Colton Building and Safety and Engineering Divisions. The Grading Plan has been designed to accommodate drainage and a street system that meets city standards for acceptable infrastructure grades. The conceptual Master Grading Plan is shown on Figure 5-4.

In most areas, the proposed grades will be within 1 to 7 feet of the existing ground surface. This may increase in the business park, where larger pads are typically needed. The earthwork of each individual development is expected to balance with the exception of Planning Areas 9, 13 and 16 (existing golf course and park sites). Planning Areas 9, 13 and 16 are expected to have significant amounts of import, estimated import quantities are shown on the Conceptual Master Grading Plan.

LEGEND:

- ■ ■ ■ Class I Bikeway
(8' wide - off street)
- ● ● ● Class II Bikelanes
(on street)
- Pedestrian Sidewalks

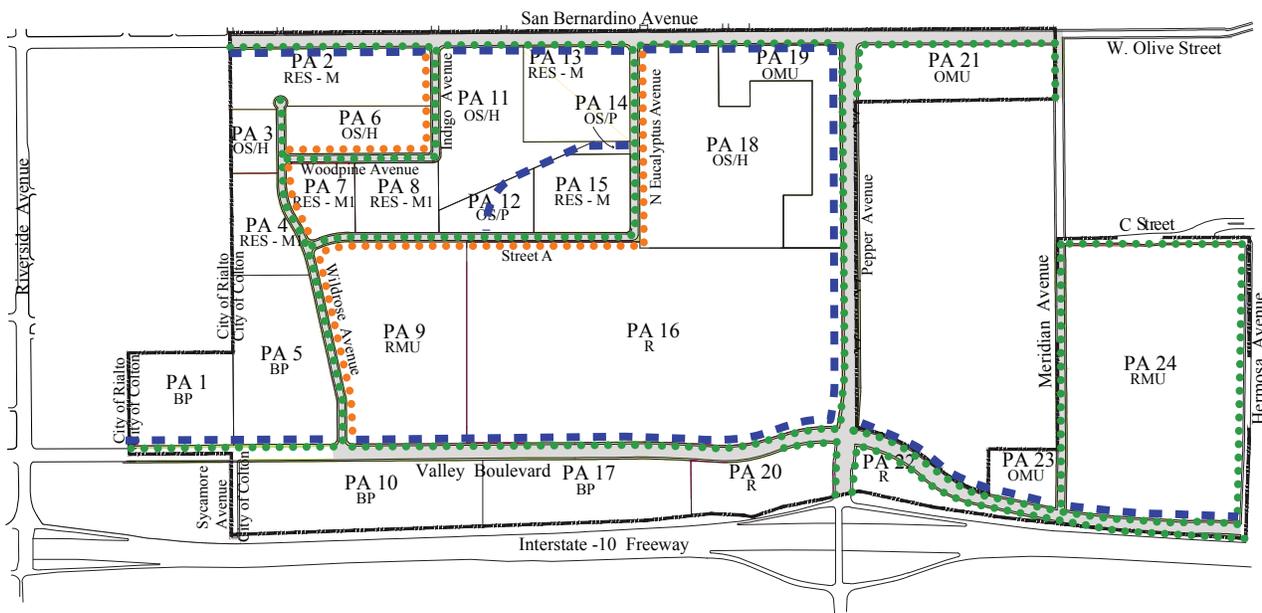


FIGURE 5-3
BIKE LANE AND SIDEWALK MASTER PLAN

A more detailed analysis of the grading plan will be required as part of the final project design. The grading and earthwork volumes will then be refined to meet the requirements of the City of Colton based on the proposed land use.

5.2.3 MASTER SEWER PLAN

The City of Colton owns, operates and maintains a wastewater collection, pumping and treatment system and will be providing the wastewater collection for the proposed CHCCSP area. The city is responsible for the construction and on-going maintenance of the wastewater collection system within the city limits.

The conceptual Master Sewer Plan shown in Figure 5-5 depicts the existing and proposed location and sizes of the wastewater collection system within the CHCCSP area. At the present time there is an existing 12-inch sewer main in Valley Blvd., west of Pepper, and a 15-inch sewer main within Valley Blvd., east of Pepper Avenue. In addition, there is an existing 12-inch main running north-south in Wildrose Avenue, an existing 8-inch main running east-west on Woodpine Avenue and north-south on Indigo Avenue, an existing 12-inch sewer line running north-south along the existing Eucalyptus Avenue right-of-way, an existing 8-inch sewer line running north-south along Pepper Avenue as well as an existing 8-inch sewer line running north-south in Meridian Avenue which transitions to a 10-inch line near Valley Blvd.

The proposed sewer system consists of a new 8-inch sewer pipe in N Eucalyptus Ave. running southerly to Street "A", the 8-inch sewer continues on Street "A" connecting to the existing 12-inch sewer on Wildrose Ave. The existing 12" sewer located in Valley Blvd. from Wildrose Avenue to Pepper Avenue will be abandoned or removed and replaced with a new 15 inch sewer pipe. A new 10-inch sewer pipe is proposed within Hermosa Avenue, running northerly from Valley Blvd. All proposed sewer pipes within the CHCCSP area are designed to fall within the proposed dedicated street rights-of-way; no additional rights-of-way are required to provide sewage collection within the CHCCSP area.

A more detailed analysis of the size and location of the wastewater collection system will be required as part of the final design. The sewer pipe size will then be refined to meet the requirements of the City of Colton based on the proposed land use.

5.2.4 MASTER WATER PLAN

The City of Colton and West Valley Water District currently provide water service for the CHCCSP area. The City of Colton currently provides water service to the area east of Pepper Avenue and West Valley Water District currently provides water service to the area west of Pepper Avenue. The conceptual Master Water Plan on Figure 5-7 depicts the existing and proposed location and sizes of the water distribution system within the CHCCSP area.

The portion of the project served by West Valley Water District is in their Pressure Zone 3 system. There is a 12-inch diameter pipeline in Wildrose Ave, Woodpine Ave, Indigo Ave and San Bernardino Ave, between Wildrose Ave and Eucalyptus Ave. There is an 8-inch diameter pipeline in San Bernardino Ave, between Euca-

lyptus Ave and Pepper Ave., there is also a 10-inch diameter pipeline in Pepper Ave and Valley Ave between Eucalyptus Ave and Pepper Ave. as well as an 8-inch diameter pipeline in Rexford Avenue.

The proposed water distribution system consists of abandoning the existing 16-inch water line in Eucalyptus Avenue and constructing a new 16-inch water line in the new Eucalyptus Avenue right-of-way. Also proposed is a new 8-inch water line in Street “A”. All proposed water lines within the CHCCSP area are designed to fall within the proposed dedicated street rights-of-way; no additional rights-of-way are required to provide water distribution within the CHCCSP area.

West Valley Water District’s existing storage capacity for Pressure Zone 3 is 9 million gallons. Preliminary calculations indicate the need for additional storage for the Zone 3 system. A Water Supply Assessment (WSA) for the Specific Plan area located within the WVWD service area, dated September 5, 2013, has been approved by the West Valley Water District Board of Directors. A WSA has also been approved by the City of Colton for its respective service area.

A more detailed analysis of the size, location and capacity of existing facilities of the water distribution system will be required as part of the final design. The water pipe size will then be refined to meet the minimum requirements of the City of Colton and WVWD based on the proposed land use.

5.2.5 MASTER STORM DRAIN

The project site is located within the boundaries of the San Bernardino County Flood Control District. That portion of the project that lies west of Eucalyptus Avenue drains south and westerly towards Valley Boulevard and Sycamore Avenue, to the Rialto Channel Drainage Area, in Master Plan Drainage Area 3-3. That portion of the project that lies east of Eucalyptus Avenue drains south and easterly towards Valley Boulevard and Meridian Avenue to the previously constructed 108 inch storm drain pipe at Meridian and I-10 Freeway, in Master Plan Drainage Area 3-5. This existing Master Plan 108 inch storm drainpipe is bulkheaded at the I-10 Freeway. Master Storm Drain is shown on Figure 5-6.

Storm drainage master planning is a joint responsibility of the City of Colton and the San Bernardino County Flood Control District. Drainage and flood control facilities and drainage improvements shall be provided in accordance with the requirements of the San Bernardino County Flood Control District. The San Bernardino County Flood Control District is responsible for the regional channels, debris basins, and detention facilities. The city is responsible for the acceptance, maintenance, and master plan design of the local drainage collection systems, local detention basins, and the storm drain infrastructure that carry runoff to San Bernardino County Flood Control District regional facilities.

The master planned drainage facilities are designed to carry various design flows. The project will be required to convey safely the 100-year storm event for the developed condition. In order to minimize deficiencies in the existing drainage system, individual developments will be responsible for detaining all stormwater in excess of the sites existing peak runoff. According to the City of Colton, a 72-inch

storm drain was constructed from the existing 84-inch storm drain (Colton Drain) in Valley Boulevard, at the west end of the Specific Plan boundary, to Eucalyptus Avenue continuing north on Eucalyptus Avenue as a 66-inch storm drain to the existing George Brown Park detention basin located south of San Bernardino Avenue at Eucalyptus Avenue. This storm drain extension is bulkheaded at the future connection to the existing 84-inch Colton Drain due to backwater issues caused by the Rialto Channel. The constructed length or constructed pipe sizes of this storm drain line have not been verified and would be verified before any connections are made to the storm drain.

When the ultimate 3-5 storm drain system is installed downstream to the Santa Ana River it is anticipated that the George Brown Park site will no longer be required for flood protection (refer to City of Colton Storm Drain System Update by GTS Associates). Prior to the completion of the 3-5 storm drain system the existing George Brown Park site will be required to provide interim flood protection to mitigate flooding downstream. The estimated flood volume to the George Brown Park site based on the rational method calculations in the report “Preliminary Study for Comprehensive Storm Drain Projects 3-3, 3-5, 3-8 Rational Method Volume III” prepared for the City of Colton, dated May 20, 2008, is about 24 acre-feet. The George Brown Park site currently discharges water to the 3-3 drainage basin.

A more detailed analysis of the size and location of the storm drain system will be required as part of the final design for each development application. The storm drain pipe size will then be refined to meet the requirements of the City of Colton based on the proposed land use.

5.2.6 UTILITIES

The electric, telephone, gas and cable television utilities providers are as follows. Each will be connected at the most convenient existing locations and extended through the site during the phased construction of the project.

a. Electrical Service

For electrical service, the CHCCSP is served by Colton Electric. Address is 150 S. 10th Street, Colton, CA 92324; (909) 370-5104.

b. Gas Service

For gas service, the CHCCSP area is served by The Gas Company. Address is 1981 W. Lugonia Avenue, Redlands, CA 92374; (909) 335-3919.

c. Telephone Service

For telephone service, the CHCCSP area is served by Verizon. Address is 1400 E. Phillips Boulevard, Pomona, CA 91766; (909) 469-6343.

d. Cable Television Service

For cable television service, the CHCCSP area is served by Time Warner

Cable, South Division; (888) TW-CABLE.

5.3 COMMUNITY SERVICES

The following information provides a summary of the community services to be provided to the CHCCSP project area.

5.3.1 POLICE AND FIRE PROTECTION

The Colton Police Department provides law enforcement for the City and will be responsible for servicing the entire CHCCSP project area. Colton's current standard is a ratio of one sworn police officer per 1,000 residents. The police station is located at 650 N. La Cadena Drive in Colton. Additional sworn police offices will be required to support the development at this same ratio. A sub-station will be required for the project within the future retail center within Planning Area 16 or other location deemed acceptable to the Police Department. As part of any retail development within Planning Area 16, the applicant will be required to work with the Police Department to locate such a facility to the satisfaction of the Police Department and the City Planning Commission.

The City of Colton Fire Department provides fire protection to the CHCCSP area. They also provide paramedic service in this area. The closest station is Fire Station #212, which is approximately one mile away, located on 1511 N. Rancho Avenue, northeast of the project. The response time from Fire Station is approximately six minutes to the project area.

While no fire station is required for the CHCCSP area, the current Fire Station #212 may need to be upgraded or relocated to better serve new development in the project. Therefore, prior to approval of each application within the CHCCSP area, the applicant(s) will be required to work together with the Fire Department to address their needs. Fire sprinklers are required for all residential buildings with the exception of detached one and two-family homes, per current city requirements. One-family and two-family homes may also require fire sprinklers subject to a determination by the Planning Commission.

In the event lake features occur in the CHCCSP area, access shall be provided for fire trucks for use in case of emergencies to the satisfaction of the Fire Department.

5.3.2 LIBRARY SERVICES

The City of Colton has two libraries to serve the CHCCSP project area. The Colton Public Library is the closest at approximately two miles, and is located at 656 N. 9th Street. The Luque Branch Library, is located at 294 East "O" Street.

5.3.3 PUBLIC SCHOOLS

The Rialto Unified School District (RUSD) serves the student population that will be generated by the residential uses within the CHCCSP.

5.4 CAPITAL IMPROVEMENT PROGRAM

Public facility and utility infrastructure implementation and financing will be determined based on individual property owner timing and market conditions. It is envisioned that land development costs for public services e.g., sewer, water, storm drain, dry utilities, public parks and open space may be funded through a combination of the following: private developer funds, special assessment districts, Mello-Roos community facilities districts, or other sources.

5.5 INFRASTRUCTURE DEVELOPMENT REQUIREMENTS

Development within the CHCCSP area is projected to occur over a ten to fifteen year time period.

The scope, timing and location of each development area will depend upon individual property owner requirements. For any project, assurances shall be provided to the City prior to occupancy that all infrastructure improvements necessary to serve that portion or phase of the project are in place. Proposed infrastructure plans for any project shall be reviewed and approved by the City Engineer and Development Services Director to ensure that sizing and design of the infrastructure complies with the infrastructure master plans and technical reports contained in the CHCCSP or within any technical Appendices. Subsequent studies and / or more detailed analysis may be required by the City Engineer if deemed necessary to ensure the health, safety and general welfare of the community.

Model homes and temporary sales offices may be permitted exempt from these conditions subject to approval of the Development Services Director.

5.6 MAINTENANCE

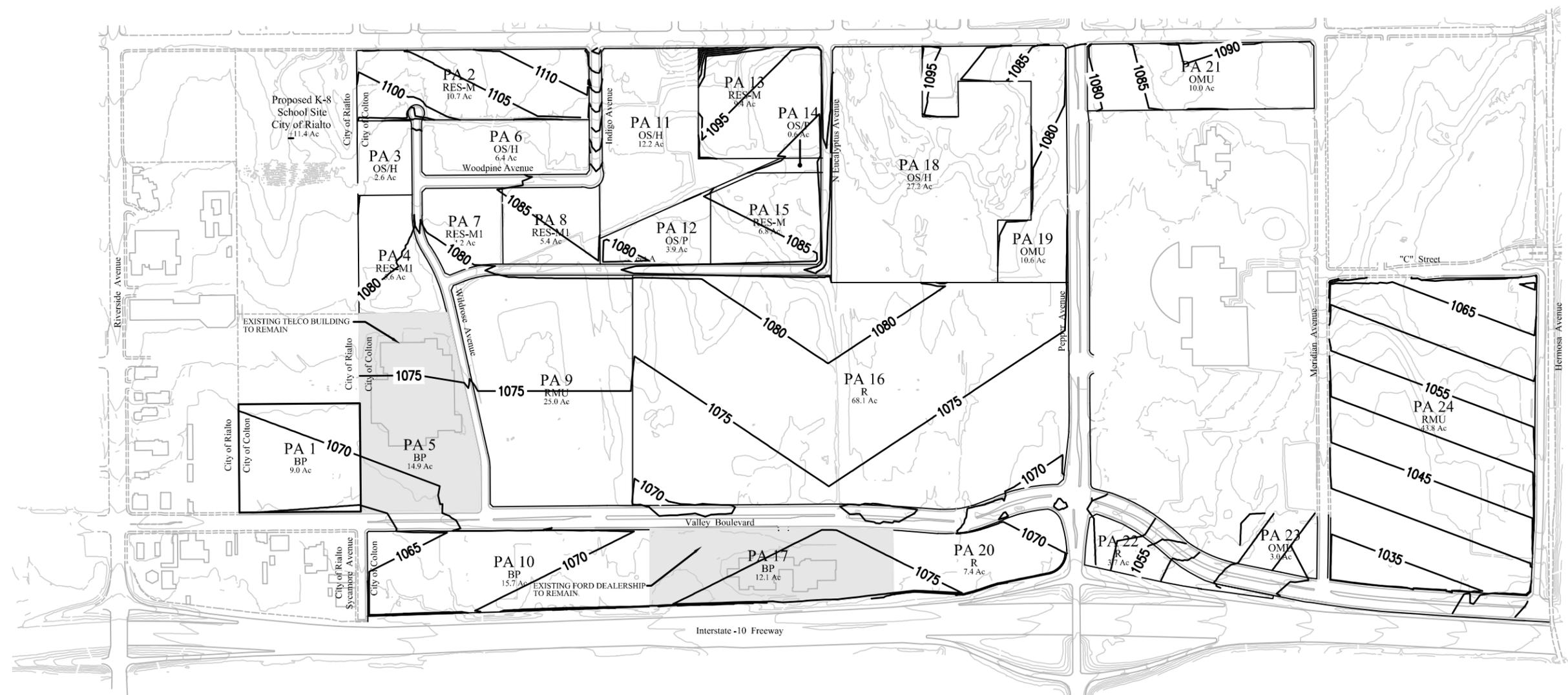
Table 5.1 that follows identifies the Maintenance Responsibilities of the various components within the Specific Plan boundary.

TABLE 5.1
MAINTENANCE RESPONSIBILITIES

	City and / or Special District	Private Homeowners Association (HOA) or Sub-Association	Private Homeowner, Commercial / Business Park / Industrial Property Owners	Utility Entity
Master Plan Roadways (curb-to-curb, parkways, sidewalks, street lights) Valley Boulevard, Pepper Avenue, San Bernardino Avenue, Hermosa Avenue, Meridian Avenue)	X			
Interior Project Roads: (curb-to-curb, parkways, sidewalks and street lights) Wildrose Avenue, Indigo Avenue, N. Eucalyptus Avenue, Woodpine Avenue, Street A	X			
Traffic Signals	X			
Traffic Control Signs	X			
Private Alleys		X		
Driveways and Parking Areas Serving Commercial / Business Park / Office / Retail uses located in R, BP, OMU and RMU areas.			X	
Off-site and on site water, sewer, and storm drain improvements (excluding laterals)	X			
Parks - Private		X		
Parks - Public	X			
Private Recreation Building, Pool Areas		X		
Residential Front Yard Landscaping – RES M1 areas.		X		
Landscaped Common Areas within individual project boundaries.		X		
Community Theme and Wall and Entry Monuments (outside face for graffiti removal)	X			
Alley Landscaping		X		
Electricity				X
Natural Gas				X
Communication Systems				X

LEGEND:

— 1000 — FUTURE CONTOURS



EARTHWORK QUANTITIES (PA 9, 13 AND 16)				
LOCATION	CUT (CY)	FILL (CY)	NET (CY)	
PA 9	8,816	134,477	125,661	FILL
PA 13	22,157	46,680	24,523	FILL
PA 16	136,412	429,223	292,811	FILL

- A. ALL PLANNING AREAS ARE ASSUMED TO BALANCE WITH THE EXCEPTION OF PLANNING AREAS 9, 13 AND 16.
- B. THE EXISTING SAM SNEAD GOLF COURSE CONSIST OF PLANNING AREAS 9, 12, 15 & 16

FIGURE 5-4
MASTER GRADING PLAN

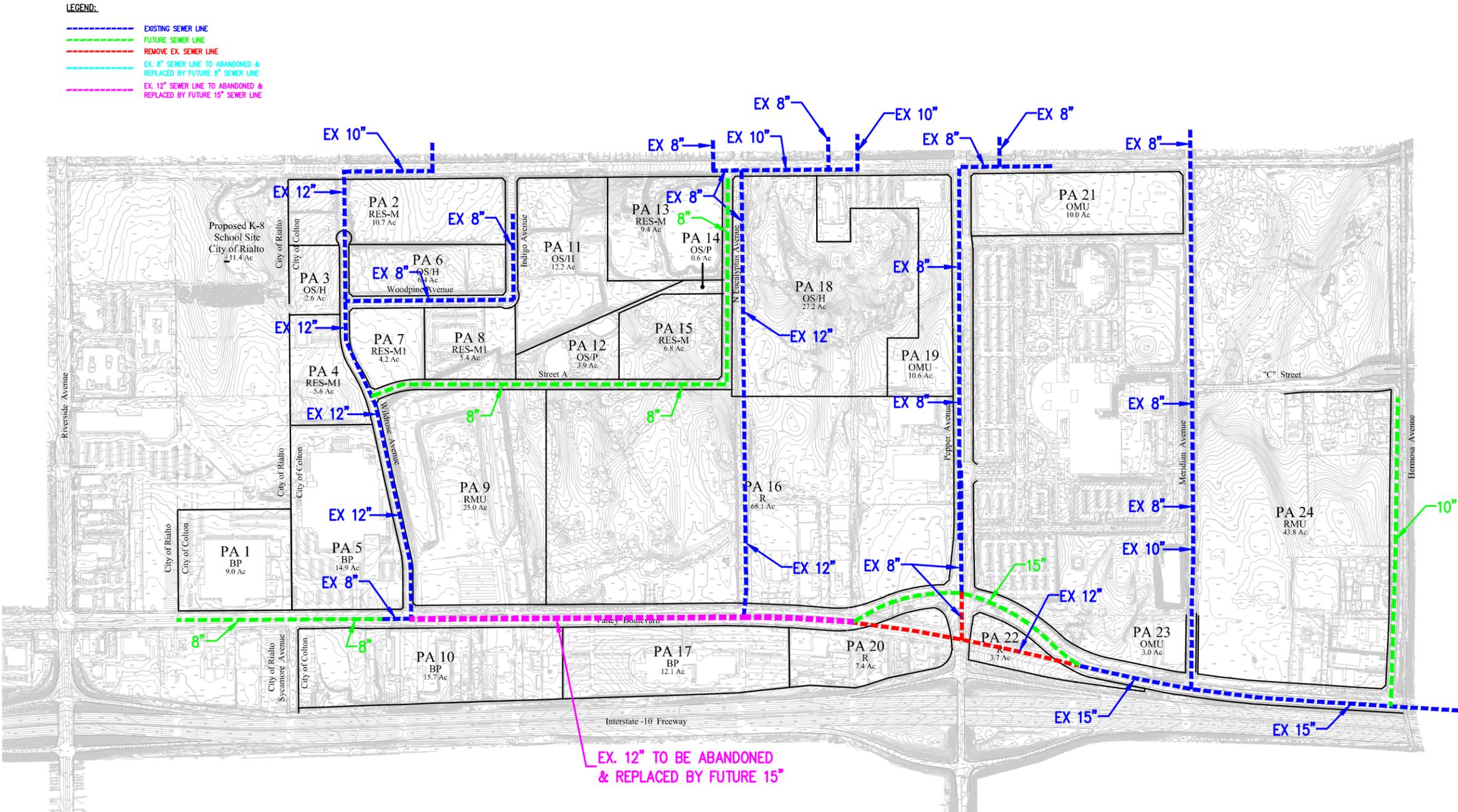


FIGURE 5-5
MASTER SEWER PLAN

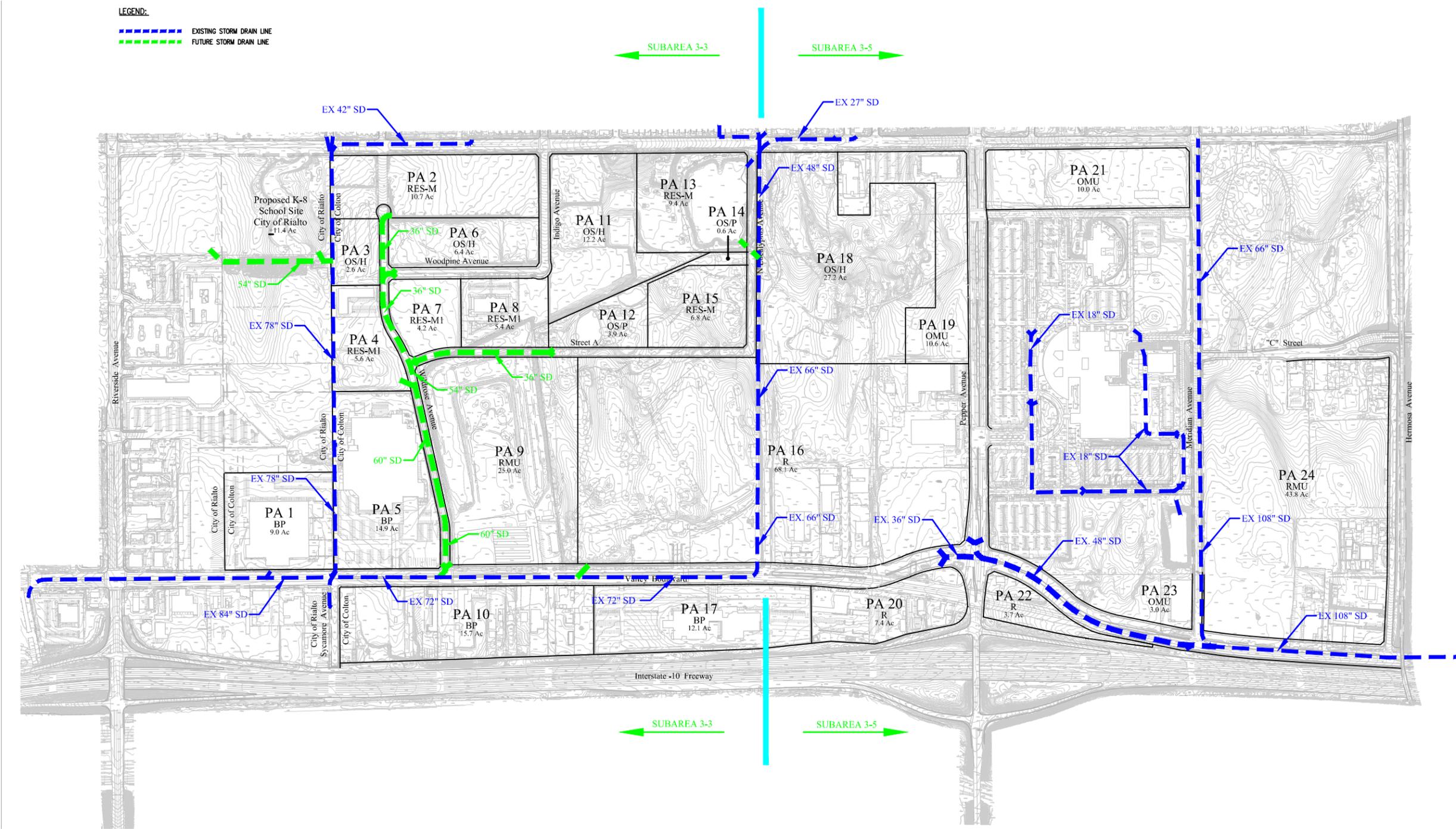


FIGURE 5-6
MASTER STORM DRAIN PLAN

LEGEND:

- EXISTING WATER LINE
- FUTURE WATER LINE
- ABANDON EXISTING WATER LINE
- EX. 8" WATER LINE TO BE ABANDONED & REPLACED BY FUTURE 12" WATER LINE
- EX. 16" WATER LINE TO BE ABANDONED & REPLACED BY FUTURE 16" WATER LINE

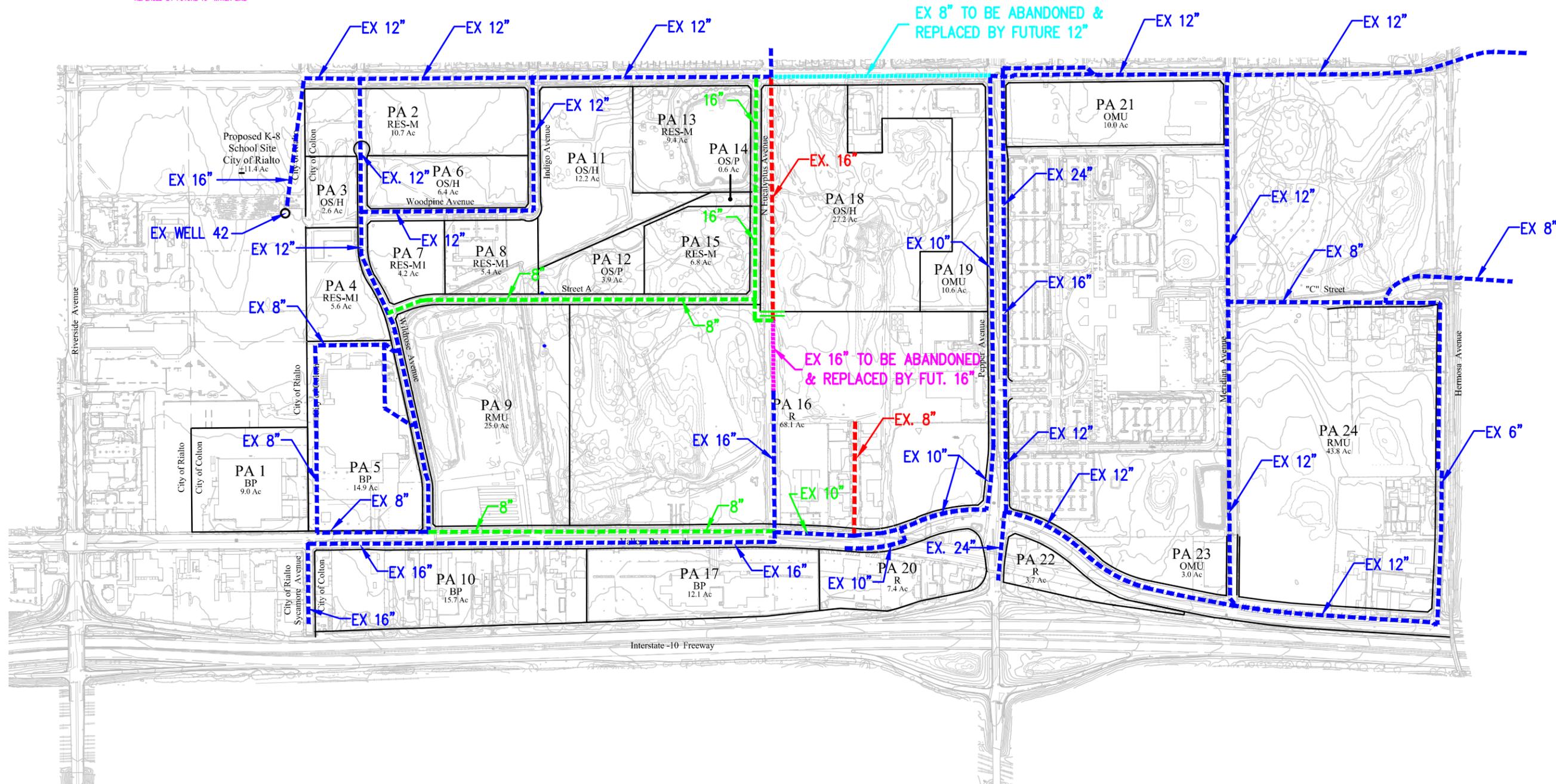


FIGURE 5-7
MASTER WATER PLAN