



ITEM NO. 8

STAFF REPORT

DATE: DECEMBER 18, 2012
TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: ROD FOSTER, CITY MANAGER *RWF FOR R.F.*
PREPARED BY: MARK TOMICH, DEVELOPMENT SERVICES DIRECTOR *MT*
SUBJECT: COLTON SENIOR HOUSING GENERAL PLAN AMENDMENT AND ZONE CHANGE

RECOMMENDED ACTION

It is recommended that the City Council accept all public testimony at the duly noticed public hearing, and

- (a) Adopt a Resolution to amend the General Plan Map designation of two properties from “Public Facilities” and “General Commercial,” respectively, to High Density Residential;” and
- (b) Adopt a Resolution to amend the Circulation Element of the Colton General Plan by deleting a portion of E Street between La Cadena Drive and Ninth Street, currently designated as a “Collector” street by the Circulation Plan; and
- (c) Adopt a Zone Change to the City Zoning Map to reclassify two properties from the “PF, Public Facilities” and “C-2, General Commercial” zones, respectively, to the R-3, Multiple-Family Residential” zone.

GOAL STATEMENT

The proposed action will support the City’s goal to complete the Senior Housing Replacement project.

BACKGROUND

The proposed General Plan Amendment and Zone Change (“GPA/ZC”) is to facilitate completion of the Colton Senior Housing project. The project is a joint effort of the City’s Housing Authority and Eagle Colton 55, L.P. to construct a new and expanded 120-unit lower income senior apartment project to replace the former Colton Palms senior apartments. The project site includes the former site of the 2.35-acre Colton Palms, located at 510 N. La Cadena Drive, which was constructed in 1989 and demolished in 2008. Also included in project site, and related GPA/ZC is the current Human Resources Office, located at 552 N. La Cadena Drive. These properties are proposed to be re-designated and rezoned due to the incompatibility of the current General Plan and Zoning designations (Public Facilities and General Commercial,

respectively) with the proposed senior housing use (High Density Residential/Multiple-family Residential). An amendment to the Circulation Plan of the Circulation Element includes removal of a portion of E Street between La Cadena Drive and Ninth Street. This portion of E Street is proposed to be gated, with access restricted to residents at the east end, facing Ninth Street.

At a public hearing held on October 23, 2012, the Planning Commission voted 5:0:1 (one absence) to recommend to the City Council approval of the subject General Plan Amendment and Zone Change (Planning Commission Resolution Nos. R-23-12, R-24-12 and R-25-12). The Planning Commission supported the recommendations by making the following findings:

1. The proposed change of zone and general plan amendment will be in conformity with the general plan, subject to adoption of the concurrent general plan amendment requested. The establishment of the R-3 zone [and High Density Residential land use designation] at this particular location, along the commercial/institutional corridor along La Cadena Drive which includes the Civic Center, a public park, and commercial uses including residential structures that have been reused for office uses, is consistent with the Principles for Residential Land Uses, which states: "*Principle 4. Medium- and high-density residential developments next to large open spaces...major activities, such as shopping and employment centers, is critical to an efficient neighborhood design and long-term integrity of the residential environment.*"
2. The proposed change of zone and general plan amendment are necessary due to the need in the community for more of the types of uses permitted by the proposed R-3 zone [and High Density Residential land use designation], such as residential development in general but particularly senior housing, as proposed by the project, due to the demolition of the previous senior housing project within the site and lack of units to replace and fulfill the need for housing created by the removal of these units from available housing inventory.
3. The proposed change of zone and general plan amendment will not adversely affect the surrounding area or the community in general since the project site is located within a transitional area between properties either zoned for or development as single-family and multiple-family residential uses and the commercial/institutional corridor along La Cadena Drive which includes the Civic Center, a public park, and commercial uses including residential structures that have been reused for office uses. As such, residential development in general and the senior housing project proposed, in particular, allowed by the proposed R-3 zone [and High Density Residential land use designation], would be appropriate at the location and would not create adverse impacts to the surrounding area or the community at large.
4. The proposed change of zone and general plan amendment are consistent with and promote the overall objectives of the Colton General Plan and leaves the General Plan a compatible, integrated, and internally consistent statement of policies.

5. The proposed change of zone and general plan amendment are reasonably related to the public health, safety and welfare because it facilitates development of affordable senior housing in the City, for which there is an identified need. According to the City's current Housing Element, there is a demand for affordable senior housing in the City of Colton. In addition, development of senior housing at this location promotes beautification of the surrounding area by the addition of attractive buildings and landscaping to the downtown area. The amenities of the downtown area, such as public transit, walkability, park sites, and services (both public and private), will help to support a senior population in this particular location.

ISSUES/ANALYSIS

The current Public Facilities General Plan land use designation and zoning are incompatible with a privately-owned high density residential project. This General Plan Amendment and Zone Change will ensure that the proposed ultimate use for the subject site, 120 senior apartments, is consistent with the General Plan land use designations and the applicable zoning district. In addition, establishment of the R-3, Multiple-Family Residential zone on the project site will provide appropriate development standards for the senior housing project.

Due to the planned closure and vacation of the a portion of E Street, its inclusion on the official Circulation Plan of the City of Colton is no longer warranted. Ownership of the right-of-way for the portion of E Street between La Cadena Drive and Ninth Street will revert to the two adjacent property owners, City of Colton and Eagle Colton 55, L.P., respectively.

FISCAL IMPACTS

None

ALTERNATIVES

1. Do not adopt General Plan Amendment and Zone Change, whereby General Plan land use designations, Circulation Plan and zoning for the site will remain unchanged.
2. Provide alternative direction to staff.

ATTACHMENTS

1. Planning Commission Staff Report (October 23, 2013)
2. Planning Commission Resolution No. R-23-12 (General Plan Map)
3. Planning Commission Resolution No. R-24-12 (Circulation Element)
4. Planning Commission Resolution No. R-25-12 (Zone Change)
5. Initial Study and Proposed Mitigated Negative Declaration
6. City Council Resolution – General Plan (Land Use & Circulation Elements)
7. Ordinance No. O-10-12

Attachment 1

Planning Commission Staff Report (October 23, 2012)



Planning Commission Staff Report

City of Colton
Development Services Department

MEETING DATE: October 23, 2012

FILE INDEX NUMBER(S): DAP-001-042/043/044/052/060

PROPERTY OWNER: City of Colton

APPLICANT: Eagle Colton 55, L.P.

PROJECT DESCRIPTION: COLTON SENIOR HOUSING (501 North 9th Street)

- (1) **DAP-001-042.** (a) **General Plan Amendment (GPA)** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; (b) **General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan (c) **Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities" and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone on a 3.1-acre site located at ~501 North Ninth Street.
- (2) **DAP-001-043.** (a) **Architectural & Site Plan Review (PR)** for development of a 120-unit senior housing project with new buildings and structures, including multi-unit residential buildings up to 3 stories high with total gross floor area up to 43,197 square feet, a 3284-sf recreational building, and decorative trellis, arbor, carports and colonnade structures, and related site improvements including paving, fencing, and landscaping and the proposed demolition of an existing single-family residential building, constructed in 1914, reused for office use (City of Colton – Human Resources Division) located at 552 North La Cadena Drive; (b) **Conditional Use Permit (CUP)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; (c) **Variance** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, on a 3.1-acre site located at ~501 North Ninth Street to be rezoned R-3, Multiple-Family Residential.
- (3) **DAP-001-044.** **Tentative Parcel Map and Street Closure/Vacation** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic

in two directions (two-way street) to allowing only one direction (one-way street) on a 3.1-acre site located at ~501 North Ninth Street to be rezoned R-3, Multiple-Family Residential.

- (4) **DAP-001-052. Site Plan Review** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and zoned R-3, Multiple-Family Residential.
- (5) **DAP-001-060. (a) Modification of Site Plan Review** for proposed modification to the south City Hall / Police Department parking lot (as part of proposed street closure/vacation of E Street and Senior Housing project on property to the south), including removal of driveway access on E Street and addition of new driveway access on Ninth Street and related modifications, including fencing and planting, and **(b) Minor Variance** for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and zoned P-F, Public Facilities.

ACTIONS:

APPLICATION FILED: 8/8/12

DESIGN REVIEW COMMITTEE (DAP-001-042/043/044): 9/5/12; Recommendation approval with conditions to the Planning Commission, subject to submittal of additional items

CEQA PUBLIC REVIEW PERIOD: 9/20/12 – 10/11/12

DESIGN REVIEW COMMITTEE (DAP-001-052/060): 10/15/12; Recommendation approval with conditions to the Planning Commission.

PLANNING COMMISSION: 10/23/12; **Decision** _____.

CITY COUNCIL: _____ (tentatively scheduled for 11/20/12)

ENVIRONMENTAL DETERMINATION: Pursuant to the California Environmental Quality Act (CEQA), a draft Initial Study has been prepared to assess environmental impacts for the applications. The draft Initial Study determined that the project would not create any significant adverse impacts on the environment if mitigation measures are implemented reducing potential impacts to levels less than significant. Recommendation: Recommend approval by the City Council of the draft Mitigated Negative Declaration (MND).

PROPERTY INFORMATION (DAP-001-042/043/044):

1. Location: 501 North 9th Street (510 North La Cadena Drive)
Assessor's Parcel Number 016205220
- 552 North La Cadena Drive
Assessor's Parcel Number 016205206

2. Lot Size(s): Total site (including vacated rights-of-ways): 3.1 acres
 501 North 9th Street: 2.352 acres
 552 North La Cadena Drive: 0.172 acres
3. Existing/Previous Land Use: 501 North 9th Street: vacant (former 101-unit senior housing project, Colton Palms)
 552 North La Cadena Drive: residence reused as an office (City of Colton – Human Resources Division)
4. General Plan Land Use Designation: 501 North 9th Street: PF, Public Facilities
 552 North La Cadena Drive: GC, General Commercial
5. Zoning: 501 North 9th Street: P-F, Public Facilities
 552 North La Cadena Drive: C-2, General Commercial

6. Surrounding Properties:

	General Plan Land Use Designation	Zoning	Existing Land Use
North	PF, Public Facility	P-F, Public Facilities	E Street Office, Institutional (Colton City Hall)
Northwest (abutting)	GC, General Commercial	C-2, General Commercial	Residential, Multiple-Family Detached Residential (572 North La Cadena Drive; Historic Resource Landmark No. 34)
South	GC, General Commercial	C-2, General Commercial	F Street Commercial; Residential, Single-Family
West	PF, Public Facility CO, Commercial Office	P-F, Public Facilities B-P, Business Park	La Cadena Drive Public Park (Fleming); Residential, Multiple-Family
East	HDR, High Density Residential	R-3, Multiple-Family Residential	Ninth Street Residential, Single-Family; Offsite Parking Lot

7. Past Actions:

1. D-76-89/A-4-89/G-3-89/SV-5-89

Design Review for senior housing project (Colton Palms), Zone Change from C-2 (General Commercial) to P-F (Public Facility), Street Vacation (alleyway), and Lot Merger, located at the northeast quadrant of La Cadena Drive and F Street. (125 E. F Street); Recommended by Planning Commission on September 12, 1989 and approved by City Council on September 19, 1989.

2. DAP-000-757

Demolition of senior housing project; Permit No. B-00-026-677 issued October 14, 2008.

- 3. Redevelopment Agency Resolution No. 849.** Replacement Housing Plan to replace the 101 units of affordable senior housing as a result of construction defects at RDA-owned parcels at the northwest corner of Colton Avenue and Mount Vernon Avenue. Adopted on December 20, 2005.

- 4. ENA.** Exclusive Negotiation Agreement with Eagle Development for development of 100 to 120 units of affordable housing for senior citizens at the former Colton Palms site. Approved by City Council on December 6, 2011.

- 5. City Council Resolution No. R-46-12 & Colton Housing Authority Resolution No. CHA-02-12.** Disposition and Development Agreement with Eagle Colton 55, L.P. for the Colton Housing Authority development of one hundred twenty (120) units of affordable senior rental housing on the property located at the northwest corner of North 9th Street and East "F" Street. Resolution adopted on July 17, 2012.

- 6. Historic Potential Special Review (HP0-000-009)** Special review of a potential historic resource for demolition of an existing building (single-family residence adaptively reused as an office – City of Colton - Human Resources Division) constructed in 1914 on property located at 552 North La Cadena Drive. Historic Preservation Recommendation Committee recommended approval October 1, 2012. No appeal filed by October 11, 2012.

PROPERTY INFORMATION (DAP-001-051):

- 1. Location: ~200 East E Street/ 598 North Ninth Street (southeast corner of E Street and Ninth Street)
Assessor's Parcel Number 016205403

- 2. Lot Size(s): 0.154 acres

- 3. Existing/Previous Land Use: Off-site parking Lot

- 4. General Plan Land Use Designation: HDR, High Density Residential

- 5. Zoning: R-3, Multiple-Family Residential

- 6. Surrounding Properties:

	General Plan Land Use Designation	Zoning	Existing Land Use
North	HDR, High Density Residential	R-3, Multiple-Family Residential	D Street
East			Residential, Single-Family
South			School, Private
West	PF, Public Facility	P-F, Public Facilities	Residential, Single-Family
			Ninth Street
			Vacant Site

PROPERTY INFORMATION (DAP-001-060):

1. Location: 650 North La Cadena Drive (Colton City Hall); Assessor's Parcel Number 016205101
2. Lot Size(s): 2.9 acres
3. Existing/Previous Land Use: Office, Government (Colton City Hall)
4. General Plan Land Use Designation: PF, Public Facilities
5. Zoning: P-F, Public Facilities
6. Surrounding Properties:

	General Plan Land Use Designation	Zoning	Existing Land Use
North	HDR, High Density Residential	R-3, Multiple-Family Residential	D Street
East			Office, Legal; Residential, Single-Family
South	GC, General Commercial	C-2, General Commercial	Ninth Street
	PF, Public Facility	P-F, Public Facilities	Residential, Single-Family; City Library
West	CO, Commercial Office	B-P, Business Park	E Street
			Commercial; Residential, Multiple-Family Detached; Vacant Site
			La Cadena Drive
			Offices; Bank

BACKGROUND

The subject site includes the former site of the 2.35-acre City-initiated Colton Palms senior housing project which was constructed in 1989 and then demolished in 2008 and has been vacant since then. The applicant, Eagle Colton 55, L.P, has an agreement with the Colton Housing Authority for this City-initiated project which proposes to replace the 101 affordable senior housing rental units lost with the demolition of the prior development with a new expanded development of 120 housing units on a 3.1 acre site, including street and alley rights-of-ways to be vacated and merged with the site and the site of the City's current human resources building. Prior to filing applications for these zoning entitlements, a City Council Senior Housing Subcommittee, with support staff from the City Economic Development Division, conducted substantial work on conceptual review of the proposed project.

PROPERTY DESCRIPTION

The senior housing site is located south of Colton City Hall and is bounded on all four sides by public streets. The site includes the block bounded by E Street to the north, F Street to the south, La Cadena to the west, and Ninth Street to the east, with the exception of two properties within a 150-foot by 150-foot section at the northwest corner of the block. In addition to the former Colton Palms site which is presently vacant except for several mature palm trees and remnant paving from the demolished project, the site also includes an adjacent property currently occupied by a residence, constructed in 1914, adaptively converted for office use and occupied by the City of Colton Human Resources Division and an abutting public alley located between the two lots. The site has relatively flat topography and streets abutting the site are fully improved with street, curb, gutter, sidewalks, and street lighting. The proposed senior housing site also includes portions of the street rights-of-ways of E Street and F Street which abut the site to the north and south, respectively, which will be used for on-site walkway and parking for the project. Presently, the two properties are zoned P-F, Public Facilities and C-2, General Commercial, respectively.

The project also includes modifications to the City Hall/ Police Department parking lot and an offsite parking lot at the southeast corner of E Street and Ninth Street to accommodate the senior housing project.

PROJECT DESCRIPTION

Improvements related to the senior housing site include:

- (1) demolition of the existing structure at 552 North La Cadena Drive,
- (2) re-grading the two subject parcels, the alley between the two parcels, and the segments of E Street and F Street which border the site to the north and south, respectively,
- (3) erecting perimeter fencing which will close E Street to through vehicular traffic,
- (4) modifying the hardscape and street furniture of public walkways that abut the site, including those along La Cadena Drive and Ninth Street, and
- (5) construction of new buildings, paving, landscaping and others site improvements within the site, including proposed parking spaces within the vacated portions of F Street.

A recreational building (which includes administrative offices) and an unrestricted (not gated) parking lot accessible via Ninth Street along the east lot line will serve as the main entry for both vehicular and pedestrian access to the site. Additional pedestrian access will be limited to residents through gated entries at the south facing F Street and at the west and east ends of a new parking lot within the vacated portions of E Street.

Vehicular/ Pedestrian Access

Vehicular access to the new parking lot with covered parking spaces within the vacated portions of E Street will be restricted to residents through a gated entry at the east end facing Ninth Street. Access from the west end will be limited to emergency vehicles. The remaining westerly roadway segment of E Street to remain public right-of-way will be redesigned as a dead-end street with existing parallel street parking on both sides of this street replaced with

perpendicular street parking spaces along the north street curb and prohibited (“red curb”) parking on the south side. Unrestricted (not gated) pedestrian access between La Cadena Drive and Ninth Street for the public will continue to be provided by a 12-foot wide pathway (approximately at the location of the existing public sidewalk on the north side of the street) to be located between the existing perimeter fencing for the City Hall/Police Department parking lot on the north and a new perimeter fence on the south. The path features a meandering walkway with decorative planting and trellis covers along the path.

Parking

The site will be provided parking within the vacated portions of F Street, which are covered and uncovered perpendicular to the street and will maintain unrestricted (not gated) access from the remaining public right-of-way on F Street, and within the offsite parking lot at the southeast corner of Ninth Street and E Street. According to the operator, parking will be reserved for senior housing project but individual spaces will not be assigned to any particular unit or resident. Below is a summary of the parking provided:

Provided	Uncovered (open)	Uncovered (trellis)	Covered (carport)	Total
F Street	2	5(incl 2 hc)	26	33
E Street (south)	-		21 (incl 2 hc)	21
E Street (north)	-		24	24
Club house	15 (incl 2 hc)		-	15
SEC	11		-	11
TOTAL	28	5	71	104
Ratio to Units				0.86

Site Layout

In addition to the recreational building, the site layout consists of four residential buildings, with two 2-story residential buildings facing La Cadena Drive (Building “A”) and facing F Street (Building “D”) at the west and southeast parts of the site, respectively, and two 3-story residential buildings about mid-block along the south lot line facing F Street (Building “B”) and northeast corner (Building “C”) of the site. Each building contain 24 to 36 units. In total, the project will consist of a total of 120 housing units, including 40 2-bedroom, 992-square foot units and 80 1-bedroom, 680-square foot units. Each unit is provided a balcony as private open space.

Covered walkways (colonnades) with bridges at the second story level are provided that link the south ends of the buildings facing F Street (Buildings “A”, “B”, and “D”). Additional accessory structures are provided throughout the site consisting of detached covered structures along internal walkways and activity areas (proposed dog park, pool area). Landscaping is proposed throughout the site as well as within parts of the public rights-of-ways (sidewalks) abutting the property. Planting includes some of the existing palm trees that will be relocated onto the project site.

Architectural Style

The proposed buildings and structures contain elements of the Santa Barbara Mission architectural style with stucco walls with contrasting off-white and light brown colors provided with massing consistent with the architectural style, red/brown-colored tile roofs provided as hip (pitched) roofs for the bulk of the structure and gable-roofed towers at intervals, arched elements at top of stairway facades, balcony openings (on top levels) and colonnades (on bottom levels), and wood corbels and fresco tile accents.

Accessory structures such as trellises, street furniture, and benches within the internal walkways and adjacent public sidewalks will share similar materials to complement the building's architecture. The proposed carports that will provide covered parking have a modern architectural design (cantilever roofs) and materials (metal) that will be required, by condition, to be treated and/or painted to more closely match the overall style of the project.

Fencing

The proposed perimeter fencing along public right-of-ways is made of wrought-iron fencing and gates with pilasters at certain intervals made up of off-white stucco material (matching the buildings) with decorative flower pots atop pilasters and lighting (lanterns or sconces) placed on pilasters facades. As proposed, the perimeter fencing is placed at the street lot lines and, in some instances, will encroach onto the public rights-of-ways (within public sidewalks on Ninth Street). Solid fencing is proposed along interior lot lines that abut properties at the northwest corner of the site and at four locations at site corners and driveway entries to provide monument entries for future project signage.

Recreational Facilities

In addition to the 3200-square foot recreational building, recreational activities are provided primarily in two areas: a pool area adjacent to the recreational building which will provide a pool, spa, shuffleboard court, game tables and covered canopies (arbors), and an additional area at the northwest corner of the site adjacent to E Street which will provide a dog park and community garden. Passive recreational areas are provided throughout the site as well as within public sidewalks that abut the site in the form of seating nodes, benches, covered canopies (trellises), fountains, and pond-less water features. The recreational building will also contain administrative offices for project staff. According to the operator, the project will have up to four employees.

City Hall Parking Lot

The proposed closure of E Street will require modifications to the existing gated Police Department parking lot on the south side of the City Hall property including the removal of the existing driveway access to the parking lot mid-block on E Street. The project includes a proposal to relocate the removed driveway and all related fixtures (ground sensors, entry systems) to a new location on Ninth Street to replace the removed driveway. The existing fencing, sidewalk, and paving will be modified to provide the new driveway on Ninth Street. A fire hydrant on Ninth Street will need to be relocated (or removed). On E Street, new fencing

and planting will be installed to match the existing streetscape, which will face the proposed public pedestrian path between the project and the City Hall lot. The row of diagonal parking within the Police Department lot along the south lot line will be modified to be perpendicular (90-degrees) in order to facilitate use by these spaces of the new driveway since eastbound access through E Street will be blocked.

Offsite Parking Lot

The project includes the use of a City-owned lot across the street from the main site at the southeast corner of E Street and Ninth Street for use for parking. The lot is improved as a 14-space parking lot. According to City sources, the lot was previously used by the now demolished Colton Palms senior housing project. The project proposes to remove 3 parking space (11 spaces to be used meet project parking demand) and install a trash enclosure at the east end of the lot for use as a central trash collection location. According to the operator, trash is proposed to be collected from the various buildings by project staff and then transported to the new trash enclosure across the street via a small vehicle ("golf cart"). The proposed trash enclosure also includes a mechanical lift used by project staff to assist with heavy items.

The applicant's representative has described trash pick up as follows:

1. Residents will dispose of trash to a 1st level drop off location(s) that are located on the ground floor exterior adjacent to the building stairwells of each building. There will also be a trash receptor at the Citrus Grove activity area and within the clubhouse kitchen area.
2. Staff will monitor the trash throughout the project area as needed to maintain a clean and healthy environment for the tenants. As waste material and msw [municipal solid waste] is collected and packaged for disposal maintenance staff will deliver this material via an electric golf cart to the main trash bin area located in the E Street parking lot area (see site plan).
3. The main trash bin area shall be secured at all times and maintained to prevent odors and trash from becoming a nuisance to the general public.
4. The Project will participate in a recycling program.

APPLICATIONS

Prior to granting project entitlement approvals for the project, the following legislative actions by the City Council must be taken. These include a general plan amendment and zone change to place the subject site within a general plan designation and zone appropriate for the proposed density of 39 units per acre and an amendment to the General Plan Circulation Element to necessary to allow the closure of E Street to through vehicular traffic. Based on this, any associated project entitlements cannot become effective until the effective date of these legislative acts.

- **DAP-001-042A. General Plan Amendment (GPA)** for changes to the General Plan Map for reclassification of two properties from “PF, Public Facilities” and “GC, General Commercial” land use designation, respectively to “HDR, High Density Residential” land use designation;
- **DAP-001-042B. General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a “collector” street identified by the Circulation Plan
- **DAP-001-042C. Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from PF, Public Facilities and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone.

The following entitlements for the project require approval by the Planning Commission unless the Planning Commission elevates the approval to the City Council:

- **DAP-001-043A. Architectural & Site Plan Review (PR)** for development of a 120-unit senior housing project with new buildings and structures, including multi-unit residential buildings up to 3 stories high with total gross floor area up to 43,197 square feet, a 3284-sf recreational building, and decorative trellis, arbor, carports and colonnade structures, and related site improvements including paving, fencing, and landscaping and the proposed demolition of an existing single-family residential building, constructed in 1914, reused for office use (City of Colton – Human Resources Division) located at 552 North La Cadena Drive;
- **DAP-001-043B. Conditional Use Permit (CUP)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas;
- **DAP-001-043C. Variance** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet.

The following entitlements for the project normally require final approval by the Design Review Committee, or City Engineer. Due to the scale of the project however, staff has elevated the review of applications by the Design Review Committee or City Engineer to the Planning Commission so that it may be reviewed comprehensively.

- **DAP-001-044. Tentative Parcel Map and Street Closure/Vacation** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) on a

3.1-acre site located at ~501 North Ninth Street to be rezoned R-3, Multiple-Family Residential.

- **DAP-001-052. Site Plan Review** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and zoned R-3, Multiple-Family Residential.
- **DAP-001-060. (a) Modification of Site Plan Review** for proposed modification to the south City Hall / Police Department parking lot (as part of proposed street closure/vacation of E Street and Senior Housing project on property to the south), including removal of driveway access on E Street and addition of new driveway access on Ninth Street and related modifications, including fencing and planting, and **(b) Minor Variance** for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and zoned P-F, Public Facilities.

CODE COMPLIANCE

In anticipation of the rezoning of the senior housing site to the R-3 zone, the project was analyzed for conformance with the R-3 zone standards. The project does not meet certain required development standards of the R-3 zone including, but not limited to, density, minimum dwelling size, building height, setbacks, separation between buildings, recreational space, parking, landscaping, trash/storage areas and fencing. However, recognizing the different circumstances with senior housing developments from conventional multiple-family development, Section 18.16.050 of the Colton Municipal Code for explicitly allows for reductions in development standards for housing specifically for senior citizens with the filing of a conditional use permit.

Colton Municipal Code Section 18.16.050 - Property Development standards. The Following Property Development standards, set out in Sections 18.16.060 through 18.16.160, Shall apply to all land and Buildings in the R-3 Zone. A reduction in the Property Development standards May be Permitted in the case of the Development of housing for senior citizens, through the Application of a Conditional Use Permit. (Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

Additionally, the project includes variance applications for deviations of development standards that are not reductions, including building height up to 53 feet high, which exceeds the maximum allowable height of 35 feet and fencing within street yards up to 6 feet, which exceeds the maximum allowable height of 4 feet. In addition, an increase in the allowable density in the R-3 above 15 units per acre up to 42 units per acre may be authorized through a conditional use permit (CUP).

Colton Municipal Code Section 18.16.050 - 18.16.080 - Density of Development. Population density Shall be one Dwelling Unit for one-fifteenth of an acre, at two thousand nine hundred square feet of Lot Area per Dwelling Unit. Where a Lot was of record under separate ownership at the time of the effective date of this chapter, and the areas and dimensions of the Lot are less than required above, such Lot May be occupied by two Dwelling Units. An additional Dwelling Unit for each one thousand square feet of Lot

Area over five thousand eight hundred square feet May be granted upon Securing a Conditional Use Permit. (Ord. 0-14-92 § 1 (Exh. A) (part), 1992)

Lot/Density Standards

R-3 Zone Standard	Required	Existing/Previous	Proposed	Compliance
Lot Area	7200 sf minimum	2.53 acres	3.1 acres (including vacated ROW)	Yes
Lot Width	60' minimum	150'-320' (north-south)	200'-408' (north-south)	Yes
Lot Depth	100' minimum	250'-400' (east-west)	250'-400' (east-west)	Yes
Number of Lots	1	1	2	Lot merger filed
Density	15 du per acre maximum	39.9 du/acre	38.7 du/acre	Yes, with CUP CUP CUP filed as allowed by CMC 18.16.080 for up to 1 du per 1,000 sf with CUP above first 5,800 sf, plus two
Number of Units	131 units maximum with CUP based on 3.1 acres	101	120	Yes, with CUP CUP CUP.

Development Standards

R-3 Zone Standard	Required	Proposed	Compliance
Number of Residential Buildings	-	4	-
Building Floor area	-	Building A: 21,740 sf Building B: 32,991 sf Building C: 32,451 sf Building D: 21,026 sf Building E (rec bldg): 3284 sf Total: 111,492 sf	-
Floor Area Ratio	-	0.83 : 1	-
Coverage, Main Buildings	94,525 sf (70% max.)	Building A: 10,870 sf Building B: 10,997 sf Building C: 10,817 sf Building D: 10,513 sf Total: 43,197 sf (32 %)	Yes
Coverage, Accessory	47,262 sf (35% max.)	Building E: 3284 sf Colonnade: 1128 sf Carports: ~4500; ~4700; ~7613 sf Trellises: ~576; ~846; ~900; ~1206 sf Rec Bldg Covers: ~140; ~512 sf Total: 25,405 sf (18.8%)	Yes
Dwelling unit size, minimum	Efficiency: 600 sf min. 1 bdrm: 800 sf 2 bdrm: 1000 sf	1 bdrm: 680 sf 2 bdrm: 994 sf	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050

R-3 Zone Standard	Required	Proposed	Compliance
	3+bdm: 1200 sf		
Dwelling unit private space	min area: 150 sf; min. dimensions: 8'	1 bdrm: 51 sf, dimension: 6' 2 bdrm: 117 sf, dimension: 7'	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Dwelling unit count	-	1 bdrm: 80 2 bdrm: 40	-
Dwelling unit total floor area	-	1 bdrm – 54,400 sf 2 bdrm – 39,760 sf Total: 94,160 sf	-
Building Height	35', 2.5 stories	Building A: 2 stories, 30' Building B: 3 stories, 43' (tower at 53') Building C: 2 stories, 30' Building D: 3 stories, 43' Building E (rec bldg): 23' (tower at 27')	No. Variance filed.
Setbacks, main building	Front 25' minimum Side: 15' minimum Rear: 20' minimum	Front (east facing Ninth Street): Building C: 20 feet Building D: 15 feet Side, Street (north facing E Street): 73.5 feet Side, Street (south facing F Street): 44 feet Side, Interior: Building A: 12 feet Building B: 12 feet Building C: 50 feet Rear (west facing La Cadena Drive): 20 feet	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Setbacks, accessory	Front: 25 feet Side/rear: 5 feet	Front: 8 feet (carports) Side, Street (north facing E Street): 0 feet (carports) Side, Street (south facing F Street): 0 feet (carports) Side, Interior: 3 feet (detached trellises) Rear (facing E Street terminus): 3 feet (carports)	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Yards, landscaped	Front: 25 feet Side: 15 feet Rear: 20 feet	Front: 3-20 feet Side: 0 feet Rear: 20 feet	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Fencing, street yards	3 feet maximum with openings (4 feet if with opening)	6 feet wrought-iron with 5-foot high pilasters with flower pots above along street lot lines, except at four locations as solid "monument entry" walls. 6 feet solid along side lot lines within street yards	No. Variance filed.
Fencing, interior lot lines outside street yards	6 feet maximum	6 feet	Yes
Building Separation, main	1 and 1 story: 12' 1 and 2 story: 16'	Building A to B: 26' Building B to D: 27'	Yes

R-3 Zone Standard	Required	Proposed	Compliance
buildings	1 and 3 story: 20' 2 and 2 story: 20' 2 and 3 story: 24'		
Building Separation, recreational building		Building B to E (rec): 27' Building D to E (rec): 16'	Yes
Building Separation, carports		Building A/B to carports: 28' Building C to carports: ~8' Building D to carports: ~19'	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Building Separation, trellises		Building E to pool area canopies: ~9'; ~15' Building D to pool area canopies: ~10'; ~14' Building A/B to detached trellis: 6' Building B to dog park trellis: 8'	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Recreational space, total area	1 sf per 3 sf of du floor area: 31,386 sf minimum	1sf per 4.1 of du floor area: 24,186 sf, sum of private and common areas (active)	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Recreational space, private	15,693 sf minimum (50% of total required)	1 bdrm total: 4,080 sf 2 bdrm total: 4,680 sf Total: 8,760 sf (27 % of required; 36 % of provided)	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Recreational space, common	500 sf minimum with minimum dimension of 20 feet, 23,076 sf min minimum based on private provided.	15,426 sf includes 3284 sf recreation building, 7642 pool area, and 4500 dog park/community garden area. (48 % of required; 64% of provided); dimensions: 50'-99'	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Parking Quantity	300 spaces minimum, based on 2.5 spaces per unit, including 0.5 visitor spaces per unit	104 spaces (equivalent to ratio of 0.86 parking spaces per unit)	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Parking dimensions	10 feet wide by 20 feet long	9 feet wide by 20 feet long	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Parking, Enclosed Garage	240, minimum spaces based on 2 spaces per unit	None provided.	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Parking, Covered (unenclosed)	-	71 spaces (67% of provided) within carports	-
Driveway	12' width min. (with min. 12' overhead clearance). 25' backup	25 feet provided	Yes
Parking Location	Provided spaces (100%) on same lot as main buildings	93 spaces (89% of provided) on same lot; 11 spaces (10% of provided) provided on offsite parking lot at southeast corner of E Street and 9 th	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050

R-3 Zone Standard	Required	Proposed	Compliance
		Street	
Parking Street Access	Provided spaces (100%) may not back onto a public street	33 spaces (31% of provided) of provided back onto public street (F Street)	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Drought-resistant planting	Required when at least 30% of lot area is landscaped.	-	By condition
Tree quantity	2 trees per dwelling unit: 240	1.13 trees per unit: 136. Does not include 26 trees placed within the public right-of-way which provides a grand total of 162 (1.35 trees per du) , which includes 29 existing/relocated palm trees, including street trees along F Street –	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Tree size, minimum	36-inch box (20%): 48 24-inch box (20%): 48 15-gallon (60%): 144	36-inch box: 33, including existing/relocated palm trees (13% of required; 20 % of provided) 24-inch box: 47 (19 % of required; 29 % of provided) 15-gallon: (68 % of required; 51 % of provided)	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Trash capacity	One commercial containers (15-gallon capacity per du) per 15 dwelling units: 8	One container per 24 du: 5	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Trash enclosure	6-foot high walls with separate pedestrian access.	Proposed	Yes
Storage	60 cubic feet per du	None provided	Yes, with CUP filed to allow reduction as allowed by CMC 18.16.050
Mechanical equipment screening	Masonry wall screen for ground-mounted; parapet for roof-mounted	Masonry wall screen for ground-mounted; roof-mounted not proposed	By condition

ANALYSIS

The senior housing project was discussed at the Design Review Committee (DRC) meeting of September 5, 2012. In the interest of moving the project forward in a streamline approach, the DRC voted to recommend approval of the project subject to the submittal of additional items necessary for adequate information to be provided for Planning Commission consideration. Several modification to the project were made afterwards but none were deemed significant to change the DRC's recommendation of approval. Subsequently, other associated applications related to the City Hall parking lot, offsite parking lot, and perimeter fencing variance was discussed by the DRC on October 15, 2012.

The following is a summary of issues discussed as part of application review:

Historic Preservation/ Demolition

The project includes a request to demolish the existing structure located at 552 North La Cadena, constructed in 1914 as a single-family residence and presently used as an office for the City of Colton Human Resources Division. Pursuant to Section 15.40.030 of the Colton Municipal Code, prior to the demolition or alteration of any physical feature fifty years or older that is not designated as a "historic resource" (landmark) may be considered a "potential historic resource" and reviewed by the Historic Preservation Recommendation Committee (HPRC) to determine whether the structure could qualify as a historic resource. Upon review a Special Review of Potential Historic Resource of the structure pursuant to CMC Section 15.40.110, the Historic Preservation Recommendation Committee (HPRC) determined that the structure would not qualify as a "historic resource" and recommended that a demolition permit be granted. Consistent with City policy, a notice of this decision was posted on October 1, 2012 so that appeals to the decision may be heard by the Historic Preservation Commission (HPC). No appeals had been received by the end of the appeal period which ended after 10 days on October 11, 2012.

Parking

The project includes a request to reduce the number of off-street parking spaces below the City's minimum standard of 2.5 spaces per housing unit in conventional multiple-family residential developments. The original submittal of the project proposed using a standard of 0.5 (one-half) parking space per housing unit based on the application of a standard used by the City of Los Angeles cited by the applicant. This standard would result in providing a minimum of 60 off-street parking spaces. The original submittal proposed a total of 111 parking spaces, including the offsite parking lot, which provided 51 spaces above the minimum based on this standard.

The DRC discussed an alternative standard posed by the State's incentive for affordable housing projects of a minimum of one parking space per housing unit so that each housing unit at least was provided the opportunity to have an assigned parking spaces and each housing units could be assigned at least one space, thereby minimizing the potential for spillover parking demand onto adjacent streets and neighborhoods. After discussion with the applicant that senior housing project differ from other affordable housing projects due to the relatively small sizes of senior housing units resulting in minimal number of residents per unit and the associated reduced demand for parking by residents due to increased use of transit and other means of transportation, another source, the Southern California Association of Non-Profit Housing, was cited which recommends a parking standard for affordable housing designed for senior citizens of a minimum of 0.75 parking spaces per dwelling unit (a minimum of 90 parking spaces for the 120-unit project).

Due to modifications to the original proposal in order to provide cantilever-roofed carports that encroached into parking space dimensions and minimum required walkways (path of travel) and to enlarge the offsite trash enclosure to accommodate trash requirements, the number of

parking spaces was reduced to 104 spaces, which is equivalent to 0.86 spaces per housing unit and is still above the 0.75 per unit ratio with an excess of 14 parking spaces.

E Street Closure

The main concern with the proposed closure of E Street was its impact on through vehicular and pedestrian traffic and emergency vehicle access. The project has been designed so that access by emergency vehicles is allowed through the proposed driveway gates and unrestricted (no gates) public pedestrian access will be provided through a new walkway along the north edge of the site. The remaining concern was the proposed closure to through vehicular traffic and impacts related to diverting traffic since E Street was identified as a "collector street" by the Circulation Plan of the Colton General Plan Circulation Element which states the purpose of collector streets as "The collector streets provide a connection between the arterial streets and the local streets. Collector streets also have the function of providing access to establishments and inter-neighborhood circulation." Analysis found that due to the street grid system, both eastbound and westbound traffic diverted by the project would have multiple alternate east-west travel routes (including collectors C Street to the north and H Street to the south) in the area via either Ninth Street, a secondary arterial, or La Cadena Drive, a major arterial, thus providing consistency with the Circulation Element collector street purpose. The impact on eastbound traffic would be further lessened by the proposed street closure at the railroad crossing between 7th Street to Pennsylvania Drive (west of the subject location). Furthermore, the closure of E Street to through vehicular traffic would facilitate integration of the proposed senior housing project with the existing City Hall lot north of the subject location to create an integrated expanded Civic Center area.

Code Deviations

Based on the understanding that senior housing projects and its residents have distinctive demands different than that of conventional multiple-family residential development, the Code explicitly allows an increase in density over the maximum allowed in the R-3 zone and reductions in development standards with a conditional use permit. In addition to the number of parking spaces required, the conditional use permit addresses deviations to the R-3 development standards relative to density, minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking space dimensions and locations, landscaping, trash and storage areas.

1. CMC 18.16.080. Density. The maximum density allowed in the R-3 zone of 15 dwelling units per acre may be increased to a density of up to 39 units per acre, but not to exceed 120 dwelling units.
2. CMC 18.161.100. Minimum dwelling size may be reduced from minimum required of 800 square feet for a one-bedroom unit and 1000 square feet for a two-bedroom to no less than 680 square feet and 994 square feet, respectively.
3. CMC 18.16.120. Front setback (east facing Ninth Street) may be reduced from the minimum required of 25 feet for main buildings to no less than 15 feet for a building at the southeast corner of the site (Building D) and no less than 20 feet for a building at the northeast corner of the site (Building C), and for accessory buildings limited to carport

structures at the northwest corner of the site (facing Ninth Street and E Street) to no less than 8 feet.

4. CMC 18.16.130. Side setbacks (along abutting properties) may be reduced for main buildings from the minimum required of 15 feet to no less than 12 feet for buildings at the southwest corner of the site (Buildings A & B).
5. CMC 18.16.150. Side setbacks for accessory building may be reduced from the minimum required of 5 feet to no less than 3 feet for detached recreational shade structures adjacent to lot lines abutting other properties and no setback for carports adjacent to public right-of-ways (E Street or F Street).
6. CMC 18.18.160. Separation between buildings may be reduced from minimum required of 12 feet between single-story structure to not less than 6 feet between the recreational buildings (Building E) and detached canopies within the pool area, and from the minimum required of 16 feet single-story and two-story structures to not less than 6 feet between the southwestern buildings (Buildings A) to a detached trellis at the northeast end of the buildings and from the minimum required of 20 feet between single-story and three-story structures not less than 6 feet between the northeast building (Building D) and detached canopies in the pool area, central buildings (Buildings B) to a detached trellis at the northwest end of the building, not less than 6 feet between the central building (Building B) and community garden trellis structure to the north and not less than 6 feet between the northwest building (Building C) and carports to the north.
7. CMC 18.18.170. Recreational space may be reduced from the minimum required area equal to 1 square foot of recreational space for every 3 square feet of total dwelling unit floor area to a ratio of 1 square foot of recreational space for every 4 square feet of total dwelling unit floor area, but shall not be no less than 23,540 square feet total including common (active) recreational spaces and private open spaces for each unit whose size may be reduced from the minimum required size of 150 square feet and dimensions of 8 feet to 51 square feet and 6 foot dimensions for 1-bedroom units and 117 square feet and 7 foot dimensions for 2-bedroom units, respectively.
8. CMC 18.18.180. Parking requirements may be reduced from the minimum required equal to a ratio of 2.5 parking spaces per unit, including two 10-foot wide by 20-foot long spaces within enclosed garages, to a ratio of 0.86 parking spaces per unit within 9-foot by 20-foot long either in uncovered or covered, unenclosed spaces (carports), but shall be no less than 104 parking spaces, including 11 spaces on the offsite parking at the southeastern corner of Ninth Street and E Street to be counted based on a deviation from requirement that parking spaces are located on the same lot as main buildings and 35 spaces that front on F Street along the south lot line of the site based on a deviation from the requirement that parking spaces not back onto a public street.
9. CMC 18.18.190. Landscaping within street yards may be reduced from minimum required of 25 feet along the front, 15 feet along sides to no less than 12 feet along the front limited to areas at the northwest corner of the site adjacent to a driveway entry facing E Street and no landscaping required next to side lot lines facing E Street and F

Street. The number of required trees may be reduced from the minimum required of 2 per dwelling unit to a ratio of 1.13 trees per dwelling unit but no less than 136 trees within the project site and an additional 26 trees within the abutting public right-of-way, and the minimum required tree sizes may be reduced from the minimum 20 percent of required trees at a size of 36-inch and 24-inch box size trees each to a minimum 20 percent of provided trees.

10. CMC 18.16.200. Trash and storage areas may be reduced from the minimum required capacity of trash enclosure equal to one commercial container per 15 dwelling units to one container per 24 dwelling units, but no less than five containers, and the minimum required accessory storage areas to be provided individually for housing units shall be reduced from the minimum 60 cubic feet to not provided.

The DRC had no objection to any of the requested deviations except for the comments from the Public Works Department regarding the request to allow parking spaces along F Street to back onto the street, as discussed below.

F Street Parking

The City of Colton's Public Works Department is asking that , as part of allowing the proposed parking perpendicular to F Street to back onto the public street contrary to code requirements, "the applicant to analyze F Street to be a one-way street to allow for safer passage of traffic due to the close proximity of the proposed parking stalls at the intersections of La Cadena Drive and 9th Street." This is related to the

The applicant has provided an alternate design (attached) converting the street from two-way directions to eastbound one-way only to improve traffic flow and maneuvering into parking spaces. The proposal also shows modifying street corners so that curbs project out into the street ("bulb outs") further to channel traffic by reducing the space between street curbs at intersections. Parallel on-street parking spaces along the south side of F Street would remain under this alternative. The Public Works Department has added this requirement as a condition of approval whereby the direction of the street may be either eastbound or westbound after an analysis is completed.

Traffic

A traffic and parking analysis was prepared which found that the project is not expected to cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Per the City of Colton Traffic Impact Analysis Checklist, projects that can demonstrate peak hour trip generation less than 50 trips may be considered for an exemption from traffic impact analysis on a case by case basis due to impacts being less than significant. The Institute of Traffic Engineers (ITE) 8th edition supplies rates for each dwelling unit of "senior housing attached, ITE Code 252" at 3.48 trips on average weekdays, 0.13 trips during the AM peak hour, and 0.16 trips during the PM peak hour. Applying these rates for the proposed 120 units on the subject property, the project will produce 417.6 daily trips on an average weekday, 15.6 trips during the AM peak hour, and 19.2 trips during the PM peak hour. Since the project is estimated to add less than 50 trips during peak periods, the project is not

expected to cause a significant increase in traffic and a traffic impact analysis has not been required.

The Public Works Department has added a condition of approval requiring that the traffic analysis be modified to reflect the approved project. An updated traffic and parking analysis will be required to address the following:

1. Alternate design of F Street as a one-way street, as discussed.
2. Other improvements related to public streets.
3. Reduction of proposed parking spaces from 111 to 104.
4. Other relevant changes to the project not reflected in the traffic and parking analysis.

Variances

The project includes the following deviations of development standards that are not reductions for which variance applications was filed:

1. CMC 18.16.110. Building height may be modified from the maximum allowable height of 35 feet (2 and a half stories) to a maximum of 53 feet at its highest point.
2. CMC 18.38.030. Fencing Height and Location may be modified from the maximum allowed height of 3 feet for fencing within front (street yards) to a maximum of 7 feet.

In contrast to the conditional use permit, findings specific to the deviations are necessary for variances. Findings have been prepared that variances are necessary for a proposed senior housing project to provide larger building area (through the increased height and story) and larger available for use as project yards and buildings (through placement of security perimeters fencing within street yards) that allow for maximizing use of the property and the number of housing units with increased density as allowed by the Code since senior housing developments have smaller housing unit sizes within smaller building footprints that require the need to maximize open space, which creates the need for taller buildings and use of street yards for perimeter fencing.

To limit the level of impact by the variance for building height, the number of buildings that will exceed the maximum height will be limited to two of the four proposed residential buildings and the two subject buildings will not exceed a height of 43 feet and three stories, except for a tower element atop the stairway at the south end of the center building (Building "B") which will not exceed 53 feet. To minimize bulk impacts, the two three-story buildings are located within the interior of the site with the two two-story buildings located along the primary street frontages along La Cadena Drive and F Street and the one-story recreational building along Ninth Street. Furthermore, the three-story buildings are oriented so that the longer elevations do not directly front on public streets or abutting properties, while the narrower elevations face the public street and provided a distance of at least 20 feet to street lot lines. Impacts to abutting properties are similarly reduced by providing the narrower elevation facing the abutting properties with a setback to lot lines of no less than 22 feet from the main structure and 12 feet from a stairway projection. Lastly, the proposed buildings will not have long expanses of blank walls through the use of balcony projections that provide for offsets in building lines and more openings along elevations further reducing impacts from overall bulk of the buildings.

To limit the impact of the variance for fence height, the proposed perimeter fencing within street yards will consist of wrought-iron fencing with stucco pilasters at certain intervals painted to match the main building exteriors that will allow for views into the project site and not create blank walls that may inconsistent with the street orientation for the Downtown Area and allow for vandalism and graffiti while solid surfaces will be limited to portions along side lot lines at project corners to used as monument entries. The proposed perimeter fencing within street yards shall be limited to a maximum height of 6 feet except for decorative flower pots placed atop pilasters, not to exceed 1 foot. The applicant shall be required to obtain approval of an encroachment permit and other necessary approval, such as maintenance agreement, from the Public Works Department relating to portions of the proposed fencing that encroach onto public rights-of-ways (along Ninth Street at E Street) that are not to be vacated.

Offsite Trash/Mechanical Lift

The DRC discussed the following concerns regarding the proposal to install a trash enclosure with mechanical lift on the offsite parking lot at the southeast corner of E Street and Ninth Street and possibly relocating the trash enclosure to a location within the project site or closer to the project site:

- Impact on surrounding neighborhood of exporting trash and related impacts offsite.
- Removal of parking spaces (including handicapped parking) from inventory after construction of trash enclosure.
- Security concerns that trash enclosure will be un-monitored and provide an attractive nuisance.
- Potential need to provide onsite lighting to address security concerns (only on-street light is provided currently)
- Odor impacts from trash enclosure on adjacent neighborhood.
- Noise impacts from mechanical lift on adjacent neighborhood.
- Disruption of a property that the City does not want to formally deed to the project and, according to Economic Development, being reserved by the City for other future projects.
- Impacts from trash being transported across a public street.

The DRC further discussed advantages and disadvantages with relocating the trash enclosure to a location within the project site or closer to the site such as further loss of parking spaces, wear and tear of onsite paving by trash pickup trucks, and potentially unsightly appearance along the front areas of the project.

The DRC and applicant discussed the following measures that could address some of the concerns raised by the DRC:

1. Increased frequency of trash pickup so that trash is not stored for long period of time.
2. Limit vehicles used to transport trash from the main site across the public street to the proposed trash enclosure to the public street and not the public sidewalks.
3. Limit access to trash enclosure to only projects staff.
4. Limit operating hours of mechanical lift.
5. Require that the trash enclosure shall be secured and maintained clean at all times to prevent odors and trash from becoming a nuisance to the general public.

6. Provide additional setback between the trash enclosure to property lines with these setbacks also secured to prevent access.
7. Provide that the proposed mechanical does not exceed standard noise standards.
8. Provide roof/grate to trash enclosure to prevent access.
9. Continued monitoring of the site by project staff to ensure impacts are not created.

Ultimately, the DRC ultimately voted to recommend approval of the trash enclosure with mechanical lift at its proposed location with the understanding that conditions would be incorporate into the approval to address its concerns. In lieu of requiring any changes to the plans at this time or an alternate location, the draft conditions (Attachment 9) incorporate two conditions that will allow further measures to be incorporated as deemed necessary by the Director of Development Services either before permit issuance or after operation has begun based on monitoring.

Signs

The applicant has requested that review of signage be deferred as a separate action from the subject applications. The submitted plans show project identification signs provided on the perimeter fencing at street corners as monument entries. It is anticipated that additional identification and directional signs will also be needed due to the large scale of the project, multiple entry points, and the differences between the senior housing project and conventional multiple-family residential developments, which are allowed a single free-standing per frontage allowed in the R-3 zone. A condition requiring the review of a Uniform Sign Program by the Planning Commission has been incorporated into the approval to allow for signage to be reviewed comprehensively, provide a uniform or complementary appearance among signs, and allow deviations from the code requirements (including possible variances) where deemed necessary.

Compatibility with Surrounding Properties

The proposed senior housing project this particular location, along the commercial/institutional corridor along La Cadena Drive which includes the Civic Center, a public park, and commercial uses including residential structures that have been reused for office uses, would be appropriate at the location and compatible with the surrounding properties since the site is located within a transitional area between properties either zoned for or development as single-family and multiple-family residential uses and the commercial/institutional corridor along La Cadena Drive. The proposed reclassification of the property's general plan land use designation and zoning of "High Density Residential" and R-3, Multiple-Family Residential, respectively, is consistent with the Principles for Residential Land Uses in the Colton General Plan, which states: "Principle 4. Medium- and high-density residential developments next to large open spaces...major activities, such as shopping and employment centers, is critical to an efficient neighborhood design and long-term integrity of the residential environment." The project has been designed with setback, walls, and landscape buffers that will mitigate impacts onto the surrounding properties. Conditions placed on the approval, including the proposed variance for building height, would mitigate any potential adverse impacts on adjacent properties.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), a draft Initial Study was prepared to assess environmental impacts for the applications. The draft Initial Study determined that although the project may create significant adverse impacts on the environment related to air quality, hazards and hazardous materials, and noise, the potential impacts could be reduced to levels less than significant if mitigation measures recommended by the Mitigated Negative Declaration and incorporated as Condition No. 19 on the draft resolution for approval of the Architectural & Site Plan Review (Attachment 4) are required.

The draft Initial Study also determined that the project would have less than significant impacts relating to the following other areas primarily since the site is located within an urbanized area and has been previously developed: aesthetics, agricultural and forestry resources, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology/ water quality, land use/planning, mineral resources, population/housing, public services, recreation, transportation/ traffic, and utilities/service systems.

A Notice of Intent to Adopt the Mitigated Negative Declaration was published on September 20, 2012 with the required 20-day review period stipulated by CEQA ending on October 11, 2012.

The following are comments received and responses to the comments:

- Comment: OmniTrans, regional transit provider, asked for direct pedestrian access from the west and northwest edges of the site".
 - Response: The project provide adequate pedestrian access to the bus stops at the southeast corner of La Cadena & E Street (northbound) and northwest corner of La Cadena & F street (southbound). The most practical and convenient access point for residents exiting these buildings and heading towards La Cadena Drive to the park, downtown retail area or the available bus stops are already provided by a direct pedestrian resident gated access at the northwest edge of the site facing the proposed terminus of E Street and proposed gates access centrally on the south side of the project near the stairway and elevator system that services the 3 southerly buildings, which is closest to crosswalk @ F Street & La Cadena to access the bus stop next to Fleming Park. Therefore, additional access point on the west edge is thereby unnecessary and, according to the applicant, undesirable due for security reason to limit access points along the proposed perimeter fencing. Access to the visitor entry onto the site faces Ninth Street is provided from La Cadena Drive via both the un-gated project walkway along the south lot line (F Street) or the public walkway proposed to extend beyond the proposed terminus of E Street along the north lot line and is outside the project site. In summary, No changes or conditions are proposed in response to the comment.
- Comment: The City of Colton's Public Works Department asked the applicant to analyze F Street to be a one-way street to allow for safer passage of traffic due to the close proximity of the proposed parking stalls at the intersections of La Cadena Drive and 9th Street.

- Response: A condition requiring conversion of F Street into an one-way street has been incorporated as a condition of approval.

Staff has found that none of the comments and/or responses require recirculation of the Mitigated Negative Declaration pursuant to Section 15073.5 of the CEQA Guidelines.

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

- (1) Adopt the following resolutions:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF A GENERAL PLAN AMENDMENT FOR CHANGES TO THE LAND USE ELEMENT GENERAL PLAN MAP FOR RECLASSIFICATION OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM “PF, PUBLIC FACILITIES” AND “GC, GENERAL COMMERCIAL” LAND USE DESIGNATION, RESPECTIVELY, TO “HDR, HIGH DENSITY RESIDENTIAL” LAND USE DESIGNATION. (FILE INDEX NO: DAP-001-042A).

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF A GENERAL PLAN AMENDMENT FOR MODIFICATION TO THE CIRCULATION ELEMENT FOR THE REMOVAL OF A PORTION OF EAST E STREET, THE 100 EAST BLOCK BETWEEN NORTH LA CADENA DRIVE AND NORTH NINTH STREET, AS A “COLLECTOR STREET” IDENTIFIED BY THE CIRCULATION PLAN. (FILE INDEX NO: DAP-001-042B).

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF A ZONE CHANGE FOR AN AMENDMENT TO THE CITY ZONING MAP FOR RECLASSIFICATION OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM THE P-F, PUBLIC FACILITIES, AND C-2, GENERAL COMMERCIAL, ZONES, RESPECTIVELY, TO THE R-3, MULTIPLE-FAMILY RESIDENTIAL ZONE. (FILE INDEX NO: DAP-001-042C).


A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON FOR THE APPROVAL OF AN ARCHITECTURAL & SITE PLAN REVIEW FOR THE DEVELOPMENT OF A 120-UNIT SENIOR HOUSING PROJECT INCLUDING FOUR MULTIPLE-UNIT RESIDENTIAL BUILDINGS UP TO 3 STORIES HIGH, A 3284-SF RECREATIONAL BUILDING, AND THE DEMOLITION OF AN EXISTING SINGLE-FAMILY RESIDENTIAL BUILDING REUSED AS OFFICES ON A 3.1 ACRE SITE INCLUDING TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE ZONED P-F, PUBLIC FACILITIES AND C-2, GENERAL COMMERCIAL, RESPECTIVELY, AND VACATED AND ALLEY STREET RIGHTS-OF-WAYS TO BE REZONED R-3, MULTIPLE-FAMILY RESIDENTIAL. (FILE INDEX NO: DAP-001-043A).

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A CONDITIONAL USE PERMIT TO ALLOW A PROPOSED 120-UNIT SENIOR HOUSING PROJECT WITH AN INCREASE IN ALLOWABLE DENSITY UP TO 39 UNITS PER ACRE AND FOR REDUCTIONS IN PROPERTY DEVELOPMENT STANDARDS ON A 3.1 ACRE SITE INCLUDING TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE ZONED P-F, PUBLIC FACILITIES AND C-2, GENERAL COMMERCIAL, RESPECTIVELY, AND VACATED STREET AND ALLEY RIGHTS-OF-WAYS TO BE REZONED R-3, MULTIPLE-FAMILY RESIDENTIAL. (FILE INDEX NO: DAP-001-043B)

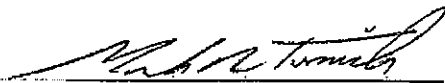
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON FOR THE APPROVAL OF A VARIANCE FOR BUILDINGS RELATED TO A PROPOSED SENIOR HOUSING PROJECT THAT EXCEED THE MAXIMUM ALLOWABLE HEIGHT OF 35 FEET (TWO AND A HALF STORIES) AND FENCING WITHIN STREET YARDS THAT EXCEED THE MAXIMUM ALLOWABLE HEIGHT OF 3 FEET ON A 3.1 ACRE SITE INCLUDING TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE ZONED P-F, PUBLIC FACILITIES AND C-2, GENERAL COMMERCIAL, RESPECTIVELY, AND VACATED STREET AND ALLEY RIGHTS-OF-WAYS TO BE REZONED R-3, MULTIPLE-FAMILY RESIDENTIAL. (FILE INDEX NO: DAP-001-043C).

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON FOR THE APPROVAL OF TENTATIVE PARCEL MAP AND STREET CLOSURE/VACATION RELATED TO A PROPOSED SENIOR HOUSING DEVELOPMENT FOR THE MERGING OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE, VACATED PUBLIC ALLEY AND STREET RIGHT-OF-WAYS ON A 3.1 ACRE SITE TO BE REZONED R-3, MULTIPLE-FAMILY RESIDENTIAL. (FILE INDEX NO: DAP-001-044).

- (2) Approve **Site Plan Review (DAP-001-052)**, subject to conditions (Attachment 8).
- (3) Approve applications (DAP-001-060) for **Modification of Site Plan Review and Minor Variance**, subject to conditions (Attachment 9).



Prepared by:
Jay Jarlin, AICP, Senior Planner



Reviewed By:
Mark R. Tomich, AICP, Director

ATTACHMENTS

1. Draft PC Resolution for General Plan Amendment (GPA) to Land Use Element (DAP-001-042A)
2. Draft PC Resolution for General Plan Amendment (GPA) to Circulation Element (DAP-001-042B)
3. Draft PC Resolution for Zone Change (ZC) (DAP-001-042C)
4. Draft PC Resolution for Architectural & Site Plan Review (DAP-001-043A)
5. Draft PC Resolution for Conditional Use Permit (DAP-001-043B)
6. Draft PC Resolution for Variance (DAP-001-043C)
7. Draft PC Resolution for Tentative Map (DAP-001-044)
8. Draft Conditions for Site Plan Review (DAP-001-052) Offsite Parking Lot
9. Draft Conditions/Findings for Modification of Site Plan Review and Minor Variance (DAP-001-060) City Hall Parking Lot
10. Aerial Photograph 2006
11. DRC Membership Attendance Sheet – Meetings 9/5/12; 10/15/12
12. Possible Alternate Design for F Street
13. Plans – DAP-001-043/044/052
14. Plans – DAP-001-060

15. Draft Initial Study/ Mitigated Negative Declaration, September 20, 2012
 - 15a. Comment from OmniTrans, dated October 9, 2012
 - 15b. Comment from Colton Public Works Department, dated October 17, 2012
16. Operation Statement, Transtech, September 2012
17. Parking & Traffic Analysis, Transtech, September 2012

Attachment 2

Planning Commission Resolution No. R-23-12 (General Plan Map)

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RESOLUTION NO. R-23-12

A RESOLUTION OF THE OF THE CITY OF COLTON PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF A GENERAL PLAN AMENDMENT FOR CHANGES TO THE LAND USE ELEMENT GENERAL PLAN MAP FOR RECLASSIFICATION OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM "PF, PUBLIC FACILITIES" AND "GC, GENERAL COMMERCIAL" LAND USE DESIGNATION, RESPECTIVELY, TO "HDR, HIGH DENSITY RESIDENTIAL" LAND USE DESIGNATION. (FILE INDEX NO: DAP-001-042A).

WHEREAS, an application (File Index No. DAP 001-042) was filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter "Developer") representing Colton Housing Authority (hereinafter "Applicant" and "Owner") a **General Plan Amendment (GPA)** (hereinafter "Project") for changes to the Land Use Element General Plan Map for reclassification of two properties located at 501 North 9th Street (also known as 510 North La Cadena Drive), Assessor's Parcel Number: 016205220; and 552 North La Cadena Drive, Assessor's Parcel Number: 016205206; (hereinafter "Subject Site") zoned P-F, Public Facilities and C-2, General Commercial, respectively, from the "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively, to "HDR, High Density Residential" land use designation.

WHEREAS, related applications (File Index No. DAP-001-042) to be reviewed concurrently were also filed for **(a) General Plan Amendment** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; **(b) General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan; and **(c) Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities and C-2, General Commercial zone, respectively to the **R₃ Multiple-Family Residential** zone; **Architectural & Site Plan Review (DAP-001-043A)** for the development of a 120-unit senior housing project including four multiple-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and the demolition of an existing single-family residential building reused as offices; **Conditional Use Permit (DAP-001-043B)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **Variance (DAP-001-043C)** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, and **Tentative Parcel Map and Street Closure/Vacation (DAP-001-044)** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) on the subject site.

WHEREAS, additional applications to be reviewed concurrently were also filed for **Site Plan Review (DAP-001-052)** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and

1 zoned R-3, Multiple-Family Residential; and **(DAP-001-060) for (a) Modification of Site Plan**
2 **Review** for proposed modification to the south City Hall / Police Department parking lot (as part
3 of proposed street closure/vacation of E Street and Senior Housing project on property to the
4 south), including removal of driveway access on E Street and addition of new driveway access on
5 Ninth Street and related modifications, including fencing and planting, and **(b) Minor Variance**
6 for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police
7 Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and
8 zoned P-F, Public Facilities.

9 **WHEREAS**, the staff report accompanying this resolution is found to be true, adopted as
10 Findings and incorporated in this resolution; and

11 **WHEREAS**, on October 23, 2012, the Planning Commission of the City of Colton
12 (“Planning Commission”) held a duly noticed public hearing at which time all persons wishing to
13 testify in connection with the application were heard and the application was fully examined; and

14 **WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act
15 (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has
16 determined that the project would not create any significant adverse impacts on the environment
17 if mitigation measures are implemented reducing potential impacts to levels less than significant
18 and a Mitigated Negative Declaration (MND) has been prepared.

19 **NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION**
20 **OF THE CITY OF COLTON:**

21 **SECTION 1.** The Planning Commission hereby adopts the recitals and findings, included
22 in Exhibit “A”, set forth in connection with this Resolution.

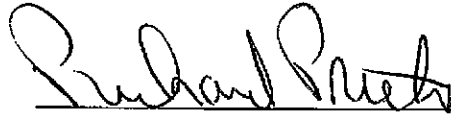
23 **SECTION 2.** The Planning Commission of the City of Colton, in accordance with the
24 California Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study
25 prepared to assess environmental impacts of the project that determined that the project would not
26 create any significant adverse impacts on the environment if mitigation measures are
27 implemented reducing potential impacts to levels less than significant, that a Mitigated Negative
28 Declaration (MND) may be prepared to meet CEQA requirements.

SECTION 3. Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
Planning Commission hereby recommends approval to the City Council of the **General Plan**
Amendment for changes to the Land Use Element General Plan Map, as depicted on Exhibit
“A”, attached hereto, for (1) reclassification of a 2.3-acre property located at 501 North 9th Street
(also known as 510 North La Cadena Drive and also bounded by E Street and F Street);
Assessor’s Parcel Number: 016205220; from “PF, Public Facilities” land use designation to
“HDR, High Density Residential” land use designation and (2) reclassification of a 0.17-acre
property located at 552 North La Cadena Drive; Assessor’s Parcel Number: 016205206; from
“GC, General Commercial” land use designation to “HDR, High Density Residential” land use
designation and adoption of the draft Mitigated Negative Declaration (MND).

SECTION 4. The Secretary shall certify the adoption of this Resolution.

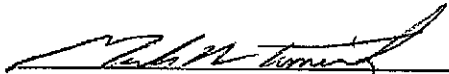
PASSED, APPROVED, AND ADOPTED this 23rd day of October 2012.

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Richard Prieto,
Planning Commission Chairperson

ATTEST:



Planning Commission Secretary
Mark R. Tomich, AICP

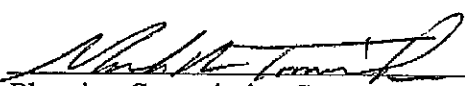
I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Colton at a meeting held on October 23, 2012, by the following vote of the Planning Commission:

AYES: (6) Archuleta, Delgado, Navarro, Perez, Prieto, Ramirez

NOES: (0) none

ABSENT: (1) Wright

ABSTAIN: (0) none



Planning Commission Secretary
Mark R. Tomich, AICP

EXHIBIT "A"

RESOLUTION NO. R- -

A RESOLUTION OF THE OF THE CITY OF COLTON CITY COUNCIL APPROVING A GENERAL PLAN AMENDMENT FOR CHANGES TO THE LAND USE ELEMENT GENERAL PLAN MAP FOR RECLASSIFICATION OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM "PF, PUBLIC FACILITIES" AND "GC, GENERAL COMMERCIAL" LAND USE DESIGNATION, RESPECTIVELY, TO "HDR, HIGH DENSITY RESIDENTIAL" LAND USE DESIGNATION. (FILE INDEX NO: DAP-001-042A).

WHEREAS, an application (File Index No. DAP 001-042) was filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter "Developer") representing Colton Housing Authority (hereinafter "Applicant" and "Owner") for a **General Plan Amendment (GPA)** (hereinafter "Project") for changes to the Land Use Element General Plan Map for reclassification of two properties located at 501 North 9th Street (also known as 510 North La Cadena Drive), Assessor's Parcel Number: 016205220; and 552 North La Cadena Drive, Assessor's Parcel Number: 016205206; (hereinafter "Subject Site") zoned P-F, Public Facilities and C-2, General Commercial, respectively, from the "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively, to "HDR, High Density Residential" land use designation.

WHEREAS, related applications (File Index No. DAP-001-042) to be reviewed concurrently were also filed for (a) **General Plan Amendment** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; (b) **General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan; and (c) **Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone; **Architectural & Site Plan Review (DAP-001-043A)** for the development of a 120-unit senior housing project including four multiple-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and the demolition of an existing single-family residential building reused as offices; **Conditional Use Permit (DAP-001-043B)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **Variance (DAP-001-043C)** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, and **Tentative Parcel Map and Street Closure/Vacation (DAP-001-044)** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) (eastbound only) on the subject site.

WHEREAS, additional applications to be reviewed concurrently were also filed for **Site Plan Review (DAP-001-052)** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including

1 installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the
2 southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and
3 zoned R-3, Multiple-Family Residential; and **(DAP-001-060) for (a) Modification of Site Plan**
4 **Review** for proposed modification to the south City Hall / Police Department parking lot (as part
5 of proposed street closure/vacation of E Street and Senior Housing project on property to the
6 south), including removal of driveway access on E Street and addition of new driveway access on
7 Ninth Street and related modifications, including fencing and planting, and **(b) Minor Variance**
8 for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police
9 Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and
10 zoned P-F, Public Facilities.

11 **WHEREAS**, the staff report accompanying this resolution is found to be true, adopted as
12 Findings and incorporated in this resolution; and

13 **WHEREAS**, on October 23, 2012, the Planning Commission of the City of Colton
14 (“Planning Commission”) held a duly noticed public hearing at which time all persons wishing to
15 testify in connection with the application were heard and the application was fully examined and
16 recommended approval of the application; and

17 **WHEREAS**, on _____, the City Council of the City of Colton (“City
18 Council”) held a duly noticed public hearing at which time all persons wishing to testify in
19 connection with the application were heard and the application was comprehensively reviewed;
20 and

21 **WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act
22 (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has
23 determined that the project would not create any significant adverse impacts on the environment
24 if mitigation measures are implemented reducing potential impacts to levels less than significant
25 and a Mitigated Negative Declaration (MND) has been prepared.

26 **NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION**
27 **OF THE CITY OF COLTON:**

28 **SECTION 1.** Based on the entire record before the City Council and all written and oral
evidence presented, including the staff report, the City Council makes the following findings in
accordance with the Colton Municipal Code:

1. The proposed reclassification of property is consistent with the overall objectives of the Colton General Plan. The establishment of the “High Density Residential” designation at this particular location, along the commercial/institutional corridor along La Cadena Drive which includes the Civic Center, a public park, and commercial uses including residential structures that have been reused for office uses, is consistent with the Principles for Residential Land Uses, which states: “Principle 4. Medium- and high-density residential developments next to large open spaces...major activities, such as shopping and employment centers, is critical to an efficient neighborhood design and long-term integrity of the residential environment.”
2. The proposed reclassification of property is necessary due to the need in the community for more of the types of uses permitted by the proposed designation, such

1 as residential development in general but particularly senior housing, as proposed by
2 the project, due to the demolition of the previous senior housing project within the site
3 and lack of units to replace and fulfill the need for housing created by the removal of
4 these units from available housing inventory.

- 5 3. The proposed reclassification of property will not adversely affect the surrounding
6 area or the community in general since the site is located within a transitional area
7 between properties either zoned for or development as single-family and multiple-
8 family residential uses and the commercial/institutional corridor along La Cadena
9 Drive which includes the Civic Center, a public park, and commercial uses including
10 residential structures that have been reused for office uses. As such, residential
11 development in general and the senior housing project proposed, in particular, allowed
12 by the proposed designation, would be appropriate at the location and would not create
13 adverse impacts to the surrounding area or the community at large.

14 **SECTION 2.** The City Council of the City of Colton, in accordance with the California
15 Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study prepared to
16 assess environmental impacts of the project that determined that the project would not create any
17 significant adverse impacts on the environment if mitigation measures are implemented reducing
18 potential impacts to levels less than significant, that a Mitigated Negative Declaration (MND)
19 may be prepared to meet CEQA requirements.

20 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
21 City Council hereby approves **General Plan Amendment** for changes to the Land Use Element
22 General Plan Map, as depicted on Exhibit "B", attached hereto, for (1) reclassification of a 2.3-
23 acre property located at 501 North 9th Street (also known as 510 North La Cadena Drive and also
24 bounded by E Street and F Street); Assessor's Parcel Number: 016205220; from "PF, Public
25 Facilities" land use designation to "HDR, High Density Residential" land use designation and (2)
26 reclassification of a 0.17-acre property located at 552 North La Cadena Drive; Assessor's Parcel
27 Number: 016205206; from "GC, General Commercial" land use designation to "HDR, High
28 Density Residential" land use designation and adoption of the draft Mitigated Negative
Declaration (MND).

SECTION 4. The City Clerk shall certify the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2012.

Mayor

ATTEST:

1 City Clerk

2 **CERTIFICATION**

3 STATE OF CALIFORNIA)
4 COUNTY OF SAN BERNARDINO) ss.
5 CITY OF COLTON)

6 I hereby certify that the foregoing is a true copy of a Resolution adopted by the City Council of
7 the City of Colton at a meeting held on ____, 2012, by the following vote of the City Council:

8 AYES:
9 NOES:
10 ABSENT:
11 ABSTAIN:

11 _____
12 City Clerk

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Attachment 3

Planning Commission Resolution No. R-24-12 (Circulation Element)

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RESOLUTION NO. R-24 12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF A GENERAL PLAN AMENDMENT FOR MODIFICATION TO THE CIRCULATION ELEMENT FOR THE REMOVAL OF A PORTION OF EAST E STREET, THE 100 EAST BLOCK BETWEEN NORTH LA CADENA DRIVE AND NORTH NINTH STREET, AS A "COLLECTOR STREET" IDENTIFIED BY THE CIRCULATION PLAN. (FILE INDEX NO: DAP-001-042B).

WHEREAS, an application (File Index No. DAP 001-042) was filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter "Developer") representing Colton Housing Authority (hereinafter "Applicant" and "Owner") for a **General Plan Amendment (GPA)** (hereinafter "Project") for a modification to the Circulation Element for the removal of a portion of East E Street, the 100 East block between North La Cadena Drive and North Ninth Street (hereinafter "Subject Site") related to its closing to through vehicular traffic as a "collector street" identified by the Circulation Plan.

WHEREAS, related applications (File Index No. DAP-001-042) to be reviewed concurrently were also filed for (a) **General Plan Amendment** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; (b) **General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan; and (c) **Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone; **Architectural & Site Plan Review (DAP-001-043A)** for the development of a 120-unit senior housing project including four multiple-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and the demolition of an existing single-family residential building reused as offices; **Conditional Use Permit (DAP-001-043B)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **Variance (DAP-001-043C)** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, and **Tentative Parcel Map and Street Closure/Vacation (DAP-001-044)** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) on the subject site.

WHEREAS, additional applications to be reviewed concurrently were also filed for **Site Plan Review (DAP-001-052)** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and zoned R-3, Multiple-Family Residential; and **(DAP-001-060)** for (a) **Modification of Site Plan Review** for proposed modification to the south City Hall / Police Department parking lot (as part of proposed street closure/vacation of E Street and Senior Housing project on property to the south), including removal of driveway access on E Street and addition of new driveway access on Ninth Street and related modifications, including fencing and planting, and (b) **Minor Variance**

1 for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police
2 Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and
zoned P-F, Public Facilities.

3 **WHEREAS**, the staff report accompanying this resolution is found to be true, adopted as
4 Findings and incorporated in this resolution; and

5 **WHEREAS**, on October 23, 2012, the Planning Commission of the City of Colton
6 (“Planning Commission”) held a duly noticed public hearing at which time all persons wishing to
testify in connection with the application were heard and the application was fully examined; and

7 **WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act
8 (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has
9 determined that the project would not create any significant adverse impacts on the environment
if mitigation measures are implemented reducing potential impacts to levels less than significant
and a Mitigated Negative Declaration (MND) has been prepared.

10 **NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION**
11 **OF THE CITY OF COLTON:**

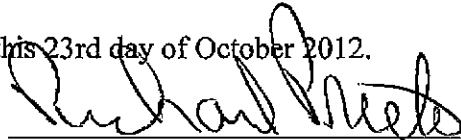
12 **SECTION 1.** The Planning Commission hereby adopts the recitals and findings, included
in Exhibit “A”, set forth in connection with this Resolution.

13 **SECTION 2.** The Planning Commission of the City of Colton, in accordance with the
14 California Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study
15 prepared to assess environmental impacts of the project that determined that the project would not
16 create any significant adverse impacts on the environment if mitigation measures are
implemented reducing potential impacts to levels less than significant, that a Mitigated Negative
Declaration (MND) may be prepared to meet CEQA requirements.

17 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
18 Planning Commission hereby recommends approval to the City Council of the **General Plan**
19 **Amendment** for modification to the Circulation Element for the removal of a portion of East E
20 Street, the 100 East block between North La Cadena Drive and North Ninth Street, as a
“collector” street identified by the Circulation Plan, as depicted on Exhibit “B” attached hereto,
and adoption of the draft Mitigated Negative Declaration (MND).

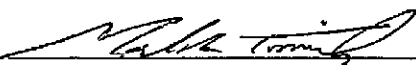
21 **SECTION 4.** The Secretary shall certify the adoption of this Resolution.

22 PASSED, APPROVED, AND ADOPTED this 23rd day of October 2012.

23 

24 Richard Prieto,
25 Planning Commission Chairperson

26 ATTEST:

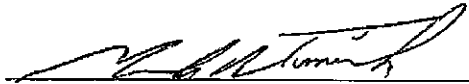
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28 Planning Commission Secretary
Mark R. Tomich, AICP

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I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Colton at a meeting held on October 23, 2012, by the following vote of the Planning Commission:

AYES: (6) Archuleta, Delgado, Navarro, Perez, Prieto, Ramirez
NOES: (0) none
ABSENT: (1) Wright
ABSTAIN: (0) none



Planning Commission Secretary
Mark R. Tomich, AICP

EXHIBIT "A"

RESOLUTION NO. R- -

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON APPROVING A GENERAL PLAN AMENDMENT FOR MODIFICATION TO THE CIRCULATION ELEMENT FOR THE REMOVAL OF A PORTION OF EAST E STREET, THE 100 EAST BLOCK BETWEEN NORTH LA CADENA DRIVE AND NORTH NINTH STREET, AS A "COLLECTOR STREET" IDENTIFIED BY THE CIRCULATION PLAN. (FILE INDEX NO: DAP-001-042B).

WHEREAS, an application (File Index No. DAP 001-042) was filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter "Developer") representing Colton Housing Authority (hereinafter "Applicant" and "Owner") for a **General Plan Amendment (GPA)** (hereinafter "Project") for changes to the Land Use Element General Plan Map for reclassification of two properties located at 501 North 9th Street (also known as 510 North La Cadena Drive), Assessor's Parcel Number: 016205220; and 552 North La Cadena Drive, Assessor's Parcel Number: 016205206; (hereinafter "Subject Site") zoned P-F, Public Facilities and C-2, General Commercial, respectively, from the "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively, to "HDR, High Density Residential" land use designation.

WHEREAS, related applications (File Index No. DAP-001-042) to be reviewed concurrently were also filed for (a) **General Plan Amendment** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; (b) **General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan; and (c) **Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone; **Architectural & Site Plan Review (DAP-001-043A)** for the development of a 120-unit senior housing project including four multiple-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and the demolition of an existing single-family residential building reused as offices; **Conditional Use Permit (DAP-001-043B)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **Variance (DAP-001-043C)** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, and **Tentative Parcel Map and Street Closure/Vacation (DAP-001-044)** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) (eastbound only) on the subject site.

WHEREAS, additional applications to be reviewed concurrently were also filed for **Site Plan Review (DAP-001-052)** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and

1 zoned R-3, Multiple-Family Residential; and (DAP-001-060) for (a) **Modification of Site Plan**
2 **Review** for proposed modification to the south City Hall / Police Department parking lot (as part
3 of proposed street closure/vacation of E Street and Senior Housing project on property to the
4 south), including removal of driveway access on E Street and addition of new driveway access on
5 Ninth Street and related modifications, including fencing and planting, and (b) **Minor Variance**
6 for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police
7 Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and
8 zoned P-F, Public Facilities.

9
10 **WHEREAS**, the staff report accompanying this resolution is found to be true, adopted as
11 Findings and incorporated in this resolution; and

12
13 **WHEREAS**, on _____ the Planning Commission of the City of Colton (“Planning
14 Commission”) held a duly noticed public hearing at which time all persons wishing to testify in
15 connection with the application were heard and the application was fully examined and
16 recommended approval of the application; and

17
18 **WHEREAS**, on _____, the City Council of the City of Colton (“City
19 Council”) held a duly noticed public hearing at which time all persons wishing to testify in
20 connection with the application were heard and the application was comprehensively reviewed;
21 and

22
23 **WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act
24 (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has
25 determined that the project would not create any significant adverse impacts on the environment
26 if mitigation measures are implemented reducing potential impacts to levels less than significant
27 and a Mitigated Negative Declaration (MND) has been prepared.

28
29 **NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION**
30 **OF THE CITY OF COLTON:**

31 **SECTION 1.** Based on the entire record before the City Council and all written and oral
32 evidence presented, including the staff report, the City Council makes the following findings in
33 accordance with the Colton Municipal Code:

- 34 1. The proposed reclassification of property is consistent with the overall objectives of
35 the Colton General Plan. The establishment of the “High Density Residential”
36 designation at this particular location, along the commercial/institutional corridor
37 along La Cadena Drive which includes the Civic Center, a public park, and
38 commercial uses including residential structures that have been reused for office uses,
39 is consistent with the Principles for Residential Land Uses, which states: “Principle 4.
40 Medium- and high-density residential developments next to large open spaces...major
41 activities, such as shopping and employment centers, is critical to an efficient
42 neighborhood design and long-term integrity of the residential environment.”
- 43 2. The proposed reclassification of property is necessary due to the need in the
44 community for more of the types of uses permitted by the proposed designation, such
45 as residential development in general but particularly senior housing, as proposed by
46 the project, due to the demolition of the previous senior housing project within the site

1 and lack of units to replace and fulfill the need for housing created by the removal of
2 these units from available housing inventory.

- 3 3. The proposed reclassification of property will not adversely affect the surrounding
4 area or the community in general since the site is located within a transitional area
5 between properties either zoned for or development as single-family and multiple-
6 family residential uses and the commercial/institutional corridor along La Cadena
7 Drive which includes the Civic Center, a public park, and commercial uses including
8 residential structures that have been reused for office uses. As such, residential
9 development in general and the senior housing project proposed, in particular, allowed
10 by the proposed designation, would be appropriate at the location and would not create
11 adverse impacts to the surrounding area or the community at large.

12 **SECTION 2.** The City Council of the City of Colton, in accordance with the California
13 Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study prepared to
14 assess environmental impacts of the project that determined that the project would not create any
15 significant adverse impacts on the environment if mitigation measures are implemented reducing
16 potential impacts to levels less than significant, that a Mitigated Negative Declaration (MND)
17 may be prepared to meet CEQA requirements.

18 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
19 City Council hereby approves **General Plan Amendment** for modification to the Circulation
20 Element for the removal of a portion of East E Street, the 100 East block between North La
21 Cadena Drive and North Ninth Street, as a “collector” street identified by the Circulation Plan, as
22 depicted on Exhibit “B” attached hereto, and adoption of the draft Mitigated Negative Declaration
23 (MND).

24 **SECTION 4.** The City Clerk shall certify the adoption of this Resolution.

25 PASSED, APPROVED AND ADOPTED this ____ day of _____, 2012.

26 _____
27 Mayor

28 ATTEST:

City Clerk

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CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss.
CITY OF COLTON)

I hereby certify that the foregoing is a true copy of a Resolution adopted by the City Council of the City of Colton at a meeting held on ____, 2012, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

City Clerk

Attachment 4

Planning Commission Resolution No. R-25-12 (Zone Change)

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RESOLUTION NO. R-25-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF AN ORDINANCE FOR A ZONE CHANGE FOR AN AMENDMENT TO THE CITY ZONING MAP FOR RECLASSIFICATION OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM THE P-F, PUBLIC FACILITIES, AND C-2, GENERAL COMMERCIAL, ZONES, RESPECTIVELY, TO THE R-3, MULTIPLE-FAMILY RESIDENTIAL ZONE. (FILE INDEX NO: DAP-001-042C).

WHEREAS, an application (File Index No. DAP 001-042) was filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter "Developer") representing Colton Housing Authority (hereinafter "Applicant" and "Owner") for a **Zone Change** (hereinafter "Project") for an amendment to the City Zoning Map for reclassification of two properties located at 501 North 9th Street (also known as 510 North La Cadena Drive), Assessor's Parcel Number: 016205220; and 552 North La Cadena Drive, Assessor's Parcel Number: 016205206; (hereinafter "Subject Site") from the P-F, Public Facilities, and C-2, General Commercial zones, respectively, to the R-3, Multiple-Family Residential zone.

WHEREAS, related applications (File Index No. DAP-001-042) to be reviewed concurrently were also filed for (a) **General Plan Amendment** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; (b) **General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan; and (c) **Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone; **Architectural & Site Plan Review (DAP-001-043A)** for the development of a 120-unit senior housing project including four multiple-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and the demolition of an existing single-family residential building reused as offices; **Conditional Use Permit (DAP-001-043B)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **Variance (DAP-001-043C)** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, and **Tentative Parcel Map and Street Closure/Vacation (DAP-001-044)** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) on the subject site.

WHEREAS, additional applications to be reviewed concurrently were also filed for **Site Plan Review (DAP-001-052)** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and zoned R-3, Multiple-Family Residential; and (**DAP-001-060**) for (a) **Modification of Site Plan Review** for proposed modification to the south City Hall / Police Department parking lot (as part of proposed street closure/vacation of E Street and Senior Housing project on property to the

1 south), including removal of driveway access on E Street and addition of new driveway access on
2 Ninth Street and related modifications, including fencing and planting, and (b) **Minor Variance**
3 for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police
Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and
zoned P-F, Public Facilities.

4 **WHEREAS**, the staff report accompanying this resolution is found to be true, adopted as
Findings and incorporated in this resolution; and

5
6 **WHEREAS**, on October 23, 2012, the Planning Commission of the City of Colton held a
duly noticed public hearing at which time all persons wishing to testify in connection with the
7 application were heard and the Application was fully examined; and

8 **WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act
9 (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has
determined that the project would not create any significant adverse impacts on the environment
10 if mitigation measures are implemented reducing potential impacts to levels less than significant
and a Mitigated Negative Declaration (MND) has been prepared.

11 **NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION**
12 **OF THE CITY OF COLTON:**

13
14 **SECTION 1.** The Planning Commission hereby adopts the recitals and findings, included
in Exhibit “A”, set forth in connection with this Resolution.

15 **SECTION 2.** The Planning Commission of the City of Colton, in accordance with the
16 California Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study
prepared to assess environmental impacts of the project that determined that the project would not
17 create any significant adverse impacts on the environment if mitigation measures are
implemented reducing potential impacts to levels less than significant, that a Mitigated Negative
18 Declaration (MND) may be prepared to meet CEQA requirements.

19 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
20 Planning Commission hereby recommends to the City Council the adoption of an ordinance for
the proposed Zone Change for an amendment to the City Zoning Map, a depicted on Exhibit “A”
21 attached hereto, for (1) reclassification of a 2.3-acre property located at 501 North 9th Street (also
known as 510 North La Cadena Drive and also bounded by E Street and F Street); Assessor’s
22 Parcel Number: 016205220; from the P-F, Public Facilities, zone to the R-3, Multiple-Family
Residential zone and (2) reclassification of a 0.17-acre property located at 552 North La Cadena
23 Drive; Assessor’s Parcel Number: 016205206; from the C-2, General Commercial zone to the R-
3, Multiple-Family Residential zone and adoption of the draft Mitigated Negative Declaration
24 (MND).

25 **SECTION 4.** The Secretary shall certify the adoption of this Resolution.

26
27 **PASSED, APPROVED, AND ADOPTED** this 23rd day of October 2012.

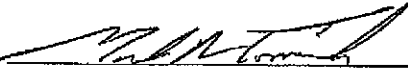
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Richard Prieto,
Planning Commission Chairperson

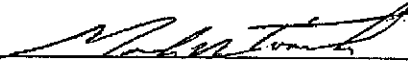
ATTEST:



Planning Commission Secretary
Mark R. Tomich, AICP

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Colton at a meeting held on October 23, 2012, by the following vote of the Planning Commission:

AYES: (6) Archuleta, Delgado, Navarro, Perez, Prieto, Ramirez
NOES: (0) none
ABSENT: (1) Wright
ABSTAIN: (0) none



Planning Commission Secretary
Mark R. Tomich, AICP

EXHIBIT "A"
ORDINANCE NO. _____

AN ORDINANCE OF COUNCIL OF THE CITY OF COLTON APPROVING A ZONE CHANGE AMENDING THE CITY ZONING MAP FOR RECLASSIFICATION OF TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM THE P-F, PUBLIC FACILITIES, AND C-2, GENERAL COMMERCIAL, ZONES, RESPECTIVELY, TO THE R-3, MULTIPLE-FAMILY RESIDENTIAL ZONE. (FILE INDEX NO: DAP-001-042C).

WHEREAS, an application (File Index No. DAP 001-042) was filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter "Developer") representing Colton Housing Authority (hereinafter "Applicant" and "Owner") for a **Zone Change** (hereinafter "Project") for an amendment to the City Zoning Map for reclassification of two properties located at 501 North 9th Street (also known as 510 North La Cadena Drive), Assessor's Parcel Number: 016205220; and 552 North La Cadena Drive, Assessor's Parcel Number: 016205206; (hereinafter "Subject Site") from the P-F, Public Facilities, and C-2, General Commercial zones, respectively, to the R-3, Multiple-Family Residential zone.

WHEREAS, related applications (File Index No. DAP-001-042) to be reviewed concurrently were also filed for (a) **General Plan Amendment** for changes to the General Plan Map for reclassification of two properties from "PF, Public Facilities" and "GC, General Commercial" land use designation, respectively to "HDR, High Density Residential" land use designation; (b) **General Plan Amendment (GPA)** to modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a "collector" street identified by the Circulation Plan; and (c) **Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from P-F, Public Facilities and C-2, General Commercial zone, respectively to the R-3, Multiple-Family Residential zone; **Architectural & Site Plan Review (DAP-001-043A)** for the development of a 120-unit senior housing project including four multiple-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and the demolition of an existing single-family residential building reused as offices; **Conditional Use Permit (DAP-001-043B)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **Variance (DAP-001-043C)** for (i) building height that exceeds maximum allowable height of 35 feet and (ii) proposed fencing within street yards that exceed maximum allowable height of 3 feet, and **Tentative Parcel Map and Street Closure/Vacation (DAP-001-044)** for the merging of two properties, vacated public alley and vacated public street right-of-ways along E Street related to its use for on-site parking and conversion to a dead-end street and along F Street its use for on-site parking and conversion from allowing vehicular traffic in two directions (two-way street) to allowing only one direction (one-way street) (eastbound only) on the subject site.

WHEREAS, additional applications to be reviewed concurrently were also filed for **Site Plan Review (DAP-001-052)** for modifications to an existing off-site parking lot to be made available for the Senior Housing project to be located on property to the west, including installation of a new trash enclosure and mechanical lift, on a 0.154-acre property located at the southeast corner of E Street and Ninth Street (~200 East E Street/ 598 North Ninth Street) and zoned R-3, Multiple-Family Residential; and (DAP-001-060) for (a) **Modification of Site Plan Review** for proposed modification to the south City Hall / Police Department parking lot (as part

1 of proposed street closure/vacation of E Street and Senior Housing project on property to the
2 south), including removal of driveway access on E Street and addition of new driveway access on
3 Ninth Street and related modifications, including fencing and planting, and (b) **Minor Variance**
4 for reduction by two feet from 25 feet to 23 feet for a driveway within the City Hall/Police
5 Department parking lot, on a ~ 2.9-acre property located at 650 North La Cadena Drive and
6 zoned P-F, Public Facilities.

7 **WHEREAS**, the staff report accompanying this resolution is found to be true, adopted as
8 Findings and incorporated in this resolution; and

9 **WHEREAS**, on _____, the Planning Commission of the City of Colton held a duly noticed
10 public hearing at which time all persons wishing to testify in connection with the application were
11 heard and the Application was fully examined and recommended approval of the application; and

12 **WHEREAS**, on _____, the City Council of the City of Colton (“City
13 Council”) held a duly noticed public hearing at which time all persons wishing to testify in
14 connection with the adoption of the application were heard and the application was
15 comprehensively reviewed; and

16 **WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act
17 (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has
18 determined that the project would not create any significant adverse impacts on the environment
19 if mitigation measures are implemented reducing potential impacts to levels less than significant
20 and a Mitigated Negative Declaration (MND) has been prepared.

21 **WHEREAS**, all other legal prerequisites to the adoption of this Ordinance have occurred.

22 **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON DOES
23 ORDAIN AS FOLLOWS:**

24 **SECTION 1.** Incorporation of Recitals. The City Council hereby adopts the recitals set
25 forth above in connection with this Sign Ordinance.

26 **SECTION 2.** The City Council of the City of Colton, in accordance with the California
27 Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study prepared to
28 assess environmental impacts of the project that determined that the project would not create any
significant adverse impacts on the environment if mitigation measures are implemented reducing
potential impacts to levels less than significant, that a Mitigated Negative Declaration (MND)
may be prepared to meet CEQA requirements.

SECTION 3. Based on the entire record before the City Council and all written and oral
evidence presented, including the staff report, the City Council makes the following findings in
accordance with the Colton Municipal Code:

1. The proposed change of zone will be in conformity with the general plan, subject to
adoption of the concurrent general plan amendment requested. The establishment of
the R-3 zone at this particular location, along the commercial/institutional corridor
along La Cadena Drive which includes the Civic Center, a public park, and
commercial uses including residential structures that have been reused for office uses,

1 is consistent with the Principles for Residential Land Uses, which states: “Principle 4.
2 Medium- and high-density residential developments next to large open spaces...major
3 activities, such as shopping and employment centers, is critical to an efficient
neighborhood design and long-term integrity of the residential environment.”

4 2. The proposed change of zone is necessary due to the need in the community for more
5 of the types of uses permitted by the proposed R-3 zone, such as residential
6 development in general but particularly senior housing, as proposed by the project,
7 due to the demolition of the previous senior housing project within the site and lack of
units to replace and fulfill the need for housing created by the removal of these units
from available housing inventory.

8 3. The proposed change of zone will not adversely affect the surrounding area or the
9 community in general since the site is located within a transitional area between
10 properties either zoned for or development as single-family and multiple-family
11 residential uses and the commercial/institutional corridor along La Cadena Drive
12 which includes the Civic Center, a public park, and commercial uses including
13 residential structures that have been reused for office uses. As such, residential
development in general and the senior housing project proposed, in particular, allowed
by the proposed R-3 zone, would be appropriate at the location and would not create
adverse impacts to the surrounding area or the community at large.

14 **SECTION 4.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
15 Planning Commission hereby recommends to the City Council the adoption of an ordinance for
16 the proposed Zone Change for an amendment to the City Zoning Map, a depicted on Exhibit “A”
17 attached hereto, for (1) reclassification of a 2.3-acre property located at 501 North 9th Street (also
18 known as 510 North La Cadena Drive and also bounded by E Street and F Street); Assessor’s
Parcel Number: 016205220; from the P-F, Public Facilities, zone to the R-3, Multiple-Family
19 Residential zone and (2) reclassification of a 0.17-acre property located at 552 North La Cadena
Drive; Assessor’s Parcel Number: 016205206; from the C-2, General Commercial zone to the R-
3, Multiple-Family Residential zone and adoption of the draft Mitigated Negative Declaration
(MND).

20 **SECTION 5. Invalidity.** If any sentence, clause or phrase of this Ordinance is for any
21 reason held to be unconstitutional or otherwise invalid, such decisions shall not affect the validity
of the remaining provisions of this Ordinance.

22 **SECTION 6. Effective Date.** This Ordinance shall become effective thirty (30) days
23 after its adoption in accordance with the provisions of California law.

24 **SECTION 7. Certification/Publication.** The City Clerk shall certify to the passage of this
25 Sign Ordinance and cause the same or a summary thereof to be published within fifteen (15) days
after adoption in the Press Enterprise, a newspaper published and circulated in the City of Colton.

26 PASSED, APPROVED AND ADOPTED this ____ day of _____, 2012.
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Mayor

ATTEST:

City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss.
CITY OF COLTON)

I hereby certify that the foregoing is a true copy of an Ordinance adopted by the City Council of the City of Colton at a meeting held on ____, 2012, by the following vote of the City Council:

AYES:
NOES:
ABSENT:
ABSTAIN:

City Clerk

Attachment 5

Initial Study and Proposed Mitigated Negative Declaration

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

**CITY OF COLTON
INITIAL STUDY FOR**

Colton Senior Housing

PROJECT DESCRIPTION/LOCATION:

The proposed project is the development of an affordable senior housing complex generally located between E Street, F Street, La Cadena Avenue and 9th Street in the City of Colton, on 3.1 acres located immediately adjacent (south) to the Colton Civic Center. The proposed development is a reconstruction of a similar project that was demolished on a significant portion (approximately 3 acres) of the proposed project site. The new construction is comprised of a 3,200 square foot community/administration building, a lap pool with 1 Jacuzzi, 2 two-story and 2 three-story senior housing buildings consisting of approximately 90,000 sq. ft. comprising of 40 2-bedroom units and 80 1-bedroom units, demolition of an existing converted residential office structure, street closure of a street (“ E” Street), right-of-way vacations on ‘E’ Street, ‘F’ Street and an alley-way, modifications to the existing City Hall parking which abuts the site, and on-site and off-site parking and adjacent improvements within City right-of-ways. The project require land use entitlements and other related approvals, including a General Plan Amendment, Zone Change, Architectural & Site Plan Review, Conditional Use Permit, Variance, Uniform Sign Program/ Sign Review, Tentative Parcel Map and Street Closure/Vacation, Special Review of a Potential Historical Resource and Modification of Site Plan Review. The senior housing site is located at 501 North Ninth Street & 552 North La Cadena & ~584 North 9th Street (APN No. 0162-052-06, 0162-052-20 and 0162-054-03). The Civic Center/City Hall site is located at 650 North La Cadena Drive (APN 0612-051-01).

DATE:

September 20, 2012

PREPARED FOR

City of Colton

PREPARED BY

Transtech Engineers, Inc.
413 Mackay Drive
San Bernardino, CA 92048

REVIEWED BY

Independently reviewed, analyzed and exercised judgment in making the determination, by the Colton City Council on _____, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not exempt from CEQA, qualifies for a Negative Declaration or whether or not an Environmental Impact Report (EIR) must be prepared.

1. **Project Title:** Colton Senior Housing

2. **Lead Agency Name:** City of Colton
Address: 650 N. La Cadena Dr.
Colton, CA 92324
Tel: 909-370-5185
Fax: 909-783-0875

3. **Contact Person:** Mark Tomich, Director of Development Services
Phone Number: (909) 370-5185; mtomich@ci.planning.ca.us

4. **Property Location (Items 1 Through 4):** 501 North 9th Street & 552 North La Cadena Drive & ~584 North 9th Street (generally south of the Colton City Hall/Civic Center); Assessor's Parcel Number 016205206 & 016205220 & 016205403 on a 3.1-acre site including:
 - (a) a vacant property formerly developed as a senior housing project (Colton Palms) located at 510 N. La Cadena (APN 162-05-20) and zoned P-F, Public Facilities;
 - (b) property occupied by a residence reused as an office located at 552 N. La Cadena (APN 162-05-06) and zoned C-2, General Commercial;
 - (c) offsite parking lot located at southeast corner of 9th Street and F Street (~584 North 9th Street) zoned R-3, Multiple-Family Residential;
 - (d) public alley, 150 feet long east of La Cadena Drive, between E Street and F Street to be vacated;
 - (e) portions of the public street right-of-way of E Street which bounds the site to the north to be vacated; and
 - (f) portions of the public street right-of-way of F Street which bounds the site to the north to be vacated.

and 650 North La Cadena Drive (Colton City Hall); Assessor's Parcel Number 016205101

5. **Project Sponsor:** City of Colton Housing Authority
Address: 650 N. La Cadena Dr.
Colton, CA 92324

6. **General Plan Designation:** Public Facilities (PF) and General Commercial (GC)

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

7. **Description of Project (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):**
- (1) **DAP-001-042. (a) General Plan Amendment (GPA)** for (i) changes to the General Plan Map for reclassification of two properties from “Public Facilities” and “General Commercial” land use designation, respectively to “High Density Residential” land use designation; (ii) Modify the Circulation Element for the removal of a portion of E Street between La Cadena Drive and Ninth Street as a “collector” street identified by the Circulation Plan; and **(b) Zone Change (ZC)** for an amendment to the City Zoning map for reclassification of two properties from “PF, Public Facilities” and “C-2, General Commercial” zone, respectively to the “R-3, Multiple-Family Residential” zone;
 - (2) **DAP-001-043. (a) Architectural & Site Plan Review (PR)** for development of a 120-unit senior housing project with new buildings and structures, including multi-unit residential buildings up to 3 stories high, a 3284-sf recreational building, and decorative trellis, arbor, and colonnade structures, and related site improvements including paving, fencing, and landscaping; **(b) Conditional Use Permit (CUP)** for (i) an increase in allowable density up to 39 units per acre and for (ii) reductions in property development standards, including minimum dwelling size, setbacks for main buildings and accessory buildings, separation between buildings, recreational space, parking, landscaping, trash and storage areas; **(c) Variance** for (i) building height that exceeds maximum allowable height of 35 feet; and (ii) walls that exceed maximum allowable height of 6 feet and **(d) Uniform Sign Program and Sign Review**;
 - (3) **DAP-001-044. Tentative Parcel Map and Street Closure/Vacation** for the merging of two properties, vacated public alley and vacated public street right-of-ways; and
 - (4) **HPO-000-009. Special Review of a Potential Historic Resource** for a proposed demolition of an existing building located at 552 North La Cadena Drive, constructed in 1914.
 - (5) **DAP-001-052. Modification of Site Plan Review.** Proposed modification to the south City Hall / Police Department parking lot (as part of proposed street closure/vacation of E Street and Senior Housing project on property to the south), including removal of driveway access on E Street and addition of new driveway access on Ninth Street and modifications to existing pavement, fencing, planting, lighting and signage on property located at 650 North La Cadena Drive and zoned P-F, Public Facilities.
8. **Surrounding Land Uses and Setting:** The project site consists of three properties that are vacant unimproved, improved with a residential structure converted to office use, and a paved parking lot area and public right-of-ways. The zoning and general plan designations for the three lots are P-F (Public Facilities); C-2 (General Commercial), and R-3 (Multiple-Family Residential), respectively.

The surrounding land uses and general plan designation/ zoning are:

- To the Northwest (abutting site): Restaurant; office within converted residences; multiple-family residential (C-2, General Commercial)
- To the North: Civic Center Complex (P-F, Public Facilities)

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

- To the South: Retail Store; Single Family and Multiple-Family Residential (C-2, General Commercial)
 - To the East: Single Family and Multiple-Family Residential (R-3, Multiple-Family Residential)
 - To the West: Public Park (P-F, Public Facilities); Multiple-Family Residential & Offices within converted residences (B-P, Business Park)
9. **Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):**
- Colton Housing Authority
 - City of Colton Design Review Committee
 - City of Colton Planning Commission.
 - City of Colton City Council.
 - City of Colton Historic Preservation Recommendation Committee

CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012

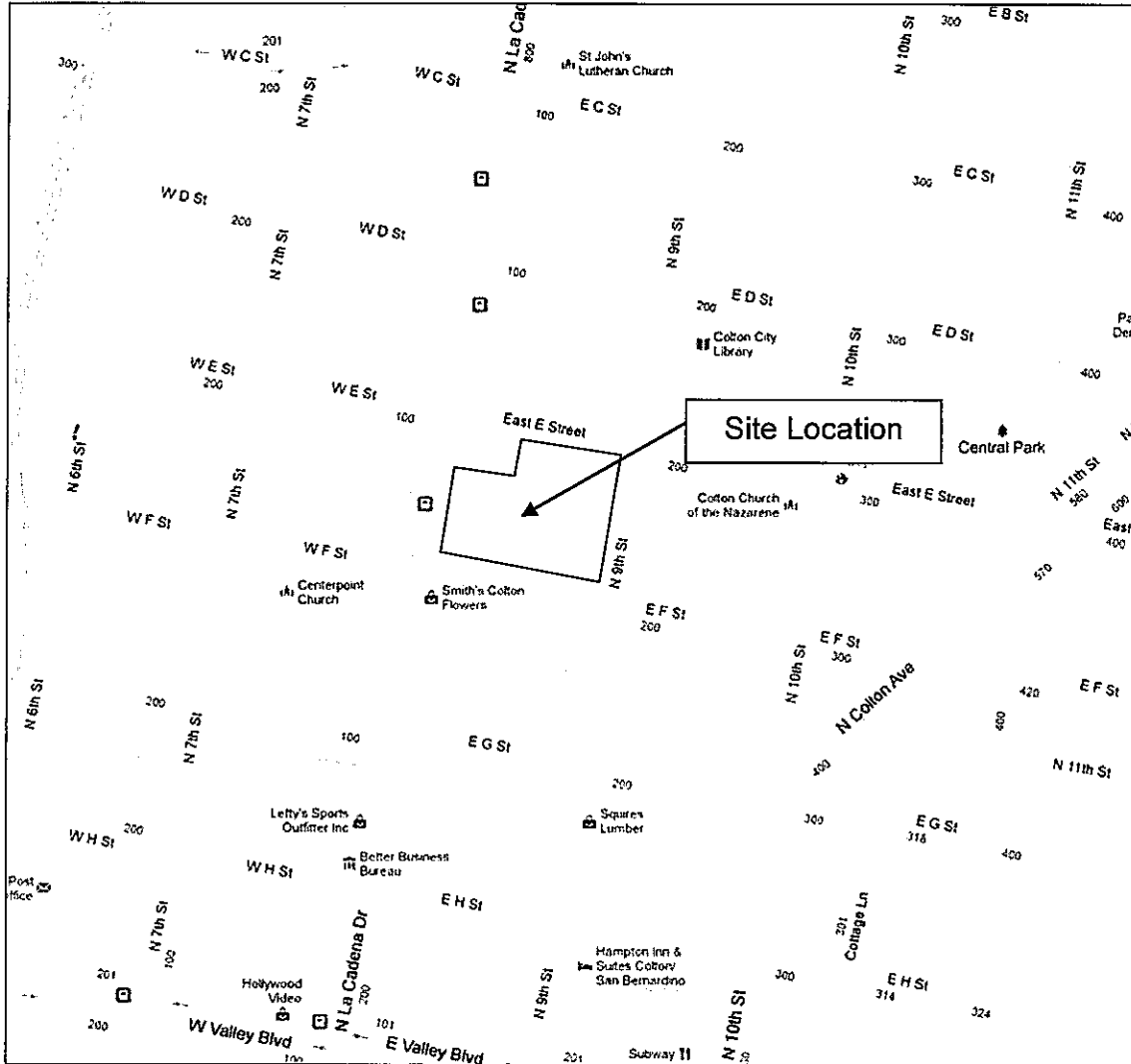


Figure 1: Vicinity Map of Proposed Colton Senior Complex Location

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

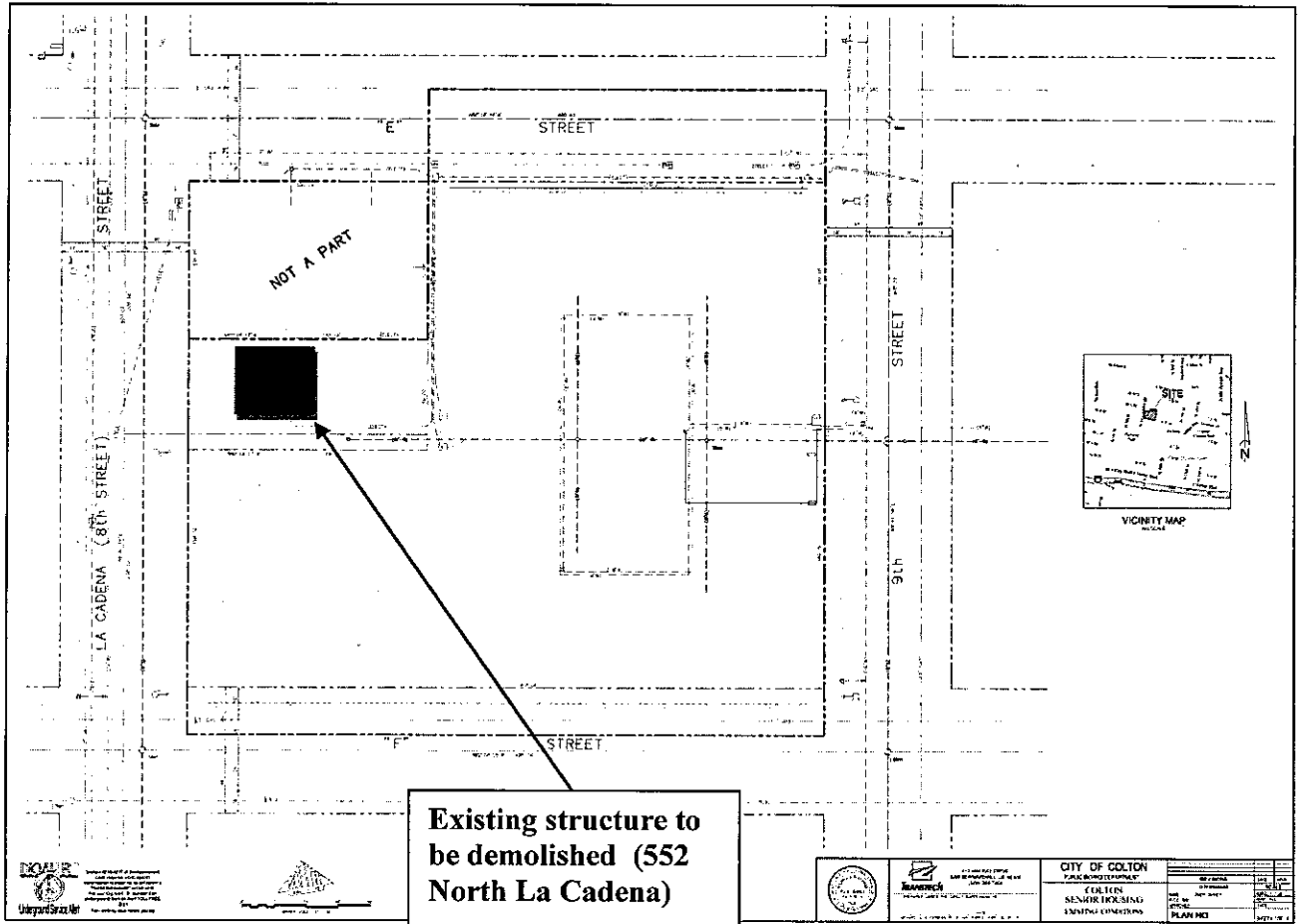


Figure 2: Existing Site Plan

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

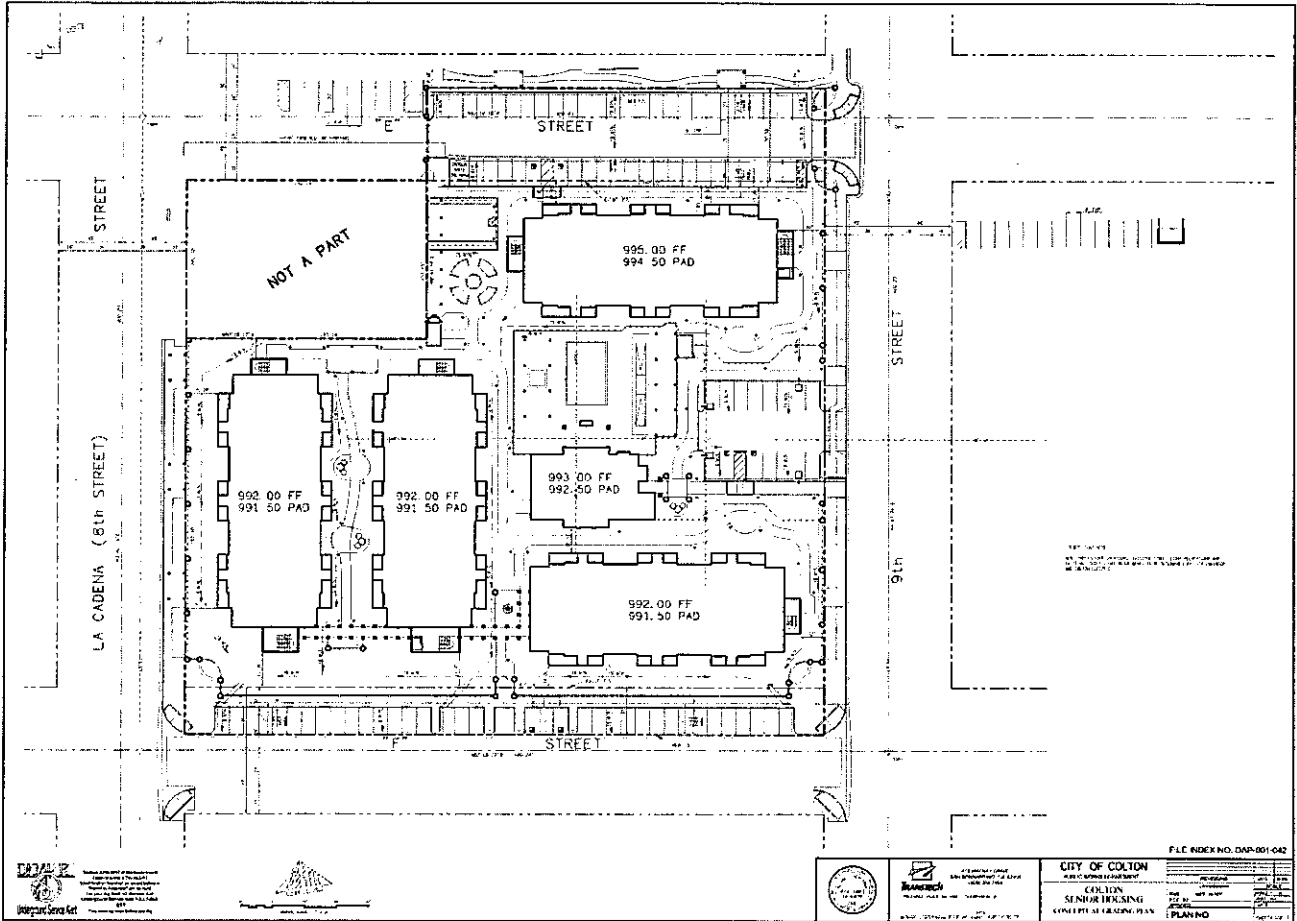


Figure 3: Proposed Site Plan

CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012

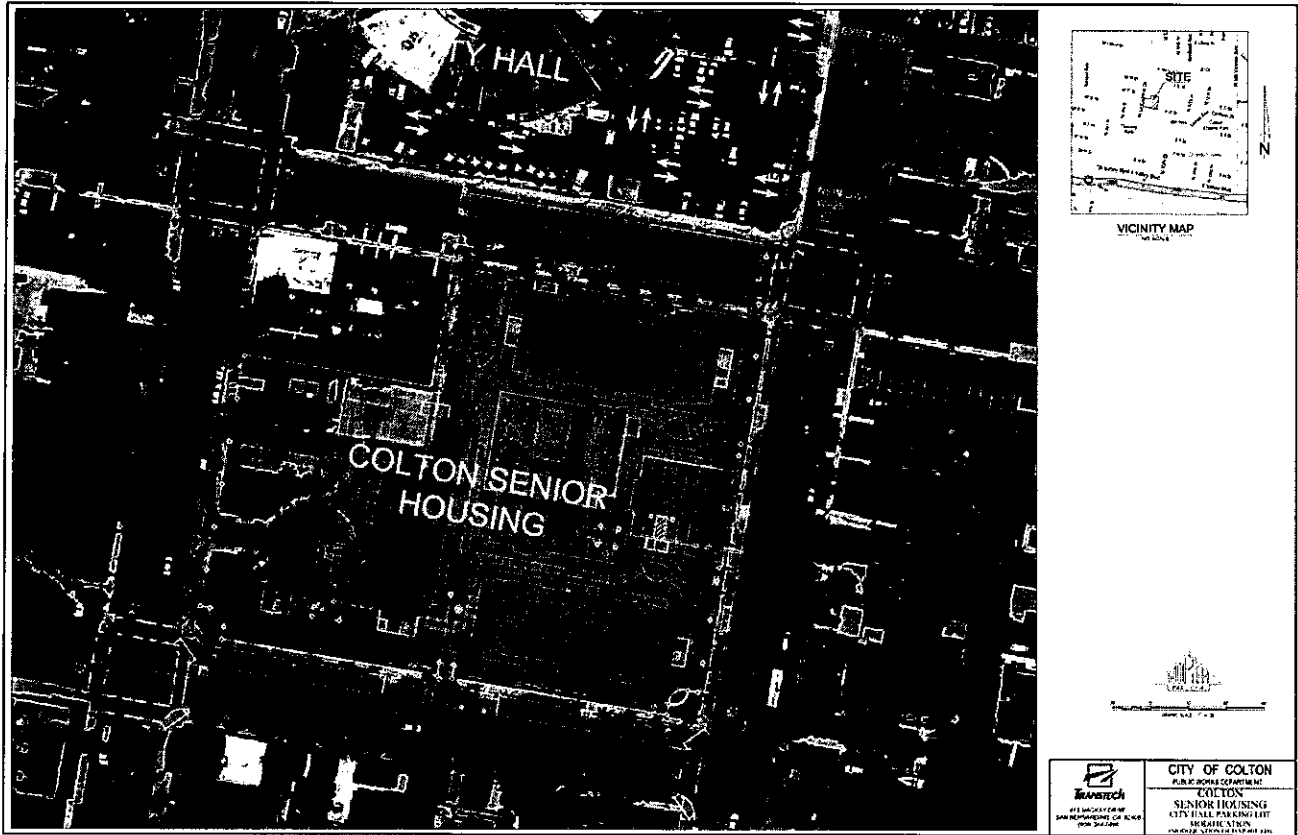


Figure 4: City Hall Parking Lot Plan

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant:** No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

On the basis of this Initial Study, the City of Colton Design Review Committee/Planning Commission finds:

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

Approved by:

Mark Tomich, Director of Development Services

Date: 9-20-2012

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista as identified in the City’s General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

I.a The Civic Center area has been identified as an area that affords opportunities for public facilities and housing. The characteristics of the proposed project are in keeping with the surrounding area that is a mix of office development, multi-family residential and single-family residential housing types.

The proposed project would result in the development on 120 senior housing units as a replacement for the 101 senior housing unit development constructed in 1990 and demolished by the City in 2008. The proposed project would result in the demolition of the existing ‘Human Resource Departments’ office structure and reconstruction of 120 senior housing units contained within two 2-story buildings and two 3-story buildings. Upon development of the project site, the proposed residential units would represent an incremental change in the visual character of the Civic Center area of this community.

The project would not significantly hinder views from the site or adjacent properties. The proposed project would be required to comply with all City development and design standards applicable to new residential development including, but not limited to, the siting of individual structures and structures, landscaping, grading, construction, and lighting. These standards are required for all similar development in the Civic Center area. Adherence to these standards would ensure impacts related to scenic vistas or views would be reduced to a less than significant level. No mitigation for this issue is required.

I.b The project site is predominantly vacant land due to the demolition of a 101 unit senior housing project previously referred to herein. While mature trees would be removed and relocated to accommodate the proposed dwelling units, these trees have not been identified as a significant scenic resource. One structure that occupies the site (a single-family residence converted to public facilities office space constructed in 1914 and an associated detached garage) are proposed to be demolished. The City of

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Colton implements a Special Review of Potential Historic Resource process for any alteration or demolition of a potential historic resource (CMC Section 15.40.110). No on-site feature or vegetation has been identified by the City as a scenic resource. The project site is not located along a State scenic highway. Due to the absence of on-site scenic resources, a less than significant impact is anticipated to occur; therefore, no mitigation for this issue is required.

- I.c For people living in close proximity to the project site, views of the existing vacant lot would be altered by the development of the proposed residential uses. During construction, there would be several temporary visual impacts, such as exposed earth and job-site equipment. These visual impacts are temporary in nature and are considered to have a less than significant impact on surrounding uses.

The proposed project site is predominantly vacant. The neighborhood adjacent to the project site is developed with office buildings, 1 and 2 story residential structures and public improvements.

As the proposed project is subject to City review and approval through the Planning and Development Review process, the project's visual elements would be consistent with the existing uses in the area. Adherence to City-required design standards for structures and features would ensure that no adverse effect on the visual quality of the site or surrounding area would occur; therefore, a less than significant impact is anticipated to occur; therefore, no mitigation for this issue is required.

- I.d Development of the proposed residential use would necessitate the installation of outdoor lighting necessary for the maintenance of public safety and security. Additionally, lighting sources associated with residential uses include vehicle lights from project-related traffic. The City of Colton has established standards for the design, placement, and operation of outdoor lighting within its Design Review Process and Building Code requirements. These standards identify the preferred lighting source and maximum lighting intensity, dictate shielding requirements, and establish hours of operation. Because these standards are imposed on all outdoor lighting sources and because such standards must be adhered to in order to obtain project approval, these requirements are not considered mitigation. While the proposed development would increase the number and distribution of light sources in the vicinity of the project, adherence to the lighting standards established by the City would reduce potential impacts related to light and glare impacts to a less than significant level. No mitigation is required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production(as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- II.a The California Resources Agency defines Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for San Bernardino County as farmlands which include dryland grains of wheat, barley, oats, and dryland pasture. The project site itself is not mapped by the FMMP.¹ The project site does not meet these characteristics; therefore, no mitigation is required.
- II.b Williamson Act² contracts restrict land development of contract lands. The contracts typically limit land use in contract lands to agriculture, recreation, and open space, unless otherwise stated in the contract. The project site is not located within an area covered by a Williamson Act contract; therefore, no cancellation or non-renewal action would occur. The project site is zoned CG, PF and HD by the City. Neither the site nor surrounding properties are currently utilized or planned on being utilized for agricultural uses. Development of the proposed on-site uses would not result in the conversion of Williamson Act contract land or conversion of agriculturally zoned land to a non-agricultural use. No impact related to these issues would occur; therefore, no mitigation is required.

¹ California Department of Conservation, Farmland Mapping and Monitoring Program, 2004.

² The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD's "CEQA Air Quality Handbook?"	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people based on the information contained in Project Description Form?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

III.a The project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County, the non-Antelope Valley portions of Los Angeles County, and the non-desert portions of Riverside and San Bernardino Counties.

The current regional air quality plan is the 2007 Air Quality Management Plan (AQMP) adopted by the SCAQMD on July 13, 2007. The 2007 AQMP proposes attainment demonstration of the federal PM_{2.5} standards through a more focused control of sulfur oxides (SOx), directly emitted PM_{2.5}, and nitrogen oxides (NOx) supplemented with volatile organic compounds (VOC) by 2015. The 8-hour ozone control strategy builds upon the PM_{2.5} strategy, augmented with additional NOx and VOC reductions, to meet the standard by 2024 assuming a bump-up is obtained.³ Bump up means a change in classification. The South Coast Air Management District has requested that California Air Resources Board (CARB)

³ Final 2007 Air Quality Management Plan, South Coast Air Quality Management District, June 2007. Adopted July 13, 2007.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

formally submit a request to EPA for voluntary re-designation (bump-up) of the South Coast Air Basin from a designation of “severe-17” to “extreme” for 8-hour average ozone and modify the attainment date to June 15, 2024. The Basin is currently a federal and state non-attainment area for PM₁₀ and ozone.

The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by the Southern California Association of Governments (SCAG) to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the added emissions generated by the new project has been evaluated and contained in AQMP and would not conflict with or obstruct implementation of the regional AQMP. Although the project includes a General Plan Amendment, the overall level of development envisioned in the City’s General Plan, it would not conflict with or obstruct implementation of any of the control measures in the AQMP. No impact related to this issue would occur; therefore, no mitigation is required.

- III.b. The SCAQMD has developed the *CEQA Air Quality Handbook* that establishes suggested significance thresholds based on the volume of pollution emitted. According to the Handbook, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

55 lbs. per day of VOX (reactive organic compounds) (75 lbs./day during construction);
55 lbs. per day of ROC (reactive organic compounds) (75 lbs./day during construction);
55 lbs. per day of NO_x (oxides of nitrogen) (100 lbs./day during construction);
550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
55 lbs. per day of PM_{2.5} (55 lbs./day during construction);
150 lbs. per day of PM₁₀ (150 lbs./day during construction); and
150 lbs. per day of SO_x (oxides of sulfur) (150 lbs./day during construction).

Construction Emissions. Air quality impacts would occur during site preparation, including grading and equipment exhaust. Major sources of emissions during grading and site preparation include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, as well as by soil disturbances from grading and filling. Construction-related activities are those associated with the building of a single project or projects that are part of an adopted plan. Construction activities are typically short-term or temporary in duration; however, project-generated emissions could represent a significant impact with respect to air quality and/or global climate change. Construction- (SO₂), particulate matter (PM₁₀, and PM_{2.5}); precursor emissions such as, reactive organic gases (ROG) and oxides of nitrogen (NO_x); and GHGs from exhaust, fugitive dust, and off-gas emissions. Sources of exhaust emissions could include on-road haul trucks, delivery trucks, worker commute motor vehicles, and off-road heavy-duty equipment. Sources of fugitive dust emissions could include construction-related activities such as soil disturbance, grading, and material hauling.

Equipment Exhaust. During the construction phases of development, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. Exhaust emissions during the construction activities envisioned on site would vary daily as construction activity levels change. The volume of construction equipment exhaust would not exceed SCAQMD daily thresholds.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Table III.1 – Summary of Emissions from Construction and Grading Operations

	Pollutant Emissions (lbs/day)					
	CO	ROG	NOx	SOx	PM ₁₀	PM _{2.5}
Construction Emissions	25.15	11.01	44.01	.03	2.15	1.98
SCAQMD Construction Threshold	550	75	100	150	150	55
Significant?	NO	NO	NO	NO	NO	NO
Fugitive Dust Emissions	–	–	–	–	32.81	6.85
Peak Grading Day Emissions without Mitigation (Construction Emissions + Fugitive Dust)	25.15	11.01	44.01	.03	34.97	8.83
Significant without Mitigation?	NO	NO	NO	NO	NO	NO
Peak Grading Day Emissions with Mitigation (Construction Emissions + Fugitive Dust)	25.15	7.91	44.01	.03	27.37	7.25
Significant with Mitigation?	NO	NO	NO	NO	NO	NO

Source: Transtech Engineers, Inc. 2012. Assumes operation of the following: 1 industrial saw, 1 Grader, 1 dozer, 1 scraper, 2 loaders, 1 water truck and 2 miscellaneous pieces of equipment. URBEMIS2002 Version 9.2.4 Emissions Estimation for Land Use Development Projects, Appendix H, South Coast Air Quality Management District, May 2003.

*South Coast Air Quality Management District, “Air Quality Handbook,” Table A9-8-A.

PM_{2.5} derived from PM₁₀ emissions based on factors published in the Final - Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

Fugitive Dust. Fugitive dust emissions are generally associated with demolition, land clearing, exposure of soils and cut and fill operations. Dust generated daily during construction would vary substantially, depending on the level of activity, the specific operations, and weather conditions. Approximately 27 pounds of PM₁₀ per day would be generated from soil disturbance (without mitigation) during construction. During peak grading days, daily total construction emissions without mitigation measures would not exceed the SCAQMD threshold for PM₁₀. All other emissions are also below SCAQMD daily thresholds.

With the implementation of the standard conditions such as frequent watering (i.e., minimum twice a day), which reduce fugitive dust emissions would anticipated to be reduced although not indicated by the emission modeling. Construction equipment emissions generated by the project would not exceed the daily thresholds set by the SCAQMD for the criteria pollutants of NO_x, ROG, CO, SO_x, PM_{2.5} or PM₁₀.

AIR-1 The project shall comply with the requirements of SCAQMD Rules 402 and 403, Fugitive Dust, which require the implementation of Reasonable Available Control Measures (RACM) for all fugitive dust sources, and the AQMP, which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include but would not be limited to the following actions:

1. The project proponent shall ensure that construction equipment is properly maintained and serviced to minimize exhaust emissions.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

2. The project proponent shall ensure that existing power sources are utilized where feasible via temporary power lines to avoid on-site power generation.
3. The project proponent shall ensure that construction employees be informed of ride sharing and transit opportunities.
4. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
5. The project proponent shall ensure that watering of the site or other soil stabilization methods shall be employed on an ongoing basis after the initiation of any on-site grading activity. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
6. The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
7. To reduce the potential for wind erosion, the project proponent shall ensure that landscaped areas are installed as soon as possible.
8. The project proponent shall ensure that SCAQMD Rule 403 is adhered to, ensuring the cleanup of construction-related dirt on approach routes to the project site.
9. The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when wind speeds exceed 25 miles per hour.
10. All on-site structures shall conform to the energy use guidelines in Title 24 of the California Administrative Code.

AIR-2 The construction/grading documents for the proposed project shall identify the type of equipment to be utilized during project grading. To ensure pollutant emissions do not exceed SCAQMD daily thresholds, the mix of equipment utilized during construction activities shall be similar to that identified in the Initial Study prepared for the proposed project. In the event a project applicant elects to utilize an alternative mix of equipment; the project applicant shall, prior to the issuance of grading permits, submit to the City for review and approval, evidence that emissions from any alternative mix of equipment do not exceed SCAQMD daily thresholds.

Operational Emissions. Long-term pollutant emissions associated with the proposed project would result from vehicular emissions and stationary emissions created through the consumption of fossil fuels. Additional emissions would result from the consumption of natural gas on site and generation of electricity used by the residential units.

In addition, the CEQA Handbook indicates that changes in the vehicular traffic level of service (LOS) at intersections affected by a project could result in potential carbon monoxide (CO) hotspots and potential operations-related air quality impacts. Development of the project in the downtown Colton area is not anticipated to have additional impacts to street intersections or changes to vehicular levels of service.

In addition, the CEQA Handbook indicates that changes in the vehicular traffic level of service (LOS) at intersections affected by a project could result in potential carbon monoxide (CO) hotspots and potential operations-related air quality impacts. The proposed project will add 15.6 a.m. peak hour (7:00–9:00 a.m.) and 19.2 p.m. peak hour (4:00–6:00 p.m.) trips. The number of trips generated by the site uses would not significantly impact intersection LOS conditions.

In accordance with SCAQMD and California Air Resources Board (CARB) directives for review of air quality impacts from land use projects, build out year mobile source emissions were compared to those from existing uses through the URBEMIS 2007 model using 2007 emission factors. The analysis assesses the mobile source emissions generated by vehicles driving to and from the proposed land uses, as well as area source emissions generated by project heating and electrical systems. As shown in Table III.2, operational air quality emissions resulting from the proposed project are well below SCAQMD levels of significance.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Table III.2 – Summary of Operational Emissions

	Pollutants (lbs/day)					
	CO	ROG	NO _x	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions	7.73	7.83	2.03	0	0.02	0.02
Senior Housing	38.11	3.72	4.87	.05	7.83	1.56
Total Operational Emissions	45.84	11.55	6.9	0.05	7.85	1.58
SCAQMD Threshold (lbs/day)	550	55	55	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Source: Transtech Engineers, Inc. July 2012.

- III.c As stated in the response to Checklist Question III.a, the project is in a non-attainment basin for PM₁₀ and ozone. The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. The proposed project is consistent with the development envisioned in the City’s General Plan; therefore, the cumulative effects associated with development of the proposed uses has already been addressed in the AQMP and impacts are considered to be less than significant. No mitigation is required.
- III.d Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, schools, playgrounds, child care centers, and athletic facilities. The project site is in an area that currently is developed with residential and other sensitive uses. The closest off-site sensitive land use to the project site is the residential area adjacent east and south of the project site. Although the construction of the project site would temporarily emit construction emissions, such emissions are short-term and would not exceed SCAQMD thresholds. Therefore, impacts related to sensitive receptors issue are considered to be less than significant. No mitigation is required.
- III.e During construction, diesel-powered vehicles and equipment in use on the site would create odors. Additionally, the application of architectural coatings and installation of asphalt may generate odors. These odors are temporary and not likely to be noticeable beyond the project boundaries. SCAQMD Rules 1108 and 1113 identify standards regarding the application of asphalt and architectural coatings, respectively. Adherence to the standards identified in these rules would reduce temporary odor impacts to a less than significant level.

Long-term objectionable odors are not expected to occur at the proposed project site. Outdoor activities conducted at the proposed project would include typical residential activities, such as cooking and the use of gas barbecue grills, neither of which would generate substantial objectionable odors. Solid waste generated by the proposed on-site uses would be collected by a City or contracted waste hauler, ensuring that any odors resulting from on-site uses would be adequately managed. Additionally, waste receptacles and garbage areas would be designed and constructed per applicable City of Colton standards. For these reasons, impacts from objectionable odors generated by the project are considered less than significant. No additional analysis of this specific issue is necessary. No mitigation is required.

Potentially Significant Impact	Less Than Significant With	Less Than Significant Impact	No Impact
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**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

IV. BIOLOGICAL RESOURCES – Would the project:	Mitigation Incorporation			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Discussion:

- IV.a Sensitive biological resources are those defined as (1) habitat area or vegetation communities that are unique, are of relatively limited distribution, or are of particular value to wildlife; and (2) species that have been given special recognition by federal, state, or local government agencies and organizations because of limited, declining, or threatened populations. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.b Habitats considered sensitive by federal or state resource agencies and other groups are those that have been depleted, are naturally uncommon, or support sensitive species. No riparian habitat is located within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.c There are no drainages located within the project limits. During the construction of the proposed project, as previously stated, no federally protected wetlands are located within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.d The proposed project is located in the Civic Center core of the community. The site is bordered by office buildings, the Civic Center and existing residential. Due to its predominantly urban developed condition, the project site is not conducive for foraging ground and localized movement for wildlife.

Indirect impacts (e.g., noise, fugitive dust, lighting, and water quality) to on-site biological resources is not a factor. In light of the existing development in the project vicinity, impacts to regional wildlife movement associated with this project is not a factor. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.e The City of Colton does not have an adopted ordinance protecting biological resources but its policy has been to preserve specimen-size trees where possible during redevelopment of sites. The project involves maintaining and relocating existing large palm trees where possible. Implementation of the proposed project would have a less than significant impact.
- IV.f The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. Implementation of the proposed project would have a less than significant impact.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

pursuant to §15064.5 of CEQA?

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

V.a A “historic resource” includes, but is not limited to any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.⁴ CEQA mandates that Lead Agencies consider a resource to be “historically significant” if it meets the criteria for listing on the California Register of Historic Resources. Such resources meet this requirement if they are (1) associated with events that have made a significant contribution to the broad patterns of California history, (2) associated with the lives of important persons in the past, (3) embody distinctive characteristics of a type, period, region, or method of construction, and/or (4) represent the work of an important creative individual or possesses high artistic value.

The project includes a request to demolish the existing structure located at 552 North La Cadena, constructed in 1914 as a single-family residence and presently used as an office for the City of Colton Human Resources Division. Pursuant to Section 15.40.030 of the Colton Municipal Code, prior to the demolition or alteration of any physical feature fifty years or older that is not designated as a “historic resource” (landmark) may be considered a “potential historic resource” and reviewed by the Historic Preservation Recommendation Committee (HPRC) to determine whether the structure could qualify as a historic resource. Upon review a Special Review of Potential Historic Resource of the structure pursuant to CMC Section 15.40.110, the Historic Preservation Recommendation Committee (HPRC) determined that the structure would not qualify as a “historic resource” either under CEQA or national, state, or local criteria. Therefore, the demolition will not cause a substantial adverse change on the significance of a historical resource pursuant to Section 15064.5 of CEQA since structures to be demolished do not meet either local or state criteria.

The project will not have an adverse impact on the existing historic resources located at 572 North La Cadena Drive (Landmark No. 34) that abuts the property to the north along the west lot line since the proposed 3-story building will be located at least 20 feet (~10 feet on each property) from this structure with a trellis structure located at least 3 feet from the shared lot line adjacent to the rear yard of the resource lot.

The project will not have an adverse impact on the existing historic resources located at 572 North La Cadena Drive (Landmark No. 34) that abuts the property to the north along the west lot line since the

⁴ Public Resources Code, Section 5020.1(j).

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

proposed 3-story building will be located at least 20 feet (~10 feet on each property) from this structure with a trellis structure located ~4 feet from the shared lot line adjacent to the rear yard of the resource lot.

CEQA establishes that a significant effect on the environment would occur only where a project causes a “substantial adverse change in the significance of a historic resource.” Because no “historic resource” has been identified within the project limits, no significant impact resulting from the development of the project site would occur. Because it has been determined that there are no historic resources will be impacted by the project; No impact related to this issue would occur; therefore, no mitigation is required.

- V.b No cultural resources are anticipated given that the proposed project is the development of an affordable senior housing complex and adjacent improvements within City right-of-ways. The proposed development is a re-construction of a similar project that was demolished on a significant portion (approximately 3 acres) of the proposed project site. There are no known unique ethnic or cultural values associated with the site, nor are there any religious or sacred uses associated with the project site.
- V.c The project site is not located within an “Area of Concern for Archaeological Resources.” With no significant on-site historic, archaeological, or paleontological resource identified within the project limits, and site clearing and grading activities being previously completed resulting in no reported archaeological or paleontological resources. Based on the previously constructed senior housing complex there is a low potential for paleontological resources; No impact related to this issue would occur; therefore, no mitigation is required.

The proposed project will not modify any unique geologic features based on a site survey/evaluation. No impact related to this issue would occur; therefore, no mitigation is required.

- V.d No evidence is in place to suggest the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, a less than significant impact is anticipated to occur with the development of the project site.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Division of Mines and Geology Special
Publication 42.

- | | | | | | |
|-----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| ii | Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) | Seismic-related ground failure, including
liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) | Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Result in substantial soil erosion or the loss of
topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | Be located in a geologic unit or soil that is
unstable, or that would become unstable as a
result of the project, and potentially result in on-
or off-site landslide, lateral spreading,
subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Be located on expansive soil, as defined in
Table 18-1-B of the Uniform Building Code
(1994), creating substantial risks to life or
property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Have soils incapable of adequately supporting
the use of septic tanks or alternative waste water
disposal systems where sewers are not available
for the disposal of waster water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

A preliminary geotechnical investigation was prepared for the prior uses constructed on the project site. The purpose of the geotechnical investigation was to obtain sufficient engineering and geologic data to estimate the current on-site geotechnical conditions and provide design and construction criteria for the proposed development of the prior senior housing complex, single family structure (currently the city's Human Resource Department) and public streets/right-of ways.

Grading for the project shall be in conformance with the recommendations specified in a new soils construction and observation report to be submitted with the technical building plans and prior to issuance of a grading permit; therefore, a less than significant impact is anticipated to occur; therefore, no mitigation for this issue is required.

- VI.a The project site is located outside of an Alquist-Priolo Special Studies Zone. Although the site is outside the Alquist-Priolo Special Study Zone nearby faults, which could produce significant

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

ground shaking during an earthquake event, could potentially affect it. The faults listed by their proximity to the project site are the San Jacinto Fault and San Andreas Fault; each is discussed below.

The San Andreas Fault is a right-lateral strike-slip fault extending through southern California into northern California located approximately 10 miles north of the project site. The last major rupture of the San Andreas Fault on the southern California segment occurred on January 9, 1857. Expected magnitudes of earthquake strength are between 6.8 and 8.0 moment magnitude (M_w).

The San Jacinto Fault is a right-lateral strike-slip, minor right-reverse fault located approximately 4-1/2 miles southwest of the site. The San Jacinto Fault is 130 miles long affecting communities including San Bernardino, Loma Linda, Hemet (in Riverside County), and Ocotillo Wells (in Imperial County). The last major earthquake on the San Jacinto was on April 9, 1968 when a 6.5 M_w occurred on the Coyote Creek segment. A possible earthquake occurring on the San Jacinto Fault could be 7.5 M_w .

Earthquakes, due to their ground acceleration and shifting, can cause major damage to buildings and create dangerous hazards to people through injury or death. Development in the seismically active southern California region must mitigate these potential hazards through strict adherence to the California Building Code (CBC) and recommendations by geotechnical engineers. The proposed project is located outside the Alquist-Priolo Special Studies Zone, and the developer will be required to implement established building construction requirements. The impact from earthquake hazards is therefore found to be less than significant.

The site is located outside the areas subject to landslides, mudslides, subsidence or other similar hazards as identified in the City's General Plan. No impact related to this issue would occur; therefore, no mitigation is required.

- VI.b No groundwater was encountered within the maximum depth explored and none is anticipated. No unstable soil conditions would occur due to excavation, grading, or fill activities. However, during the construction phase, project dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. To avoid the erosion of soils due to stormwater, the construction contractor would be required to install and maintain the Best Management Practices (BMPs) required in the project Storm Water Pollution Prevention Program (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) permit. Refer to the Hydrology section of this Initial Study for a comprehensive discussion. To avoid soil erosion due to construction traffic, mitigation measures would be implemented that would control soil loss and also contribute to the reduction in air contaminants associated with minute soil particles ten microns in diameter or less, referred to as PM_{10} . Refer to the Air Quality section of this Initial Study for further discussion of the control of blowing soil and mitigation measures used to inhibit their migration off-site.
- VI.c Liquefaction is a process in which strong ground shaking causes saturated soils to lose their strength and behave as a fluid. Ground failure associated with liquefaction can result in severe

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

damage to structures. The geologic conditions for increased susceptibility to liquefaction are: 1) shallow depth to groundwater (i.e. less than 50 feet); 2) presence of unconsolidated sandy alluvium, typically Holocene in age; and 3) strong ground shaking. All three of these conditions must be present for liquefaction to occur.

According to the City's General Plan, the project site is not located within an area of high liquefaction susceptibility. The majority of the soils on the site were found to be coarse grained with a small amount of gravel and cobbles and moderately dense. Studies have shown that these conditions have a low probability of liquefaction yet are susceptible when water levels are high. However, groundwater is expected to be deep in this area, over 100 feet deep. Thus, damage from shaking by an event on a local fault should be no greater at this property than at any other property in the areas which is constructed on firm ground. Due to the depth to groundwater and the type of the soils encountered, no impact is anticipated. No impact related to this issue would occur; therefore, no mitigation is required.

- VI.d The project site is not located on expansive soils as defined in Table 18-1-B of the Uniform Building code.
- VI.e The disposal of waste water generated by the proposed project will be through the City maintained sanitary sewerage system.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- VII.a The City of Colton has not implemented a Greenhouse Gas Emissions Reduction Plan to date. As a reference and implementation document for the purpose of evaluating the proposed project we make reference to the County of San Bernardino Greenhouse Gas Emissions Reduction Plan (GHG Plan) that was adopted by the County of San Bernardino on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The Plan is consistent with AB 32 and sets the County on a path to achieve a more substantial long-term reduction in the post-2020 period. In 2007, the California State Legislature adopted Senate Bill 97 (SB97), which required that the CEQA Guidelines be amended to include provisions addressing the effects and mitigation of GHG emissions. Implementation of the County's GHG Plan is achieved through

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to address a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify and mitigate project emissions. Based on the CalEEMod statistical analysis, multi-family residential projects with more than 85 units typically generate more than 3,000 MTCO_{2e}. The proposed 120 unit affordable senior housing complex is anticipated to generate far less than a typical market rate multi-family residential project given the fact that there is a dramatic reduction in population increase, transportation related impacts and other activities occurring at the project. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and, therefore, will be determined to have a less than significant individual and cumulative impact for GHG emissions.

- VII. b The proposed project will not generate more than 3,000 MTCO_{2e}. The proposed project shall also shall propose the application of Building Energy Reduction Measures by 1) exceeding energy efficiency standards in Title 24 of the Building Code 2) utilizing high-efficiency lighting fixtures and appliances, 3) eliminating significant turf areas from the project landscaping, 4) providing pedestrian linkages to nearby commercial uses, and 5) recycling 10% of construction waste in lieu of the required 2%. The project has recognized the threshold consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the development review process are included in the project design, and will be included as conditions of approval.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS

– Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

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| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity if a private airstrip, would the project result in a safety hazard for people residing or working in the project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- VIII.a Implementation of the proposed project would result in the development of the project site with residential uses. No manufacturing, industrial, or other uses that would utilize hazardous materials as part of daily operations are included in the proposed project. Typical use of household hazardous materials (e.g., pesticides, fertilizer, solvents, cleaning products, and paints) would not result in the significant transport, disposal, or release of hazardous materials that would create a significant hazard to the public or environment due to the small volumes present on site. Therefore, impacts related to this issue are less than significant. No mitigation is required.
- VIII.b The proposed project does not allow for the use, storage, disposal or transport of large volumes of toxic, flammable, explosive, or otherwise hazardous materials that could cause serious environmental damage in the event of an accident. Land uses proposed for the project site would not present a hazard associated with the accidental release of hazardous substances into the environmental. The project site is not listed on the Hazardous Waste and Substances Sites (Cortese) List or on any City hazardous waste material site. No obvious sign of hazardous waste use or dumping (e.g., drums, containers, fluids, spills, or discolored soils) or other evidence of hazardous materials were observed during the biological or cultural resource surveys, or general site reconnaissance. No hazardous material condition has been reported by the project

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

applicant. Past soil disturbances and the passage of time would have diluted any agricultural chemicals that may have been previously applied to the project site. Therefore, impacts related to this issue are less than significant. No mitigation is required.

Because of their age of the existing Human Resource office structure, an Asbestos and Lead Survey analysis to assess whether the on-site structure contained hazardous materials in the form of asbestos (e.g., insulation), lead (e.g., paint), or other materials is warranted. Demolition of the on-site structure may require the removal of the hazardous materials identified, if identified. To reduce the significance in the unlikely event potentially hazardous materials are encountered during project grading/construction, the following mitigation measure have been identified.

HAZ-1 The City shall require an Asbestos and Lead Survey analysis prior to demolition of the existing structure to assess whether the structure contains hazardous materials in the form of asbestos (e.g., insulation), lead (e.g., paint), or other materials. The removal and/or disposal of any such contaminants shall be in accordance with all applicable local, state, and federal standards.

Adherence to the above measures would reduce impacts related to the release of hazardous materials to a less than significant level.

- VIII.c The project site is not located within close proximity to a school. The nearest school sites are Abraham Lincoln Elementary School, located approximately 0.4 mile northeast of the project site. Other schools in the project's vicinity include Ulysses Grant Elementary located 0.50 mile northwest, and Colton High School located 0.5 miles west of the project site. The proposed project site is not located within 0.25 mile of an existing or proposed school. Additionally, the proposed residential uses would not include any activities that would emit hazardous emissions or handle hazardous materials, substances, or water. Therefore, a less than significant impact is anticipated to occur. No mitigation is required.
- VIII.d Pursuant to the California Government Code (Section 65962.5[E]), the project site is not listed in the State of California Hazardous Waste and Substances Site List (Cortese list).⁵ No impact related to this issue would occur; therefore, no mitigation is required.
- VIII.e The San Bernardino International Airport (SBIA) is located approximately 3.5 miles east of the project site. The project site is not located within an Airport Influence Area⁶ or within 2.0 miles of an airport. No impact related to this issue would occur; therefore, no mitigation is required.
- VIII.f The proposed project is not located within the vicinity of a private airstrip.
- VIII.g The proposed project, including all structures and facilities, will be designed, sited, constructed, and maintained in accordance with applicable emergency response evacuation standards set by the City. Construction activities, which may temporarily restrict vehicular traffic, will be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. No significant impact related to this issue would occur; therefore, no mitigation is required.
- VIII.h The project site is not located in an urban-wildland interface area. The construction of the proposed residential structures would be required to adhere to all applicable standards established in the City's Municipal and Development Codes. Furthermore, the design of the project would be reviewed and

⁵ *Hazardous Waste Substance and Sites List (Cortese List)*, California Department of Toxic Substance Control, <http://www.envirostor.dtsc.ca.gov/public/search.asp>, site accessed August 8, 2012.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

approved by the Colton Fire Department (CFD). No significant impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, such as from areas of material storage, vehicle or equipment maintenance (including washing or detailing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

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| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Panel No. 06071C7930H) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

IX.a The project will not violate any water quality standards or waste discharge requirements. The project is the redevelopment of an existing senior residential development. The proposed project will be required to prepare a Water Quality Management Plan and Storm Water Pollution and Prevention Plan (SWPPP), which include best management practices for water quality management. The City is also a co-permittee with the County of San Bernardino in the implementation of the National Pollution Discharge Elimination (NPDES) program, which implements standards for water quality associated with surface water. These standards will assure that the construction of the project will not degrade storm water, and will not release storm water into the City's storm drainage system in an improper or unsafe manner.

Construction-Related Impacts. Construction of the proposed development will require grading and excavation activities, which may allow eroded soils and other pollutants to enter the storm drain system. Pollutants such as sediment, nutrients, heavy metals, toxic organics, trash and debris, and contaminants may be conveyed by storm runoff of impermeable surfaces (e.g., parking lots). The City implements National Pollutant Discharge Elimination System (NPDES) requirements for surface water discharge for all qualifying projects, including the project site. Any construction project resulting in the disturbance of 1.0 acre or more requires an NPDES permit. Additionally, the City has prepared a Storm Water Pollution Prevention Plan (SWPPP) that details the Best Management Practices (BMPs) that will be implemented during construction to mitigate construction-related water quality impacts. Development of the project site is in excess of one acre; therefore, the project is required to obtain coverage under an NPDES permit. During the construction period, the project would use a series of BMPs to reduce erosion and

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor would be required to actively maintain the SWPPP and an inspection log. Both the SWPPP and inspection log are required to be on site at all times in the event a site inspection is conducted by City or representatives of the RWQCB. With implementation of the erosion/sedimentation/pollution control measures required in the NPDES construction permit, short-term construction-related water quality impacts would be reduced to below a level of significance.

Operational Water Quality Impacts. The development of the property will result in the improvement of the site, including buildings and other impervious surfaces. Runoff from landscaped areas would result in elevated levels of phosphorous, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles are also expected in stormwater runoff. Nutrients from this runoff could promote algae growth in local drainage ways as well as contribute to degradation of surface water quality.

Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a given area that reaches a receiving water body. The potential water quality impacts are similarly variable and related to the increase in the peak runoff, the type and extent of new urban uses, and the sensitivity of the receiving water. Development of the project could result in increased peak flow and pollutant loads in the local drainage ways.

Since 2004, post-construction impacts associated with urban runoff have been addressed through the preparation of Water Quality Management Plans (WQMP). New development projects submitted for approval after June 1, 2004, are required to submit a project-specific WQMP prior to the first discretionary project approval or permit. The project-specific WQMP must identify BMPs (including design criteria for treatment control) that are applicable to the project site. The primary objective of the WQMP, by addressing site design, source control, and treatment control BMPs applied on a project-specific and/or sub-regional or regional basis, is to ensure that the land use approval and permitting process of the City would minimize the cumulative regional impact of urban runoff. The WQMP would be required to be incorporated by reference or attached to the project's SWPPP as the Post-Construction Management Plan.

The proposed project would incorporate on-site drainage that would have hydrodynamic infrastructure components that would meet the City's water quality requirements. The developer will be required to retain the incremental increase in developed flows for a 1-year, 2-year and 5-year storm frequency flows on site. The City Engineer requires the preparation of hydrology analysis to assure that on-site retention or detention is sufficient to accomplish this requirement.

Submittal of a Notice of Intent (NOI) is a standard requirement of all development that disturbs more than one acre of land. For development of the site to occur, the construction plans and project design will incorporate the measures identified in the SWPPP and WQMP. Compliance with the measures identified in the SWPPP and WQMP would reduce the potential construction

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

and operational water quality impacts associated with the proposed development to a less than significant level.

Adherence to the measures detailed in the approved SWPPP and WQMP, as well as compliance with NPDES permit requirements, would ensure no project-related water quality impact would result from development of the project site as proposed. No mitigation is required.

- IX.b The proposed project will utilize domestic water for landscaping and for domestic uses. Based on a consumption rate of 500 gallons per day per residence, the domestic water demand for the proposed residential uses would total approximately 60,000 gallons per day. The 2010 San Bernardino Valley Regional Urban Water Management Plan documents water supply reliability and outlines water use efficiency measures adopted to ensure adequate water supply in the service area. Included in the UWMP is an estimate of future needs based on population growth in the City. The proposed project is consistent with existing land use designations utilized to determine future water demand; therefore, the proposed 120 senior residential units would be included in the City of Colton's determination of future water demand.

The City of Colton Water Department will provide water to the buildings constructed within the project. The development of 120 senior apartment units will not significantly impact the demand for water services. The project is a re-development of an existing senior community of approximately the same size. The development is within the range allowed in the General Plan, which has served as the basis for water management planning for the District and other water purveyors in the City. The City of Colton produces its water supply from groundwater wells located throughout its service area. Colton extracts groundwater from three adjudicated basins: the San Bernardino, Rialto-Colton, and Riverside Basin Areas. Recharge of the aquifer is generally through local precipitation and by stream flow from rain and snowmelt from the San Bernardino Mountains watershed. The principal recharge areas are Lytle Creek, Reche Canyon in the southeastern part and the Santa Ana River in the south-central part. Lesser amounts of recharge are provided by percolation of precipitation to the valley floor, underflow, and irrigation and septic returns. Underflow occurs from fractured basement rock and through the San Jacinto fault in younger Santa Ana River deposits at the south end of the subbasin and in the northern reaches of the San Jacinto fault system. Groundwater recharge has been augmented through the use of spreading basins. The Riverside-Arlington subbasin is replenished by infiltration from Santa Ana River flow, underflow past the Rialto-Colton fault, intermittent underflow from the Chino subbasin, and return irrigation flow, and deep percolation of precipitation. The proposed project would not contribute to the depletion of groundwater supplies or interfere with groundwater recharge as proposed by development of the project. Therefore, no significant impact to groundwater resources would occur. Impacts are to be less than significant.

- IX.c/d In order to determine how the hydrology improvements of the site would be designed, a Preliminary Drainage Study was prepared. Flood control facilities are located in the vicinity of the project site, and were considered in the design of the flood control improvements. The preliminary assessment included off-site flows. Off-site flows continue around the project in existing curbs and gutters associated with 9th Street and La Cadena Street. The proposed project will be developed on an existing City in-fill site surrounded by existing public streets. The project

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

site is primarily undeveloped and does not contain any surface water features. Implementation of the proposed project would alter the existing drainage patterns on the site by paving a large portion of the site and diverting runoff to a new drainage system. Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level. The project site is located in the downtown area of the City of Colton and comprises approximately 3.4 acres. The site was previously a senior apartment project of approximately 101 dwelling units. The apartments and most of the associated parking, landscaping amenities, etc. have been demolished and removed from the site. Some landscaping including ground cover and trees, curb, gutters, sidewalk and paving remain in the southwest corner of the subject property. Runoff from the site flows overland northeasterly to southwesterly towards curbs and gutters along La Cadena Avenue and "F" Street. Flows continue southerly along streets and underground storm drains. The receiving water for runoff from this area is the Santa Ana River. There have not been any pre-existing water quality problems identified in conjunction with this site.

- IX.e The City of Colton requires that residential, commercial and industrial projects retain all storm water onsite and that the new drainage system be designed to meet a 50-year storm event. The drainage system design will be reviewed by the City Public Works Department to ensure adequate capacity and compliance with City standards. This impact is less than significant. Polluted runoff from the project site during construction and operation could include sediment from soil disturbances; oil and grease from construction equipment, roadways and parking lots; pesticides and fertilizers from landscaped areas; metals from paints; and gross pollutants such as trash and debris. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level.

The design of the project will incorporate vegetated drainage swales to convey storm water away from buildings, hardscaped areas and parking lots. Swales will flow towards on-site area catch basins or directed to curb outlets for conveyance to street gutters along the existing improved streets and ultimately to the City's underground storm drain system. The pre-development peak discharge from the project site during a six-hour 50-year storm totals 7.9 cubic feet per second (cfs). Based on the preliminary drainage study, the project site's proposed drainage system would result in post-development peak discharge of 7.8 cfs during a similar storm event.

Approvals of drainage features/improvements are made through the plan check process. As part of this process, all project-related drainage features would be required to meet the City's development standards. Erosion, sedimentation, and siltation impacts are adequately addressed through adherence to measures identified in the approved SWPPP and WQMP, and compliance with NPDES permit requirements. Because the project would be required to design and install drainage systems according to standards and provisions set forth by the City, and would be required to adhere to the previously referenced mitigation, impacts related to this issue are anticipated to be less than significant.

- IX.f The installation of impermeable surfaces, such as buildings and pavement, generally increase the velocity and volume of surface runoff. As urban runoff flows over lawns, gardens, sidewalks and streets, it carries off pollutants such as automobile oil and antifreeze, pesticides, pet waste, and litter into the storm drain system. The storm drain system collects water from the streets and

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

transports it directly or indirectly to local water supplies and eventually the Pacific Ocean. Urban runoff from the storm drains is typically not filtered or treated.

Pursuant to the CWA, persons or companies found guilty of dumping anything into storm drains can be fined up to \$37,500 per day. Federal environmental regulations based on the CWA require the control of pollutants from Municipal Separate Storm Sewer Systems (MS4s), construction sites and industrial activities. MS4s include drainage systems owned and maintained by the City of Colton. Discharges from such sources were brought within the NPDES permit process by the 1987 Clean Water Act amendments and the subsequent 1990 and 2009 promulgation of stormwater regulations by the U.S. Environmental Protection Agency. Because the project proponent would be required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the City of Colton, a less than significant impact related to this issue is anticipated to occur with the implementation of the proposed project. Impacts are less than significant.

IX. g/h The proposed project is not located within an area identified as being subject to flood hazards, either by the City of Colton or the Federal Emergency Management Agency.⁷ The project would not place housing or buildings within a flood hazard area and would not impede or redirect flood flows. Because the project site is outside the 100-year flood zone, it is not subject to the City's Municipal Code Title 15, Chapter 15.18 Floodplain Management regulations for new development. Due to the existing protections in place, dam failure is unlikely and it not probable that the project would be impacted by dam failure. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding due to inundation resulting from failure of a levee or dam. No impact related to this issue is anticipated to occur with the implementation of the proposed project. No mitigation is required.

IX.i/j The site does not have the potential to produce mudflows due to the relatively flat and moderately sloped topography of the site, and it is not in proximity to the ocean or other water bodies to be affected by a tsunami or seiche. Flood control in the City provides an integrated approach to manage regional and local drainage flows. This system includes debris basins, storm channels, and levees. The project site is not located within the potential inundation area of dams or major water courses. No impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING – Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

⁷ Flood Zone X, FEMA Flood Data, Federal Emergency Management Agency (Flood Insurance Rate Map 06071C8679H, August 28, 2008.)

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Discussion:

X.a The project will not physically divide an established community. The subject site is at the edge of an area that serves as the City’s Civic Center with the City Hall, Library, and Chamber of Commerce located to the north and will serve as a buffer to the residential areas to the south and east of the site, in a similar fashion as the previous senior housing development demolished in 2008. Therefore, the project will not physically divide existing neighborhoods or the current pattern of development. No impact related to this issue would occur; therefore, no mitigation is required.

X.b The proposed 120-unit affordable housing project for seniors at the subject property conflicts with the General Plan designations and zoning classifications of the two of the properties of “Public Facilities”/ PF, Public Facilities, zone and “General Commercial”/ C-2, General Commercial, respectively. However, the project includes applications for a general plan amendment and zone change to reclassify the properties into the “High Density Residential” general plan land use designation and “R-3, Multiple-Family Residential” zoning district, respectively will eliminate the conflict since multiple-family residential uses are allowed in the proposed designation/zoning.

Additionally, the project conflicts with the required development standards of the R-3 zone including, but not limited to, density, minimum dwelling size, building height, setbacks, separation between buildings, recreational space, parking, landscaping, and trash/storage areas. However, the project includes applications for conditional use permits (CUP) authorized by Section 18.16.080 of the Colton Municipal Code for an increase in density from 15 units per acre up to 39 units per acre and authorized by Section 18.16.050 of the Colton Municipal Code for reductions in development standards for housing for senior citizens. Additionally, the project includes a variance application for deviations of development standards that are not reductions including but not limited to building height.

Because the proposed project would be developed consistent with the standards established by the City in its Zoning Code and additional requirements (conditions) imposed through Architectural & Site Plan Review, Tentative Parcel Map, Special Review of Potential Historic Resource, and Sign Review applications as well as the Conditional Use Permit and Variance would address any potential conflict with city policies, regulations, or plans, impacts related to this issue would be less than significant. No mitigation is required.”

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

X.c. The project site does not lie within a habitat conservation plan or a natural community conservation plan area; therefore, no conflict with such plans would result from the development of the proposed on-site use. No impact related to this issue would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located in a Mineral Resource Zone as adopted by the State Mining and Geology Board and identified in the City's General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

XI.a-c Natural sand and gravel deposits in Cajon Wash, Lytle Creek, Warm Creek, City Creek, and the Santa Ana River contain the bulk of the regions aggregate resources. The proposed project site is not within an MRZ-1⁸ or MRZ-2⁹ Zone. The proposed project would not result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state. The proposed project would not result in the loss of availability of a locally-important mineral resource recovery site delineated in the City General Plan. No mineral extraction activities occur on site. Because of the size and location of the project site, and the absence of any identified on-site mineral resource, development of the project site would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. No impact related to this issue would occur.

Construction of the proposed residential dwellings and related infrastructure would require the use of concrete, aggregate, asphalt, and other materials. These resources are commercially available in the southern California region with few or no constraints. Because of the general availability of construction materials (including aggregate) and the limited scale of the proposed project, no adverse impact related to the availability of these resources or the resource base from which they are derived would occur. No impact related to this issue would occur.

⁸ MRZ-1 is defined as an area where adequate geological information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

⁹ MRZ-2 is defined as an area where geological data show that significant measured or indicated resources are present.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the City’s General Plan or Development Code, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundbourne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

XII.a The project site is located in a developed area of the City. Abutting the site to the west and across roadways to the west, south, and east are residential uses which are considered noise-sensitive receptors. The proposed residential use of the site is also a noise-sensitive receptor. Noise impacts to the project itself and future residents since the existing ambient noise level is impacted by several sources including the adjacent roadways, the railroad located to the west, and freeway to the south. As such, stationary noise sources associated with implementation of the proposed project would result in a less-than-significant impact and no mitigation would be required.

The amount of noise generated by the proposed residential use is not expected to be significant since it will be consistent with other residential uses in the area. There may be increased noise generated to adjacent properties due to traffic diverted by the closure of E Street which increases traffic volumes on D

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Street and F Street between La Cadena and Ninth Street. However, the amount of traffic diverted would not generate enough noise to create a perceptible change in traffic noise in the vicinity of the project site. Therefore, the project would not result in a perceptible permanent increase in ambient noise levels in the project vicinity above levels existing without the project and no mitigation would be required to reduce the project's operational noise impacts to off-site uses.

The City specifies the maximum acceptable exterior community noise equivalent level (CNEL) for residential uses in the City shall not exceed 65 decibels (dB) while interior noise levels shall not exceed CNEL 45 dB. The CNEL is a 24-hour A-weighted average sound level from midnight to midnight obtained after the addition of 5 decibels (dB) to sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB to the sound levels occurring between 10:00 p.m. and 7:00 a.m. The 5 dB and 10 dB penalties added to the evening and nighttime hours account for the added sensitivity of humans to noise during these time periods. Based on noise analyses prepared for similar projects, noise from construction equipment typically generates approximately 68 dB at 100 feet from the area where it operates. If two pieces of equipment are used, the "typical" construction noise measurements of the maximum hourly average noise levels are expected to be approximately 72 dB at 100 feet from the point of origin. These noise sources would decrease at a rate of 6 dB per doubling of distance; therefore, at 200 feet, construction noise would decrease to 66 dB; at 400 feet, the noise would decrease to 60 dB; etc.

Due to the location of residential uses abutting the site and the level of typical construction noise, exterior noise levels at the nearest sensitive receptor would exceed 72 dBA. A 24 dB outdoor to indoor noise reduction with windows closed is typically assumed to represent interior noise levels where measurements are not available. Noise attenuation afforded by typical construction practices (with windows open) is approximately 15 dB; therefore, construction noise at the nearest sensitive receptor would exceed the City's noise standard (with windows open). This short-term noise impact would exceed the City's noise standard of 45 dB(A) for interior noise to nearby residences. The following mitigation measures would be required to reduce potential construction noise impacts to a less than significant level.

- NOS-1** On-site construction activities shall be restricted to the hours permitted under the City's Municipal Code.
- NOS-2** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that all construction vehicles have mufflers and shall be maintained in good operating order at all times.
- NOS-3** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that all trucks waiting to be loaded or unloaded with construction material shall not be left to idle for more than 10 minutes.
- NOS-4** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that all stationary noise-generating sources, such as air compressors are located as far as possible from existing residential uses.

Adherence to **Mitigation Measures NOS-1** through **NOS-4** would reduce short-term noise impacts to a less than significant level.

- XII.b Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the effect associated with the shaking of a building there is less of a reaction. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within about 100 feet from the vibration source. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for this project that the roadway surface would be smooth enough that groundborne vibration from street traffic would not exceed the impact criteria. In addition, any groundborne noise or vibration would occur only intermittently during grading and construction of the proposed on-site uses. Any potential impact associated with groundborne noise or vibration would be short-term and less than significant; therefore, no mitigation is required.

- XII.c** The project site is not located in an area where the existing or future noise levels exceed the 65 dB exterior standard established by the City. Noise increases are anticipated to result from vehicle activity, residential noise (e.g., lawnmowers, etc.) and human activity (e.g., children playing, dogs barking). The noise resulting from the long-term occupation of the proposed residential uses is anticipated to be similar to that of adjacent residential and business areas and would not result in a substantial permanent increase in existing ambient noise levels. No significant long-term noise impacts would occur. No mitigation is required.
- XII.d** The proposed project is replacement housing for seniors. This project is similar in nature and scope and will reduce office operations with the demolition of the Human Resource building. A less than significant impact is anticipated. No mitigation is required.
- XII.e-f** The nearest airport to the project site is San Bernardino International Airport (SBIA), located approximately 3 miles east of the site. The project site is not located within the SBIA's Planning Boundaries, or within the noise contours identified for this air facility. The development and occupation of the residential dwellings would not expose residents to excessive noise airport-related noise levels. No impact related to this issue would occur; therefore, no mitigation is required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Discussion:

XIII.a The proposed project is the development of an affordable senior housing complex and adjacent improvements within City right-of-ways. The proposed development is a re-construction of a similar project (101 affordable senior housing complex) that was demolished on a significant portion (approximately 3 acres) of the proposed project site. In a city encompassing nearly 16.0 square miles and a population of approximately 51,000 persons, the reconstruction of the affordable senior housing complex and housing up to 280 persons is a relatively small project.

In the unlikely event every bedroom in the proposed development is occupied by new residents, i.e. 80 1-bedroom units (up to 2 occupants) and 40 2-bedroom units (up to 3 occupants) or (total of 280 potential occupants) to the City, the 280 new residents would increase the City's current population by 0.005 percent. The population growth that may result from the development of the proposed project is within the growth anticipated for the City by the Southern California Association of Governments (SCAG)¹⁰.

Employee population associated with the completed project will consist of 4, full-time employees. Should any of the full time employees seek to relocate to the City of Colton the addition of this limited number and related family members represents a less than significant impact to the current city population as referenced in the preceding statistical analysis for the resident population for the total project.

Based on the established land use designation and the requirement to provide replacement of the recently demolished senior housing complex, the development of the site has been anticipated by the City. The proposed project is located directly adjacent to existing development. Roadway and utility infrastructure required for the proposed project would connect to features that serve the site and existing development; therefore, no direct or indirect growth resulting from the installation of on-site infrastructure would occur.

The proposed project is not expected to induce substantial population growth in the area, either directly or indirectly.

The proposed project is 3.4 acres, and would allow for a maximum population of 280 persons. The surrounding properties in the Civic Center District are substantially developed with commercial, residential and office land uses, development of the project for an occupancy of 280 persons would not exceed the project density for the overall land use districts, keeping the population of the area well under the average contemplated in the General Plan. Growth induced by a project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for this project will be provided by a number of public agencies, including the City of Colton. No service provider has indicated inability to serve the project. Therefore, the population growth associated with the proposed project is less than significant.

Due to the relatively small size of the development; the limited number of employee's; the existing land use designation of the project site and surrounding properties; the pattern of adjacent development; and the presence of existing infrastructure, potential impacts related to this issue are less than significant. No mitigation is required.

¹⁰ http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

XIII.b/c The project site is substantially vacant. One on-site structure (a residential/office structure) will be demolished. This structure was not identified as being part of the City's affordable housing inventory. The development of the proposed project would not cause a loss of existing housing, or the displacement of existing residents. No impact would result from development of the proposed project; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Fire protection, including medical aid?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

XIV.a **Fire Protection and Medical Aid.** New development within the City creates new demands for emergency fire services either by increasing the amount of services needed in a particular area of the City or by increasing the types of services required for an area. The level of required service increases as a result of growth, the number of square feet served, and the number of persons requiring fire services. Colton Fire Department (CFD) staff levels and the number and type of equipment must increase to accommodate the increase in the number of service calls and to provide adequate service to the City. New development would proportionally increase the need for the construction of new facilities to house any added staff and equipment. The proposed project is the development of an affordable senior housing complex and adjacent improvements within City right-of-ways. The proposed development is a re-construction of a similar project that was demolished on a significant portion (approximately 3 acres) of the proposed project site.

Fire prevention, fire protection, and emergency medical assistance (initial paramedical response) in the City of Colton are provided by the Colton Fire Department (CFD). Currently, the CFD responds to calls within the project area from the Colton Fire Station (Station 211), located at 303 East E Street in Colton. Station 211 is located approximately 0.3 miles east of the project. Support for Station 211 would be

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

supplied as required by other City stations. Assuming a 25 mph speed, average response time to the project site would be less than 1 minute. Therefore, adequate fire service response to the project site can be provided.

Development of the proposed residential use may incrementally increase the demand for fire protection services. The proposed project would be designed and constructed per applicable fire prevention/protection standards, including the determination of the water supply to meet fire flow requirements. Adherence to standards and regulations contained in the City's municipal and development codes and the payment of required fees would reduce potential impacts related to the provision of fire protection services to a less than significant level.

Emergency medical services to the project site would be provided by American Medical Response (AMR). Each ambulance unit is staffed by one emergency medical technician (EMT) and one paramedic. Paramedics are permitted to administer drugs, initiate airway treatments, and employ defibrillation equipment. While the medical facility to which patients would be transported would vary depending on the severity of the incident, the most likely medical facility to accept patients from the proposed residential development is the Arrowhead Regional Medical Center. The hospital is a full-service medical facility located approximately 2.0 miles to the west of the project site. Development of the proposed senior housing complex may increase the demand for emergency medical and health services; however, these services are demand responsive, meaning that they are generally provided upon demand. The proposed project would be required to meet conditions required by the City of Colton. Adherence to any such requirements would reduce potential impacts related to this issue to a less than significant level.

Police Protection. Police protection services are provided by the City of Colton Police Department (CPD). The nearest police station to the project site is the main Headquarters District Office located immediately adjacent the site. The proposed project will not result in an increase in demand for police protection services sufficient to require the construction of new police facilities. Development of the proposed senior housing complex may result in an incremental increase in demand for police protection services. The proposed project would be designed per applicable standards required by the CPD for replacement housing development. Additionally, the project proponent would be required to pay required fees to offset law enforcement impacts that may result from the development and occupation of the proposed residential uses, if any. Adherence to these standards and the payment of required fees would reduce potential impacts related to the provision of police protection services to a less than significant level.

School Facilities. The proposed project is located within the Colton City Unified School District (District.). The proposed senior housing development will not increase student attendance at any of the Districts facilities.

The proposed project will not result in an increase in demand for school services sufficient to require the construction of new police facilities.

Assessment fees for residential and commercial development are required by the District. With the payment of the District's required development fee, a less than significant impact on school facilities and services would occur.

Other Services. The project site is located within a portion of the City that is urbanized. The proposed project is the development of an 120 unit affordable senior housing complex and adjacent improvements within City right-of-ways. The proposed development is a re-construction of a similar project that was demolished on a significant portion (approximately 3 acres) of the proposed project site. The service and utilities required to construct and occupy the proposed housing

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

development are existing with service laterals remaining from the recently demolished 101 unit senior housing complex (extending onto the site) and typical of those required for other urban areas in the City. Based on the number of persons anticipated to occupy the project site and the nature of use proposed, no significant increase in demand for maintenance of public roadways and/or utility infrastructure is anticipated. As such, impacts related to this issue are less than significant.

The project would be required to adhere to standards and provisions set forth by the City in the event that the proposed project would affect other governmental services. Because adherence to these standards and provisions is required of all development projects, less than significant impacts related to this issue are anticipated to occur with the development of the project site.

The proposed project's effect on recreational services is discussed in the Response to Questions XV.a–b.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

XV.a Existing park facilities in the vicinity of the project site include Cesar Chavez Park, Fleming Park, and Max Lofy Park. The Hutton & Gonzales Community Centers are both located within Cesar Chavez Park. All of these facilities are located within 0.5 mile of the project site. These parks are equipped with ball fields, picnic facilities, play equipment, walking track, and benches. The Civic Center and Colton Public Library are also located immediate adjacent to the project site and are open to public groups for use.

XV.b The proposed project does include some on-site recreational amenities, i.e. swimming pool, community center, dog park and citrus grove. In the event only new residents of the City resided on site, and further assuming these residents frequented local park facilities, it follows that the proposed project would incrementally increase the demand for park facilities. As required by the City, the project proponent would pay additional park fees to offset any potential impact relative to the provision of park and recreation facilities. Based on this requirement and assuming a project population of up to 160 persons, the proposed project would be required to pay development impact fees. As required by the City, the project proponent would pay additional park fees to offset potential impacts relative to the provision of

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

park and recreation facilities. Payment of required park fees would ensure that a less than significant impact to parks or other recreational facilities would occur. No mitigation is required.

- XV.c Dogs utilizing the on-site dog park would leave fecal and urine deposits, which are odorous. This may result in a potential source of localized short-term odor nuisances. The proposed project includes installation of “mutt mitt” stations where dog owners shall be required to use plastic mitts to scope up and properly dispose of fecal matter. Proposed occupancy rules would require dog owners to pick up their dog’s feces and deposit them into a disposal container provided for on-site. Violators would be fined. If dogs are on leash, it would be relatively easy for owners to locate and pick up such deposits. If dogs are off-leash, dogs may leave such deposits where it is more difficult for owners to retrieve. Finally, the on-site manager would establish a regular schedule for emptying pet waste containers and would include a complaint log so that the collection schedule could be adjusted in response to complaints. Also, if there are sufficient complaints about fecal deposits not being picked up by dog walkers, additional enforcement could be arranged.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

XVI .a The project is not expected to cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Per the City of Colton Traffic Impact Analysis Checklist, projects that can demonstrate peak hour trip generation less than 50 trips may be considered for an exemption from traffic impact analysis on a case by case basis due to impacts being less than significant. The Institute of Traffic Engineers (ITE) 8th edition supplies rates for each dwelling unit of “senior housing attached, ITE Code 252” at 3.48 trips on average weekdays, 0.13 trips during the AM peak hour, and 0.16 trips during the PM peak hour. Applying these rates for the proposed 120 units on the subject property, the project will produce 417.6 daily trips on an average weekday, 15.6 trips during the AM peak hour, and 19.2 trips during the PM peak hour. Since the projects is estimated to add less than 50 trips during peak periods, the project is not expected to cause a significant increase in traffic and a traffic impact analysis has not been required.

The existing roadway capacity can accommodate the added traffic as well as the proposed street closure. The project presently has frontage on all four sides to streets laid out in a grid pattern. Based on the General Plan Circulation Element, the roads are classified as follows: La Cadena to the west is a major arterial road; Ninth Street to the east is a secondary arterial; E Street to the north is a collector road; and F Street to the south is a local road.

The project includes closure of the portion of E Street which fronts the project to the north and will no longer allow vehicular access from east to west for E street between La Cadena Drive and Ninth Street, except for emergency vehicles. The application includes a General Plan Amendment to the Circulation Element to remove the “collector” designation for segments of E Street. The City Public Works Department has determined that due to the grid pattern of the street system in the area which allows for the availability of D Street and F Street as alternatives for east-west access, and the low traffic volume along E Street due to the street closure at the railroad line to the east, the diversion of traffic from E Street will not have a significant impact on the traffic load and capacity of the street system. Additionally, traffic accessing parking along vacated portions of E Street and F Street and off-street parking accessible via Ninth Street can be accommodated by the existing street system due to relatively low levels of traffic generated by the project. Therefore, impacts are considered less than significant and no mitigation is required.

XVI .b The project will not exceed, either individually or cumulatively, a level of service standard established by the county congestion management plan (CMP) for designated roads and highways. There are no CMP-monitored roadways or intersections within 0.3 miles of the site. In addition to the 10-Freeway located approximately 0.3 miles to the south, the closest CMP-monitored intersections to the site are La Cadena & Mt Vernon to the north, Mt Vernon & Colton Avenue to the east, and Rancho Avenue & Olive Street to the west. Due to the total amount of traffic generated by the project to be less than 50 during peak hour periods, it is not expected that more than 50 trips would be generated at any of the CMP-monitored

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

intersections and, therefore, the project will not exceed a level of service standard established by the county congestion management agency for roads and highways. No mitigation measures are necessary.

XVI.c The nearest airport to the project site is San Bernardino International Airport, located approximately 4.5 miles northeast of the project site. The nature and type of development proposed for the project site is a redevelopment of a similar site and would not impact the frequency or pattern of air traffic at San Bernardino International Airport. Therefore, no impact would occur with the development of the project site.

XVI.d All proposed projects within the City of Colton are required to adhere to the City of Colton Public Works Department's policies and guidelines as per industry standards for traffic engineering design. These city and industry standards dictate the construction of additional roadway infrastructure as well as procedures for submittal, review, and approval of the project's circulation system. The design of roadways must provide adequate distance and traffic control measures. This provision is normally realized through proper signing and traffic sequencing to facilitate roadway traffic flows. The design of all roadways and intersections within the project site would incorporate design standards tailored specifically to site access requirements. As discussed in the Circulation and Parking Study two-way access to the gated parking lot on-site is provided at the intersection of E Street and 9th Street with an option for access midblock on 3rd Street. The 60 foot curb to curb pavement area provides a 25 foot aisle way between 90 degree angled stalls on both sides of E Street. Each 20 x 9 foot space includes an allowance for a 3.0 foot overhang instead of wheel stops. Parking Area No. 1 meets City of Colton's Municipal Code 18.36.030 for Parking Design Standards. Each resident will have access to the gate via remote control and a control panel. Both the easterly and mid-block gates north of the site are crash gates to allow for fire access. Queuing will be available for one car to wait in front of the gate (25 feet) out of the stream of intersection traffic at the intersection of 9th Street and E Street. Additional space for queuing will be provided by constructing bulb outs on the southwest and northwest corners of 9th Street and 3rd Street. The bulb outs will increase the queuing area, provide a buffer for parked cars on 9th street as well as enhance pedestrian crossing by reducing the crossing distance to the lot across the street. Once inside the gated lot each vehicle will need to park in a marked space. There will be sufficient turnaround room using the 25 foot aisle. Existing traffic control at the 3rd Street/9th Street intersection will remain as all-way stop controlled. A portion of E Street will remain accessible to the public. The north side of E Street will provide for a total of (8) 90 degree angled parking spaces. The south side of the street will be posted No Parking. One option is to provide access to the Senior Complex Midblock with queuing available for 5 to 6 vehicles. The roadway will provide a 30 foot aisle width which is more than wide enough for those vehicles turning around at the gate. Signage will also be posted with NO OUTLET at the entrance at La Cadena Street to discourage drivers needing to turn around at the gate.

F Street is considered a local Street with a width of 48 feet. F Street presently allows for one through lane in each direction with parallel parking on both sides of the street and a prima facie speed limit of 25 mph. Both intersections on either side of the site (9th St at F St and La Cadena St at F St) are all-way stop controlled. With the addition of the proposed project, the north side of F Street will be used entirely by the Senior Complex Residents with 36 covered spaces set at 90 degrees. Vehicles leaving these spaces will need to back up onto F Street. Parking on the south side will be restricted to parallel parking. To aid in keeping through traffic to the middle of travel lanes, curb returns will be extended to the end of marked spaces. There will also be cross gutters. However, additional traffic calming measures may be needed to increase the safety of backing vehicles. Traffic calming is a way to design streets, using physical measures to encourage people to drive more slowly. It creates physical and visual cues that induce drivers to travel at slower speeds. These Measures include:

- Restricting parking on F Street to Compact size Vehicles.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

- Install Warning Signs approaching parking area (east and west) “Watch for Backing Vehicles” or the picture of a car backing onto the roadway.
- White stripe 1.5 feet behind striped parking lanes for a no drive zone.
- Colored concrete or stamping of crosswalks at 9th St and F St and La Cadena St and F Street to help provide physical cue of a reduced speed zone.
- Providing flashing speed limit signs

Line of sight at all project driveways will be increased with the addition of 20 feet of red curb on either side of each driveway. All on-site parking lots are designed to meet City of Colton parking design standards with regard to space size and aisle width.

Adherence to applicable requirements of the City (e.g., street widths, corner radii, and intersection control) would ensure that the roadway improvements proposed as part of the project do not create a substantial increase in hazards due to a design feature. Adherence to applicable City standards would ensure that no significant roadway design- or hazard-related impact occurs. Impacts would be less than significant.

XVI.e. This senior housing project is the redevelopment of an existing senior housing project much of which is contained within the previous projects foot print. The project does not impede emergency access since vehicular access through E Street is still allowed by emergency vehicles after street closure. Both the easterly and mid-block gates north of the site are crash gates to allow for fire access. Aisle widths along 3rd Street would allow emergency access for all types of engines. The design, construction, and maintenance of structure, roadways, and facilities must comply with applicable City standards related to emergency access and evacuation plans. Any construction activity that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to applicable City access control measures would reduce potential impacts related to this issue to a less than significant level.

XVI.f The Southern California Association of Non-Profit Housing parking standards requirement for affordable housing dwellings designed for senior citizens is a minimum of 0.75 parking spaces per dwelling unit. Parking and vehicular access to the Colton Senior Complex is provided at several locations. Dedicated parking is provided at four locations: clubhouse parking lot facing Ninth Street; new parking lot within vacated portion of E Street; proposed carports and uncovered parking within vacated portion of F Street; and offsite parking lot at southeast corner of Ninth Street and E Street. The project will provide for a total of 111 dedicated parking spaces with 98 on-site and 13 off-site parking spaces in the lot on the southeast corner of East 9th Street and North E Street. Senior Housing Parking Regulations require 0.75 parking spaces per dwelling unit. The project proposes 120 dwelling units with a full time staff of 5 people, so 95 dedicated spaces should be provided. The proposed project site design is providing a total of 111 dedicated senior housing spaces, which is in excess of the amount of parking spaces required for the development (by 16 spaces). A 13 space parking lot located at the southeast corner of 9th Street and E Street will be used for visitor and resident parking. There is also a total of 54 on-street public parking spaces along 9th Street, La Cadena Street, F Street and a portion of E Street. In the event that the center has any special events a permit will be processed at the City. Parking for special events could be located at the City Hall or on surrounding on-street spaces. All special events that require additional parking will be approved and permitted through the City.

The project is currently proposing 111 parking spaces which is 16 spaces in excess of that requirement, therefore no impact related to this issue occurs.

XVI.g Although E Street will be closed to through traffic between 9th Street and La Cadena Street, pedestrian access will still be available on the north side of E Street outside of fenced lot via ADA compliant

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

sidewalks. The proposed project would comply with all City development policies, standards, and programs pertaining to supporting alternative modes of transportation; therefore, no impact related to this issue would occur.

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

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

Discussion:

XVII.a Project implementation will not violate any water quality standards or waste discharge requirements. The applicant is required to comply with requirements of the City Public Works Department and ensure that Best Management Practices (BMPs) are followed during construction. Under Section 402 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharges to waters of the U.S. Waters of the U.S. including rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. The City has a permit from the RWQCB for all wastewater generated within its boundaries. The City is required to develop the site to address their replacement housing requirements. As such, the City has planned for the development of the project site with residential senior housing units, including the generation of wastewater. Because the project proponent would be required to adhere to wastewater discharge requirements found within the NPDES permit process as well as provisions required by the City of Colton, a less than significant impact related to this issue would result from implementation of the proposed project.

XVII.b Water and wastewater facilities and services are presently provided to the project site and overall vicinity. The proposed project is not of a land use or intensity that will significantly increase the need for expansion of existing or additional facilities. The project will be accommodated by existing services and facilities.

The proposed project includes the re-connection to existing water distribution and wastewater conveyance facilities. These new facilities would tie into existing or planned facilities in the project area. The construction of the new conveyance facilities would occur during the development of the project site and all related impacts to the environment would be mitigated along with the other impacts from the project construction; therefore, impacts related to the installation and operation of wet utility infrastructure would be less than significant.

XVII.c Drainage facilities are presently available onsite and other areas within the vicinity. The project is not of a land use or intensity that will significantly increase the need for expansion of existing or additional facilities. The existing drainage system will accommodate the proposed project. Please refer to the response to the response to Checklist Questions IX.c–e.

XVII.d Water facilities and services are presently provided onsite and to the project vicinity. The project is not of a land use or intensity that will significantly burden water supplies. The City of Colton will provide water. Sufficient water supplies are available to service the project.

The proposed project does not trigger the requirement for preparation of a water supply assessment (i.e., a residential development exceeding 500 residential units) as established in Sections 10910–10912 of the California Water Code. Water service to the project site would be provided by the CMWD, which serves the majority of the City. The proposed project is the development of a 120-unit affordable senior housing complex and adjacent improvements within City right-of-ways. The proposed development is a reconstruction of a similar project that was demolished on a significant portion (approximately 3 acres) of the proposed project site. The proposed project would not create additional demand on the local or regional water supply and distribution system sufficient to require the construction of new facilities.

It is anticipated the water utilities would connect to existing water lines in proposed project roadways. Prior to the issuance of building permits, the project applicant would be required to satisfy CMWD requirements related to the payment of fees and/or the provision of adequate water facilities. The CFD

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

requires a fire flow demand of 1500 gpm that can be maintained for two hours. All facilities would be designed, installed, and maintained to meet CMWD standards for domestic water supply and CFD standard for fire flow. Prior to development, the project applicant would be required to obtain evidence that the proposed project's water demands can be met by the CMWD. Adherence to these requirements would reduce potential impacts associated with this issue to a less than significant level. No mitigation is required.

- XVII.e Wastewater facilities and services are presently provided onsite and to the vicinity. The project is not of a land use or intensity that will significantly increase wastewater demands. Sufficient wastewater service can be provided to the site.

Wastewater conveyance and treatment services would be provided by the CMWD. Existing sewer mains are currently located adjacent to the site and would be installed within the project site to accommodate development of the project site. The proposed project is the development of a 120-unit affordable senior housing complex and adjacent improvements within City right-of-ways. The proposed development is a re-construction of a similar project that was demolished on a significant portion (approximately 3 acres) of the proposed project site.

The proposed project would not create additional demand on wastewater capacity sufficient to require the construction of new facilities. Prior to the issuance of building permits, the project applicant would be required to satisfy CMWD requirements related to the payment of fees and/or the provision of adequate wastewater facilities. All facilities would be designed, installed, and maintained to meet CMWD standards. No significant impact related to the provision of sewer or wastewater treatment services would occur; therefore, no mitigation is required.

- XVII.f The City of Colton would provide solid waste collection services to the project site. Solid waste collection is a "demand-responsive" service and current levels can be expanded and funded through user fees. Solid waste from the proposed project would be collected by the City of Colton Refuse Department. Non-recyclable solid waste from the proposed project would be collected and transported to the Colton Solid Waste Disposal Site, located in the City of Colton. The San Timoteo landfill is permitted to accept a maximum of 1,000 tons of solid waste per day.¹¹ Average daily disposal rates at this landfill totals 580 tons/day¹² with a surplus capacity of approximately 420 tons/day.

Service fees would be charged to individual property owners when service is initiated. As substantial daily surplus capacity exists at this landfill, development of the proposed project would not significantly impact current operation or the expected lifetime of this facilities or the impact the ability of the Refuse Department to provide service; therefore, potential impacts associated with this issue are less than significant. No mitigation is required.

- XVII.g The proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, state, and federal solid waste disposal standards. Because the proposed project is required to these regulations, no impacts related to this issue are anticipated to occur.

¹¹ California Integrated Waste Management Board, Solid Waste Information System, www.ciwmb.ca.gov/swis.

¹² SB County Solid Waste Management Division.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

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

Discussion:

XVIII.a With implementation of mitigation measures, the proposed senior housing project would not have the potential to degrade the quality of the environment. The proposed project would have a potential for air quality impacts during site preparation, including grading and equipment exhaust. However, with the incorporation of AIR-1 and AIR-2, these potential impacts would be reduced to less than significant levels. The project site is located within the proximity of the San Jacinto Fault and the San Andreas Fault. Potential hazards generated by seismic activity in the southern California region are mitigated through strict adherence to the California Building Code and recommendations of the geotechnical engineers. Noise impacts from the construction of the project could result in potentially significant short-term impacts to nearby residences. The implementation of Mitigation Measures NOS-1 through NOS-4 would reduce potential construction noise impacts to a less than significant level.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

XVIII.b The project does not have impacts that are individually limited but are cumulatively considerable. The City's General Plan EIR, adopted in 1988, identified the cumulative impacts from development consisted with the Plan. Although the project involves a change from the land use designation in the city's General Plan, the proposed change from "Public Facilities" and "General Commercial" to "High Density Residential" will not introduce any new significant impacts not anticipated under the existing designations. Furthermore, due to the relatively small scale of the project (less than five acres) and the service needs of typical senior housing residents compared to the general population and impacts relative to traffic, parking, water, schools and other services. Based on this, the project does not have impacts that are individually limited, but cumulatively considerable.

XVIII.c The project proposes the development of 120 residential senior apartments on a 3.4-acre site. The project would not consist of any use or any activity that would negatively affect any persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts, less-than-significant impacts, or less than significant impacts with mitigation. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

MITIGATION MEASURES:

The following mitigation measures would be required to reduce potential impacts to a less than significant level.

AIR QUALITY

AIR-1 The project shall comply with the requirements of SCAQMD Rules 402 and 403, Fugitive Dust, which require the implementation of Reasonable Available Control Measures (RACM) for all fugitive dust sources, and the AQMP, which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include but would not be limited to the following actions:

1. The project proponent shall ensure that construction equipment is properly maintained and serviced to minimize exhaust emissions.
2. The project proponent shall ensure that existing power sources are utilized where feasible via temporary power lines to avoid on-site power generation.
3. The project proponent shall ensure that construction employees be informed of ride sharing and transit opportunities.
4. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
5. The project proponent shall ensure that watering of the site or other soil stabilization methods shall be employed on an ongoing basis after the initiation of any on-site grading activity. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
6. The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
7. To reduce the potential for wind erosion, the project proponent shall ensure that landscaped areas are installed as soon as possible.
8. The project proponent shall ensure that SCAQMD Rule 403 is adhered to, ensuring the cleanup of construction-related dirt on approach routes to the project site.
9. The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when wind speeds exceed 25 miles per hour.
10. All on-site structures shall conform to the energy use guidelines in Title 24 of the California Administrative Code.

AIR-2 The construction/grading documents for the proposed project shall identify the type of equipment to be utilized during project grading. To ensure pollutant emissions do not exceed SCAQMD daily thresholds, the mix of equipment utilized during construction activities shall be similar to that identified in the Initial Study prepared for the proposed project. In the event a project applicant elects to utilize an alternative mix of equipment; the project applicant shall, prior to the issuance of grading permits, submit to the City for review and approval, evidence that emissions from any alternative mix of equipment do not exceed SCAQMD daily thresholds.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 The City shall require an Asbestos and Lead Survey analysis prior to demolition of the existing structure to assess whether the structure contains hazardous materials in the form of asbestos

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

(e.g., insulation), lead (e.g., paint), or other materials. The removal and/or disposal of any such contaminants shall be in accordance with all applicable local, state, and federal standards.

NOISE

- NOS-1** On-site construction activities shall be restricted to the hours permitted under the City's Municipal Code.
- NOS-2** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that all construction vehicles have mufflers and shall be maintained in good operating order at all times.
- NOS-3** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that all trucks waiting to be loaded or unloaded with construction material shall not be left to idle for more than 10 minutes.
- NOS-4** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that all stationary noise-generating sources, such as air compressors are located as far as possible from existing residential uses.

**CEQA INITIAL STUDY
COLTON SENIOR HOUSING – SEPTEMBER 20, 2012**

REFERENCES. The following references cited in the Initial Study are on file and/or information pertaining to this subject can be inquired in the Development Services Department.

1. City of Colton General Plan
2. City of Colton General Plan Land Use Plan/Zoning Districts Map
3. City of Colton Development Code (Title 18 of the Colton Municipal Code)
4. City of Colton Historic Resources Survey
5. Alquist-Priolo Earthquake Fault Zones Map
6. South Coast Air Quality Management District, CEQA Air Quality Handbook
7. Federal Emergency Management Agency, Flood Insurance Rate Maps
8. Santa Ana Regional Water Quality Control Board
9. California Department of Conservation, Farmland Mapping and Monitoring Program, 2004.
10. Preliminary Traffic Assessment and Parking Survey to Identify and Evaluate any Potential Traffic Impacts.
11. URBEMIS 2007 Data.
12. Preliminary Drainage Study, Colton Senior Housing, August 2010.
13. State of California Public Resource Code
14. California Integrated Waste Management Board, Solid Waste Information System, www.ciwmb.ca.gov/swis
15. Southern California Association of Governments (SCAG)
http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls
16. Hazardous Waste Substance and Sites List.

Attachment 6

City Council Resolution – General Plan (Land Use & Circulation Elements)

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RESOLUTION NO.

A RESOLUTION OF THE OF THE CITY OF COLTON CITY COUNCIL APPROVING A GENERAL PLAN AMENDMENT FOR CHANGES TO THE GENERAL PLAN LAND USE ELEMENT MAP TO RECLASSY TWO PROPERTIES LOCATED AT 501 NORTH 9TH STREET AND 552 NORTH LA CADENA DRIVE FROM “PF, PUBLIC FACILITIES” AND “GC, GENERAL COMMERCIAL” LAND USE DESIGNATION, RESPECTIVELY, TO “HDR, HIGH DENSITY RESIDENTIAL” LAND USE DESIGNATION; AND MODIFICATION TO THE CIRCULATION ELEMENT TO REMOVE A PORTION OF EAST E STREET BETWEEN NORTH LA CADENA DRIVE AND NORTH NINTH STREET AS A “COLLECTOR STREET” IDENTIFIED BY THE CIRCULATION PLAN (FILE INDEX NO: DAP-001-042A & B).

WHEREAS, applications) were filed by Michael Ackerman, Transtech representing Eagle Colton 55, L.P. (hereinafter “Developer”) representing Colton Housing Authority (hereinafter “Applicant” and “Owner”) for a **General Plan Amendment** (hereinafter “Amendment”) for changes to the Land Use Element General Plan Map to reclassify two properties located at 501 North 9th Street (also known as 510 North La Cadena Drive), Assessor’s Parcel Number: 016205220; and 552 North La Cadena Drive, Assessor’s Parcel Number: 016205206; zoned P-F, Public Facilities and C-2, General Commercial, respectively, from the “PF, Public Facilities” and “GC, General Commercial” land use designation, respectively, to “HDR, High Density Residential” land use designation (File Index No. DAP 001-042A; and to modify the Circulation Element to remove a portion of E Street between La Cadena Drive and Ninth Street (related to its closing to through traffic) as a ”collector” street identified by the Circulation Plan (File Index No. DAP-001-042B);

WHEREAS, the staff report accompanying this resolution is found to be true, adopted as Findings and incorporated in this resolution; and

WHEREAS, on October 23, 2012, the Planning Commission of the City of Colton (“Planning Commission”) held a duly noticed public hearing at which time all persons wishing to testify in connection with the applications were heard and the applications were fully examined and recommended approval of the application (Planning Commission Resolution Nos. R-23-12 and R-24-12); and

WHEREAS, on December 18, 2012, the City Council of the City of Colton (“City Council”) held a duly noticed public hearing at which time all persons wishing to testify in connection with the applications were heard and were comprehensively reviewed; and

WHEREAS, pursuant to the Guidelines for the California Environmental Quality Act (“CEQA”), an Initial Study prepared to assess environmental impacts of the project has determined that the project would not create any significant adverse impacts on the environment if mitigation measures are implemented reducing potential impacts to levels less than significant and a Mitigated Negative Declaration (MND) has been prepared.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLTON:

1 **SECTION 1.** Based on the entire record before the City Council and all written and oral
2 evidence presented, including the staff report, the City Council makes the following findings:

3 1. The proposed reclassification of property is consistent with and promotes the overall
4 objectives of the Colton General Plan and leaves the General Plan a compatible,
5 integrated, and internally consistent statement of policies. More for the following
6 reasons:

7 A. The amendment is integrated and compatible with the Land Use Element in that
8 the establishment of the “High Density Residential” land use designation at this
9 particular location, along the commercial/institutional corridor along La Cadena Drive
10 which includes the Civic Center, a public park, and commercial uses including
11 residential structures that have been reused for office uses, is consistent with the
12 Principles for Residential Land Uses, which states: *“Principle 4. Medium- and high-*
13 *density residential developments next to large open spaces...major activities, such as*
14 *shopping and employment centers, is critical to an efficient neighborhood design and*
15 *long-term integrity of the residential environment.”*

16 B. The Amendment is integrated and compatible with the Circulation Element in that
17 the density and distribution of uses within the subject site will generate traffic which is
18 anticipated and provided for in the Circulation Element because the proposed intensity
19 of land uses are compatible to previous plans and uses for therein. The proposed
20 deletion of E Street between La Cadena Drive and Ninth Street as a “Collector Street”
21 on the Circulation Plan will not change traffic distribution on local streets in a manner
22 that will result in significant increases traffic congestion or travel times, nor will it
23 reduce traffic safety.

24 C. The Amendment is integrated and compatible with the Housing Element in that it
25 provides for development consistent with the existing and projected housing needs of
26 the community and region because it will replace 101 units of previous affordable
27 senior housing, and further the goals of the Housing Element to address the
28 community’s housing needs, including the needs of lower income citizens and seniors.

 D. The Amendment is integrated and compatible with all other Elements of the
General Plan, including the Noise, Open Space & Conservation, Safety, Air Quality,
and Cultural Resources Preservation Elements in that it will not conflict with, nor
affect the implementation of, existing policies and programs therein.

21 2. The proposed Amendment is reasonably related to the public health, safety and welfare
22 because it facilitates development of affordable senior housing in the City, for which
23 there is an identified need. According to the City’s current Housing Element, there is
24 a demand for affordable senior housing in the City of Colton. In addition,
25 development of senior housing at this location promotes beautification of the
26 surrounding area by the addition of attractive buildings and landscaping to the
27 downtown area. The amenities of the downtown area, such as public transit,
28 walkability, park sites, and services (both public and private), will help to support a
senior population in this particular location.

SECTION 2. The City Council of the City of Colton, in accordance with the California
Environmental Quality Act (CEQA), has found, based on the basis of an Initial Study prepared to
assess environmental impacts of the project that determined that the project would not create any
significant adverse impacts on the environment if mitigation measures are implemented reducing
potential impacts to levels less than significant, that a Mitigated Negative Declaration (MND)

1 may be prepared to meet CEQA requirements.

2 **SECTION 3.** Based upon the findings set forth herein, the City Council hereby approves
3 **General Plan Amendment** for changes to the Land Use Element General Plan Map, as depicted
4 on Exhibit “A”, attached hereto, for (1) reclassification of a 2.3-acre property located at 501
5 North 9th Street (also known as 510 North La Cadena Drive and also bounded by E Street and F
6 Street); Assessor’s Parcel Number: 016205220; from “PF, Public Facilities” land use designation
7 to “HDR, High Density Residential” land use designation, and (2) reclassification of a 0.17-acre
8 property located at 552 North La Cadena Drive; Assessor’s Parcel Number: 016205206; from
9 “GC, General Commercial” land use designation to “HDR, High Density Residential” land use
10 designation and adoption of the draft Mitigated Negative Declaration (MND); and modification to
11 the Circulation Element to remove of a portion of East E Street between North La Cadena Drive
12 and North Ninth Street as a “collector” street identified by the Circulation Plan, as depicted on
13 Exhibit “B” attached hereto, and adoption of the draft Mitigated Negative Declaration (MND).

14 **SECTION 4.** The City Clerk shall certify the adoption of this Resolution.

15 PASSED, APPROVED AND ADOPTED this 18th day of December, 2012.

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Mayor

ATTEST:

City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss.
CITY OF COLTON)

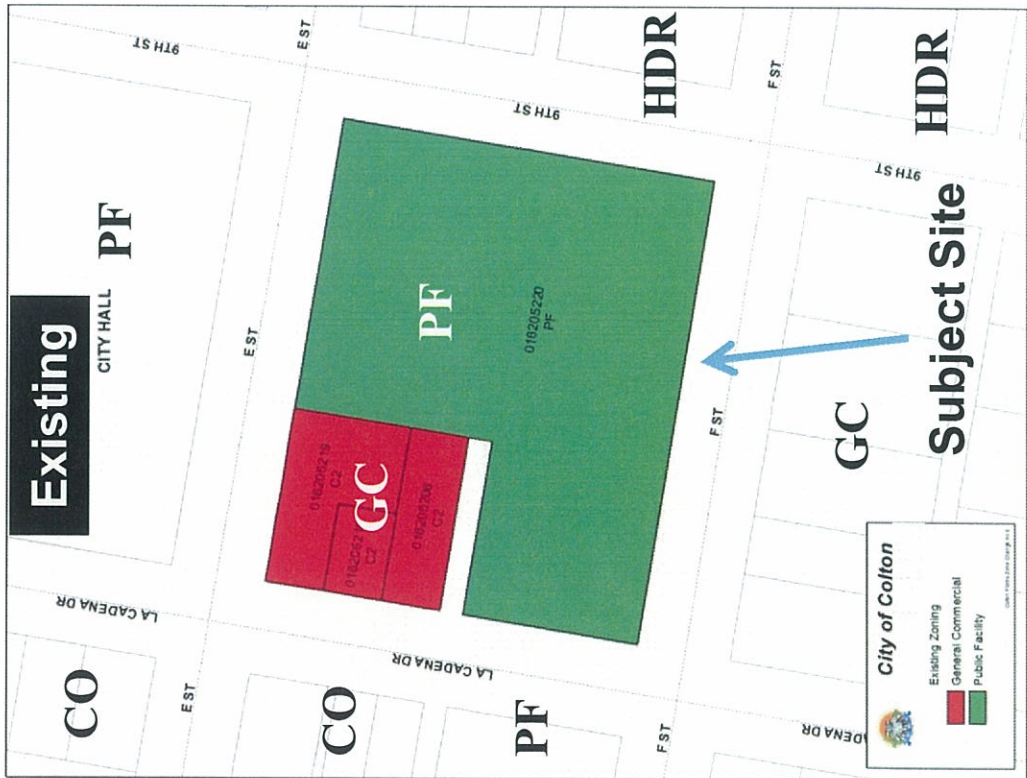
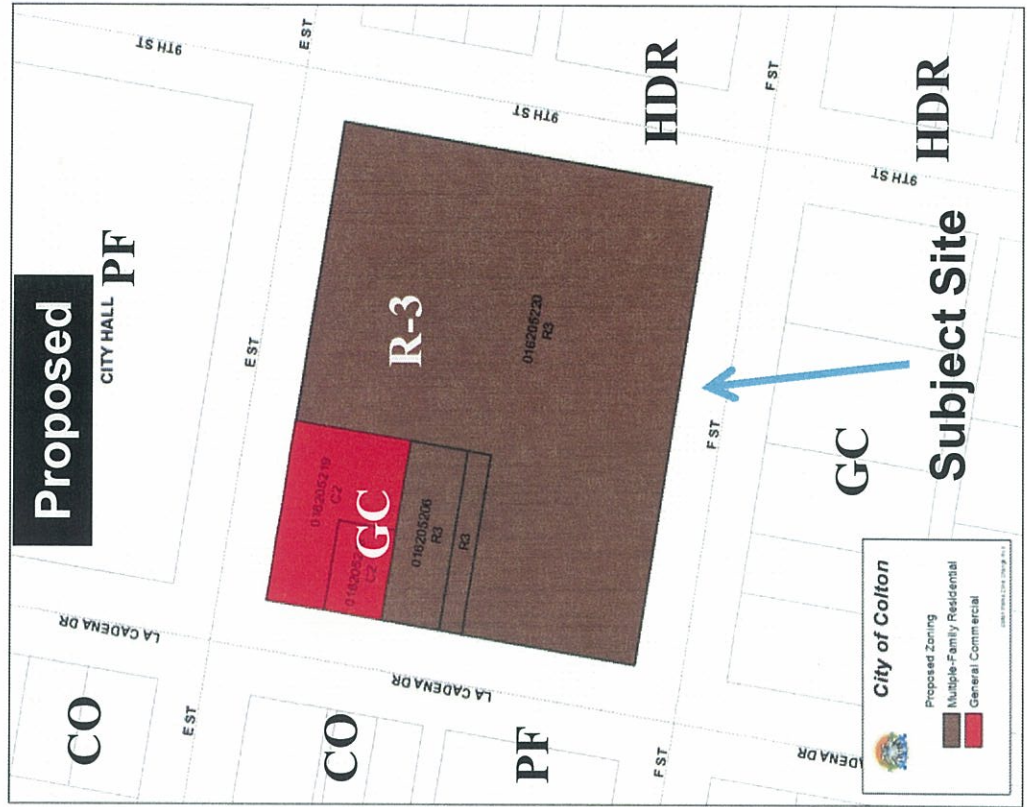
I hereby certify that the foregoing is a true copy of a Resolution adopted by the City Council of the City of Colton at a meeting held on December 18, 2012, by the following vote of the City Council:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

City Clerk






General Plan Land Use Designations
 HDR, High Density Residential
 CO, Commercial Office
 GC, General Commercial
 PF, Public Facilities

General Plan Amendment Land Use Element



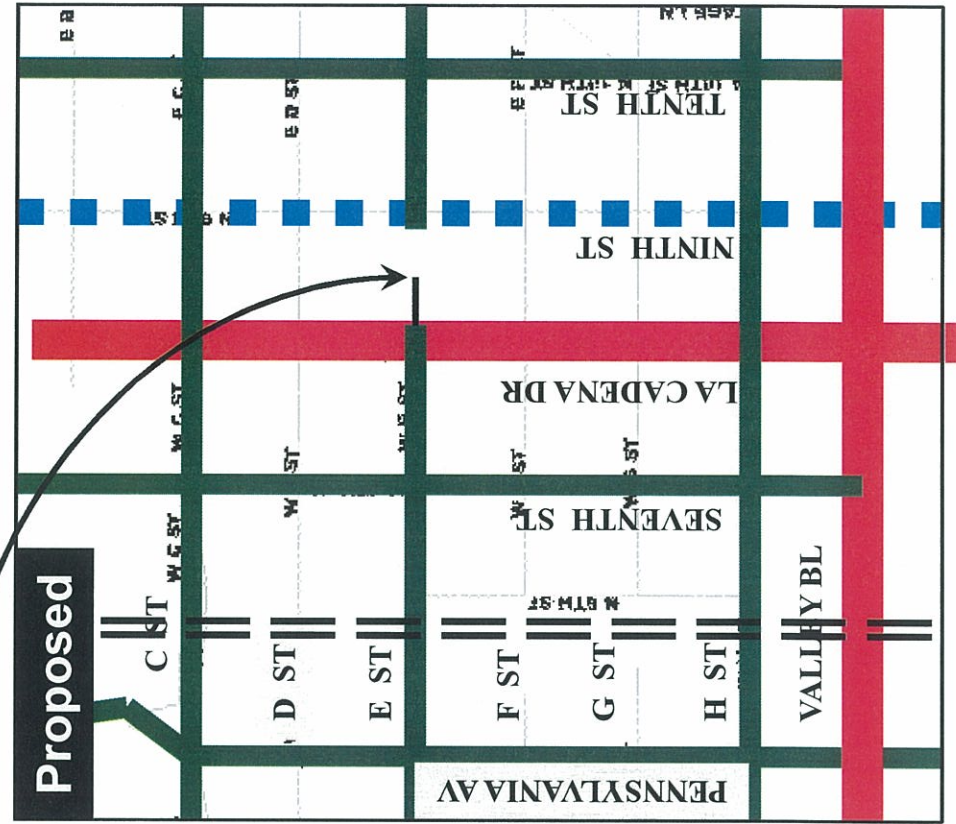
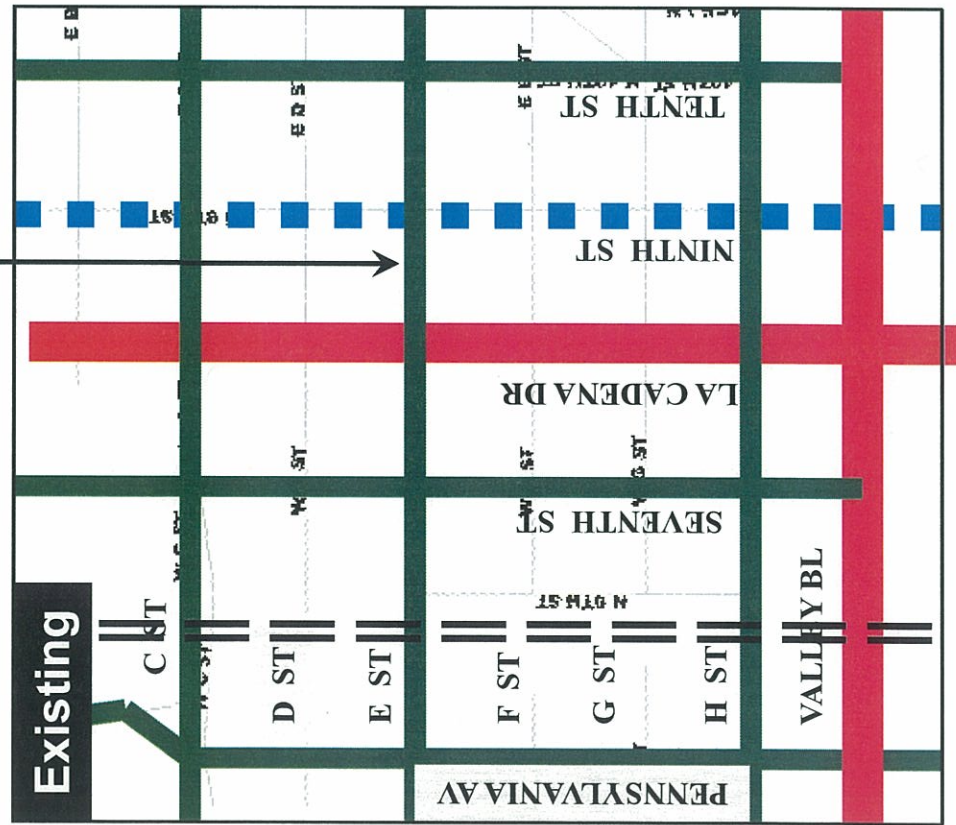
General Plan Amendment Circulation Plan

Street Classifications

-  Major Arterial
-  Secondary Arterial
-  Collector
-  Local
-  Railroad



Proposed: Roadway segment of E Street to be removed as "collector street" and closed to through vehicular traffic



Attachment 7

Ordinance No. O-10-12

1 potential impacts to levels less than significant, that a Mitigated Negative Declaration (MND)
2 may be prepared to meet CEQA requirements.

3 **SECTION 3.** Based on the entire record before the City Council and all written and oral
4 evidence presented, including the staff report, the City Council makes the following findings in
accordance with the Colton Municipal Code:

- 5 1. The proposed change of zone will be in conformity with the general plan, subject to
6 adoption of the concurrent general plan amendment requested. The establishment of
7 the R-3 zone at this particular location, along the commercial/institutional corridor
8 along La Cadena Drive which includes the Civic Center, a public park, and
9 commercial uses including residential structures that have been reused for office uses,
10 is consistent with the Principles for Residential Land Uses, which states: "*Principle 4.*
Medium- and high-density residential developments next to large open spaces...major
activities, such as shopping and employment centers, is critical to an efficient
neighborhood design and long-term integrity of the residential environment."
- 11 2. The proposed change of zone is necessary due to the need in the community for more
12 of the types of uses permitted by the proposed R-3 zone, such as residential
13 development in general but particularly senior housing, as proposed by the project,
14 due to the demolition of the previous senior housing project within the site and lack of
units to replace and fulfill the need for housing created by the removal of these units
from available housing inventory.
- 15 3. The proposed change of zone will not adversely affect the surrounding area or the
16 community in general since the site is located within a transitional area between
17 properties either zoned for or development as single-family and multiple-family
18 residential uses and the commercial/institutional corridor along La Cadena Drive
19 which includes the Civic Center, a public park, and commercial uses including
20 residential structures that have been reused for office uses. As such, residential
development in general and the senior housing project proposed, in particular, allowed
by the proposed R-3 zone, would be appropriate at the location and would not create
adverse impacts to the surrounding area or the community at large.

21 **SECTION 4.** Based upon the findings set forth herein the City Council hereby adopts a
22 Zone Change amending the City Zoning Map, a depicted on Exhibit "A" attached hereto, for (1)
23 reclassification of a 2.3-acre property located at 501 North 9th Street (also known as 510 North La
24 Cadena Drive and also bounded by E Street and F Street); Assessor's Parcel Number: 016205220;
25 from the P-F, Public Facilities, zone to the R-3, Multiple-Family Residential zone and (2)
reclassification of a 0.17-acre property located at 552 North La Cadena Drive; Assessor's Parcel
Number: 016205206; from the C-2, General Commercial zone to the R-3, Multiple-Family
Residential zone and adoption of the draft Mitigated Negative Declaration (MND).

26 **SECTION 5. Invalidity.** If any sentence, clause or phrase of this Ordinance is for any
27 reason held to be unconstitutional or otherwise invalid, such decisions shall not affect the validity
28 of the remaining provisions of this Ordinance.

Zoning Classifications
R-3, Multiple-Family Residential
C-2, General Commercial
P-F, Public Facilities

Zone Change

