

DOWNTOWN COLTON

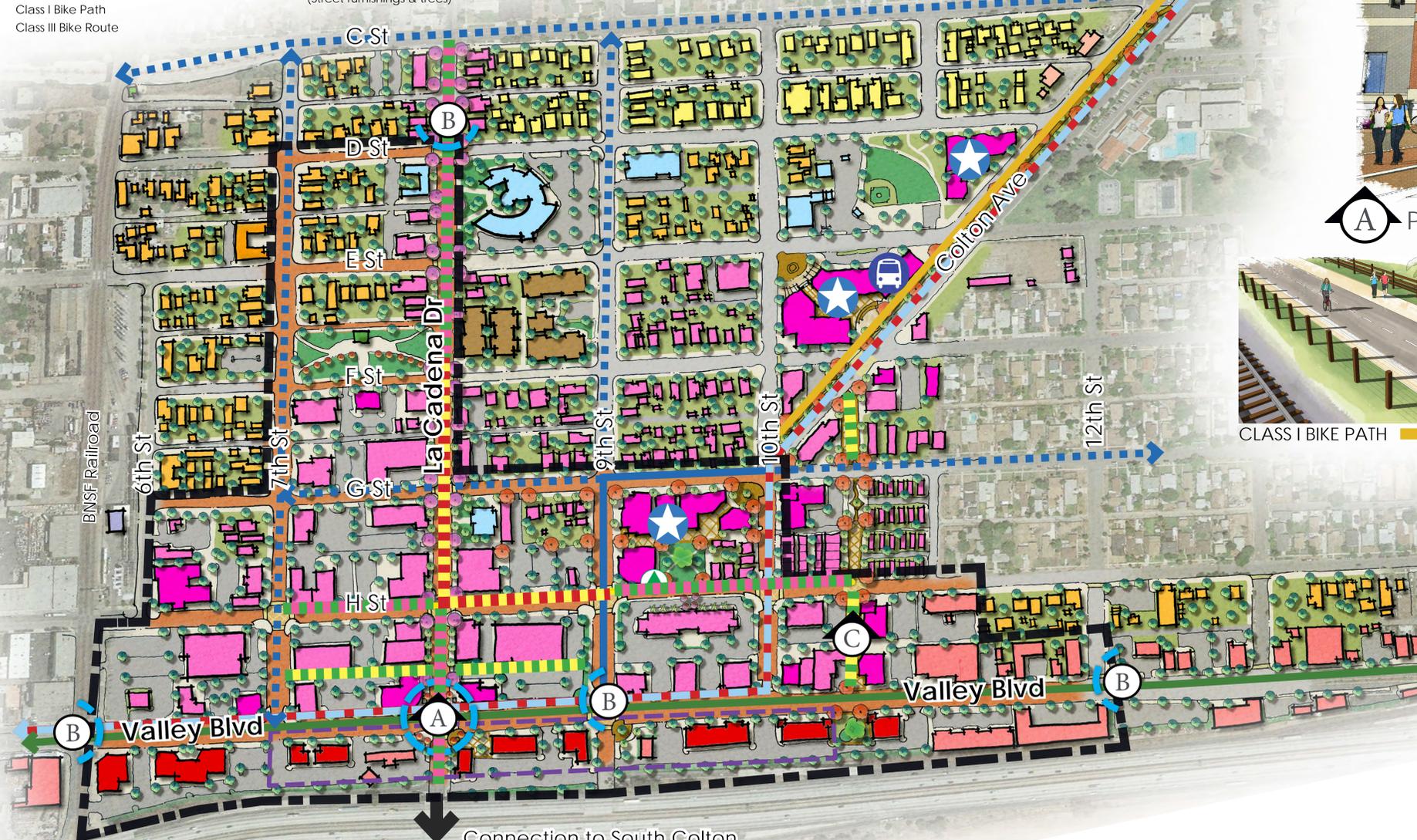


VISION POSTER

STREET PAVING TREATMENT | DOWNTOWN IDENTIFICATION | WAY FINDING | PUBLIC ART

BIKE PATHS & WALKING PATH CONNECTION | PUBLIC SPACES & POCKET PARKS

LEGEND	
Existing	Proposed
	Mixed-Use Downtown
	General Commercial
	Medium Residential
	Class II Bike Lane
	Public/Institutional
	Single-Family Residential
	Multiple Family Residential
	Class I Bike Path
	Class III Bike Route
	Core Opportunity Area
	Restaurant Row
	Pedestrian Corridor
	Pedestrian Corridor (Diagonal Parking)
	Bus Rapid Transit (Holt Line)
	Paseo
	Streetscape Improvements (Street furnishings & trees)
	Primary Gateway/Enhanced Intersection
	Secondary Gateway
	Concept Paseo Sketch
	Opportunity Sites
	Multi-modal Transit Station
	Rail Car
	Pocket Park/Plaza



A PRIMARY GATEWAY/ENHANCED INTERSECTION CONCEPT



CLASS I BIKE PATH



CLASS II BIKE LANE



CLASS III BIKE ROUTE



WAYFINDING



B SECONDARY GATEWAY



C PASEO ENHANCEMENTS/OUTDOOR DINING CONCEPT



A ENHANCED PAVING



PUBLIC ART



C HISTORIC/RAILROAD THEME



HISTORIC LIGHTING



Before After
FACADE IMPROVEMENT

Connection to South Colton

Mt. Vernon Ave

Valley Blvd

Colton Ave

C St

D St

E St

F St

G St

H St

I St

J St

K St

L St

M St

N St

O St

P St

Q St

R St

S St

T St

U St

V St

W St

X St

Y St

Z St

AA St

AB St

AC St

AD St

AE St

AF St

AG St

AH St

AI St

AJ St

AK St

AL St

AM St

AN St

AO St

AP St

AQ St

AR St

AS St

AT St

AU St

AV St

AW St

AX St

AY St

AZ St

BA St

BB St

BC St

BD St

BE St

BF St

BG St

BH St

BI St

BJ St

BK St

BL St

BM St

BN St

BO St

BP St

BQ St

BR St

BS St

BT St

BU St

BV St

BW St

BX St

BY St

BZ St

CA St

CB St

CC St

CD St

CE St

CF St

CG St

CH St

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■ ■ ■ ■ A "Core Opportunity Area" is called out, which is referred to herein as the "**Downtown Core,**" and is focused on the key commercial and mixed use areas along and abutting La Cadena Drive and Valley Boulevard.

■ ■ ■ ■ **Mixed-Use Downtown** existing (light pink) and proposed (dark pink) land uses are located mainly within the Downtown Core, but also extend east of the Core towards and along Colton Avenue, including two mixed-use opportunity sites.

■ ■ ■ ■ **General Commercial** existing (light red) and proposed (dark red) land uses are mainly located on either side of Valley Boulevard east of 10th Street, with a few spots south of Valley to the west. Several opportunity sites are proposed south of Valley that are mostly associated with the proposed "Restaurant Row."

■ ■ ■ ■ **Medium Residential** existing (light orange) and proposed (dark orange) land uses are sprinkled in different areas of Downtown, including northwest of the Downtown Core, on the same block as the Public Library and Fire Department, and north of the commercial buildings on Valley Boulevard east of the Downtown Core. The only opportunity site proposed is a currently vacant lot northwest of the E and 7th Street intersection.

■ ■ ■ ■ **Public/Institutional** land uses are reflected in light blue, reflecting existing development only, as there are no proposed opportunity sites recommended. Existing development includes the Chamber of Commerce, Civic Center, Public Library, Fire Department, and Colton Area Museum.

■ ■ ■ ■ **Single-Family Residential** development is reflected in light yellow, reflecting existing development only, as there are no proposed opportunity sites recommended. Existing development is located on four blocks between C and D Streets, La Cadena Drive and Colton Avenue at the northern end of Downtown.

■ ■ ■ ■ **Multiple Family Residential** development is reflected in light brown, reflecting existing development only, as there are no proposed opportunity sites recommended. The only existing development is The Villas, a 120-unit affordable senior housing complex located between E Street, F Street, La Cadena Avenue, and 9th Street adjacent to the Civic Center.

★ ■ ■ ■ ■ **Mixed-use commercial opportunity sites** are identified that are currently developed with more intensive industrial-natured uses that are not draws for residents and visitors to come into the Downtown area. One site is a lumber yard, spanning two properties, the first bound by E, 10th, and F Streets and Colton Avenue and the second located at 370 N 9th Street. The other site is land east of Max J. Lofy Park on the block bound by D, 10th, and E Streets and Colton Avenue.



■ ■ ■ ■ ■ Valley Boulevard was identified as an opportunity area for expanded commercial development, and specifically for restaurant use south of Valley Boulevard, between 7th and 10th Streets. This area is identified as "**Restaurant Row.**" The row is visible from Interstate 10, making it a prime location to capture local and regional commuter and visitor traffic.



■ ■ ■ ■ ■ **Existing and proposed Class I, II, and III bike facilities** are identified. The Downtown area already has an established bicycle network, and the proposed facilities would further improve connectivity, especially linking residential to commercial areas so that employees can commute to and from work via bicycle. See Chapter 4 for details.

■ ■ ■ ■ ■ **Pedestrian corridors** are associated with improved walkability through enhancements such as site furnishings, widened sidewalks, and crosswalks. Pedestrian corridors are proposed along H Street between 7th Street and the proposed "Cottage Lane Paseo" and along La Cadena Drive between D Street and Restaurant Row, extending to the southern edge of the Design Manual area, linking to south Colton.



■ ■ ■ ■ ■ **Diagonal parking** allows for more parking spaces in front of key commercial frontages, where the right-of-way width allows. Diagonal parking is proposed along La Cadena Drive from F to H Street and along H Street from La Cadena Drive to 9th Street.



■ ■ ■ ■ ■ The proposed **Omnitrans Bus Rapid Transit (BRT) Holt Line** runs along the extent of Colton Avenue within the Downtown area, turns south along 10th Street, then turns west along Valley Boulevard extending west of the Design Manual area. The proposed Holt Line is identified in the Mobility Element, as well as in Omnitrans transportation planning documents. See Chapter 4 for details.

■ ■ ■ ■ ■ **Paseos** are proposed with enhancements and an outdoor dining concept, providing landscaped and well lit areas that are intended for pedestrians only, connecting people to places in a relaxed and pleasant atmosphere. One paseo location would extend Cottage Lane south to Valley Boulevard and north to Colton Avenue. Improvements to an existing paseo are also identified, which is located on both sides of La Cadena Drive in between H Street and Valley Boulevard, extending west to 7th street and east to 9th street.



■ ■ ■ ■ ■ **Streetscape improvements** are identified for all streets within the Downtown Core. Streetscape sections reflecting existing and proposed conditions are provided in Chapter 5 of the Design Manual and show how improvements can create a beautified, walkable, and inviting atmosphere in the Downtown.



Ⓐ ■ ■ ■ ■ A **primary gateway** is proposed to be located at the Valley Blvd/La Cadena Drive intersection. The gateway is intended to stand out from other secondary gateway areas, and does so by proposing enhanced paving, public art, historic lighting, facade improvements, crosswalks and a decorative metal overhead gateway crossing La Cadena Drive on the north side of the intersection, welcoming residents, workers, and visitors to the Downtown Core. The placement of this primary gateway is also intended to connect Downtown to south Colton, and to encourage visitors to visit south Colton businesses. See Chapter 5 for details, including a larger version of the proposed primary gateway sketch.



Ⓑ ■ ■ ■ ■ Three **secondary gateways** are proposed at locations where it is also important to welcome residents, workers, and visitors to the Downtown Core. These locations are at the intersections of Valley Blvd/12th Street, Valley Blvd/9th Street, Valley Blvd/BNSF Railroad, and La Cadena Drive/D Street. These gateways include monument signage, consistent with the primary gateway design. See Chapter 5 for details.



Ⓒ ■ ■ ■ ■ At the proposed **pocket park** located at the block where Colton Avenue terminates to the south, the design theme is intended to honor Colton's railroad heritage. This could consist of placing a historic rail car, installing public art celebrating Colton Crossings and the "Hub City" moniker that Colton is known for. It is an opportunity to celebrate Colton's unique past as a western frontier town.



Ⓓ ■ ■ ■ ■ A **multi-modal transit station** is proposed to be located south of Ken Hubbs Park on E Street. The proposed placement of the station is intended to be centrally-located, and easily accessible by pedestrians, bicyclists, motorists, and transit users. The new station is identified in the Mobility Element, as well as in Omnitrans transportation planning documents. See Chapter 4 for details.



Ⓔ ■ ■ ■ ■ **South Colton Connection** is emphasized south of Valley Boulevard on La Cadena Drive through the Interstate 10 underpass. This is an important connection that the community feels strongly about. The placement of the primary gateway and associated improvements, and the related action item in the Chapter 6 of the Design Manual, are intended to provide opportunities to tie south Colton to the Downtown area.

■ ■ ■ ■ ■ **Community gathering places** are proposed for residents to enjoy together in a relaxing environment. Such a gathering place is proposed at southeast corner of the Valley Blvd/9th Street intersection.



■ ■ ■ ■ ■ **Two pocket parks/plazas** are proposed, one located on the block bound by G, 10th, H, and 9th Streets and the second located across Valley Boulevard from the southern terminus of the proposed Cottage Lane Paseo. In developed areas, pocket parks can provide a link to the larger recreation system where larger parks are not feasible to implement.



■ ■ ■ ■ ■ **Wayfinding signs** are proposed to be located at key areas throughout the Downtown and will present a unified and user-friendly guide to move around the Downtown. See Chapter 5 for details.



■ ■ ■ ■ ■ **Facade improvements** mostly along Valley Boulevard, but also La Cadena Drive, are identified to beautify the two main commercial areas to create an inviting environment to draw in visitors and residents to Downtown businesses.

