



City of Colton DOWNTOWN DESIGN MANUAL

A companion document to Title 18 (Zoning Code)

Resolution No. R-73-16



JULY 2016

acknowledgments

CITY OF COLTON

650 N. La Cadena Drive
Colton, CA 92324

Prepared for the
City of Colton



CITY COUNCIL

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Frank Navarro, Mayor Pro Tem
Deirdre Bennett, Councilmember
Dr. Luis Gonzalez, Councilmember
Isaac Suchil, Councilmember
David Toro, Councilmember
Summer Zamora Jorin, Councilmember

Prepared by
RRM Design Group



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Kirk Larson, Commissioner

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1 that the General Plan Update is consistent with State law and General Plan Guidelines, will promote
2 the public health, safety and welfare, and will leave the General Plan an integrated and internally
3 consistent statement of policies.

4 **SECTION 2.** The City Council has reviewed the Negative Declaration and all comments
5 received regarding the Negative Declaration and, based on the whole record before it, finds: (i) that
6 the Negative Declaration was prepared in compliance with CEQA and there is no substantial
7 evidence that the project will have a significant effect on the environment. The City Council further
8 finds that the Negative Declaration reflects the independent judgment and analysis of the City
9 Council. Based on these findings, the City Council hereby adopts the Negative Declaration
10 attached hereto as Exhibit "A."

11 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the
12 City Council hereby approves the amendments to the Land Use Map of the General Plan and
13 adoption of the Downtown Design Manual as presented in Exhibits "B" and "C" of this Resolution.

14 **SECTION 4. EFFECTIVE DATE.** The Mayor shall sign this Resolution and the City
15 Clerk shall attest hereto, and this Resolution shall take effect and be in force on the date of its
16 adoption.

17 **PASSED, APPROVED AND ADOPTED** this 19TH day of July, 2016.

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Richard A. DeLaRosa
Mayor

ATTEST:



Carolina R. Padilla
City Clerk

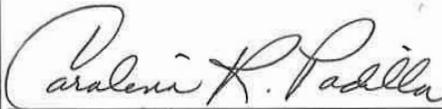
1 STATE OF CALIFORNIA)
2 COUNTY OF SAN BERNARDINO) ss
3 CITY OF COLTON)

4 CERTIFICATION

5 I, **CAROLINA R. PADILLA**, City Clerk of the City of Colton, California, do hereby
6 certify that the foregoing is a full, true and correct copy of **RESOLUTION NO. R-73-16**,
7 duly adopted by the City Council of said City, and approved by the Mayor of said City, at its
8 Regular Meeting of said City Council held on the **19th day of July, 2016**, and that it was
9 adopted by the following vote, to wit:

10 AYES: COUNCILMEMBER Toro, Jorin, Navarro, Bennett, Suchil and
11 Mayor DeLaRosa
12 NOES: COUNCILMEMBER None
13 ABSTAIN: COUNCILMEMBER González
14 ABSENT: COUNCILMEMBER None

15
16 **IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal
17 of the City of Colton, California, this 10th day of August, 2016.

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21 CAROLINA R. PADILLA
22 City Clerk
23 City of Colton

24 (SEAL)
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COLTON

D O W N T O W N
D E S I G N M A N U A L



1. INTRODUCTION

1.1 OVERVIEW AND PURPOSE

The Colton Downtown Design Manual is a companion document to complement the Downtown Development Code, and has been prepared to establish an achievable vision, shape future development, and implement an action plan for Downtown Colton.

The Design Manual provides a framework with which to shape future private development and public improvements based on Colton's community values and vision; expand the local economy; house new residents of all income levels; create community gathering and recreational places; and address relationships between land use, transportation, and the environment. The ultimate goal is to create a vibrant and lively downtown that will serve the needs of the community and create a destination to attract visitors.

1.2 DESIGN MANUAL AREA

The Design Manual area, also referred to herein as the Downtown area, is located in the heart of Colton as shown in **Figure 1.1 – Design Manual Area**. It covers 258 acres of Downtown Colton and includes about 1,400 residents, 450 homes, and important cultural and civic uses such as Fleming Park, City Hall, Colton Public Library, Colton Area Museum, and the Police and Fire Departments. The Downtown area is bound to the north and south by C Street and Interstate 10, respectively.

The eastern and western boundaries are not as linear: the eastern boundary starts at the Colton Avenue/B Street intersection following Colton Avenue to E Street, where the boundary meanders to the south through residential lots, to H Street where it jogs to the east ending at Mt. Vernon Avenue; and the western boundary generally follows the BNSF Railroad, and includes the Amko Recycling property at the southwest end.

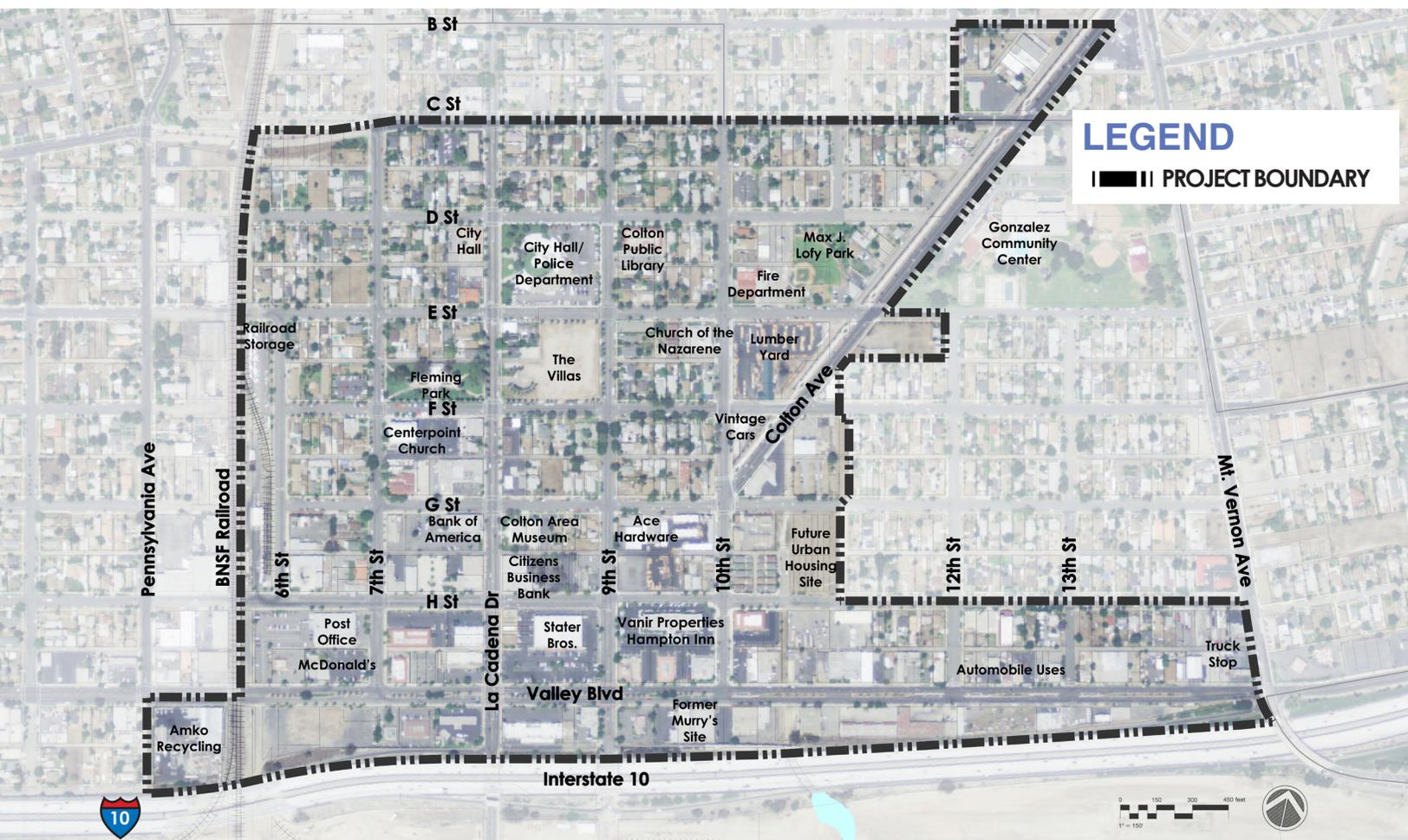


FIGURE 1.1 - DESIGN MANUAL AREA

1.3 ORGANIZATION, CONTENT, AND USE

The Design Manual is intended to be used by property owners, design professionals, developers, city staff, and review bodies to provide a clear set of guidelines serving as a mutual footing for developing design concepts and evaluating quality of design. It is separated into six chapters, summarized briefly in the text box, including how each chapter is intended to be used.

In addition, the user guide diagram provides an overview regarding how to apply the contents of this Design Manual to a proposed development project within the Downtown.

USER GUIDE DIAGRAM



DOWNTOWN DESIGN MANUAL SUMMARY AND USER GUIDE

1. Introduction

Provides an overview and purpose, describes the area affected, states who the intended users are, outlines the organization and content, describes how the design manual is intended to be used, and provides summaries of how the manual relates to other planning documents.

2. Vision and Planning Principles

Provides a history of public input received in developing the Design Manual, lists the planning principles established from community outreach efforts, and includes a vision poster paired with descriptions of the community's vision that guided the development of the Design Manual.

3. Urban Form and Design Guidelines

Addresses elements of design for specific land uses, including Downtown Colton Mixed-Use, Multi-Family Residential, Single-Family Residential, and Valley Boulevard Corridor. Crime Prevention Through Environmental Design (CPTED) guidelines that apply to all land uses are provided. This chapter is intended to be used by those planning and reviewing future development projects in the Colton Downtown area outlined in this Design manual area.

4. Complete Streets

Addresses multi-modal circulation including roadway typology, street classification, transit, bicycle, and pedestrian networks and improvements, to be used by designers, developers, City staff, and decision-makers for improvements to public mobility spaces.

5. Streetscapes and Placemaking

Addresses streetscapes, public spaces, gateways, public signage, and public art, to be used by designers, developers, City staff, and decision-makers for improvements to public community spaces.

6. Implementation

Provides strategies and an action plan with which to implement the concepts described within the Design Manual, to be used by designers, developers, private businesses, and City staff, as a guide to find funding sources for improvements identified in the Design Manual.

2.4 PLANNING PRINCIPLES

Each of the 10 planning principles, that were crafted from community input, plays a key role in the guidelines provided in this Design Manual. Based on the public input received during community outreach efforts, the following Downtown planning principles were drafted in order to guide the preparation of the Design Manual.



Historic Heritage

Emphasize Colton's historic heritage (such as Southern Pacific Railroad, Earp family, WW II homes, agricultural industries) to promote historic attractions, tourism and celebrate community pride.



Streetscape Beautification

Catalyze the beautification of public spaces such as La Cadena Drive and Valley Boulevard, the La Cadena railroad underpass, transit stops, and parks through the planting of more drought resistant street trees and landscaping.



Mix of Commercial Uses

Foster a vibrant mix of uses to create an existing and dynamic downtown experience, including uses such as eating and drinking establishments, entertainment venues, and a range of retail and service shops.



Sustainability and Healthy Living

Integrate sustainable design practices and green building policies that reduce reliance on non-renewable resources. Support healthy living practices including access to healthy foods, walkability, recreational amenities, and a safe environment.



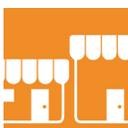
Downtown Identity

Establish branding and cohesive signage, including a gateway sign visible from Interstate 10 that encourages tourists-commuters-passers-by to stop and directs them to key businesses and attractions, secondary gateways to welcome residents from adjacent neighborhoods and a downtown wayfinding program.



Gathering Spaces

Provide a network of gathering spaces that provide a range of sizes and functions including plazas, parks, paseos, and visual focal points. Public spaces will be enhanced by landscaping, furnishings, and public art.



Small Businesses

Support small business owners to invest within Colton's Downtown core area through incentives, education, resources, and programs.



Expanded Mobility

Allow for a multi-modal transit station to support the future Omnitrans Holt Bus Rapid Transit (BRT) Line service. Integrate a network that includes a variety of mobility modes including public transit, bicycle facilities, pedestrian corridors and links, as well as vehicle circulation.



Link South Colton

Extend and connect the Downtown experiences on the north and south sides of Interstate 10. Commercial areas and neighborhoods south of the railroad tracks provide future opportunities to improve mobility, provide cultural events, and enhance Colton's integrated identity.



Revitalize and Maintain

Encourage and facilitate resources/incentives for the upkeep and enhancement of properties including facade improvements, lot consolidation, graffiti abatement, and infill of underutilized parcels.



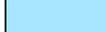
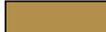
VILLAGE PAPERERY
FINE PAPER & INVITATIONS FOR ALL OCCASIONS

2.5 VISION

A wide range of comments were documented and integrated into the comprehensive vision for the Design Manual from all of the community outreach efforts, to fulfill the vision as defined by the citizens and stakeholders. The vision poster resulting from this effort is reflected in **Figure 2.2 – Vision Poster**, key features of which are listed on the following pages and supported by photographic examples and graphics.

LEGEND

Existing	Proposed	
		Mixed-Use Downtown
		General Commercial
		Medium Residential
		Class II Bike Lane

Proposed		
		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



FIGURE 2.2 - VISION POSTER

■ ■ ■ ■ 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 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.

4

complete streets



COLTON DOWNTOWN DESIGN MANUAL



4.0 COMPLETE STREETS

4.1 INTRODUCTION

An important factor in the Downtown is mobility, and identifying how improvements can be made to existing mobility facilities in a manner that fulfills the goals and vision of the General Plan, regional plans, and the community. This chapter focuses on providing a broader complement of mobility options and better integration of land use and mobility concepts. Beautification is also a key companion element in the revitalization of the Downtown area, which is addressed in Chapter 5.0, Streetscapes and Placemaking.

4.2 COMPLETE STREETS

Complete streets is a nationwide movement that began in the early 2000s, intended to integrate pedestrian, bicycle, motorist, and transit use in the planning, design, construction, operation, and maintenance of transportation networks. According to the Colton General Plan Mobility Element, "Complete Streets is that the overall street system

provides an integrated network that connects all parts of the City by all transportation modes, and that allows all users to move safely and conveniently." The priority of use can be different for individual streets and even street segments, depending on location, primary use, and other factors. For example, the Design Manual recommends pedestrian improvements are given the priority on La Cadena Drive and H Street, whereas bicyclist circulation is emphasized on 7th, 9th, and G Streets. La Cadena Drive and Valley Boulevard are identified as multi-modal, as is the rail trail portion of Colton Avenue.

This concept can be seen in the General Plan Mobility Element, with different roadways identified by typology as multi-modal, transit, bicycle, pedestrian, or regional access. The Design Manual provides a detailed lens on the Downtown area, beyond what is reflected in Figure M-1 of the Mobility Element. **Figure 4.1 – Complete Streets Network** illustrates existing and future circulation facilities including the vehicular network with street typology and classification, including alleys, bicycle networks, pedestrian networks including paseos, and transit networks within the Design Manual area.

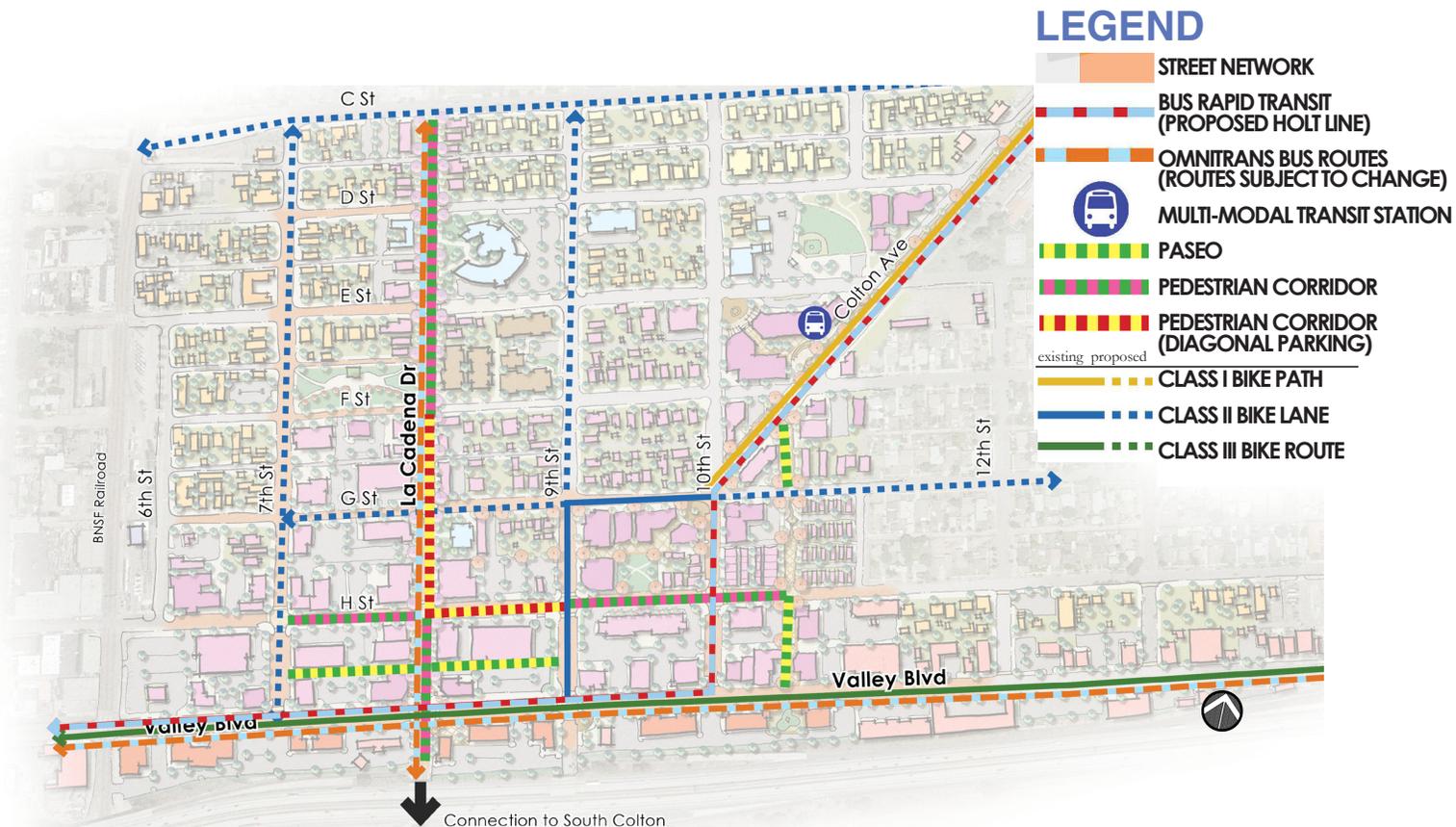


FIGURE 4.1 - COMPLETE STREETS NETWORK



Omnitrans currently provides two bus routes in the Downtown.



Omnitrans bus stop by the Civic Center.

4.2.1 Bus Facilities

Existing bus routes include Omnitrans' Routes 1 and 19. Route 1 has multiple stops along Mt. Vernon Avenue and Valley Boulevard. Route 19 has one stop at the La Cadena/Valley Boulevard intersection. These bus stops and routes allow residents and workers to access neighboring communities for work, shopping, and other purposes.

Proposed Omnitrans Bus Rapid Transit (BRT) Holt Line is planned to run through the Downtown, along Colton Avenue, turning south on 10th Street, then west on Valley Boulevard. The addition of the Holt Line will further connect Downtown Colton to other parts of Colton and neighboring communities, making it easier for Downtown residents to access employment and for neighboring community residents to gain employment at Downtown Colton businesses.

Proposed Omnitrans multi-modal transit station is recommended to be located on the west side of 10th Street, between G and H Streets. This location is recommended as it is centrally-located and adjacent to existing and identified future pedestrian and bicycle facilities, and the proposed BRT Holt Line.

In addition, the Mobility Element calls for a possible **Metrolink rail station** as a part of Colton's vision for mobility, and shows the location to be on La Cadena Drive south of Fogg Street in South Colton. Bus service from the multi-modal station could link to this future rail station, providing further mobility options.

Implementation of a multi-modal transit station, potentially providing access to major railways, would greatly improve access to and from Colton, and specifically would provide a nexus for the Downtown area to blossom again into a bustling hub of urban activity.

5.4.2 Proposed Gateways

Primary Gateway

A primary gateway will welcome residents and visitors alike, and should be designed in a way to be visible from the freeway and to clearly let drivers know that they are entering Downtown Colton.

Figure 5.7 – Conceptual Primary Gateway Sketch illustrates a conceptual design for the gateway, which is intended to be installed with enhanced paving, public art, historic lighting, and improved crosswalks located at La Cadena Drive on the north side of the Valley Boulevard intersection.

This intersection is the main entry point where visitors will drive into the Downtown area, after existing Interstate 10 at 9th Street and Valley Boulevard, or Rancho Avenue and Valley Boulevard, where residents will mainly head into the Downtown area from Valley Boulevard from the east and west, and from South Colton.

As this location is also the primary connection to south Colton from the Downtown. As such, the south facing side of the gateway provides an opportunity to welcome residents and visitors to south Colton. Many Colton residents feel that there has historically been a divide between south Colton and the rest of the city, and have expressed the desire to link south Colton and the Downtown. A gateway and wayfinding signs placed at key points provide an opportunity to bridge these areas.



FIGURE 5.7 - CONCEPTUAL PRIMARY GATEWAY SKETCH

6.9 IMPLEMENTATION ACTION PLAN

The vision and goals presented in the Design Manual are supported by actions outlined in **Table 6.4 – Implementation Action Plan Matrix**. The action plan provides a summary of the key Design Manual recommendations and is presented in table format.

The table is organized by topic listing regulatory and programmatic actions in the first section followed by improvements and studies in the second section. For each action item, the lead and support department at the City of Colton is listed under the responsibility heading followed by an indication of priority of the action and funding sources that would be most closely associated with the activity.

It is intended that this list of public actions is incorporated in the City’s annual budget setting process and included in the Capital Improvement Plan for execution. It should be noted that all actions listed in the action plan below must be authorized and initiated by the City Council and/or Development Services Department by policy decision.

TABLE 6.4 – IMPLEMENTATION ACTION PLAN MATRIX

Action Item	Timing ¹	Responsibility ²		Potential Funding Sources ³
		Lead	Support	
Regulatory Actions				
Design Manual and Development Code: Adoption of the Design Manual, Development Code, and Mitigated Negative Declaration	1	DS	CN	Grants
Mapping Amendments: Amend Zoning and General Plan Land Use Maps to reflect changes associated with adoption of the Design Manual and associated updates to the Development Code.	1	DS	CN	Grants
South Colton: Amend Downtown Design Manual to incorporate south Colton or prepare a separate and comparable manual and code for south Colton. Adoption of the Design Manual lays a foundation upon which to add a chapter to extend the Design Manual boundary to south Colton or create a comparable separate document for south Colton in the future, to bring forth a vision, guidelines and implementation strategies. Many of the guidelines in the Design Manual could be applicable to south Colton; for example, guidelines outlined for Valley Boulevard could apply to South La Cadena Drive, and many residential guidelines could be implemented in the residential areas on both sides of La Cadena.	1	DS	CN	Grants
Business Improvement District: Evaluate formation of a BID through analysis and business engagement. Adopt if desired.	1	ED	CN	General Fund
Community Revitalization Authority (CRA): Evaluate formation of a CRA through analysis and community engagement. Adopt if desired.	1	ED	CN	General Fund
Enhanced Infrastructure Financing District (EIFD): Evaluate formation of an EIFD through analysis and community engagement. Adopt if desired.	1	PW	CN	General Fund/ Utility Funds ⁴

A.6 ACRONYMS

ACHP	Advisory Council on Historic Preservation	EPC	energy performance contracting
AHSC	Affordable Housing and Sustainable Communities	FARECal	Financing Authority for Resource Efficiency in California
AHIP	Affordable Housing Innovation Program	FDC	Financial Development Corporation
AM	asset management	FFO	federal funding opportunity
ARB	Air Resources Board	FHA	Federal Housing Administration
ATP	Active Transportation Planning Grant	FTA	Federal Transit Administration
BID	business improvement district	GMSWeb	Grants Management System Web
CAEATFA	California Alternative Energy & Advanced Transportation Financing Authority	GSAF	Golden State Acquisition Fund
CalCAP	California Capital Access Program	HCD	Department of Housing and Community Development
CaLEASE	California Lease Finance Program	HFA	housing finance agency
CALHFA	California Housing Finance Agency	HUD	U. S. Department of Housing and Urban Development
CalRecycle	California Department of Resources Recycling and Recovery	IDB	industrial development bonds
CALReUSE	California Recycle Underutilized Sites Program	IIG	Infill Infrastructure Grant Program
CARE	Community Action for a Renewed Environment	ISRF	Infrastructure State Revolving Fund
CARS	CDFI assessment and ratings system	LED	light-emitting diode
CBTP	Community-Based Transportation Planning	LIHTC	low-income housing tax credit
CDBG	Community Development Block Grants	MHP	Multifamily Housing Program
CDE	Community Development Entity	NCDC	National Clean Diesel Campaign
CDFI	community development financial institution	NMTC	New Markets Tax Credit Program
CDLAC	California Debt Limit Allocation Committee	NSP	Neighborhood Stabilization Program
CEC	California Energy Commission	OPP	oil payment program
CHDO	community housing development organizations	PACE	Property Assessed Clean Energy Program
CIDFAC	California Industrial Development Financing Advisory Commission	PDLP	Predevelopment Loan Program
CIP	Capital Improvements Program	PG&E	Pacific Gas and Electric
CMAQ	Congestion Mitigation and Air Quality Program	RMDZ	recycling market development zone
CMUA	California Municipal Utilities Association	RTP	Recreational Trails Program
CPUC	California Public Utilities Commission	SBAF	Small Business Assistance Fund
CSCDA	California Statewide Communities Development Authority	SCAG	Southern California Association of Governments
CSS	context sensitive solutions	SCE	Southern California Edison
CTFA	California Transportation Financing Authority	SCIP	Statewide Community Infrastructure Program
CWSRF	Clean Water State Revolving Fund	SCS	Sustainable Communities Strategy
DMH	Department of Mental Health	SDG&E	San Diego Gas and Electric
DOT	U. S. Department of Transportation	SGIA	Smart Growth Implementation Assistance Program
DWSRF	Drinking Water State Revolving Fund	SRF	state revolving fund
EDA	U. S. Economic Development Administration	STIP	statewide transportation improvement program
EDAP	Economic Development Assistance Program	TAB	Technical Assistance to Brownfields Program
EJ	Environmental Justice	TIP	transportation improvement program
EPA	U. S. Environmental Protection Agency	TOD	transit oriented development