

City of Corona

*400 S. Vicentia Ave.
Corona, CA 92882*

Study Session Agenda

Wednesday, September 18, 2024

Council Chambers 3:00 PM



**CITY COUNCIL/SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF
CORONA/CORONA PUBLIC FINANCING AUTHORITY/CORONA UTILITY
AUTHORITY/CORONA HOUSING AUTHORITY MEETING**

**Tom Richins, Mayor
Jim Steiner, Vice Mayor
Jacque Casillas, Council Member
Tony Daddario, Council Member
Wes Speake, Council Member**

** Revised agenda on September 16, 2024 at 12:20 p.m.
Item 4.2 - The presentation was revised **

This meeting will be conducted in person. You can participate remotely: <https://coronaca-gov.zoom.us/j/83235019492>

1. PLEDGE OF ALLEGIANCE

2. CONVENE OPEN SESSION

3. COMMUNICATIONS FROM THE PUBLIC

4. AGENDA ITEMS

4.1 **UPDATE ON THE AMENDMENT TO THE DOWNTOWN REVITALIZATION SPECIFIC PLAN
AMENDING THE DOWNTOWN COMMERCIAL DEVELOPMENT STANDARDS AND DESIGN
GUIDELINES**

That the City Council receive the information and provide any feedback on the proposed changes to the Downtown Revitalization Specific Plan.

4.2 **6TH STREET TRANSFORMATION DESIGN CONCEPTS**

That the City Council provide direction on the proposed 6th Street Transformation design concepts.

5. ADJOURNMENT

Agendas for all regular City meetings are posted at least 72 hours prior to the meeting in the entryway at City Hall. The meeting is being conducted in person as well as via teleconference. For members of the public wishing to submit written comments, please email comments to the City Clerk at CityClerk@CoronaCa.gov prior to the respective meeting and your comments will be made part of the official record of proceedings.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the ADA Coordinator at (951) 736-2266. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



Downtown Revitalization Specific Plan Update

CITY COUNCIL STUDY SESSION | SEPT 18, 2024

Joanne Coletta, Planning and Development Director

City of Corona

Nick Pergakes, AICP

Kurt Nagle, ASLA, AICP

Interwest Consulting Group

SPECIFIC PLAN OVERVIEW

- Downtown Corona Revitalization Specific Plan adopted in 1998, with partial updates over the years
- Encompasses 621 acres
- Encourages the creation of a walkable environment typical of active downtown districts
- Promotes new construction that is appropriately scaled with the existing context and historic structures

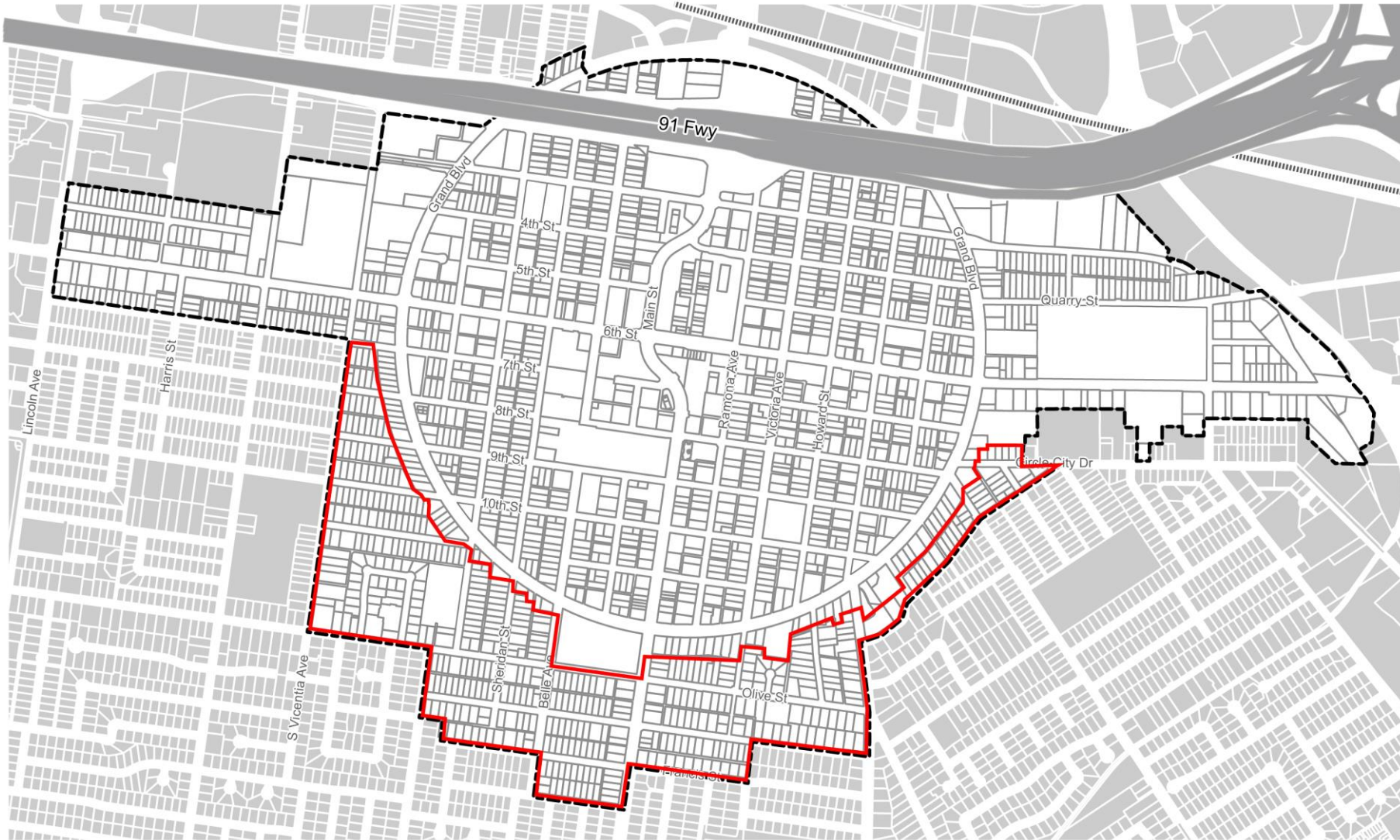


GOALS OF THE UPDATE

- Implement the vision for Downtown established by the 2020 - 2040 General Plan
- Support the concepts presented in the 2022 Downtown Corona Revitalization Plan (DRP)
- Update development standards to ensure a more active and walkable downtown
- Provide enforceable design guidelines consistent with the 2022 DRP Design Guidelines
- Expand boundaries by incorporating traditional neighborhoods south of Grand Circle Boulevard
- Update outdated text and graphics
- Make the document more graphically appealing and user-friendly



Proposed Specific Plan Boundary – Added Parcels

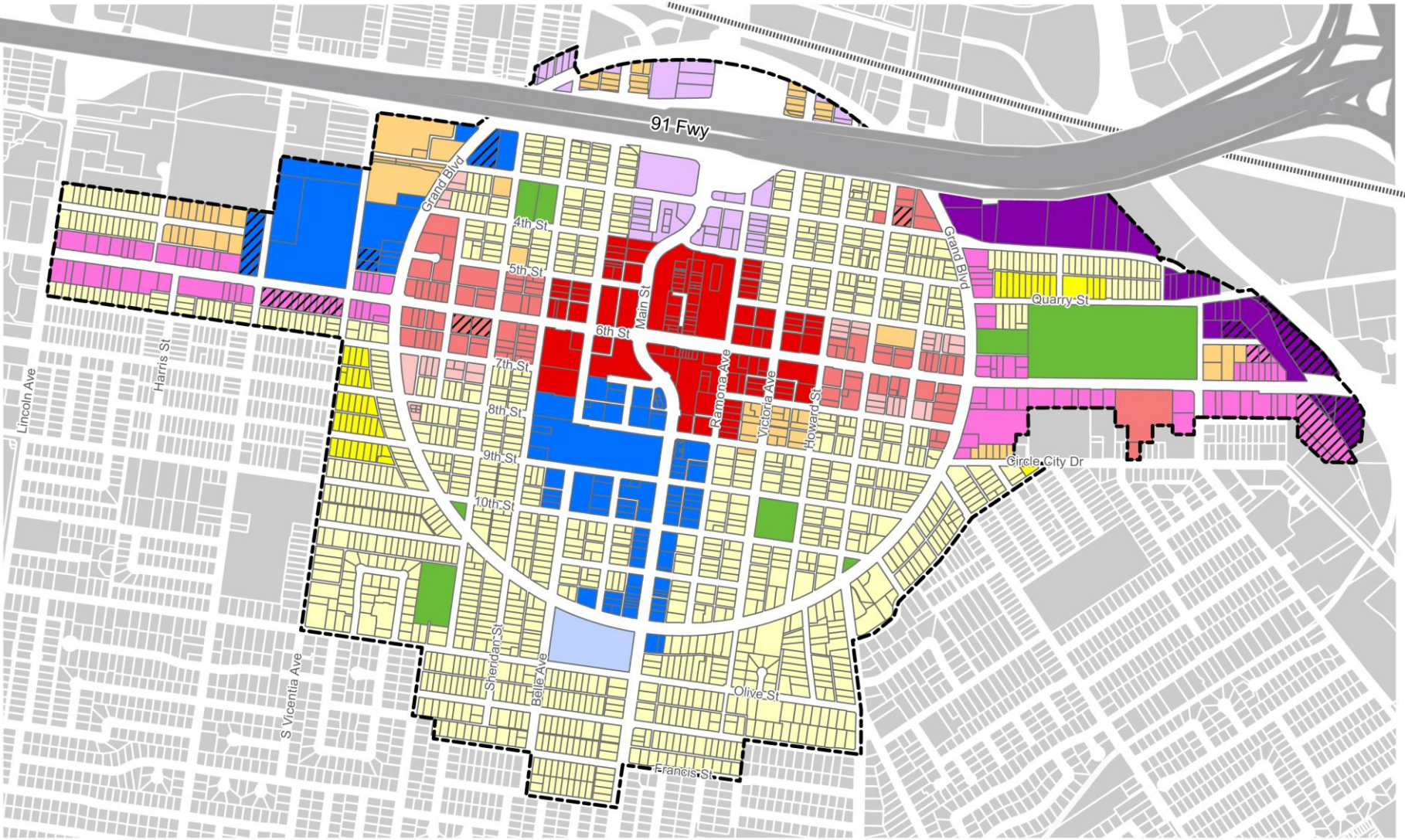


Source: City of Corona, County of Riverside, Interwest Consulting Group, Esri

-  Specific Plan Area
-  Added Parcels
-  Metrolink Rail



Specific Plan Boundary Land Use Districts



Specific Plan Area

Metrolink Rail



Districts

- | | | |
|------------------------------|-------------------------------|----------------------------------|
| Downtown (D) | Residential Office (RO) | Single Family Residential (SF) |
| Gateway Business (GB) | Business Park (BP) | Park (P) |
| Transitional Commercial (TC) | Multi-Family Residential (MF) | School (S) |
| General Commercial (GC) | Residential 2 (R2) | Affordable Housing Overlay (AHO) |
| Community Services (CS) | | |

Source: City of Corona, County of Riverside, Interwest Consulting Group, Esri

COMMUNITY OUTREACH

Previous Downtown Revitalization Plan Outreach
(2021-22):

- 2400 survey responses.
- Multiple small group discussions and city council study sessions.

Stakeholder Meetings on Downtown Specific Plan
Amendment (February/March 2024):

- Economic Development Department
- Public Works
- Planning Commission members (2)
- Private real estate and business interests
- Corona Historical Preservation Society
- Corona History Association

Topics Discussed with Stakeholders in 2024:

- Consistent character and image of downtown
- Circulation and traffic congestion
- Parking in downtown
- Public safety
- Building standards
- Implementation of the plan

Specific Plan Chapters with Major Updates

Development Standards

Building & site development standards

Design Guidelines

Design guidance for site planning, buildings, landscape, and signage

Streetscapes

Guidelines to improve the quality of public realm design

DEVELOPMENT STANDARDS

- Updated development standards
 - Building setbacks
 - Upper floor building stepbacks
 - Open space
 - Landscape/hardscape
 - Parking



Existing Development Standards

Land Use	Front Yard	Side Yard Interior	Side Yard Street	Rear Yard	Building Height Stories/Feet
Downtown District	8'	0'/10'	8'	10'	5/60'
Gateway Business District	8'	0'/10'	10'	10'*	7/75'
Transitional Commercial District	8'	0/10'*	8'	10'*	3/40'
General Commercial	8'	0'/10'*	8'	10'*	3/40'
Business Park	20'	0'/10'	20'	10'	3/50'
Community Services	15'	10'	15'	10'/20'*	3/40'

* When adjacent to residential

Proposed Development Standards

Land Use	Front Yard	Side Yard Interior	Side Yard Street	Rear Yard	Building Height Stories/Feet
Downtown District	0'	10'*	0'	10'*	5/60'
Gateway Business District	8'	10'*	8'	10'*	7/75'
Transitional Commercial District	5'	10'*	5'	10'*	3/40'
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Business Park	20'	0'/10'	15'	10'	3/50'
Community Services	5'	10'*	5'	10'*	3/40'

* When adjacent to residential

Development Standards Examples



**Building Setbacks
Sidewalk Storefronts**



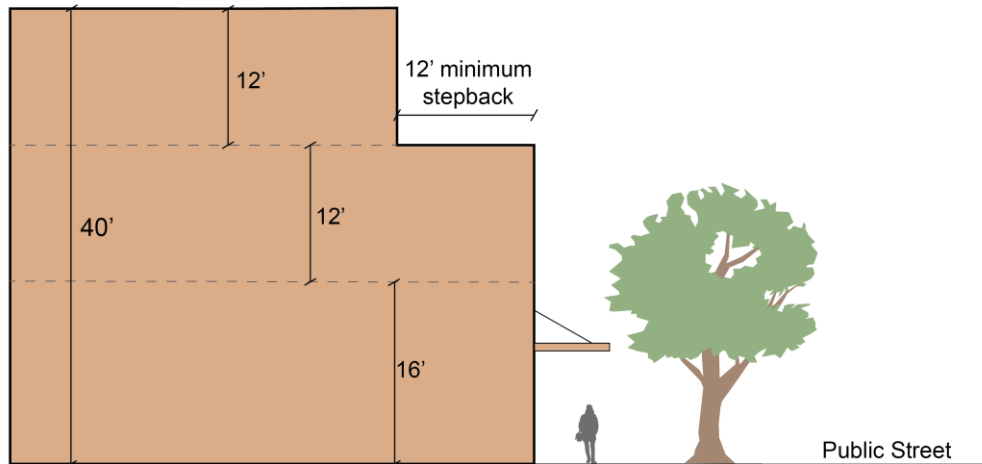
Tree Wells & Hardscapes



**Onsite Common
Open Space**

Massing/Scale of New Buildings

Example of 3rd Floor Stepback



DESIGN GUIDELINES

› Intent of Design Guidelines

- › Re-establish the traditional urban fabric and restore Downtown as an active hub of the City
- › Ensure high-quality development that creates a positive image and identity
- › Create a walkable environment and activate Downtown's streets and public spaces
- › Encourage compatible development with surrounding context
- › Provide clear and understandable design criteria



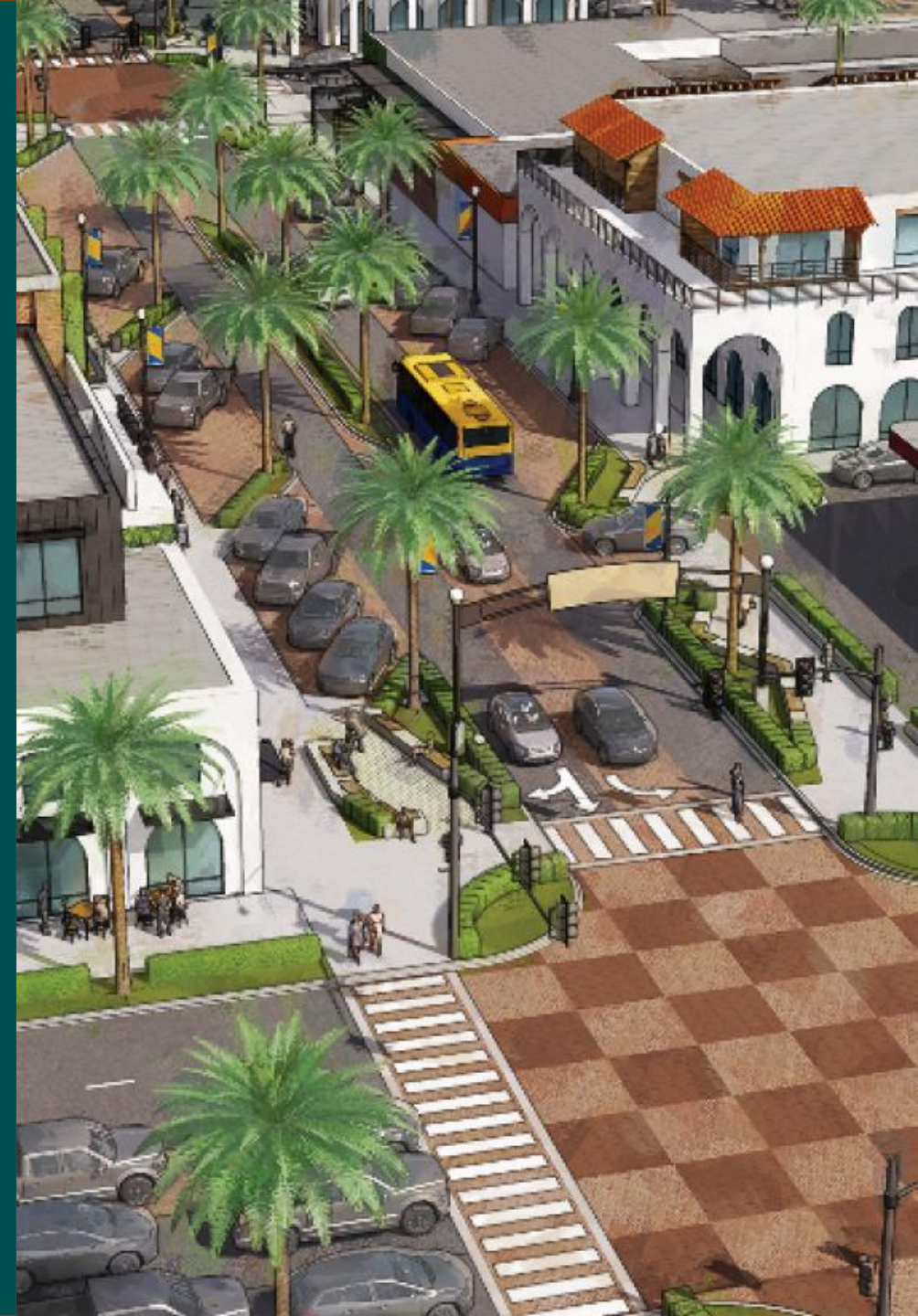
DESIGN GUIDELINES

➤ Organized by:

- Downtown Core
- Commercial
- Light Industrial / Business Park
- Residential

➤ Topic areas addressed:

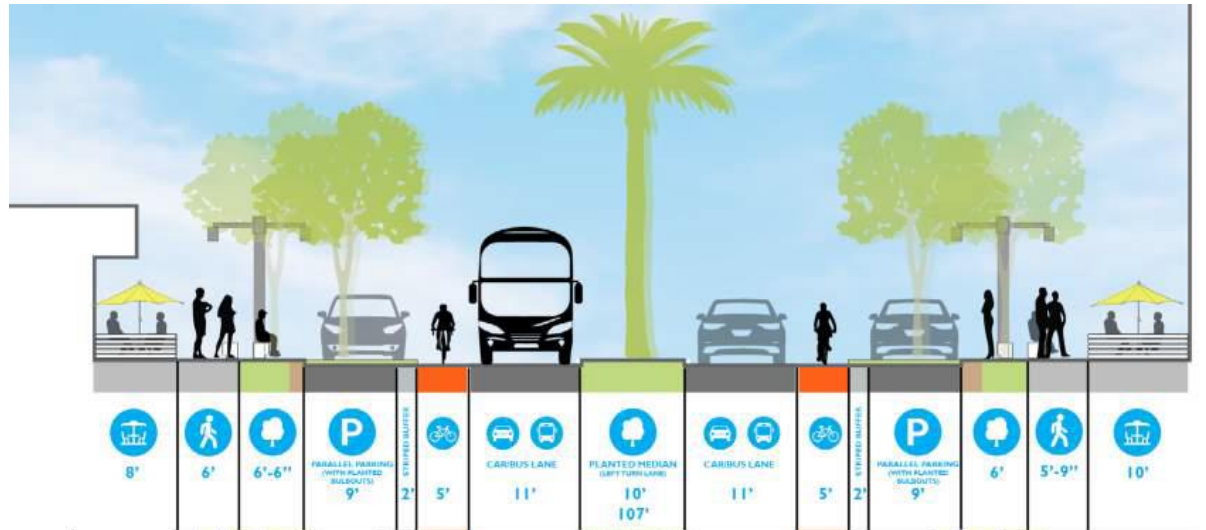
- Site Planning
- Building Design
- Landscape Design
- Signage & Lighting



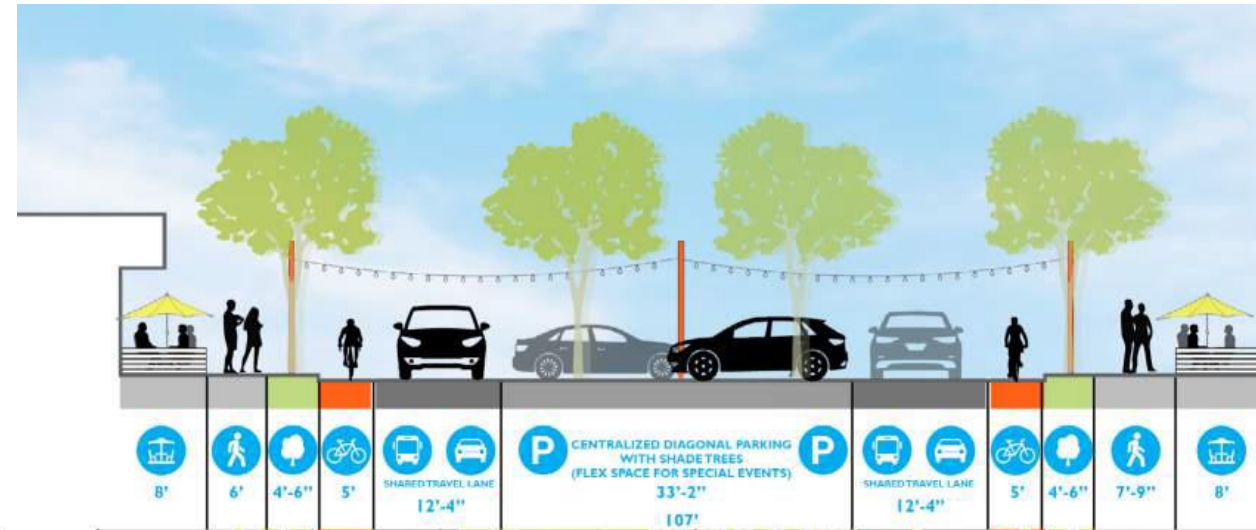
STREETSCAPE DESIGN

Sixth Street (Between Main and Ramona) TBD

Option A



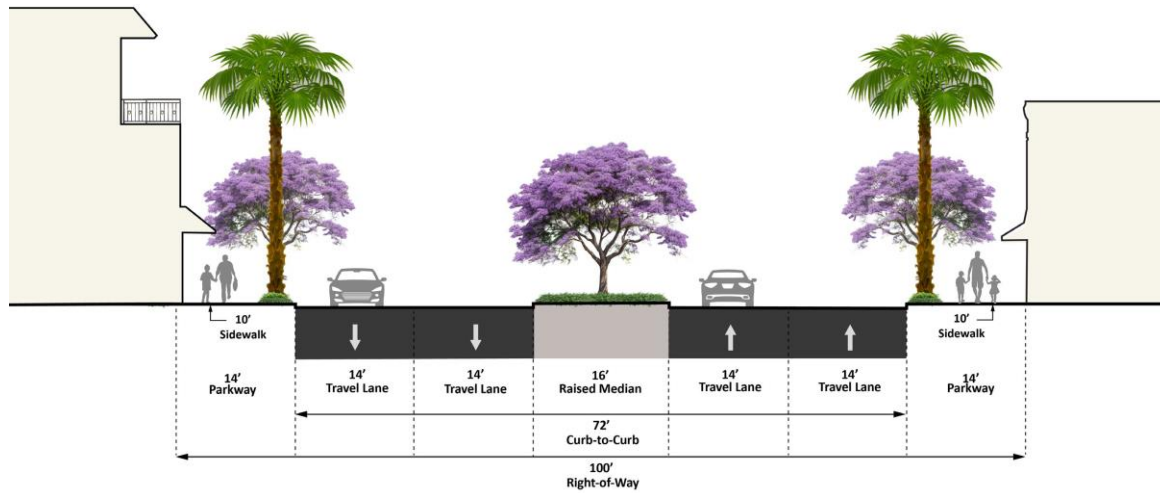
Option B



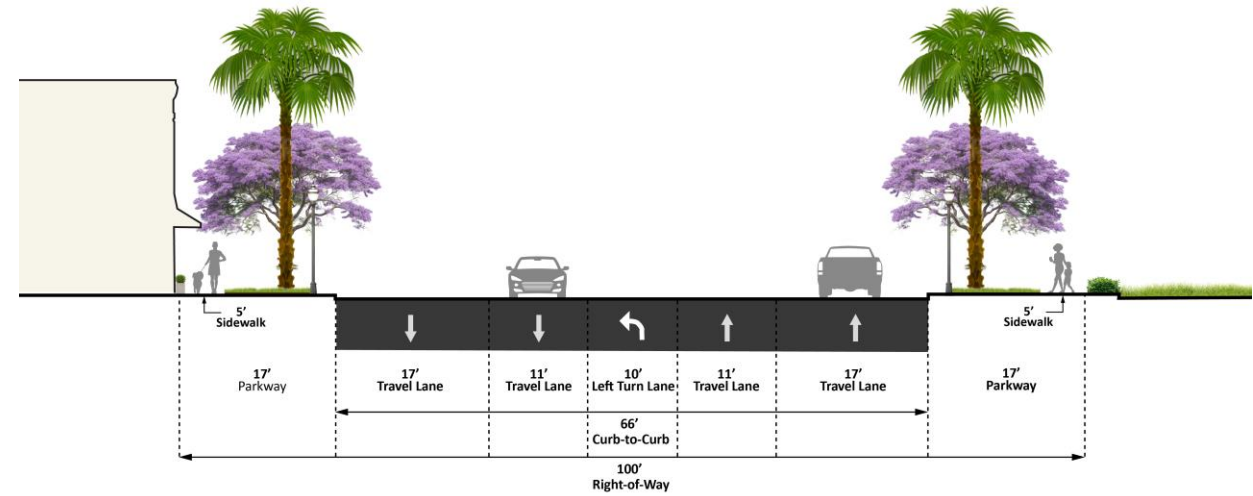
STREETSCAPE DESIGN

Main Street

Between 6th and 8th

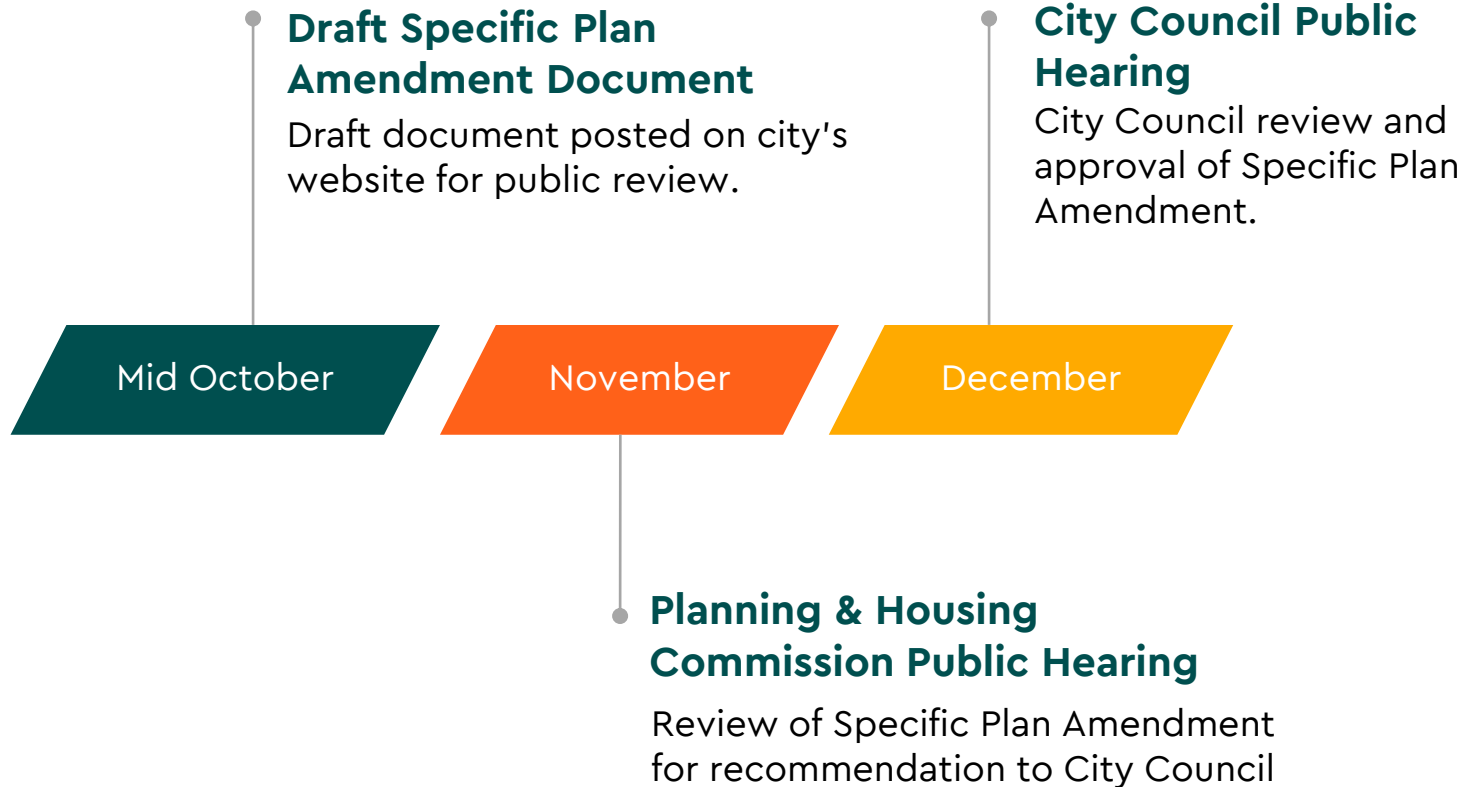


South of 8th Street



Downtown Specific Plan Amendment

Next Steps





QUESTIONS?

CITY COUNCIL STUDY SESSION | SEPT 18, 2024



STAFF REPORT

DATE: 09/18/2024
TO: Honorable Mayor and City Council Members
FROM: Planning and Development Department

2024-43

REQUEST FOR CITY COUNCIL ACTION

SUBJECT:

UPDATE ON THE AMENDMENT TO THE DOWNTOWN REVITALIZATION SPECIFIC PLAN AMENDING THE DOWNTOWN COMMERCIAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

RECOMMENDED ACTION:

That the City Council receive the information and provide any feedback on the proposed changes to the Downtown Revitalization Specific Plan.



STAFF REPORT

DATE: 09/18/2024
TO: Honorable Mayor and City Council Members
FROM: Public Works Department

REQUEST FOR CITY COUNCIL ACTION

SUBJECT:
6TH STREET TRANSFORMATION DESIGN CONCEPTS

RECOMMENDED ACTION:
That the City Council provide direction on the proposed 6th Street Transformation design concepts.



6th Street Transformation Design Concepts

Keegan Olds, P.E.
CIP Supervisor
Jitka Dekojova
Kirk Keller
Studio OneEleven

September 18

Today's Agenda

- 01** The Ask
- 02** Background
- 03** Current Conditions
- 04** Proposed Concepts
- 05** Questions?



The Ask...

That the City Council provide direction on the proposed 6th Street Transformation design concepts.

Project Goals and Priorities for 6th Street Transformation

Goals and Priorities are based on consolidated summary from provided Public Outreach information, to influence and drive the design



PLACEMAKING/ CULTURE/ CHARACTER

- Respect and honor the history and culture of Corona while also moving forward with 21st Century street infrastructure and mobility improvements that foster a cohesive identity.
- Incorporate public seating/ gathering areas in addition to outdoor dining. Keeping in mind issues of safety at night (e.g., crime and homelessness).
- Add creative and fun public space elements such as playful and interactive furnishings, and overhead elements.
- Integrate art and programming to activate the public realm.
- Create a place for dining, retail and special events to thrive.



CONNECTIVITY/ MOBILITY

- Connect 6th Street to future Corona Mall improvements.
- Create a design precedence and vision for future comprehensive 6th street improvements.
- Improve the quality of pedestrian connections along 6th street and its adjoining streets.
- Go beyond a car-centric culture by empowering people to walk and bike through improved and safe infrastructure.
- Create spaces and clearly designated routes for public transportation, ride-share drop-offs, and loading.
- Improve street lighting and wayfinding.



INCLUSIVITY

- Make 6th Street more inclusive by creating an environment that's inviting to locals and families.
- Create a destination for the public and make Corona more competitive with regional destinations outside the city.
- Build support and consensus from business and property owners related to Corona improvements.
- Support the development of spaces that will attract and be accessible to a diversity of ages and abilities.



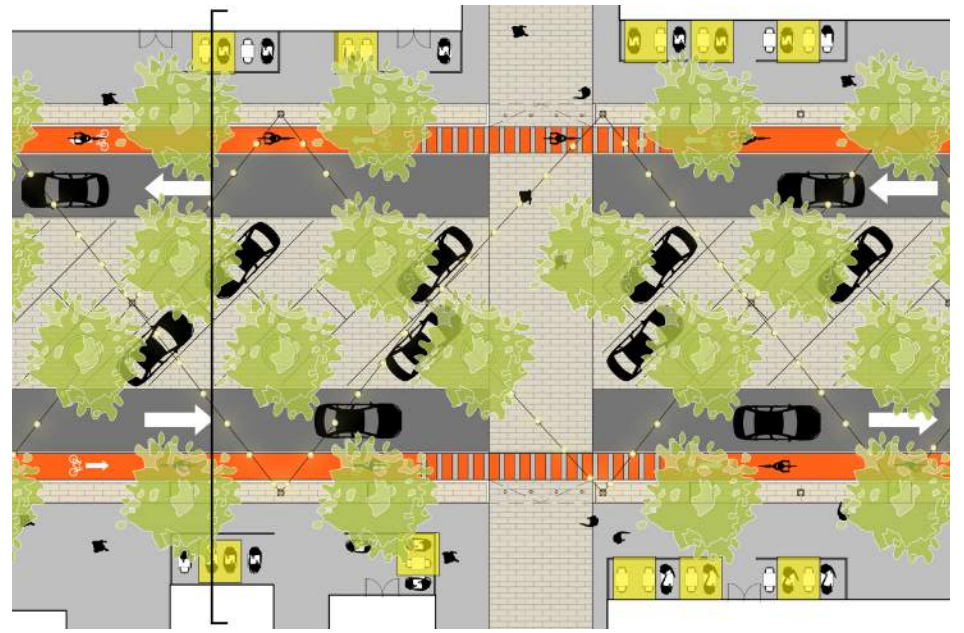
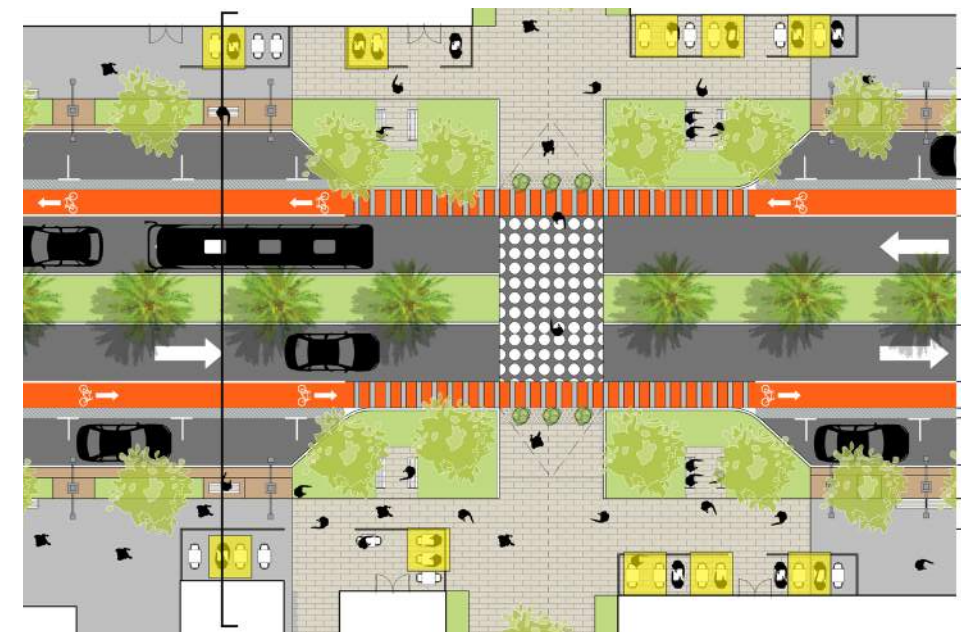
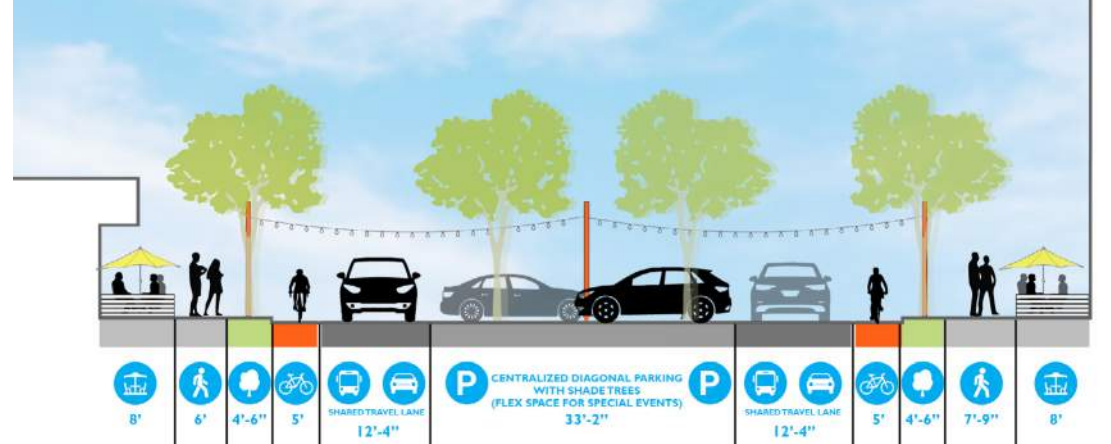
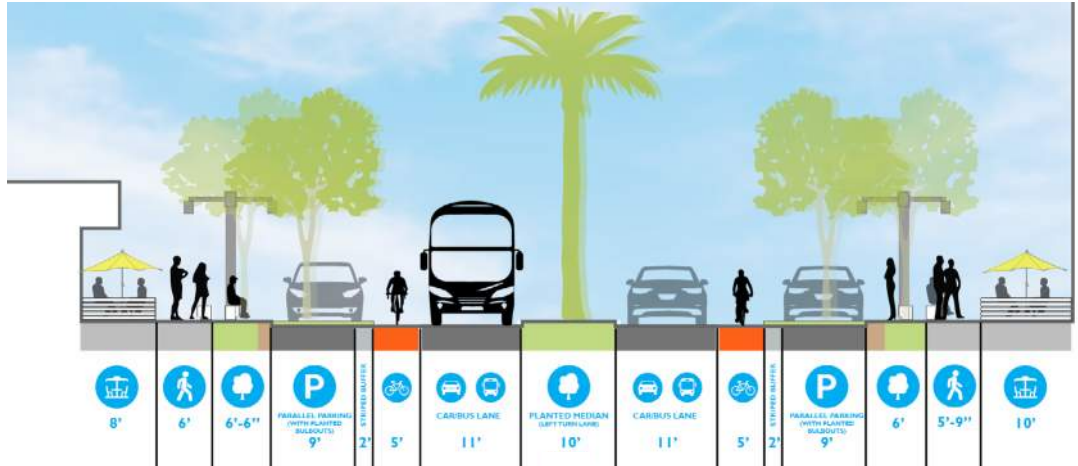
ECONOMIC & ENVIRONMENTAL VITALITY

- Support existing businesses on 6th Street and add diverse new uses that activate the street throughout the day.
- Leverage existing City-owned properties and parking areas to support project design goals.
- Support a growing millennial population and downtown resident and worker industries.
- Incorporate sustainability features into design such as green infrastructure, and drought-resistant plant and tree species.

6th Street Transformation Conceptual Design Options Overview

OPTION A 'STROLL'

OPTION B 'FLEX'



Design Precedents

**OPTION A
'STROLL'**



Parkway with street trees and seating (Victoria Gardens - Rancho Cucamonga, CA)



Dining along building facades (Santana Row - San Jose, CA)



Paving graphics at pedestrian crossings
(West Capitol Avenue Streetscape - Sacramento, CA)
September 2024 | 6th Street Transformation | 24108



Shared travel lane for cars and bus. Buffered bike lane next to parallel parking. (Long Beach, CA)



Buffered bike lane protecting cyclists from "door zone" of parked cars.
(Carlsbad, CA)

Design Precedents: **Paramount Boulevard, Paramount CA**



BEFORE



AFTER

Design Precedents: Paramount Boulevard, Paramount CA



This half-mile streetscape renovation for the City of Paramount re-envisioned the character of their downtown district to create places for people, incorporate sustainable landscape and engineering practices, modernize the local transit system, enhance lighting and wayfinding

Planted bulb-outs and medians were introduced to calm traffic, and a clear street-scape rhythm with shade trees, pedestrian lights, and parkway landscape create a new downtown sense of identity. Other elements included mid-block pedestrian crossings, custom bus stop trellises, traffic calming medians, public dining paseos, parkway planting and new sidewalks, on-street parking, pedestrian lighting and street furnishings.

Design Precedents: 3rd Street Transformation, Long Beach CA



BEFORE



BEFORE



AFTER



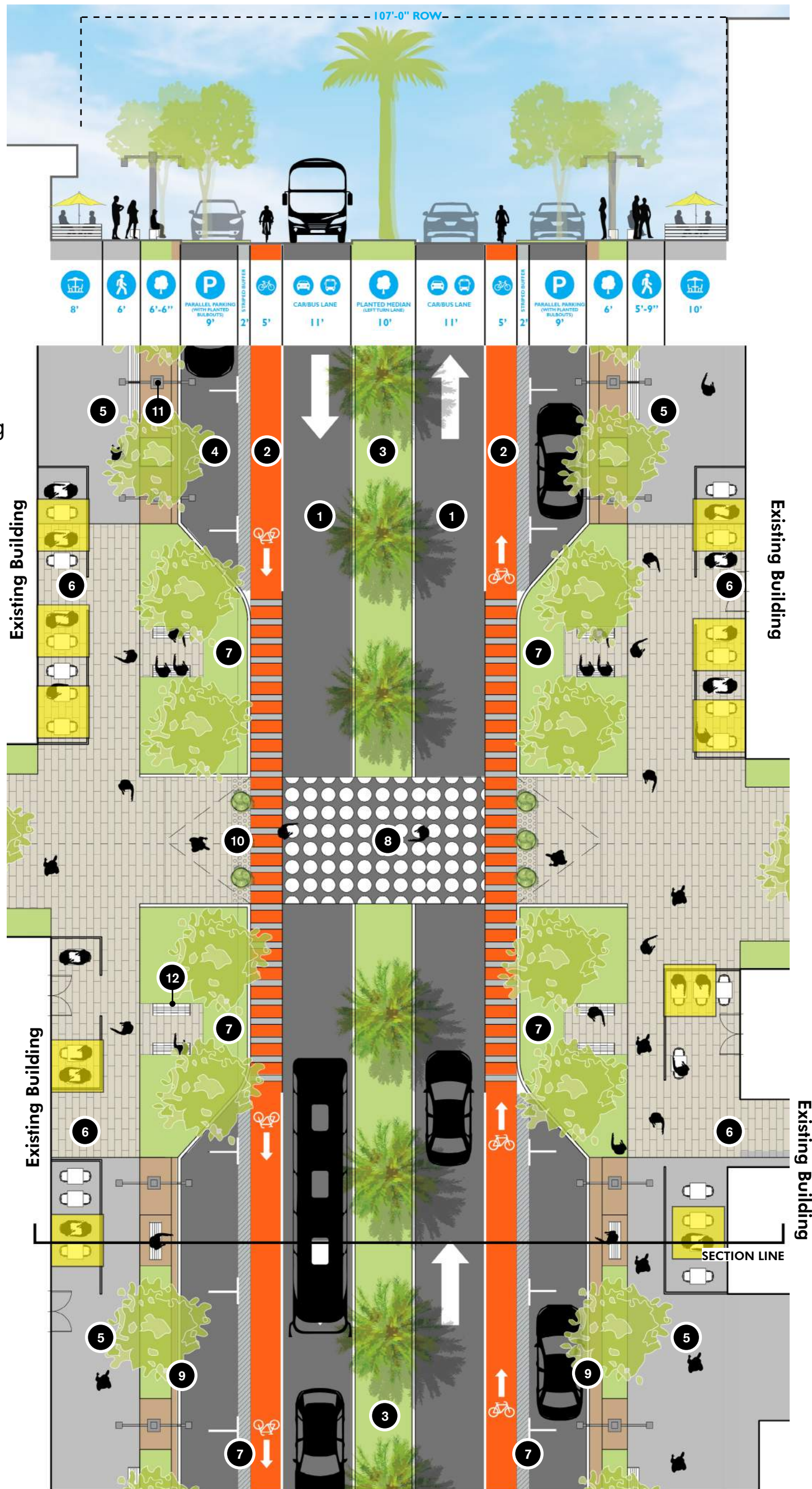
AFTER

3rd Street streetscape renovation for the City of Long Beach incorporate sustainable landscape and engineering practices, protected bike lanes, and planted bulb-outs functioning as traffic-calming.

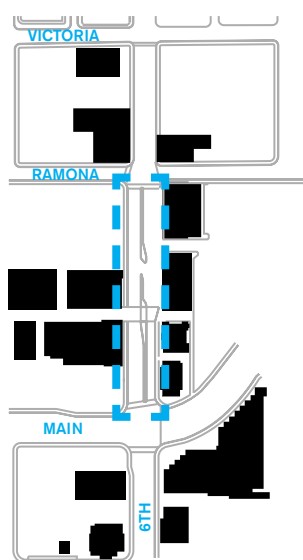
Section and Plan Option A - 'Stroll' Main Block

Keynotes:

1. Two way shared car/bus lane
2. Protected bike lane (Class II)
3. Planted median and designated left turn lane
4. Parallel parking along north and south edges of street
5. Extended sidewalk area for pedestrians and dining
6. Designated dining areas along building facades
7. Planted bulb-outs at intersections
8. Paving graphics at pedestrian crossings
9. Curb cuts to stormwater biofiltration planters along street
10. Planted pots at pedestrian crossings
11. Street lights along sidewalk
12. Seating areas at bulbouts



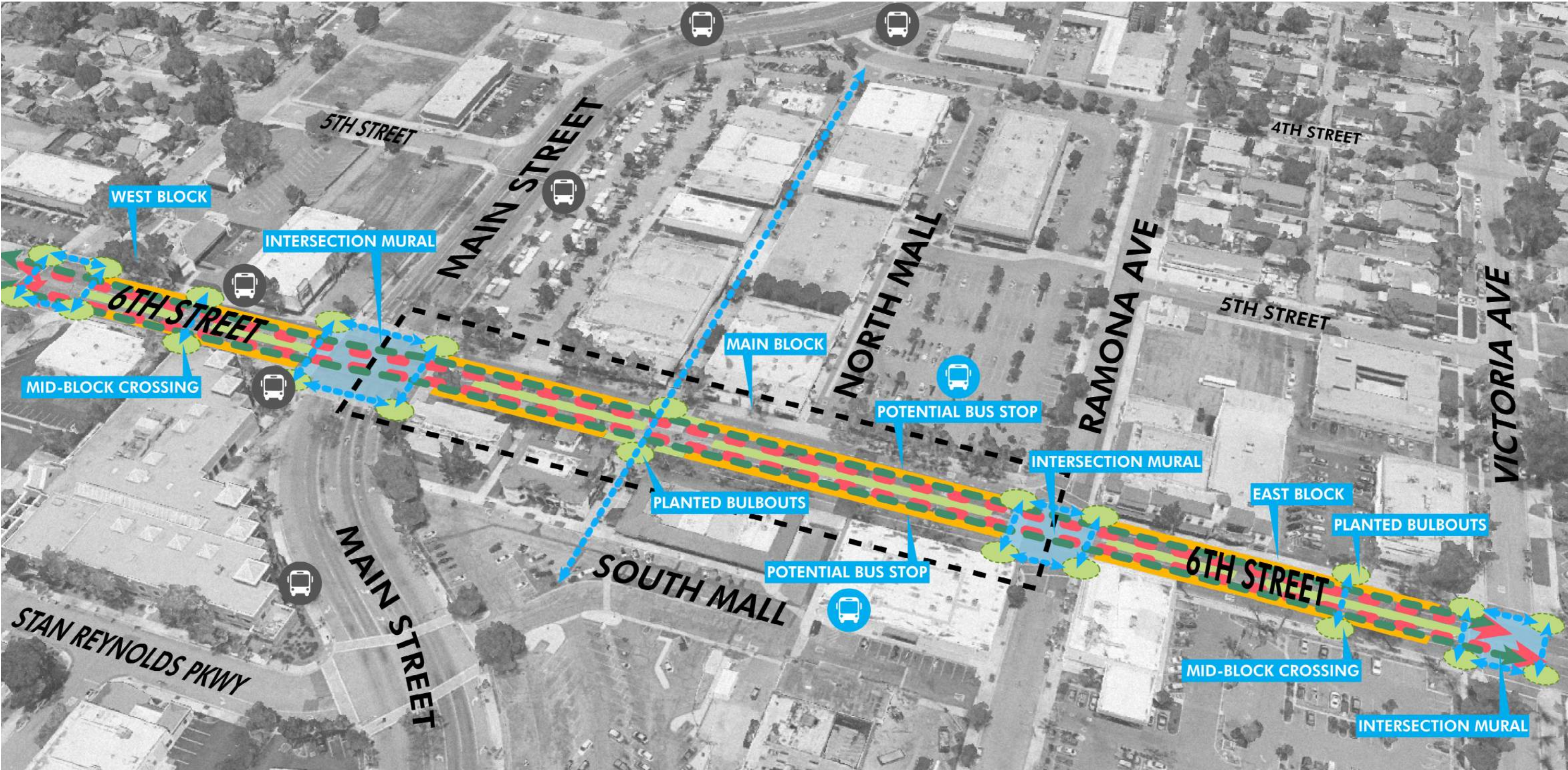
Key Map



SCALE 1" = 16'-0"



Circulation & Connections Diagram: Option A - 'Stroll' Main Block



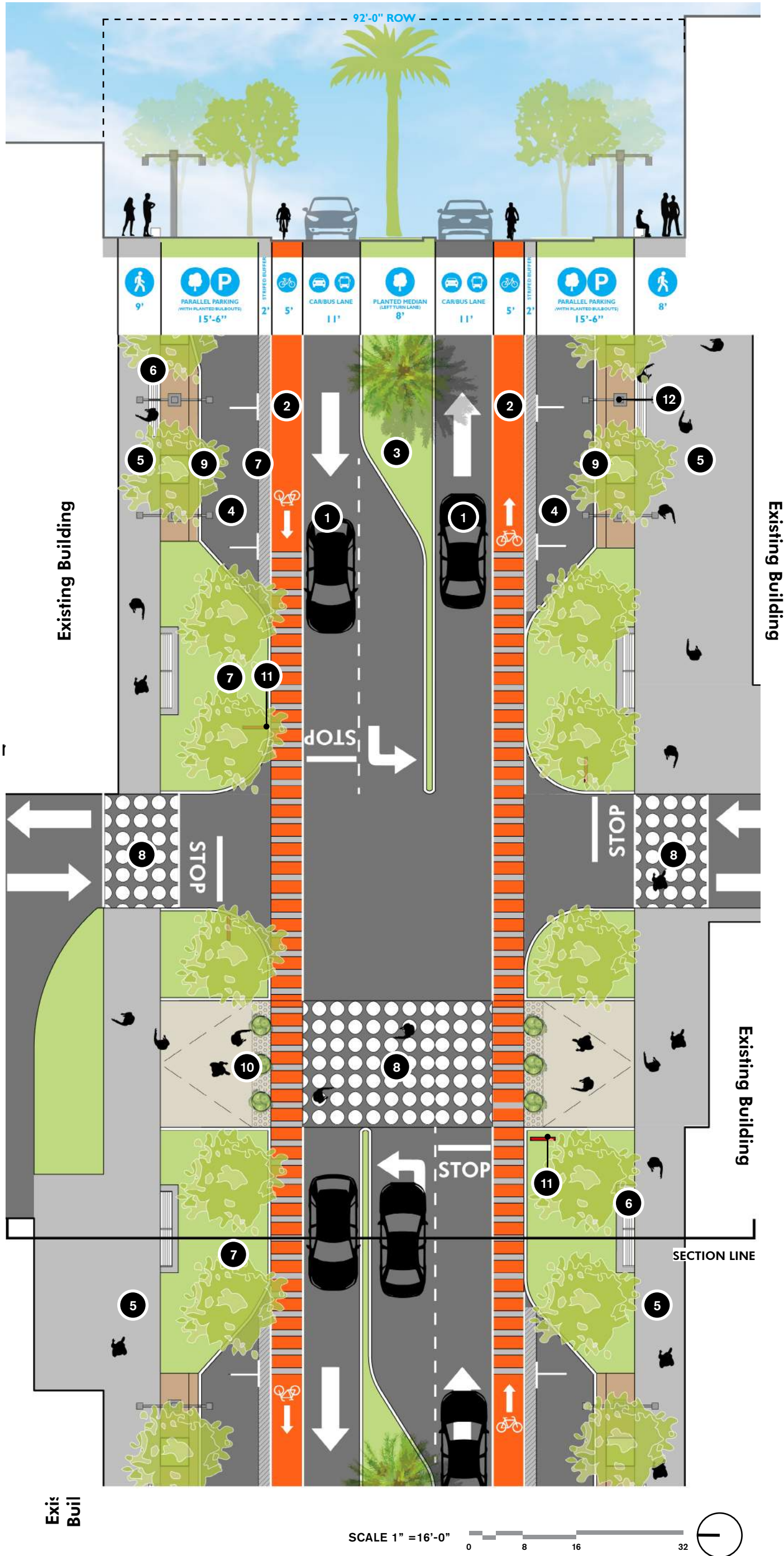
- LEGEND**
- Shared Car/Bus Lane
 - Pedestrian Crossings
 - Bike Route (Class II)
 - Parallel Parking
 - Median/Left Turn Lane
 - Project Scope
 - 🚌 Existing Bus Stop to Remain
 - 🚌 Potential Bus Stop

Section and Plan Option A - 'Stroll' West Block

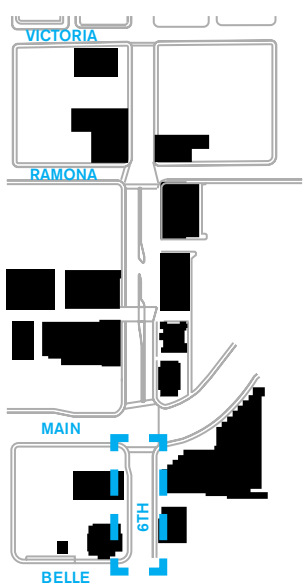
(6th Street West of Main Street)

Keynotes:

1. Shared car/bus lane
2. Protected bike lane (Class II)
3. Planted median and designated left turn lane
4. Parallel parking along north and south edges of street
5. Sidewalk area for pedestrians
6. Seating along streetscape
7. Planted bulb-outs at mid-block crossing
8. Paving graphics at pedestrian
9. Curb cuts to stormwater biofiltration planters along street
10. Planted pots at pedestrian crossing
11. Stop sign at pedestrian crossing
12. Streetlights along sidewalk



Key Map



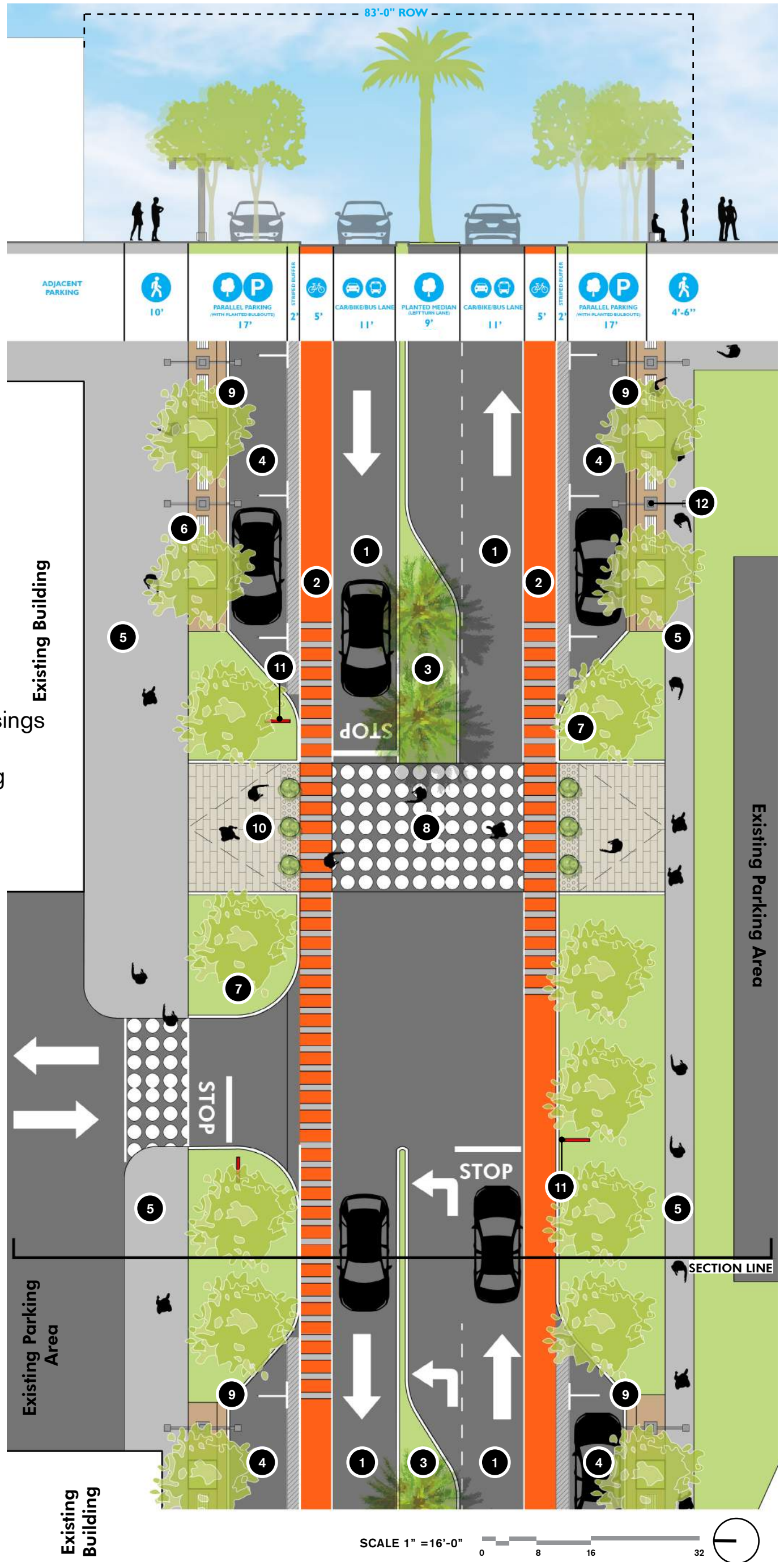
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Section and Plan Option A - 'Stroll' East Block

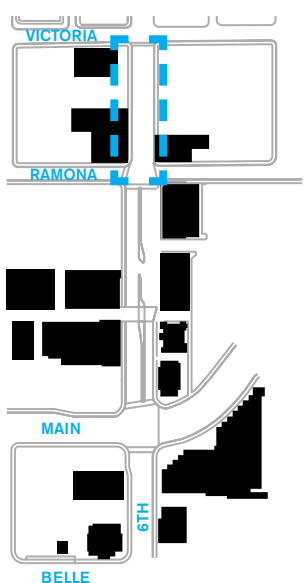
(6th Street East of Ramona Ave)

Keynotes:

1. Shared car/bus lane
2. Protected bike lane (Class II)
3. Planted median and designated left turn lane
4. Parallel parking along north and south edges of street
5. Sidewalk area for pedestrians
6. Seating along streetscape
7. Planted bulb-outs at mid-block crossing
8. Paving graphics at pedestrian
9. Curb cuts to stormwater biofiltration planters along street
10. Planted pots at pedestrian crossings
11. Stop sign at pedestrian crossing
12. Streetlights along sidewalk



Key Map



Design Precedents Design Precedents: **Lancaster Boulevard, Lancaster CA**

**OPTION B
'FLEX'**



Centralized diagonal parking with shade trees and lighting (Lancaster Boulevard - Lancaster, CA)



Flex Plaza /Event Days at Centralized Parking Area (Lancaster Boulevard - Lancaster, CA)

Design Precedents Design Precedents: Lancaster Boulevard, Lancaster CA



BEFORE

AFTER

Since installing the 30' wide "ramblas" strip in middle in 2010, for the length of 9 city blocks:

- Pedestrian involved collisions have decreased by 78%
- Motor vehicle collisions decreased by 38%
- 57 new businesses have opened on Lancaster BLVD
- Retail sales of increased by 57%
- Revenue from the downtown area has increased 119% from 2007 to 2012

<https://www.pps.org/article/road-diet-reinvigorating-downtown-lancaster-one-lane-at-a-time>

Lancaster Boulevard Transformation by Moule & Polyzoides, Architects and Urbanists

"Within two years of completion, downtown Lancaster's revenue increased 119% and property values rose 9.53% (in spite of a citywide decline during the same period). This project spurred the construction and rehabilitation of 800 dwelling units and 145,000 square feet of commercial space. Traffic collisions fell by half, injury-related incidents plummeted 85%, and the street redesign generated an estimated \$280 million of economic output (figures sourced from the California Redevelopment Association IMPLAN Jobs Calculator)." <https://mparchitects.com/urbanism/lancaster-boulevard-transformation>

Setting the Standard for Main Street Transformation by CNU (Congress for the New Urbanism)

<https://www.cnu.org/publicsquare/2021/04/26/setting-standard-main-street-transformation>

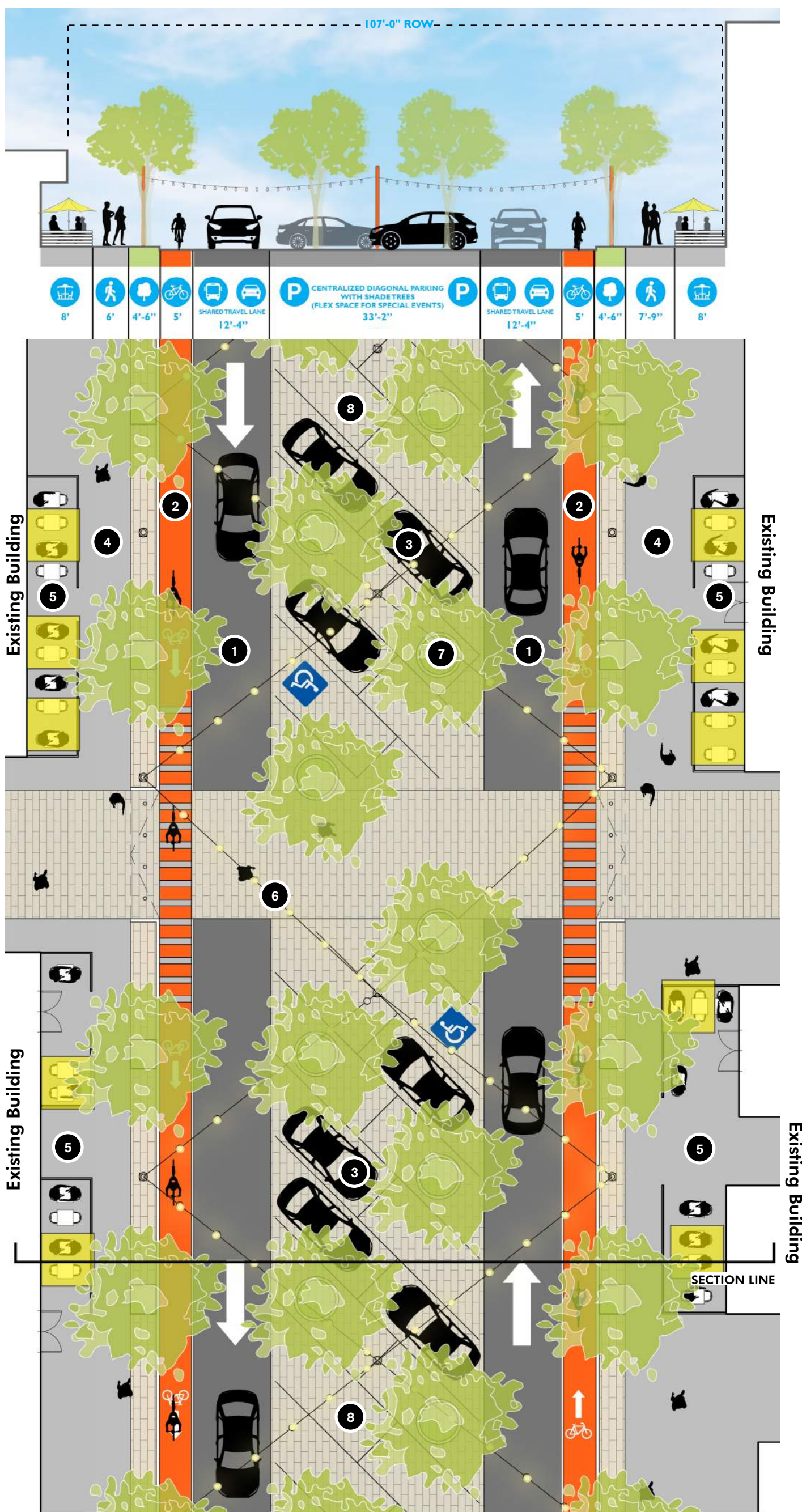
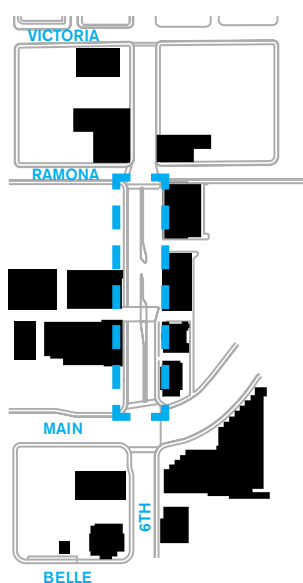
Section and Plan Option B - 'Flex' Main Block

Keynotes:

1. Shared car and bus travel lane
2. Designated bike lane (Class II)
3. Centralized diagonal parking stalls. Duals as flex plaza for special events
4. Extended sidewalk area for pedestrians and dining
5. Designated dining areas along building facades
6. Overhead lighting element
7. Staggered tree bosque over street
8. Permeable paving at parking to collect and filter stormwater

Note:
Potential for full street closure to vehicles between Main and Ramona for expanded events. See next page.

Key Map



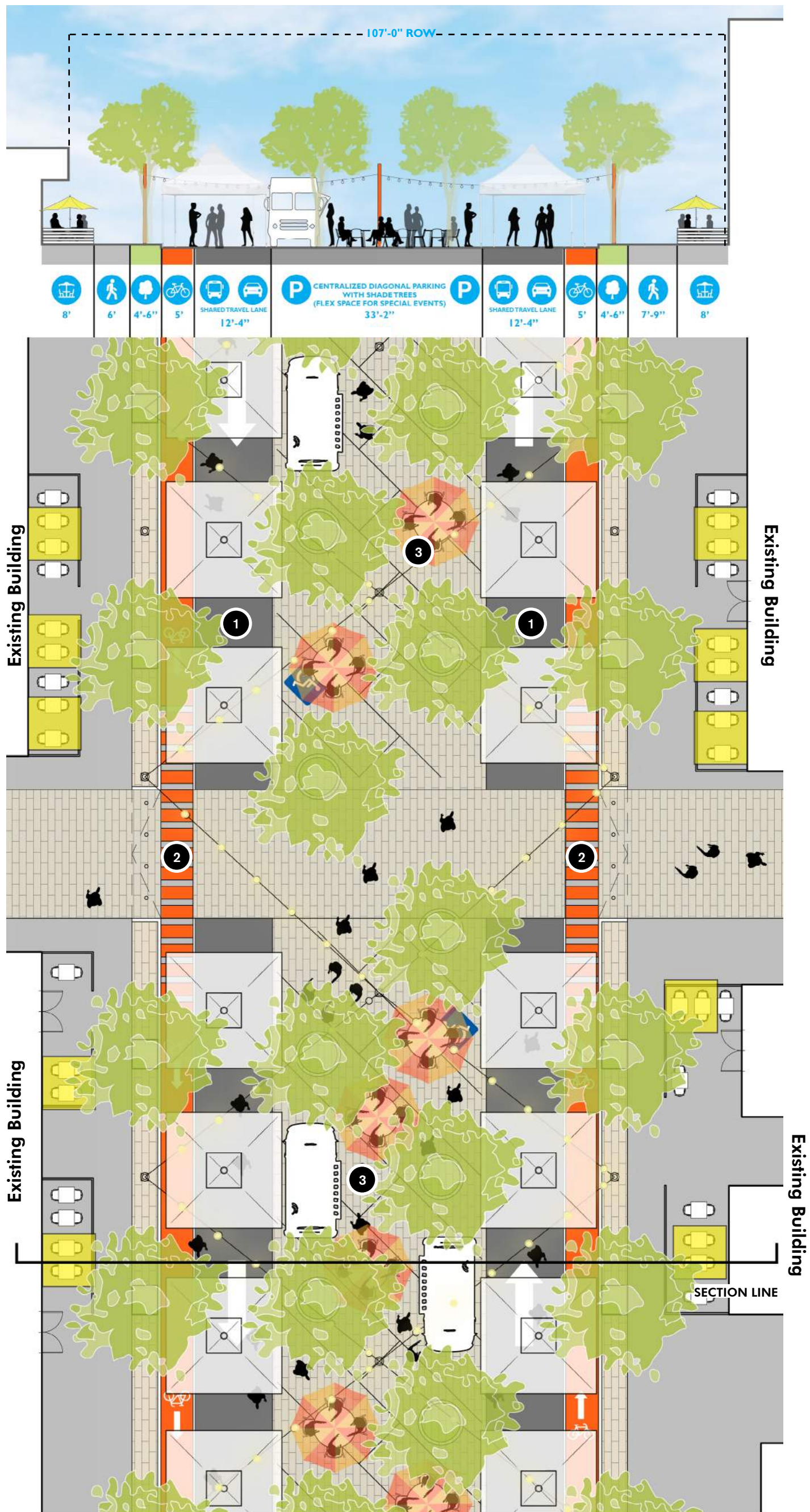
SCALE 1" = 16'-0"



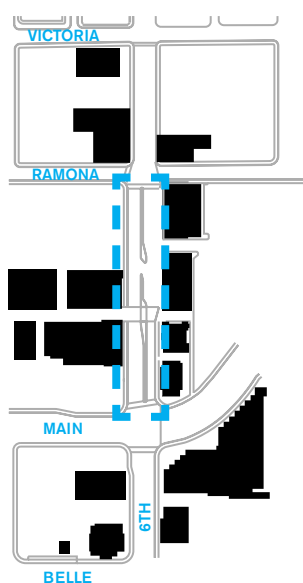
Section and Plan Option B - 'Flex' - Main Block Event Day / Street Closure

Keynotes:

1. Shared car and bus travel lane to be closed for events. Potential space for market tents or food trucks
2. Designated bike lane (Class II) to remain open
3. Centralized flex plaza for events with loose seating and food trucks



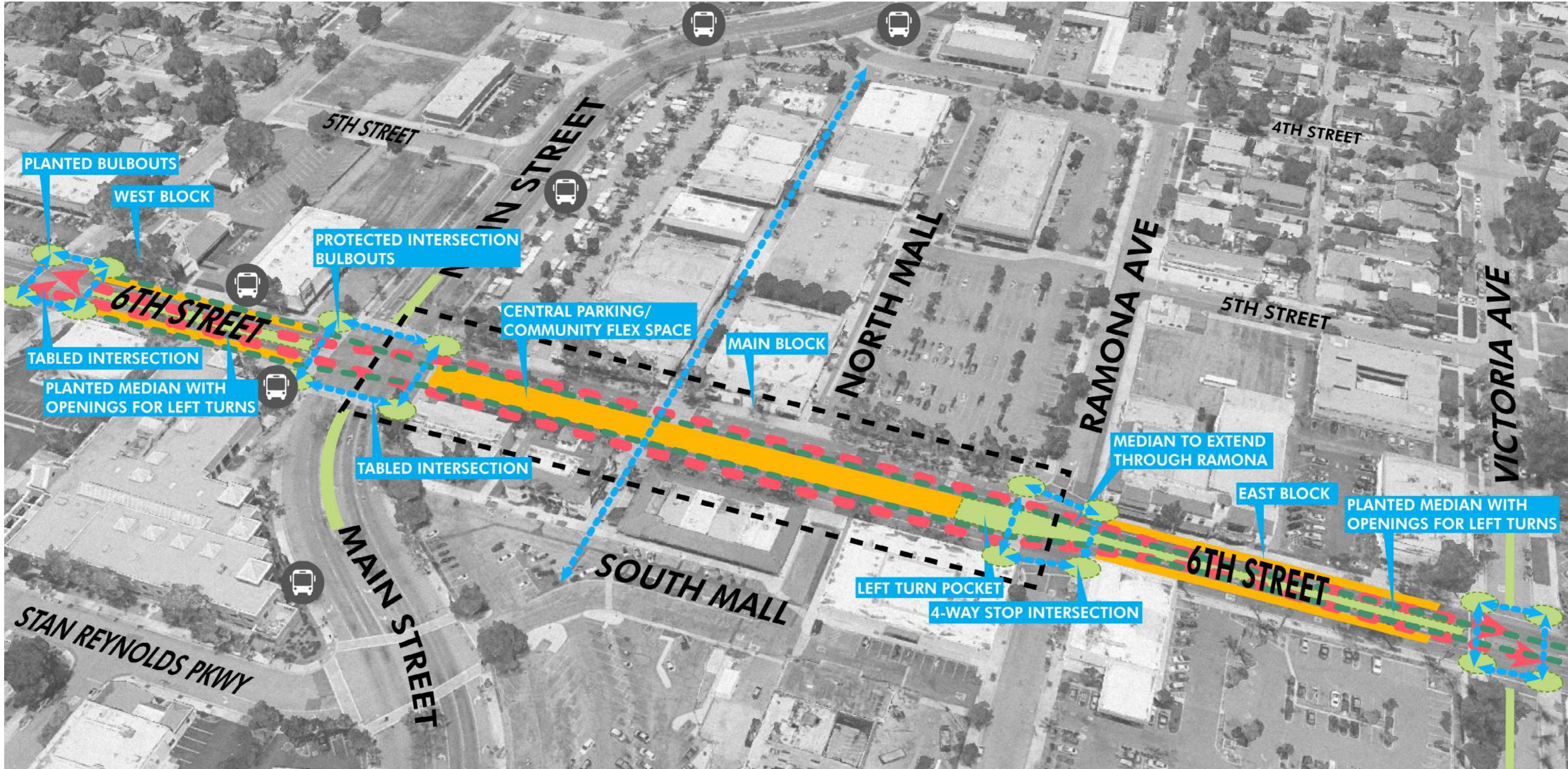
Key Map



SCALE 1" = 16'-0"



Circulation & Connections Diagram: Option B - 'Flex'



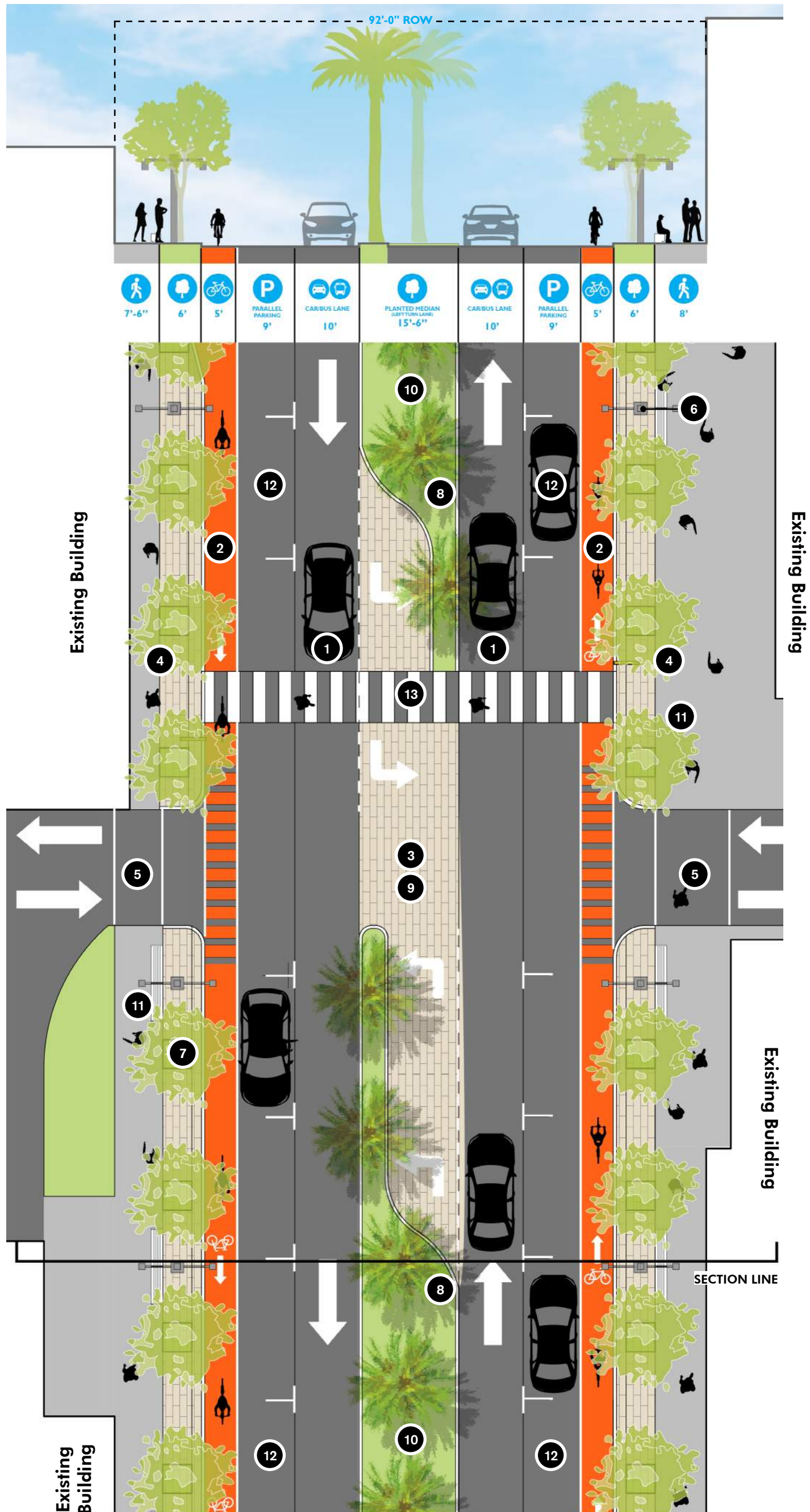
- LEGEND**
- Shared Car and Bus Travel Lane
 - Pedestrian Crossings
 - Bike Lane (Class II)
 - Parking
 - Median Planting and Bulbouts
 - Project Scope
 - Existing Bus Stop to Remain

Section and Plan Option B - 'Flex' West Block

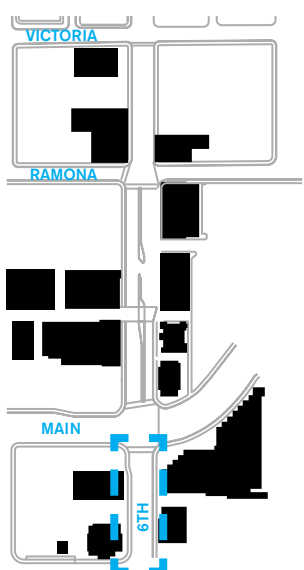
(6th Street West of Main Street)

Keynotes:

1. Shared car and bus travel lane
2. Designated bike lane (Class II)
3. Left hand turn lane with decorative paving
4. Sidewalk area for pedestrians with decorative paving at edges
5. Driveway entry with pedestrian crossing
6. Streetlights along sidewalk
7. Street trees along sidewalk
8. Curbcut at median to collect and filter stormwater
9. Permeable paving at centerlane to collect and filter stormwater
10. Planted median with palm trees
11. Seating along streetscape
12. Parallel parking
13. Pedestrian/ bicyclist crossing



Key Map

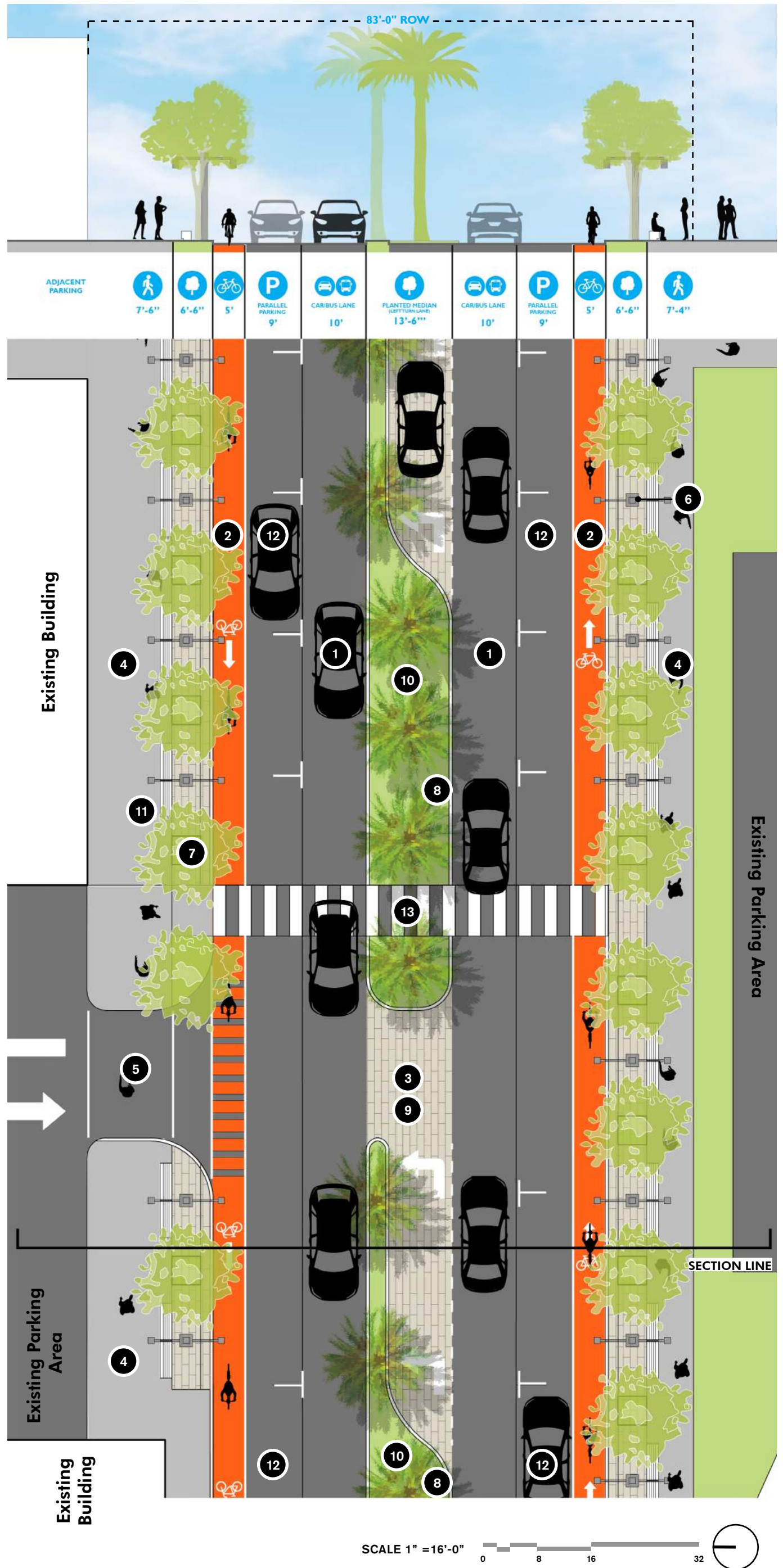


Section and Plan Option B - 'Flex' East Block

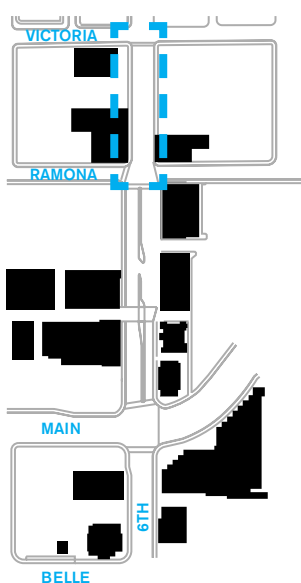
(6th Street East of Ramona Ave)

Keynotes:

1. Shared car and bus travel lane
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12. Parallel parking
13. Pedestrian/ bicyclist crossing



Key Map



Key Features Breakdown

OPTION A 'STROLL'

OPTION B 'FLEX'

Shared car and bus lane

X

X

Bike Lane (Class II)

X

X

Parallel Parking

X

Diagonal Parking

X

Bus Stop between Main
and Ramona

X

Pros and Cons

OPTION A 'STROLL'

PROS

- Trees and planting at median.
- Simple and easy to navigate street section.
- Ties together with other parts of 6th Street.
- More predictable design layout.

CONS

- No large flex space for events and programming.
- Less opportunity for placemaking.
- Less maneuverable space for emergency vehicles (16'-0").

OPTION B 'FLEX'

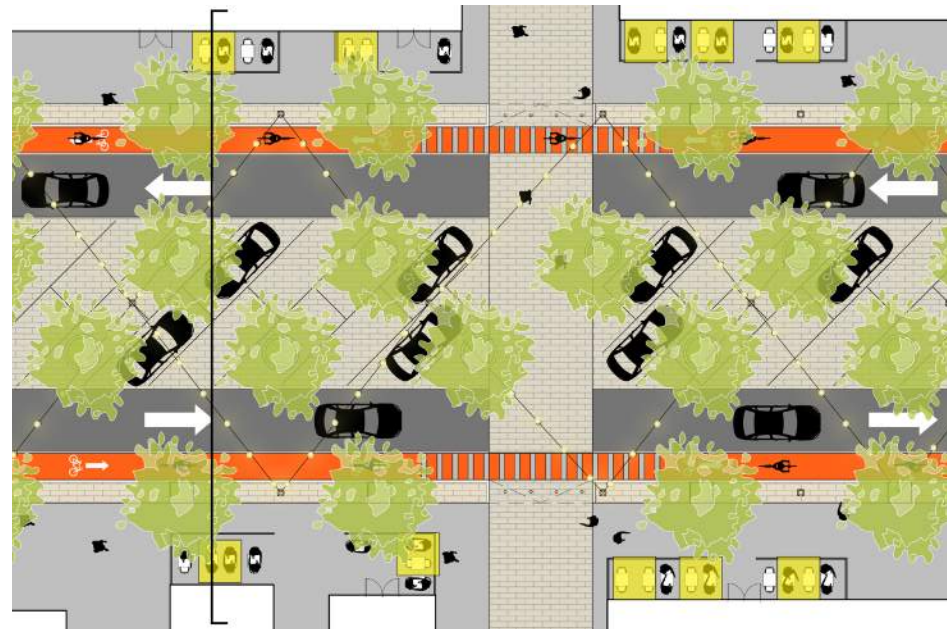
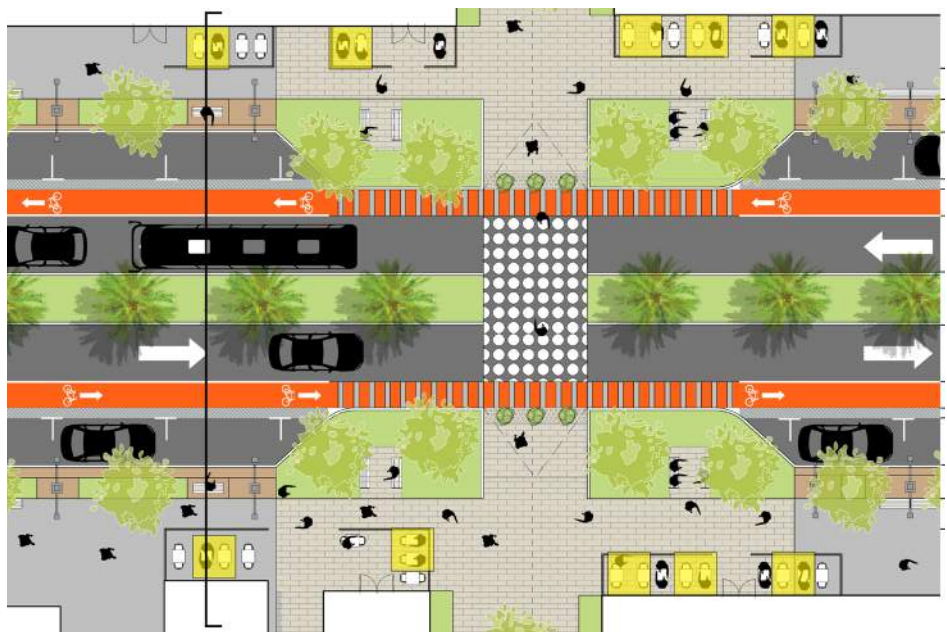
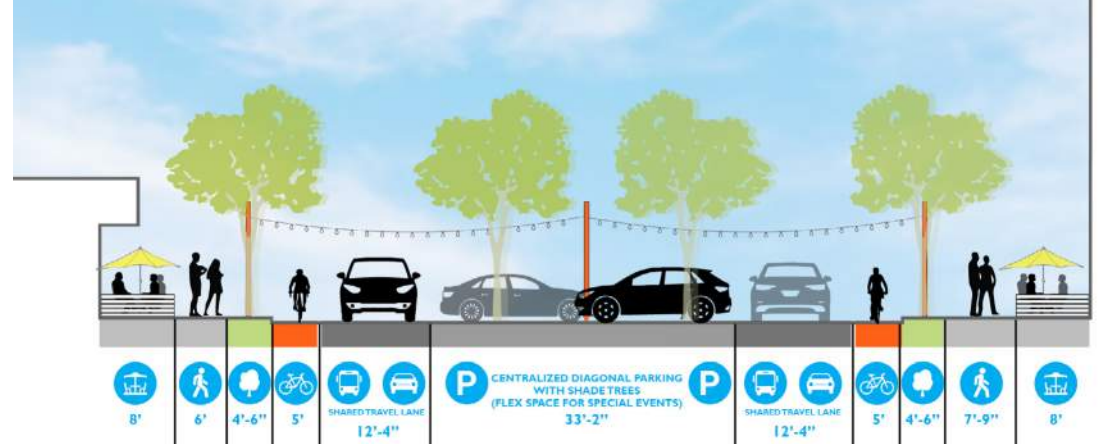
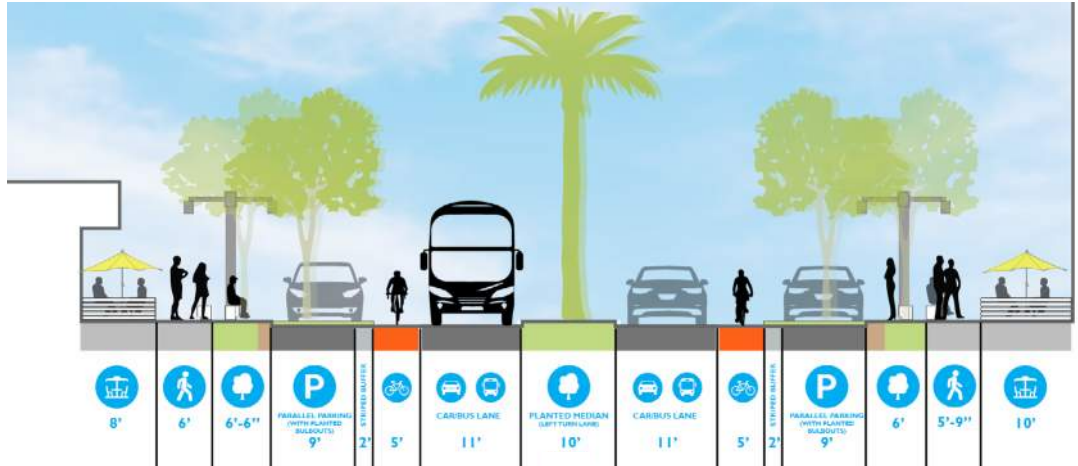
- Opportunity for tree canopy over center of street.
- Placemaking opportunity - creates a special presence for true civic center
- Flex space for programming and events.
- Allows for more parking (approximately 77% increase).
- More maneuverable space for emergency vehicles (17'-4").
- More conducive to traffic calming.

- May require additional capital cost and programming cost for central plaza space.
- May involve greater learning curve for motorists for center-road parking.

6th Street Transformation Conceptual Design Options Overview

OPTION A 'STROLL'

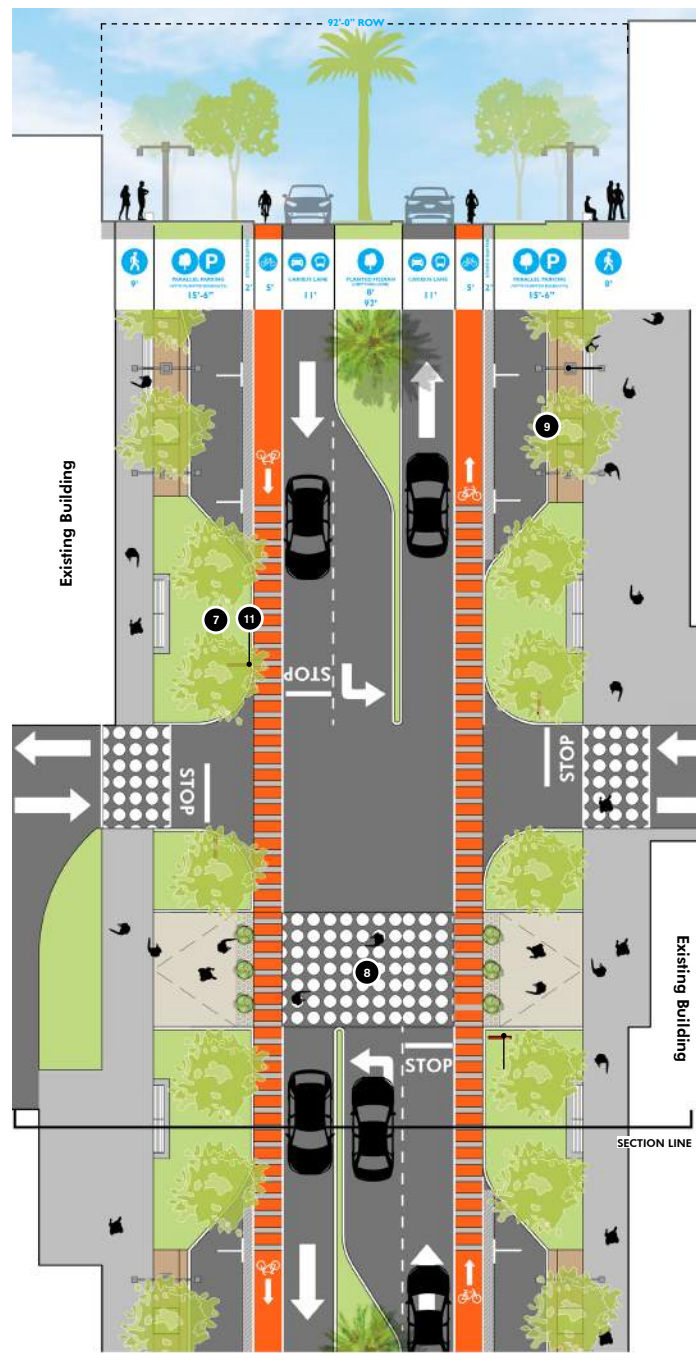
OPTION B 'FLEX'



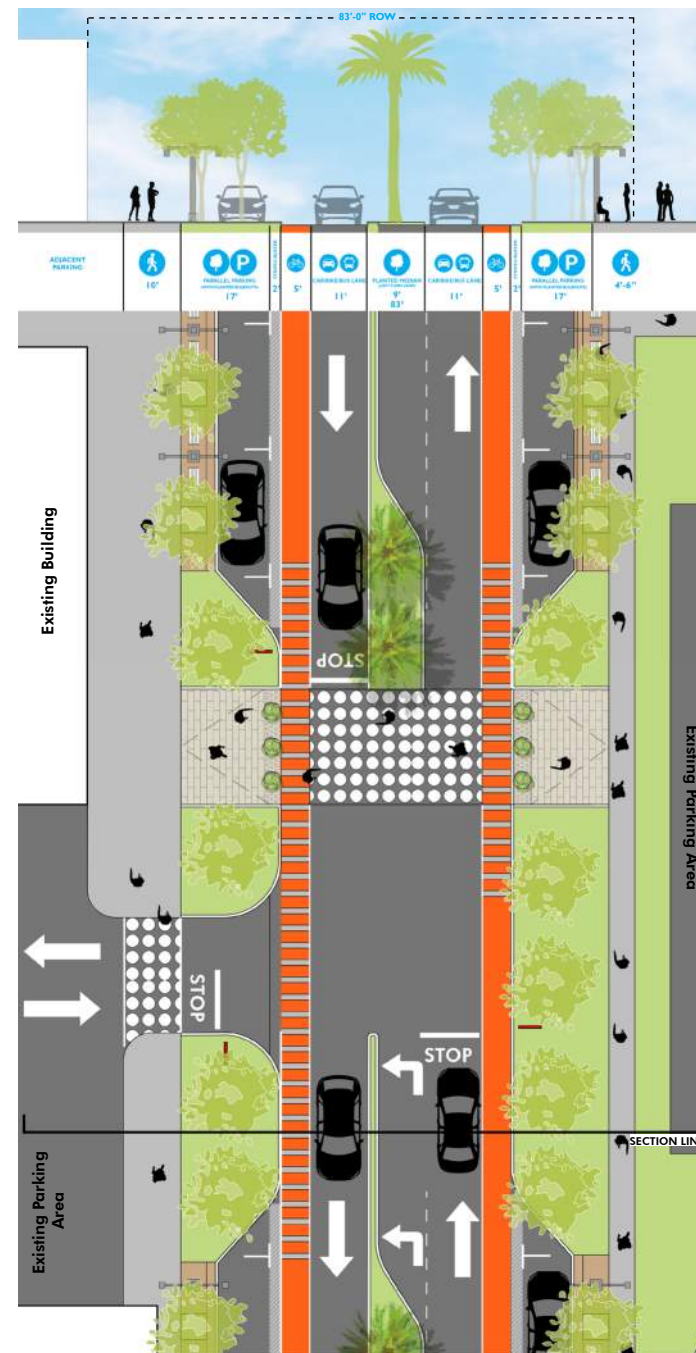
6th Street Transformation Conceptual Design Options Overview

**OPTION A
'STROLL'**

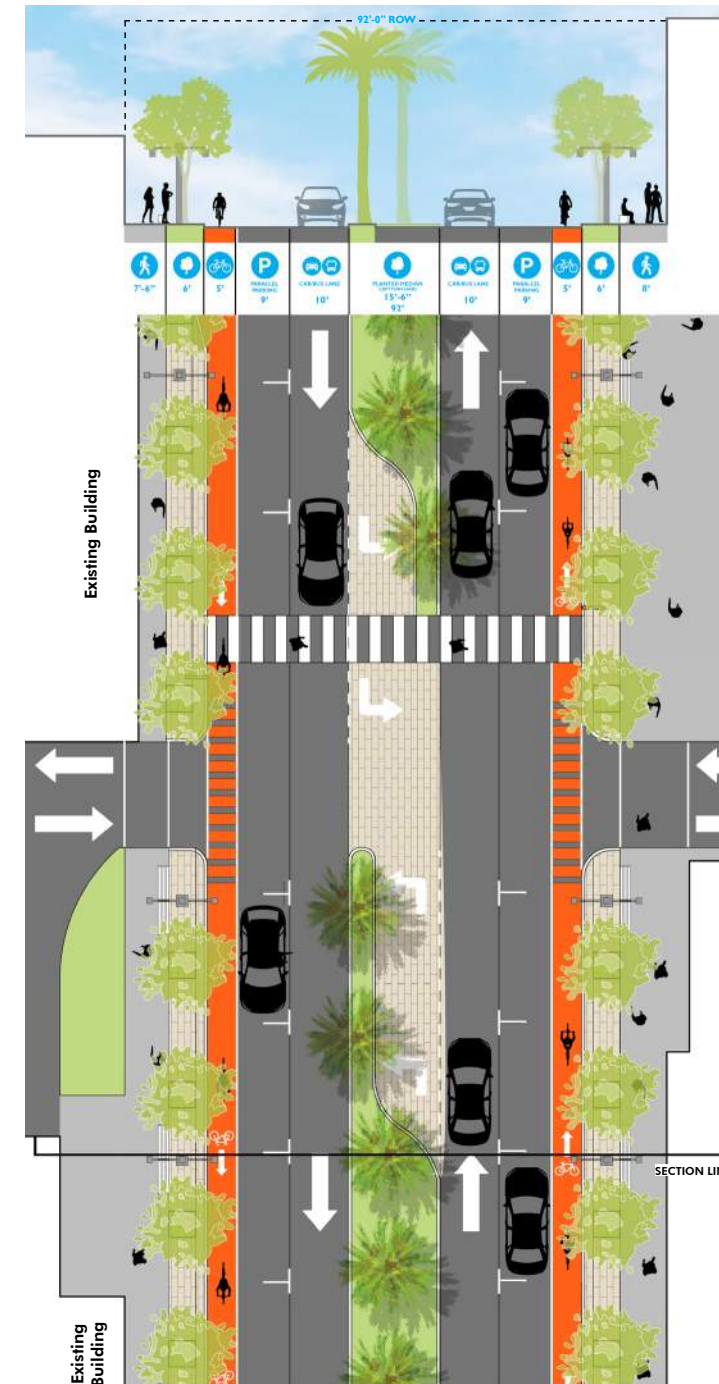
**OPTION B
'FLEX'**



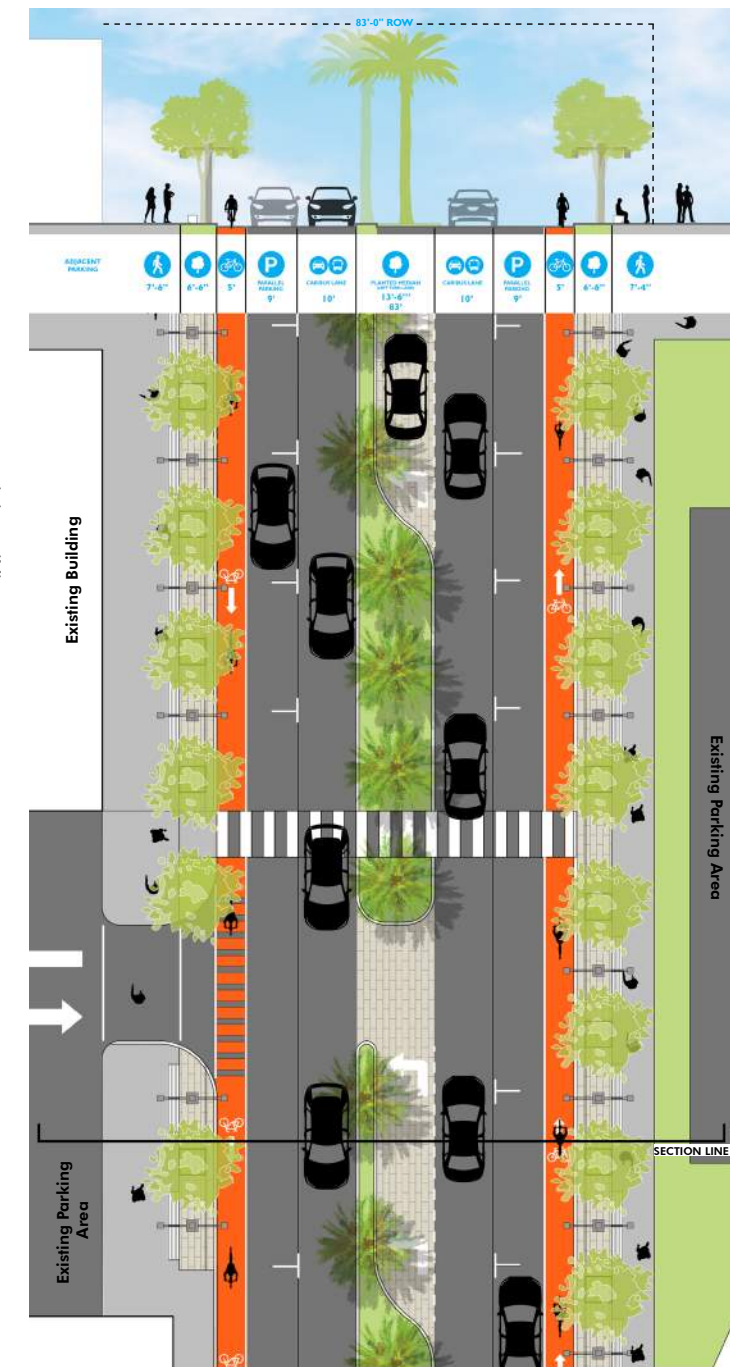
West Block



East Block



West Block



East Block

The Ask...

That the City Council provide direction on the proposed 6th Street Transformation design concepts.

Questions?

