CHAPTER 20

STREETSCAPE IMPROVEMENTS

This Chapter presents landscape and streetscape design concepts for key streets and gateways in the Downtown Specific Plan area. This Chapter is organized as follows:

20.1 Streetscape Treatments for Key Streets
20.2 Street Furniture Concepts for the Raincross District
20.3 Paving Concepts for the Raincross District
20.4 Lighting Concepts for Downtown
20.5 Public Signage and Banners for Wayfinding and Districts Identity
20.6 Streetscape Treatments for Key Streets
20.7 Gateway / Entry Treatments

20.1 Streetscape Treatments for Key Streets

Streetscape treatments are meant to enhance and unify the visual and spatial experience of the driver, transit rider and the pedestrian, and help provide key linkages between Downtown districts. A comfortable experience through the streetscape pattern gives the user a sense of direction and a sense of place within Downtown. Streetscape treatments and design in Downtown will follow the major traffic and pedestrian streets to support the Urban Design Concept and Land Use District Concept of the Specific Plan. Following are concepts for streetscape treatments for key streets in Downtown.

The key pedestrian streetscapes are illustrated in figure 20A. These historic streetscapes, which form the backbone of the Urban Design concept and Raincross District include:

- Mission Inn Avenue - from Brockton Avenue to Vine Street - linking the residential neighborhood to the Fox Theater to North Park
- Main Street - from 1st to 14th Street - linking the Raincross District and the Justice Center
- Market Street - from 5th Street to 9th Street - connecting White Park to the Convention Center
- University Avenue from Market Street to Santa Fe Street - linking the Raincross District to the Riverside Marketplace.

No changes are proposed to the General Plan rights-of-way in terms of traffic carrying lanes or overall street right-of-way cross sections. The description of Streetscape Treatments for Key Streets that follows is based on this consistency between the Specific Plan and the General Plan.

20.2 Street Furniture Concepts for the Raincross District

Street furniture for the Raincross District should exude the same character as the historic buildings and landscape of Downtown Riverside. Traditional building materials such as stone, wood, stucco, and Spanish tile are all components of the historic architectural fabric and should be considered in the design and selection of street furniture. Street furniture selections should create a district-wide common palette, which will strengthen the Raincross District's identity and be easier for the City to maintain. A district color should also be selected and incorporated into the street furnishings, again creating a Raincross District identity.

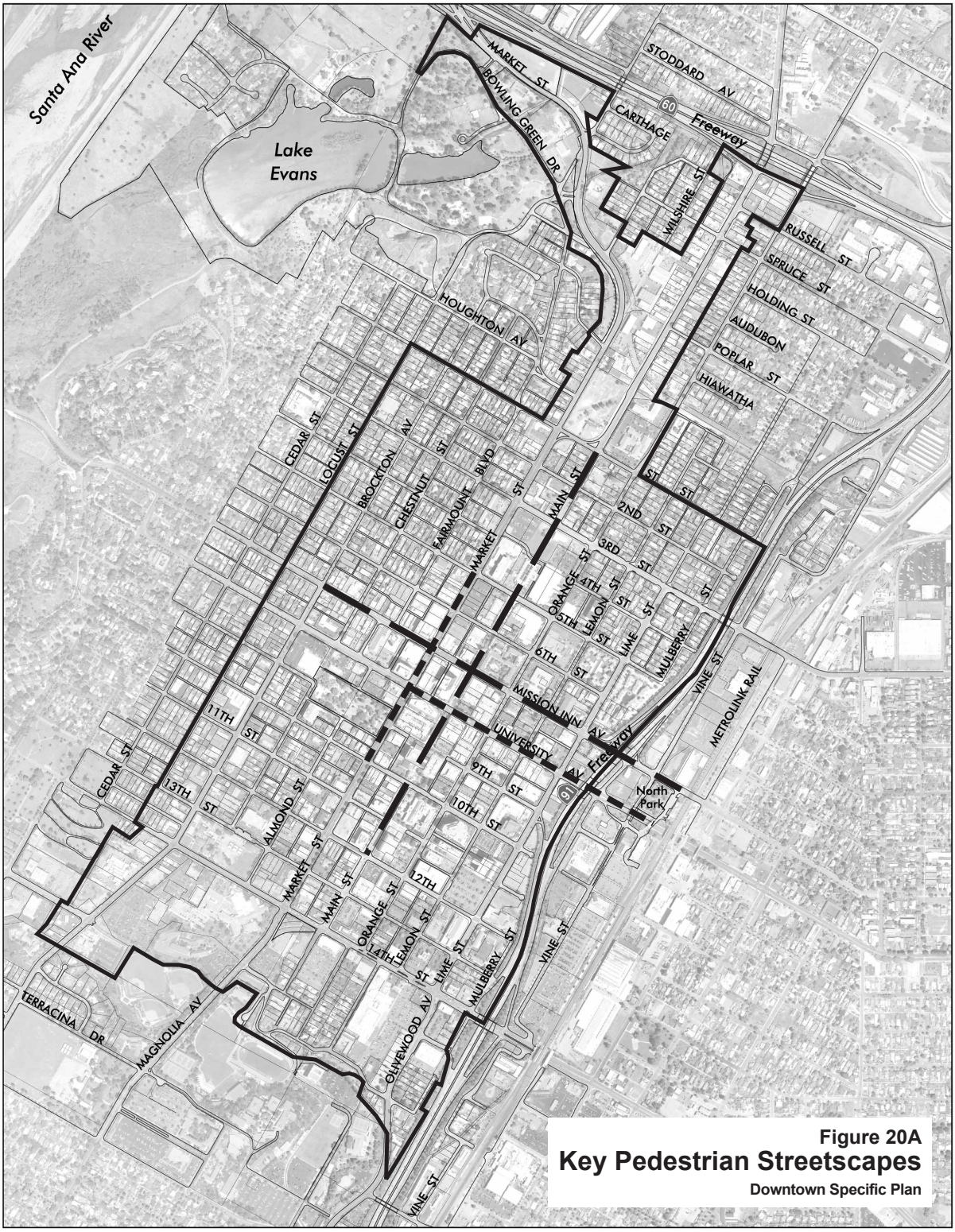


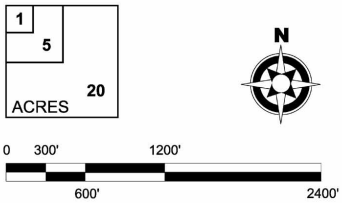
Figure 20A

Key Pedestrian Streetscapes

Downtown Specific Plan

LEGEND

- Specific Plan Area
- Historic Cross Axis Streets
  - Mission Inn Avenue
  - Main Street
- Supporting Historic Streets
  - Market Street
  - University Avenue



With an anticipated increase in pedestrian traffic, benches and street furnishings should be provided at regular intervals to accommodate activity within the Raincross District. The frequency of furniture clusters will depend upon the street and its use. Mission Inn Avenue and Main Street should receive the highest frequency of furnishings, with clusters occurring at all major intersections and occasionally mid-block. Market Street and University Avenue should receive the next highest concentration of furnishings. Other streets should receive furniture with less frequency, primarily at bus stops and key intersections.

Furniture clusters should consist of benches and trash receptacles, and occasionally bike racks. Bike racks should be provided along bicycle routes, as well as streets that carry high levels of pedestrian traffic. A typical furniture cluster should be placed adjacent to street lighting for safety and to bring order to the streetscape. For maintenance reasons benches should be metal not concrete or wood.

Tree grates, which increase the usable area of the sidewalk, should be considered for all new trees planted within the Raincross District, with the exception of trees planted in parkways. Grates should be utilized first on the four key streets previously discussed. In addition, hanging baskets could be added to the streetlights or other appropriate areas to further enhance the beauty, charm, and pedestrian character of the Raincross District.

Tree Grate on Main Street

Raincross Tree Grate

Drinking Fountain on Mission Inn Avenue

Metal Benches off Main Street

Furniture Cluster

Cobra Style Street Light

Raincross Style Street Light

Acorn Style Street Light

20.3 PAVING CONCEPTS FOR THE RAINCROSS DISTRICT

The paving material along Mission Inn Avenue should be upgraded to identify it as a significant street within the Raincross District. Due to the walking nature of the street, an added layer of detail should be incorporated at street intersections and crossings in consideration of pedestrians. Materials should include scored concrete with subtle hints of color that reflect the historic character of the area. Existing granite curbs and gutters should be restored and maintained and considered in selection of paving materials. Accessibility guidelines should be followed in all design details.

20.4 LIGHTING CONCEPTS FOR DOWNTOWN

The City is currently installing three types of street lights Downtown:

Cobra Style Street Lights: These are the standard overhead lights commonly installed during the past 30 to 50 years. Various styles of these lights can be found Downtown, including those with plain galvanized steel poles and those with more decorative and historic looking Marbelite (aggregate stone/concrete) poles.

Raincross Street Lights: On Mission Inn Avenue and Main Street, reproductions of historic Raincross street lights (originally designed in the 1930's) have been installed. Where cobra style street lights previously existed, the Raincross lights have been installed between the cobra lights. Elsewhere, the Raincross lights are the only type of light used, except at intersections, which are generally illuminated by cobra style lights.

Acorn Style Street Lights: In residential areas Downtown, older street lights with concrete, steel, and fiberglass poles are being replaced with vintage acorn style street lights with Corsican style Marbelite poles.

It is recommended that Raincross Street lights be added to University Avenue and that an appropriate lighting program that reflects the historic character of the District be implemented on North Main Street. It is also recommended that a uniform, vintage design of cobra street light be used as a replacement light for existing modern styles of cobra street lights downtown.

20.5 Public Signage and Banners for Wayfinding and District Identity

The existing signage along Main Street and Mission Inn Avenue provides good wayfinding directions to pedestrians for key destinations in the Raincross District. Additional signage identity elements should be added including directions to the Fox Theater, Historic North Park and the Justice Center.

A program of wayfinding and district identity signage should be considered to reinforce driving directions to and a sense of arrival within, each Land Use District in the Specific Plan area. Existing signage for Downtown's historic residential districts is exemplary in terms of the approach, which should be used for all of Downtown's districts.

Banners are another means of enhancing wayfinding and district identity. Event-oriented banners can lead people to the location of the event. Banners can also be used in the early years of creating new district identities as a way of demarcating a new district and creating a special identity.

20.6 Streetscape Treatments for Key Streets

20.6.1 Mission Inn Avenue

Mission Inn Avenue is one of the most important streets in all of Riverside. Historically, the street connected the railroad stations with the Mission Inn, playing a vital role in the City's development. Over time it has evolved as the setting for the City's major cultural facilities and activities.

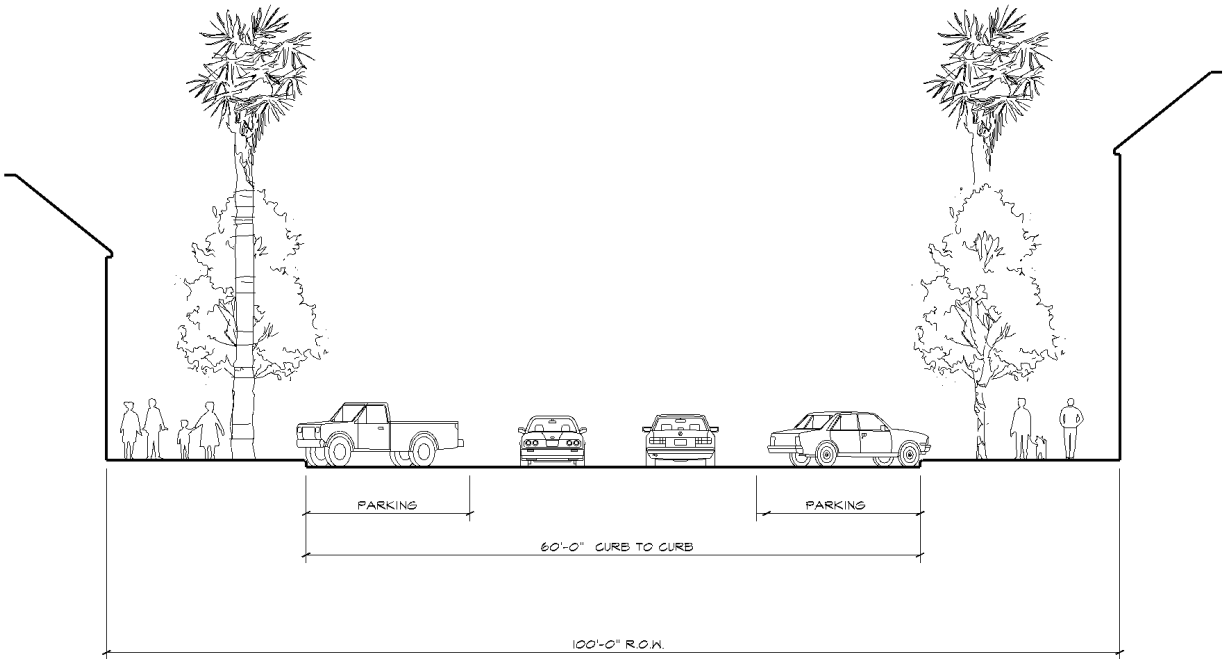
Palms along Mission Inn Avenue

The landscape character should respect the historic nature of the street and its buildings. The historic arbor structures along portions of the north side of the street should be preserved and maintained. Historic Washingtonia filifera (California Fan Palm) should be preserved as well, and supplemented with canopy trees. The canopy trees should provide shade for pedestrians where there are no arbor structures to do so. Suggested canopy trees include Maytenus boaria 'Green Showers' (Mayten Tree), per the Street Tree Master Plan, or Geijera parviflora (Australian Willow).

There is a desire to reestablish the connection of the arbor structures, which were disturbed by the construction of the 60 Freeway. Reference to the arbor, in mural or other form, could be part of a public art, landscape, lighting and graphics treatment of the freeway underpass.

The paving material along Mission Inn Avenue should be upgraded to identify it as a significant street within the Raincross District. Due to the walking nature of the street, an added layer of detail should be incorporated at street intersections and crossings in consideration of pedestrians. Materials should include scored concrete with subtle hints of color that reflect the historic character of the area. Existing granite curbs and gutters should be restored and maintained and considered in selection of paving materials. Accessibility guidelines should be followed in all design details.

Mission Inn Avenue (looking West)



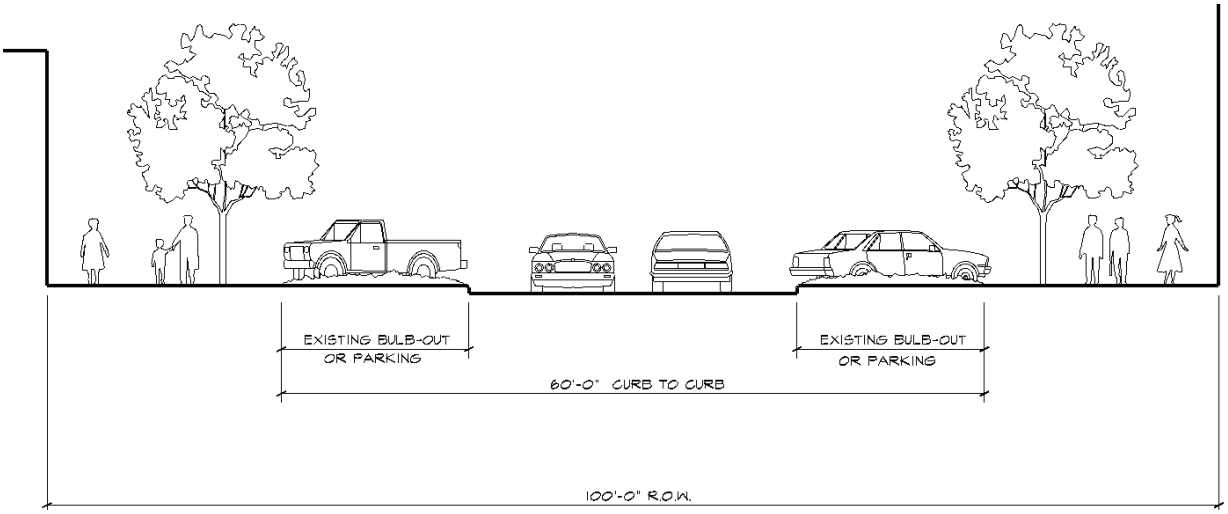
Proposed Street Section for Mission Inn Avenue

20.6.2 Main Street

Main Street is unique due its closure to vehicular traffic from 3rd Street to 10th Street. The "closed" portion, also referred to as the Downtown Mall, needs a new tree program. Existing trees block views of historic facades and building signage. New tree types more compatible with structures and signage and/or major changes in tree pruning procedures are recommended. Also, a contiguous pattern of street trees and street lights should be developed to form landscape continuity between closed portions of Main Street and those that are open to both vehicles and pedestrians.

Existing species with dense canopies, such as Pines, Podocarpus gracilior, and Camphor Trees, should be replaced with trees of a more open nature, which would allow for adequate viewing of building signage and facades. The suggested street tree, per the Street Tree Master Plan, is Tabebuia ipe (Pink Tabebuia), an upright, open, flowering tree. Other options include Ginkgo biloba (Maidenhair Tree), a deciduous, upright and open tree, or Liquidamber styraciflua (Sweet Gum), which is similar in specification to the Ginkgo.

Main Street (looking North)

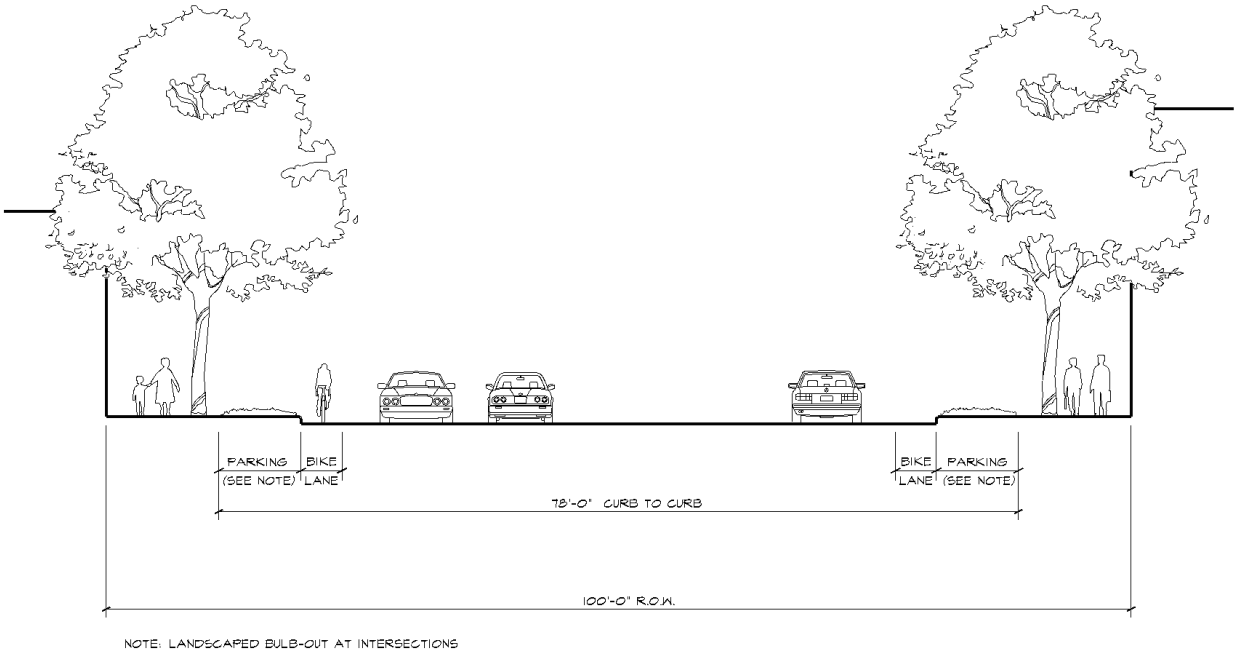


Proposed Street Section for Main Street (only that portion open to traffic; does not include the pedestrian mall)

20.6.3 Market Street

Market Street is the historic north-south street linking all of Riverside (as it becomes Magnolia). Market Street in Downtown has dual roles as both an important traffic carrier and pedestrian connector within the Raincross District. Corner bulbouts, mid-block crossings, special lighting and street furniture treatments are recommended for the pedestrian-oriented segment (Raincross and Justice Center Districts) between 1st Street and 14th Street. No medians are recommended for these street segments. Medians are recommended in the auto-oriented segments north of 1st Street and south of 14th Street and will tie into the medians that occur south of the Downtown Specific Plan area. To further improve

Market Street (looking North)



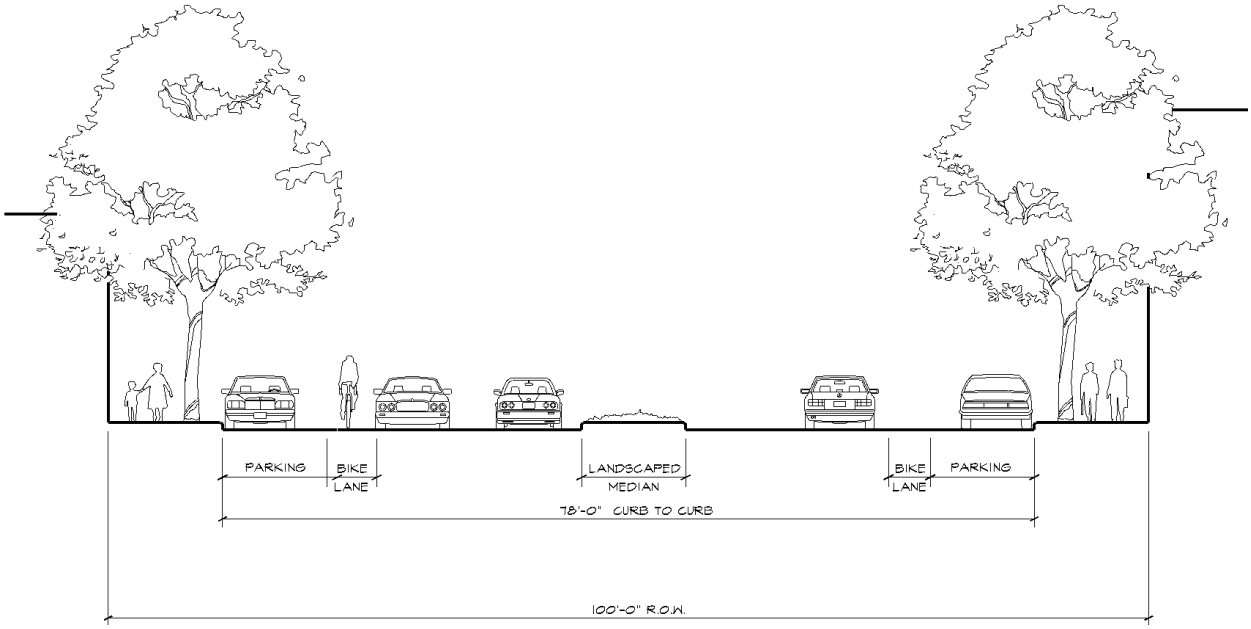
Proposed Street Section for Market Street with intersection bulbouts (between 1st and 14th Streets)

the appearance of the portion of Market Street between the 60 freeway and 1st Street, the owner of the 5 acre parcel on the east side of Market Street, south of Northbend Street (APN 209-161-004), has agreed to remove the quonset huts, signs, and outdoor storage areas on their property that are visible from Market Street. This is to be completed by May 5, 2003, or in conjunction with the beginning of Phase I of the street improvements along this section of Market Street, whichever is later.

The selected street tree for Market Street, per the street tree master plan, is Podocarpus gracilior (Fern Pine). For the medians, options include Magnolia grandiflora (Southern Magnolia), which would establish a connection with the medians on Magnolia, or Platanus acerifolia (London Plane Tree), a deciduous tree similar in form and scale to the Magnolia.

Landscape bulbouts will occur at intersections and mid-block crossings in the street segments that do not have medians (the Raincross District). These bulbouts should be landscaped with flowering plant material to accent corners and crossings. Special consideration should be given to plant material that is drought tolerant and/or indigenous to the area.

Paving at the corners of intersections, as well as mid-block crossing bulbouts, should be upgraded and cater to pedestrians. Materials should be compatible with those selected for Mission Inn Avenue, reflecting the historic character of the area.



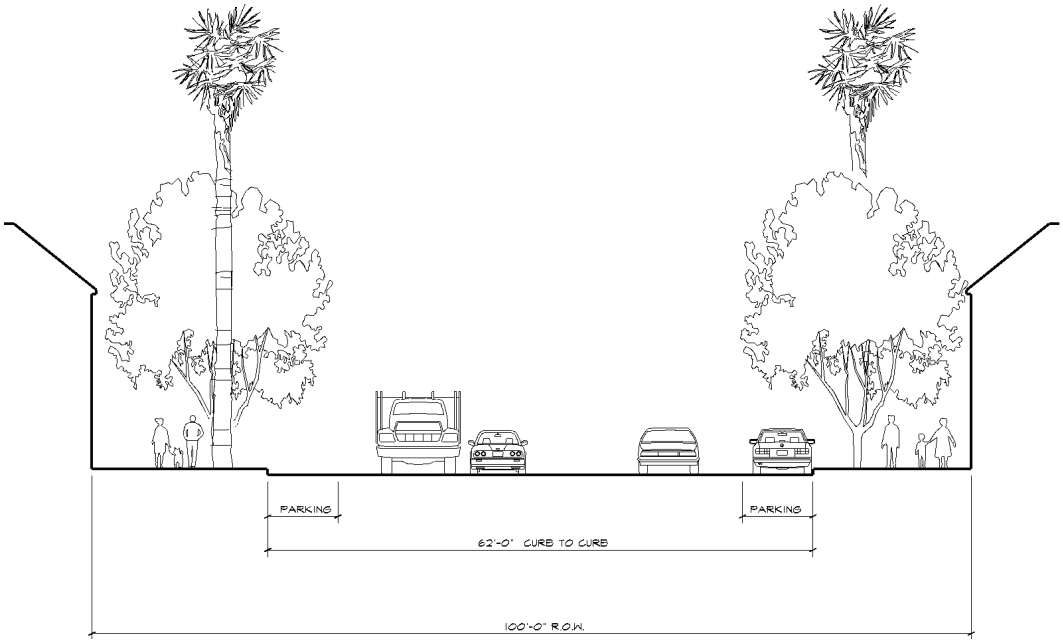
Proposed Street Section for Market Street with median (between the 60 Freeway and 1st Street)

20.6.4 University Avenue

University Avenue is the historic connection both east to the University of California at Riverside and west to the historic neighborhoods. Within the Raincross District, University Avenue provides pedestrian access to many significant architectural structures and an emerging retail environment.

The existing landscape for University Avenue consists of dense Ficus trees. While these trees supply a nice canopy of shade for walking in the hot summer months, they unfortunately obscure all building signage and architectural facades. They are also expensive to maintain, due to pruning and the damage created to curbs and sidewalks from their large and shallow root system. It is therefore recommended to replace these trees, over time, with an alternative tree. The Street Tree Master Plan recommends Koelreuteria bipinnata (Chinese Flame Tree) alternating with Washingtonia filifera (California Fan Palm). This solution will resolve the problems created by the Ficus. New trees should be phased in, with guidelines established by the City.

University Avenue (looking West)



Proposed Street Section for University Avenue

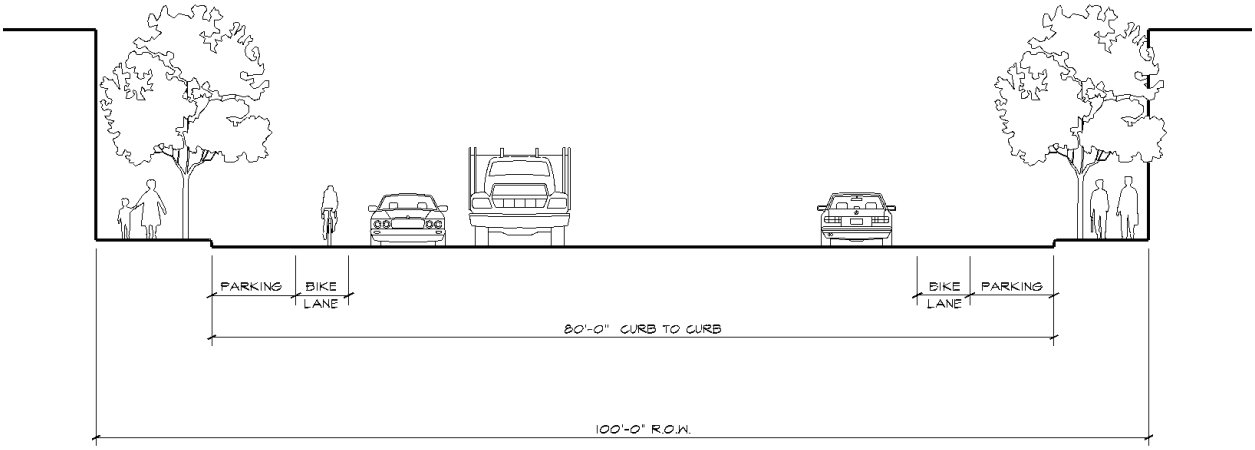
20.6.5 North Main Street

North Main Street currently lacks both street trees and lighting. The addition of trees and lighting to provide a street character suggestive of the unique service/artisan functions of this District is recommended. Utilities should be underground in North Main as they are throughout the rest of downtown. Selected poles might be incorporated within a public art piece recalling the history of the area.

On-street, angled parking is occurring on North Main Street on an informal basis generally between 1st and Poplar Streets. It is intended that this parking be maintained and eventually formalized in conjunction with other street improvements such as installation of sidewalks, street trees, traffic calming devices, etc. This angled parking could be accommodated by eliminating the proposed bike lane in this area and reducing the width of the sidewalk to 6 feet; having angled parking only on one side of the street; or reducing the traffic lanes from four to two with two travel lanes and a center turn lane.

The Street Tree Master Plan suggests Tabebuia ipe (Pink Tabebuia) for North Main Street, which is in character and scale with the street. An alternative deciduous selection would be Ginkgo biloba (Maidenhair Tree). In addition, the use of oak trees may be considered since they were a predominant tree along North Main for many years.

North Main Street

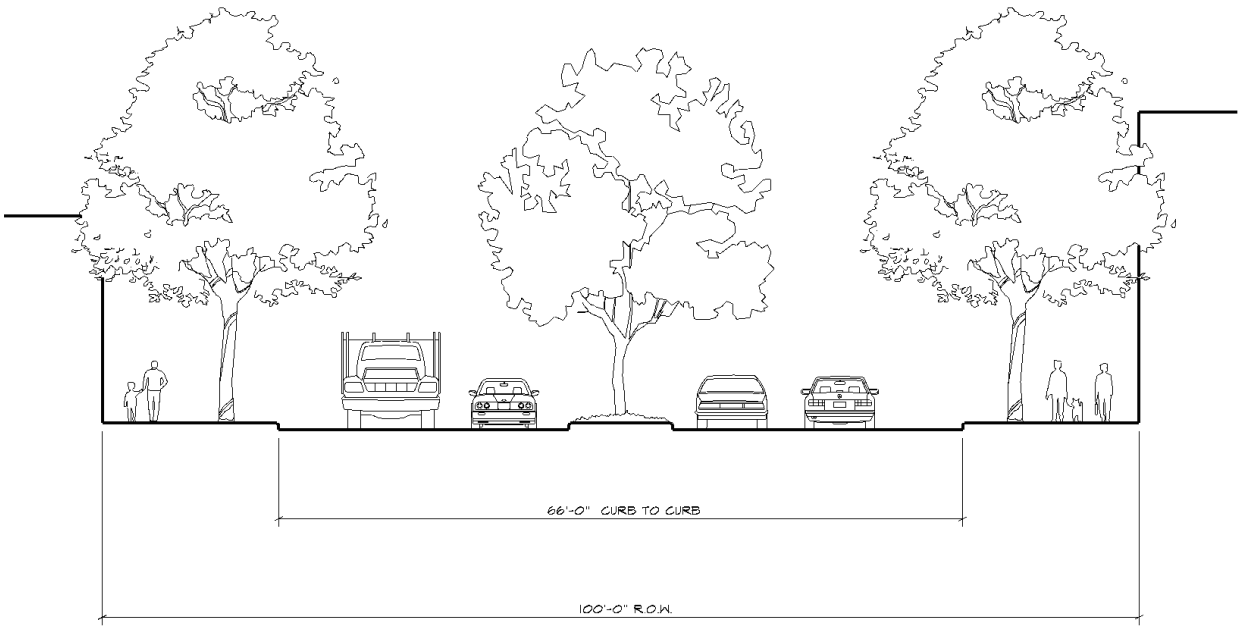


Proposed Street Section for North Main Street

20.6.6 14th Street

14th Street is a principal citywide auto entry corridor from the 91 freeway. It is recommended to infill the existing street trees with new specimens per the Street Tree Master Plan, to strengthen the overall street character. The selected tree along the sidewalk edge is Koelreuteria bipinnata (Chinese Flame Tree), with Jacaranda mimosifolia (Jacaranda) planted in the medians.

14th Street (looking West)

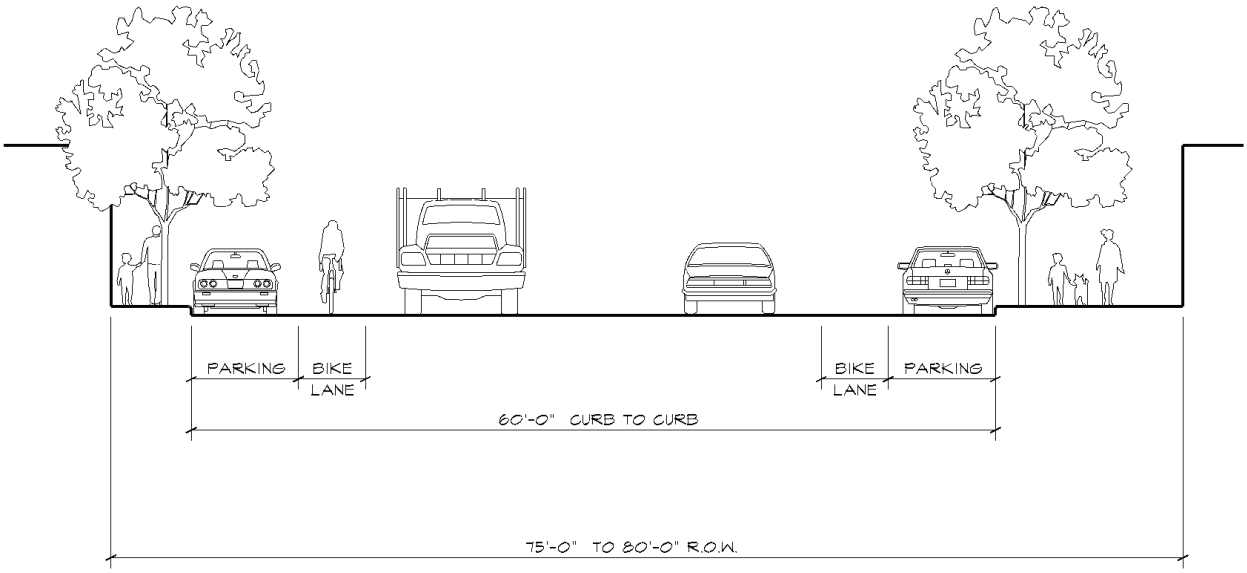


Proposed Street Section for 14th Street

20.6.7 3rd Street

Third Street is another principal citywide auto entry corridor and is unique within downtown because of its dedicated bike lanes and landscape bulbouts. These features complement the attractive residential frontage of the street. Again, it is recommended to in-fill the existing street trees with new specimens per the Street Tree Master Plan, to strengthen the overall street character. The selected street trees are an alternating pattern of Tabebuia ipe (Pink Tabebuia) and Trachycarpus fortunei (Windmill Palm), which is an approximately 25-foot tall fan palm, similar in height to the Pink Tabebuia.

3rd Street (looking East)



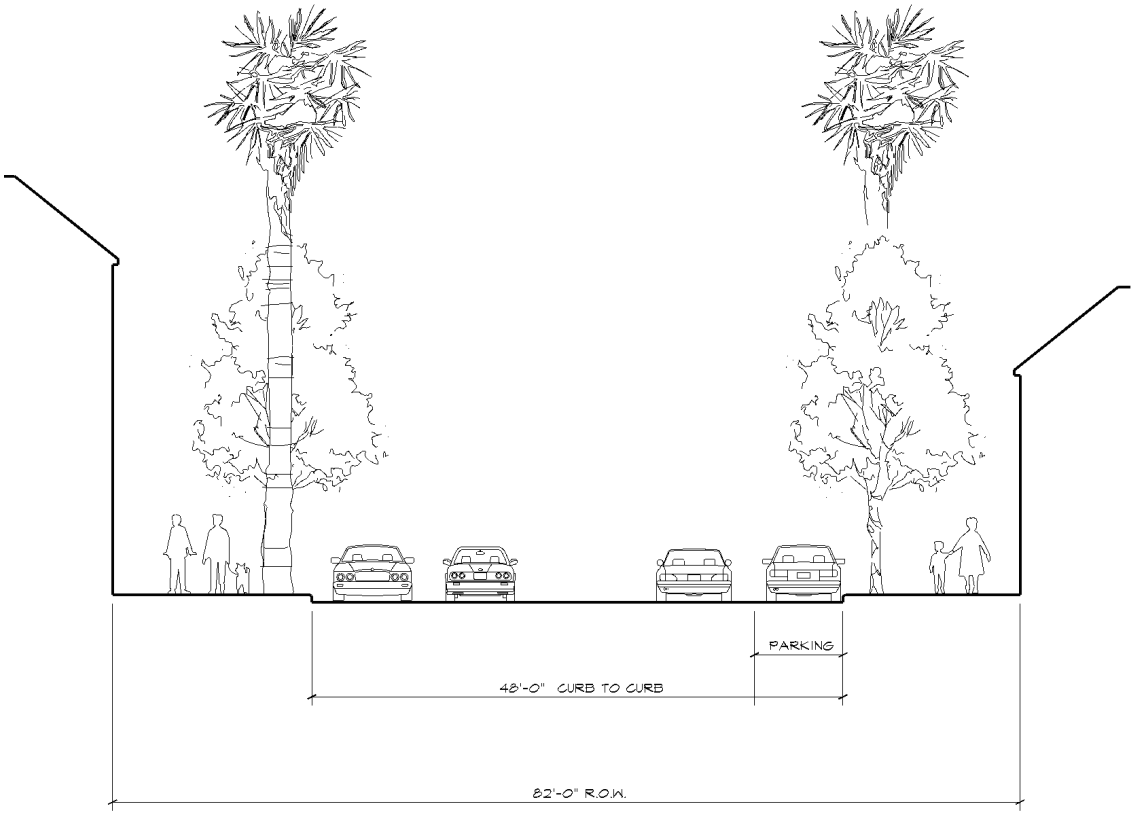
Proposed Street Section for 3rd Street

20.6.8 Orange Street

Orange Street provides a pedestrian connection between the Raincross District and the Justice Center. An emphasis should be placed on the in-fill of shade trees that are compatible in scale with both the historic structures and new structures.

The recommended street trees per the Street Tree Master Plan are an alternating pattern of Hymenosporum flavum (Sweetshade Tree) and Washingtonia filifera (California Fan Palm).

Orange Street (looking North)



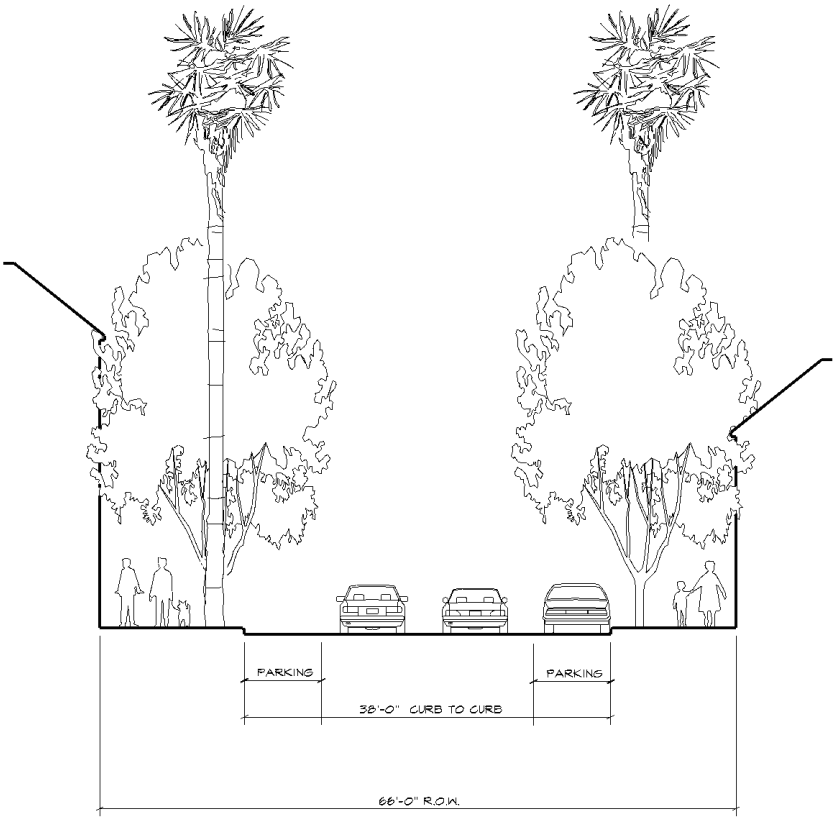
Proposed Street Section for Orange Street (between 13th Street and University Avenue)

20.6.9 Lemon Street

Lemon Street provides a pedestrian connection between the Raincross District and the Justice Center. Again, an emphasis should be placed on the in-fill of shade trees that are compatible in scale with both the historic structures and new structures.

The recommended street trees per the Street Tree Master Plan are an alternating pattern of Koelreuteria paniculata (Goldenrain Tree) and Washingtonia robusta (Mexican Fan Palm).

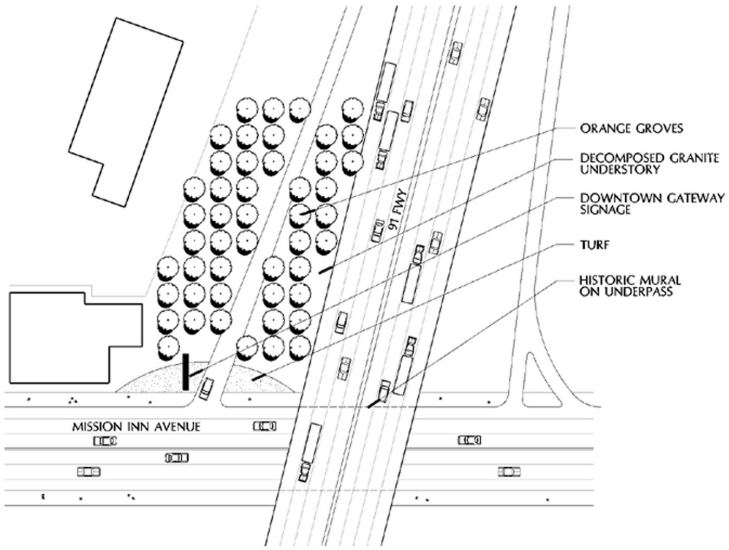
Lemon Street (looking North)



Proposed Street Section for Lemon Street

20.7 GATEWAY / ENTRY TREATMENTS

The streetscape should create a sense of arrival at key intersections entering Downtown. This goal is accomplished by establishing entry points, or gateways, at key intersections along the main circulation route. These entry points are highlighted by special landscaping treatments, entry markers, signage, special lighting, public art, or other special enhancements that signify changes in location or direction, thereby creating "gateways" into Downtown. Gateways are an important part of the Vision for Downtown because they give a first impression of the area and suggest the overall character for the Downtown. Following are concepts for gateway treatments for key automobile entry points into Downtown:



Orange Grove Plan

Public Art at UCR Underpass

20.7.1 Mission Inn Avenue and University Avenue at the 91 Freeway

These are key auto entry points from the 91 Freeway and pedestrian gateways between the Raincross District and Marketplace area. Enhanced signage and special lighting are recommended relating to automobile drivers. A major linkage treatment, including interrelated public art, lighting, landscaping and signage, is recommended for these vital pedestrian underpasses. References to the historic arbor and events in Riverside's history should be considered.

20.7.2 Market Street at the 60 Freeway

Market Street is an Entry Corridor characterized by Fairmount Park and other landscape setbacks. A gateway sign is already in place on the west side of the street, but it needs upgrading. Reinforcement of the "green corridor" through added trees and landscaping of the ground plane is suggested. Orange tree groves, related to Riverside's history, are recommended within the corridor.

20.7.3 14th Street and 3rd Street at the 91 Freeway

Enhanced signage and special lighting are recommended relating to automobile drivers.

20.7.4 North Main Street at the 60 Freeway

Enhanced signage and special lighting are recommended relating to automobile drivers.

20.7.5 Mission Inn Avenue and University Avenue from the West

This is an attractive existing historic Entry Point featuring curved stone walls and an elegant bridge. This Entry Point should be preserved as is.

20.8.6 Market Street at 14th Street

This entry point has substantial potential for enhancement including:

- Opening the view to the De Anza memorial statue and park, which is currently obscured by trees.
- Creating a new mixed use project at the northeast and northwest corners that incorporates lighting and historic structures and complements the De Anza memorial/park to create a major Downtown entry point. This new mixed use project should incorporate the historic architecture of the existing structures on the northeast corner of this intersection.
- Installing special gateway lighting, enhanced crosswalks, and special paving.

20.7.7 Market Street at 1st Street

This intersection marks a secondary Entry Point to Downtown. Here the driver's experience changes from the curving Market Street to the Downtown Grid. Special street lights, paving and public art should be used to create this Entry Point.

Mission Inn Avenue Historic Bridge

20.7.8 Alley Walkways

Alley walkways can comprise an important part of the Downtown pedestrian environment in addition to providing essential service access to properties. As illustrated in the photographs below, alley walkways can be restricted to pedestrian only access during the busiest retail and dining times of day. During other times the alley walkways can be comfortably shared by pedestrians and service vehicles.

Alley walkways can be created when parking structures are added to the fabric of downtown. At that time, the walkways can be designed for pedestrian access to the parking structures, service access and as a location for enclosed and shared trash enclosures. Public art can add elements of interest and surprise to the alley walkways.

The greatest potentials for the alley walkways can be realized when they are conceived as pedestrian pathways with appropriate paving which provide access to stores, parking structures or lots and to shared trash enclosure areas. Of course, the alley walkways, like the public sidewalks, must be fastidiously maintained to attract and retain the downtown visitor, shopper, resident or worker.

Alley Walkways can be a part of Downtown's pedestrian network while still providing needed service access.

Where alley walkways are encompassed by a large scale (half block or block) development, elimination of service access may be appropriate.

Alley walkways can provide access to enclosed trash areas for buildings.

Alley walkways can also provide access to centralized trash compactors serving an entire block. These compactors are built into parking structures.

Unenclosed trash containers can ruin alley walkways and should not be allowed.

Public art can enrich the pedestrian experience along alley walkways.