

## **5.0 CIRCULATION / STREETScape STANDARDS AND GUIDELINES FOR PUBLIC PROPERTY**

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### **5.1 Circulation Concept**

The University Avenue corridor is to provide vehicular, transit, bikeway, and pedestrian circulation linkages between Downtown and the University as well as land uses fronting the Avenue. The street is planned to de-emphasize through traffic and emphasize the visual, pedestrian, and ceremonial. Major vehicular pass-through traffic in the area is planned to be accommodated along streets parallel to University Avenue. UCR's long range development plans reinforce this concept in its Long Range Development Plan, which recommends that University Avenue become the ceremonial entrance to the campus and that major campus vehicular access be from Pennsylvania Avenue and Blaine/Third Street.

In order to enhance the pedestrian, visual, and ceremonial aspects of University Avenue, the existing palm corridor and the mature trees near Bobby Bonds Park must be maintained (Figure 13). To achieve this and increase the opportunity for retail shopping, the Avenue would remain as a four-lane street, widened only as necessary for bike lanes, bus bays and at major intersections for turn lanes.

### **5.2 Streetscape Standards for University Avenue**

A new extensively landscaped streetscape for the public rights-of-way is planned to be the major unifying element for University Avenue, improving the visual quality and the pedestrian environment.

Circulation/streetscape standards to unify University Avenue include the following:

- ! To protect the existing palm corridor and the mature trees near Bobby Bonds Park and still provide improved traffic service, University Avenue shall be maintained as a four-lane street widened at major intersections (Chicago, Iowa, and Kansas Avenues) for additional turn lanes and for bus bays (Figure 14).
- ! As property develops along University Avenue, adequate rights-of-way shall be acquired for major intersections, for bus bays, and for the basic 100-foot arterial recommended in the City of Riverside draft General Plan.

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Figure 13 - Existing Palms and Mature Trees on University Avenue

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Figure 14 - Generalized Concept for Areas to be Widened

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- ! To avoid a "saw-tooth" effect from sporadic widenings, developers should be required to contribute to a fund for future street improvements, in lieu of being required to do actual widenings.
- ! To accommodate a bike lane the entire length of University Avenue, the area between Kansas and Chicago Avenue may need to be widened by 10 feet. This widening should be engineered so as to avoid the existing mature trees adjacent to Bobby Bonds Park.
- ! New palms shall be added to reinforce the existing palm corridor and provide the major unifying element for the street.
- ! Flowering shade trees shall be added at regular intervals in between the existing and new palms.
- ! Decorative crosswalks shall be provided at major signalized intersections.
- ! Concrete sidewalks with brick-like accents near intersections shall be provided, separated by landscaping from the curb, where feasible.
- ! Other pedestrian amenities shall be provided along University Avenue, including historic pedestrian lights in selected areas, citrus trees and water elements, trellises at key intersections or bus stops, and street furniture.
- ! A rubber tire shuttle system is encouraged along University Avenue, connecting the University, the Marketplace and Downtown.
- ! Bus bays shall be provided along University Avenue in the same general location as the existing bus stop.

Figure 15 indicates typical varying conditions proposed for University Avenue. In this concept, except at major intersections, and for bus bays, the pavement width shall remain as it is today, with raised landscaped medians near Chicago and Iowa Avenues and from Iowa Avenue to I-215. The balance of the street would have a painted two way left turn lane, however, a continuous 8-foot landscaped median may be considered as an optional second phase. This would, however, limit left turns, except at major intersections, reducing access to individual parcels and requiring major reconstruction of the street. Standards for the planting and sidewalk patterns for individual segments of University Avenue include:

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Figure 15 - Typical Streetscape Cross Sections

**5.2.1 From Park Avenue to just west of Chicago Avenue (Subdistrict 1)**

This area is predominantly four lanes, has parkways, generally 16.5 feet wide, with informal planting and sidewalks protected by a planting strip (Figure 16). Standards for the public right-of-way are as follows:

- ! Maintain existing mature trees and introduce new palms to continue the "palm corridor" and new canopy shade trees.
- ! Continue to use curb line parkways as the standard.
- ! No widening except as needed for bus bays, bike lanes and turning movements at major intersections.
- ! Provide pedestrian-scaled street lighting and decorative crosswalks.
- ! Consolidate driveway access, where possible.
- ! Plant special setback area compatible with streetscape as a part of adjacent new private development.

**5.2.2 From just west of Chicago Avenue to Iowa Avenue (Subdistricts 2 and 3)**

This area is primarily four lanes wide with widened sections at Iowa Avenue and on the south side near Cranford Avenue. It is also the area of the most predominant existing palm corridor. Standards for this area include:

- ! Widen University Avenue intersections at Chicago and Iowa Avenues for additional turn lanes and decorative crosswalks, landscaped medians, and shade structures.
- ! Maintain existing palms trees, except at intersections, where the palms shall be relocated into the parkway. New palms, interspersed with shade trees, shall be added.

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Figure 16 - Park to Franklin and Alternative A for Franklin to west of Chicago.

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### 5.2.3 From Iowa Avenue to I-215 (Subdistricts 3 and 4)

The street has already been widened to a six-lane cross section, and the existing rights-of-way are 120 feet in some areas. The concrete sidewalk is 17 feet wide in some areas with palm trees in cutouts along the sidewalk (Figure 17). This area is to be the major ceremonial entrance to UCR. It has the potential to be an active pedestrian area if adjacent uses can attract University students, faculty and staff, and provided the freeway overpass and ramps are made more pedestrian friendly (Figure 18).

Unique streetscape standards for this area include:

- ! The current pavement width and striping for four lanes shall be maintained in order to utilize the remaining pavement area for bicycle lanes and a future shuttle.
- ! Caltrans shall be petitioned by the City to eliminate the suburban ramp, initially through use of a stop sign and subsequently by closure of the free right-turn on-ramp and provision of a pedestrian-activated crossing signal at the remaining hard-right on-ramp access.
- ! A median shall be developed which is landscaped with thematic accent trees such as citrus, and water elements.
- ! The entire parkway area shall be paved with brick or other modular pavers in a "red brick" color interspersed with poured concrete and shade trees in tree grates.
- ! A decorative mid-block at-grade pedestrian crossing and traffic signal shall be provided, if justified by an appropriate pedestrian study.
- ! Palm trees shall generally remain in their current locations, and new canopy trees shall be added at regular intervals between the palms.

## 5.3 Streetscape Improvements Guidelines

### 5.3.1 Existing and New Street Trees in Parkway

- ! Existing mature trees in the public right-of-way should be retained, if possible.

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Figure 17 - Iowa to I-215

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Figure 18 - Modification of Freeway Off-Ramp

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- ! New canopy (shade trees) shall be the *Kollereuteria bipinnata* (Chinese Flame Tree) in a 36- to 48-inch box size with root barriers. Trees shall be large enough and shaped or trimmed to avoid overhanging branches interfering with traffic. New palms shall be *Washingtonia filifera* (California Fan Palm) in a height to match existing palms. Property owners may be required to provide an easement for planting and maintenance of street trees.

### 5.3.2 Accent Shrubs and Groundcover

Flowering evergreen groundcover shall be provided in medians and parkways, including *Raphiolepis indica* "Ballerina" (India Hawthorn) and *Lantana montevidensis* (Trailing Lantana).

### 5.3.3 Crosswalks

Pedestrian crosswalks at signalized intersections shall be made of brick-like, patterned interlocking concrete pavers.

### 5.3.4 Sidewalks

The minimum sidewalk width shall be 6.5 feet. Ten-foot wide or wider sidewalks shall be provided, where possible, but not to the exclusion of a planted parkway as stipulated by subdistrict. Sidewalks shall be concrete paving with a broom finish and interspersed with brick or decorative paver banding at appropriate intersections. Where parkways are not called for, minimum 4-foot radius tree wells shall be provided for shade trees.

### 5.3.5 Medians

Medians shall utilize the groundcover specified for the parkways and be distinguished by a unique tree such as citrus or another special treatment.

### 5.3.6 Pedestrian Lighting

Pedestrian lighting shall be located near the property lines, focused near major intersections and along areas of concentrated pedestrian activity. Figure 19 illustrates the recommended design, which is the same standard and globe approved for the Marketplace project. Existing overhead street lights shall be maintained to provide general lighting.

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Figure 19 - Typical Street Furniture

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### **5.3.7 Streetscape Furniture**

Figure 19 indicates recommended types of trash receptacles, benches, and a combined newsrack and planter. Figure 20 illustrates a bus shelter concept which includes a trellis. Another design may be developed during the construction document phase for the bus shelter.

### **5.3.8 Gateway Landscaping**

At the intersection of I-215 and University Avenue, if approved by Caltrans, citrus should be used within the freeway right-of-way to create an entrance responsive to the heritage of University Avenue.

## **5.4 Alleys**

Developments which abut alleys shall incorporate appropriate safety and "defensible space" concepts. Site planning for all such development shall provide for a completed "edge" to the alley and shall easily facilitate suitable planting, lighting, visibility and maintenance of all abutting areas.

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Figure 20 - Bus Shelter