CHAPTER 7: PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.0. INTRODUCTION

This chapter describes the components of the Redlands Transit Villages public realm of parks, plazas, green belts, pedestrian-friendly, tree-lined streets, and a landscape that is in character with Redlands' unique culture and climate. This public realm promotes a pleasant and inviting pedestrian experience; encourages multi-modal access to transit; and provides open space for recreation, play, outdoor events and festivals, and a place for local wildlife to inhabit.

This Public Realm Chapter of Open Space and Landscape Chapter is comprised of the following sections:

A downtown plaza.


A neigborhood tot-lot.


An active sidewalk


A park that accommodates recreational activities.

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.1. PUBLIC REALM OBJECTIVES

The New York Street/Esri, Downtown, and University Street Station Areas as shown in Figure 7-1 are envisioned as interconnected, walkable, and multi-modal places composed of beautiful, tree-lined streets and inviting open spaces. The proposed street and open space network aim to provide contiguous green space as a public amenity that connects the New York Street/Esri, Downtown, and University Street stations to the adjacent mixed-use transit village communities, to Downtown, to the ESRI campus, to the University of Redlands, to Sylvan, Smiley, and Jennie Davis Parks, and to surrounding single-family residential neighborhoods.

Key landscape and open space objectives of this Specific Plan are:

- To link the three stations to adjacent neighborhoods, existing parks, and important destinations via an interconnected, pedestrian-oriented street and open space network.
- To create parks, greens, plazas, and greenways that provide open space for residents, workers, and visitors, offer places for passive recreation, accommodate special events, and enable access to nature within the city.
- To implement a holistic 'green infrastructure' system that integrates pedestrian, bicycle, transit, and automobile circulation, community open space areas, and sustainable storm water management strategies.
- To incorporate a palette of drought-tolerant and native plant and tree species that are well-suited to an urban environment, that are compatible with the agricultural heritage of the regional landscape, and that expand the existing urban forest.

7.2. PUBLIC REALM IMPROVEMENTS SUMMARY

Based on robust input from stakeholders, the community, City staff, and City review bodies, the following open space and landscape improvements have been identified for each station area:

A. New York/Esri Street Station.

- Expand the lush landscape character of the ESRI campus into the streets and proposed open spaces in the rest of the New York Street/Esri Station area.
- Transform New York Street north of the Station into a landscaped gateway to the Station and into the new transit-oriented residential neighborhood and/or office district that surrounds it.
- Reinforce the gateway character of New York Street by enhancing the New York Street freeway underpass with public art and lighting.
- As large megablocks redevelop, introduce new, tree-lined streets that generate walkable blocks that are consistent with the traditional street and block pattern of Downtown and the surrounding, pre-World War II neighborhoods.
- Introduce a neighborhood park within the new transit-oriented neighborhood and/or office district that provides open space and a place for passive recreation for residents and workers.
- Transform the parcels along Redlands Boulevard that are too narrow to accommodate buildings into lushly landscaped parks and greenways.
- Consider enlarging the small, existing triangular open space located at the southwest corner of Redlands Boulevard and New York Street.
- Introduce landscaping along the Orange Blossom Trail and Zanja (west of New York Street) to provide shade and a more attractive environment for pedestrians, cyclists, and joggers.

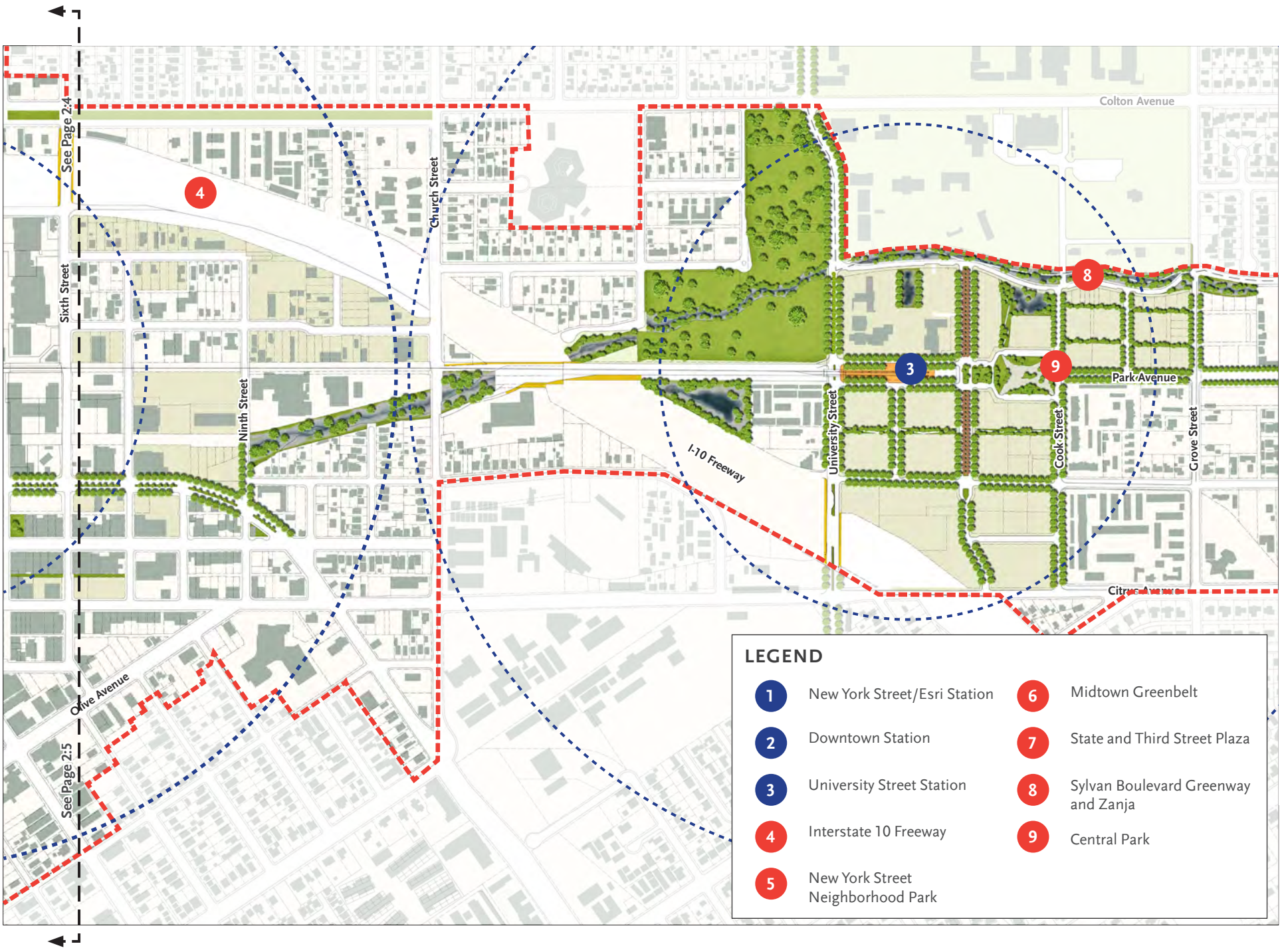
FIGURE 7-1. *PUBLIC REALM PLAN: TRANSIT VILLAGES*

B. Downtown Station.

- Preserve the Third Street right-of-way across the railroad tracks by introducing a pedestrian passage north of the tracks and a Station Plaza to the south of the tracks, west of the historic Depot building.
- Extend State Street and Third Street into the Redlands Mall site as pedestrian-friendly, tree-lined streets.
- Introduce a plaza or green within the Redlands Mall site that provides green space for Downtown residents, workers, shoppers, and visitors and that can accommodate events and activities such as Redlands' annual New Year's Eve festivities.
- Introduce a neighborhood park in the Midtown Neighborhood south of the railroad tracks and east of Texas Street. The park should be landscaped in the lush character of Esri's existing campus.
- As large megablocks within the Midtown Neighborhood develop, introduce new, tree-lined streets that generate walkable blocks that are consistent with Downtown Redlands' traditional street and block pattern.
- As the Midtown Neighborhood develops, introduce a greenway and park network along Stuart Avenue between the Midtown Park and Eureka Street, extending the lush landscape character of the ESRI campus eastward towards Downtown.
- In the long-term, expand Smiley Park north of the Police Annex Building to Citrus Avenue. Together with the new Station Plaza, the Third Street extension through the Redlands Mall Site, and the new plaza/green in the Redlands Mall site, the expanded Smiley Park will provide a continuous, green link between Smiley Park, the Smiley Library, Redlands Bowl, and the Downtown Station.
- Accommodate the Orange Blossom Trail route along Redlands Boulevard by introducing bike lanes and memorable streetscape.

C. University Street Station.

- Transform University Street north of the I-10 Freeway into a landscaped gateway street into the University Street Station Area.
- Reinforce the gateway character of University Street by enhancing the University Street freeway underpass with public art and lighting.
- Enhance the Citrus Avenue and Cypress Avenue freeway underpasses with public art and lighting to generate a more inviting and comfortable environment for pedestrians and cyclists travelling along Citrus and Cypress avenues.
- Consider introducing a landscaped roundabout at the end of the westbound Cypress Street off-ramp at Cypress Street that forms a gateway into the University Street Station Area from the east.
- As the large megablocks within the University Street Station Area develop, introduce new tree-lined streets and walkable blocks that are consistent with the traditional pattern of Downtown Redlands and the adjacent pre-World War II neighborhoods.
- As the University Street Station Area develops, introduce neighborhood parks, plazas and greens that provide open space and a place for passive recreation for residents.
- Extend the Orange Blossom Trail through the University Street Station Area as a landscaped trail along the south side of the Mill Creek Zanja. Create a natural riparian greenway along the Mill Creek Zanja and adjacent to the Orange Blossom Trail between Sylvan Park and Ninth Street.



7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.3. OPEN SPACE

A. Existing Conditions. There are several parks within and near the Specific Plan area that provide open space and recreational opportunities to nearby residents, workers, and visitors. Notable parks are Sylvan Park (in the University Street Station Area), Smiley Park (next to the Downtown Station Area), and Jennie Davis Park (in the New York Street/Esri Station Area). However, open space north of the railroad tracks within the New York Street/Esri and Downtown station areas and between Eureka Street and Texas Street is notably absent.

B. Opportunities. As multi-family housing and/or offices are built around the station areas, new parks, greens, plazas and greenways are added throughout the Plan area, particularly in areas where open space is deficient (see Figure 7-2). The new open spaces will provide passive and active recreational space and access to nature for station area residents, provide opportunities for sustainable stormwater water management strategies, and could accommodate special events such as farmer's markets, concerts, and outdoor movie screenings. Together with landscaped streets, these open spaces will link important destinations, such as the ESRI Campus to the New York Street/Esri Station (see Figure 7-3), to Downtown, and to Smiley Park; the Downtown Station to Downtown and Smiley Park; and University Village to Downtown.

1. **New York Street/Esri Station Area.** The New York Street/Esri Station Area's public realm is enhanced through the introduction of:

    a. **New Neighborhood Park.** A new multifunctional park north of the New York Street/Esri Station will provide surrounding residents and office workers with opportunities for passive recreation (see Figure 7-4). Nestled within the future transit-oriented neighborhood and/or office district, the New York Street Neighborhood Park will provide access to recreational open space north of the New York Street/ESRI Station. The multifunctional park will provide a diverse array of passive recreational, aesthetic, and ecological benefits.

Shade Trees + Public Seating

Bulb-out for Slow Street

FIGURE 7-2. *PUBLIC REALM PLAN: NEW YORK STREET STATION TRANSIT VILLAGE*

FIGURE 7-3. *NEW YORK STREET /ESRI STATION PLAN*

FIGURE 7-4. *NEW YORK STREET NEIGHBORHOOD PARK PLAN*

7.3. OPEN SPACE (CONTINUED)

2. **Downtown Station Area.** The Downtown Station Area is envisioned as a walkable mixed-use district consisting of pedestrian-scaled blocks; beautiful, green, shady tree-lined streets with comfortable seating and exterior dining opportunities; and inviting squares and plazas. The Downtown Station Area's public realm is enhanced through the introduction of an open space network of landscaped streets and inviting open spaces (Figure 7-5). Key components include:

   a. **North-South Green Way.** A chain of landscaped streets and open spaces extending from the Downtown Station to Smiley Park:

      - The existing Third Street right-of-way at the Downtown Station is preserved via a pedestrian passage to the north of the railroad tracks and a Station Plaza to the south (Figure 7-6).
      - New streets and open space are introduced within the Redlands Mall mega-block. State Street is extended westward into the Mall site and Third Street is extended through the site to Citrus Avenue. A new plaza or green is introduced, providing a place for shoppers and residents to relax and a central place for events and activities, such as Redlands' annual New Year's Eve festivities. The existing landscape character of State Street east of Orange Street – large canopy trees – is introduced along the new State Street Extension.
      - Smiley Park is extended north past the Police Annex Building to Citrus Avenue, opening up a view up to the Smiley Library from Orange Street.

   b. **Midtown Neighborhood Greenbelt.** A continuous greenbelt of parks and greenways connecting Texas Street to Eureka Street that will provide open space and recreational opportunities for employees of the nearby Esri Campus, for future Midtown Neighborhood residents, and residents of the neighborhoods to

Shade Trees + Sidewalks

Shade Trees + Cafe seating

FIGURE 7-5. *PUBLIC REALM PLAN: DOWNTOWN STATION TRANSIT VILLAGE*

the south and north of the freeway (see Figure 7-7). Positioned along Oriental Avenue, the four parks will provide a green route between the Esri campus and Downtown. The greenbelt will also serve as a buffer between the train tracks and the future Midtown Neighborhood residences. Key greenbelt features and community amenities include:

- A new neighborhood park in the Midtown Neighborhood abutting the south side of the railroad tracks just east of Texas Street. The park's landscape character would reflect the lush and verdant character of the Esri campus. The proposed park could also include riparian water features that reference the historic Zanja and sustainable stormwater elements to cleanse rainwater runoff and recharge the aquifer.
- As the parcels between Texas Street and Eureka Street redevelop, a series of parks and greenways connecting the new Midtown Neighborhood to Eureka Street are introduced along Oriental Avenue. Planted with landscape that reflects the character of the Esri campus and employing sustainable stormwater elements, these open spaces over time could emerge into native microhabitats.

FIGURE 7-6. *DOWNTOWN STATION PLAN*

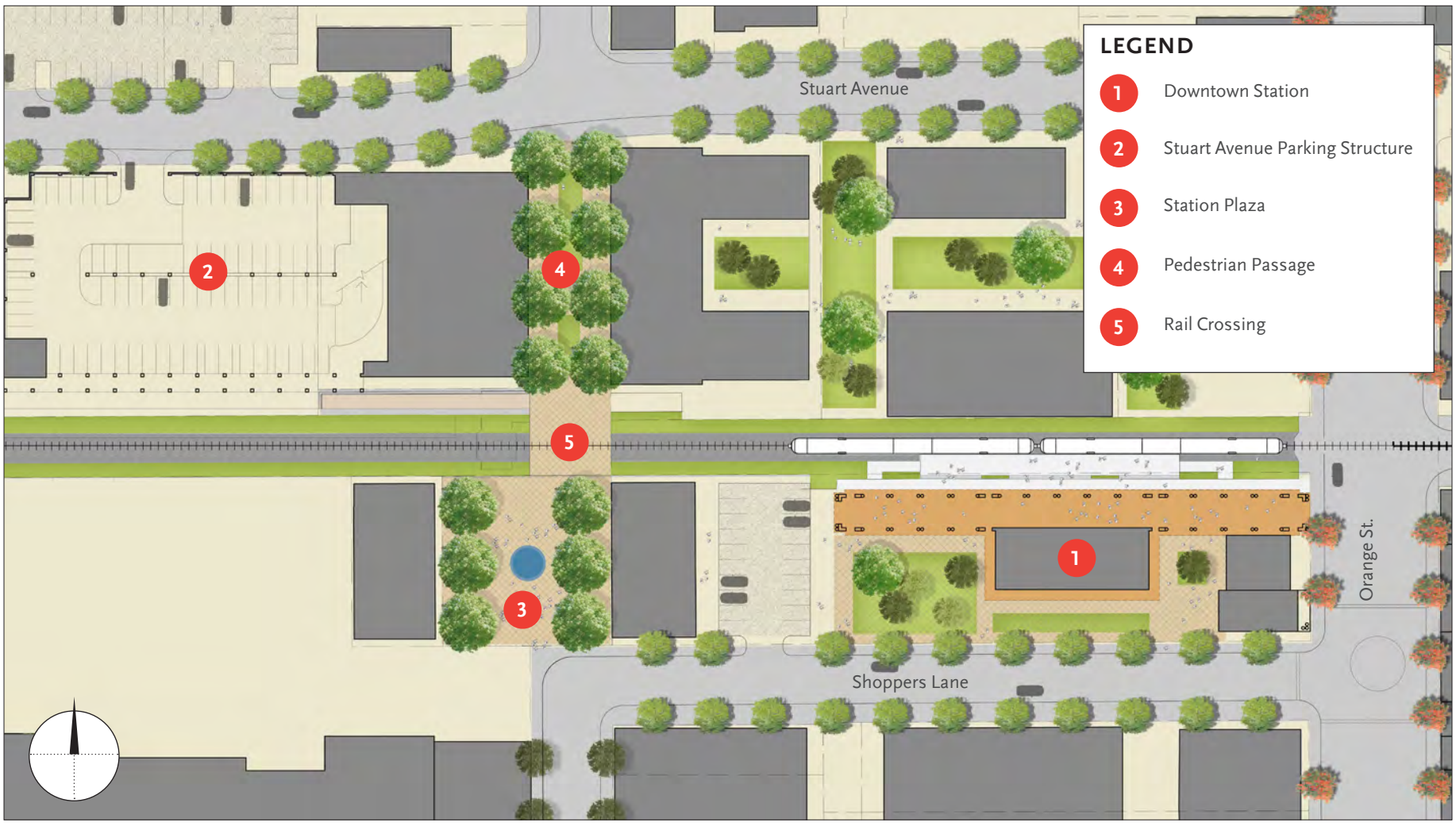


FIGURE 7-7 *ORIENTAL AVENUE OPEN SPACE NETWORK PLAN*

7.3. OPEN SPACE (CONTINUED)

3. **University Street Station Area.** The University Street Station Area is envisioned as a walkable, pedestrian-scaled, transit-oriented mixed-use district with various open space types that provide open space to nearby residents, students, faculty, and workers (see Figure 7-8):

   a. **Central Park.** A Central Park, which provides open space for residents, students, faculty, workers, and shoppers and can also accommodate special events such as farmer's markets, concerts, and outdoor movie screenings for the larger community.

   b. **Academic Quadrangle.** An Academic Quadrangle located on the block just north of the Station that provides a formal open and circulation space between future academic buildings that line its east, west, and south sides.

   c. **Pond.** A new pond, located at the southwest corner of Sylvan Boulevard and Cook Street, stores non-potable irrigation water. A University-oriented hotel and conference center is located to the south of the pond.

   d. **Basin Park.** A potential Basin Park in the new detention basin that will be introduced in conjunction with the construction of the Station along the south side of Park Avenue south of Sylvan Park. A Basin Park is an open space with the dual purpose of temporarily storing storm water during minor flood events, and providing park and open space the rest of the time.

      With or without the Basin Park, the Central Park and Academic Quad could be used to store rainwater during stormwater events, and/or filter runoff and recharge the aquifer.

   e. **Rambla.** A distinctive and extraordinary thoroughfare between Central Avenue and Sylvan Boulevard with travel lanes on either side of a wide median. Paved with cobblestones or pavers, the Rambla median could also be configured to accommodate angled parking.

Rambla

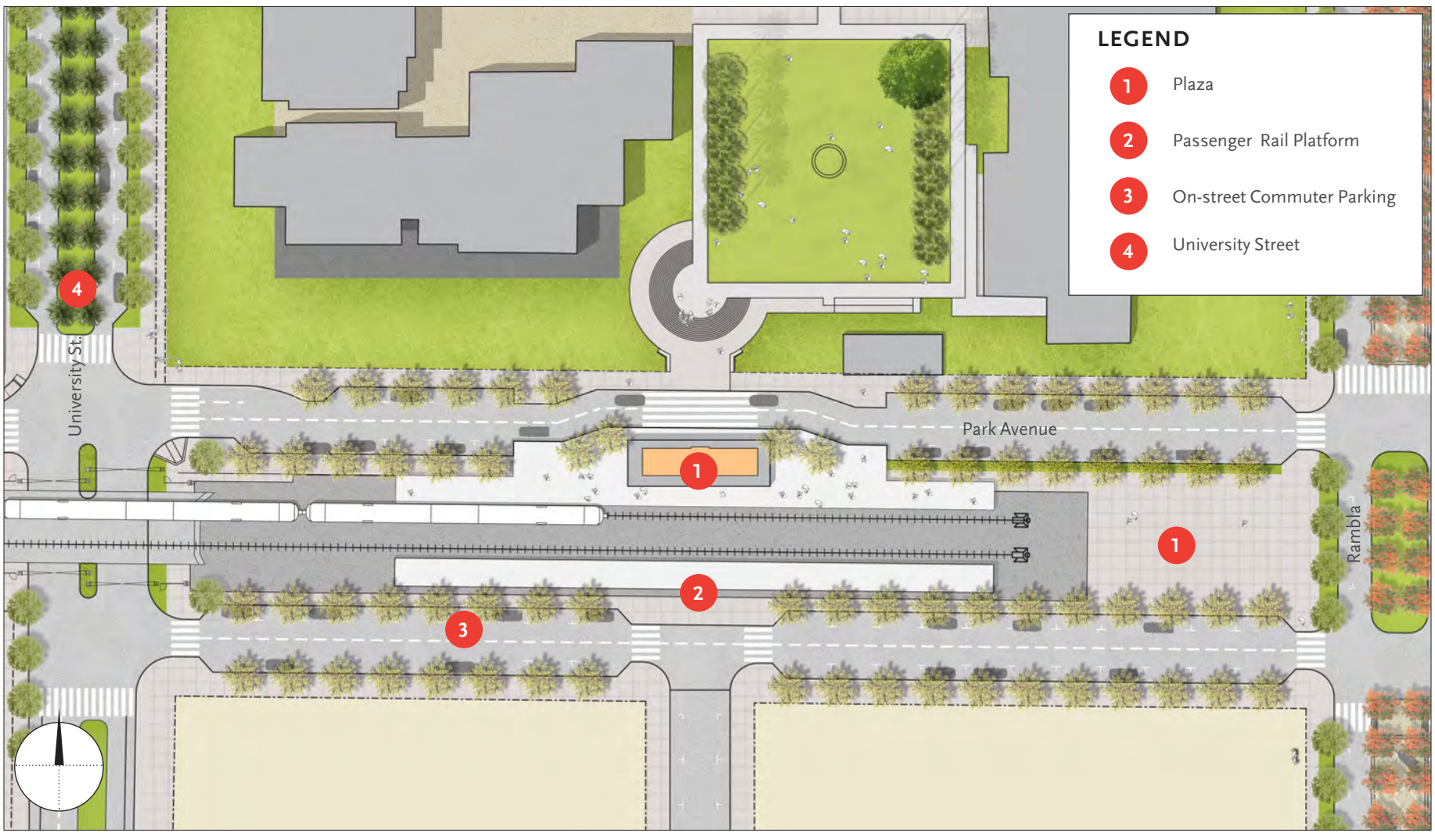
Pond.

Landscape and Trail

Children's Play Area

FIGURE 7-8. *PUBLIC REALM PLAN: UNIVERSITY STREET STATION TRANSIT VILLAGE*

FIGURE 7-9. *UNIVERSITY STREET STATION PLAN*



7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE

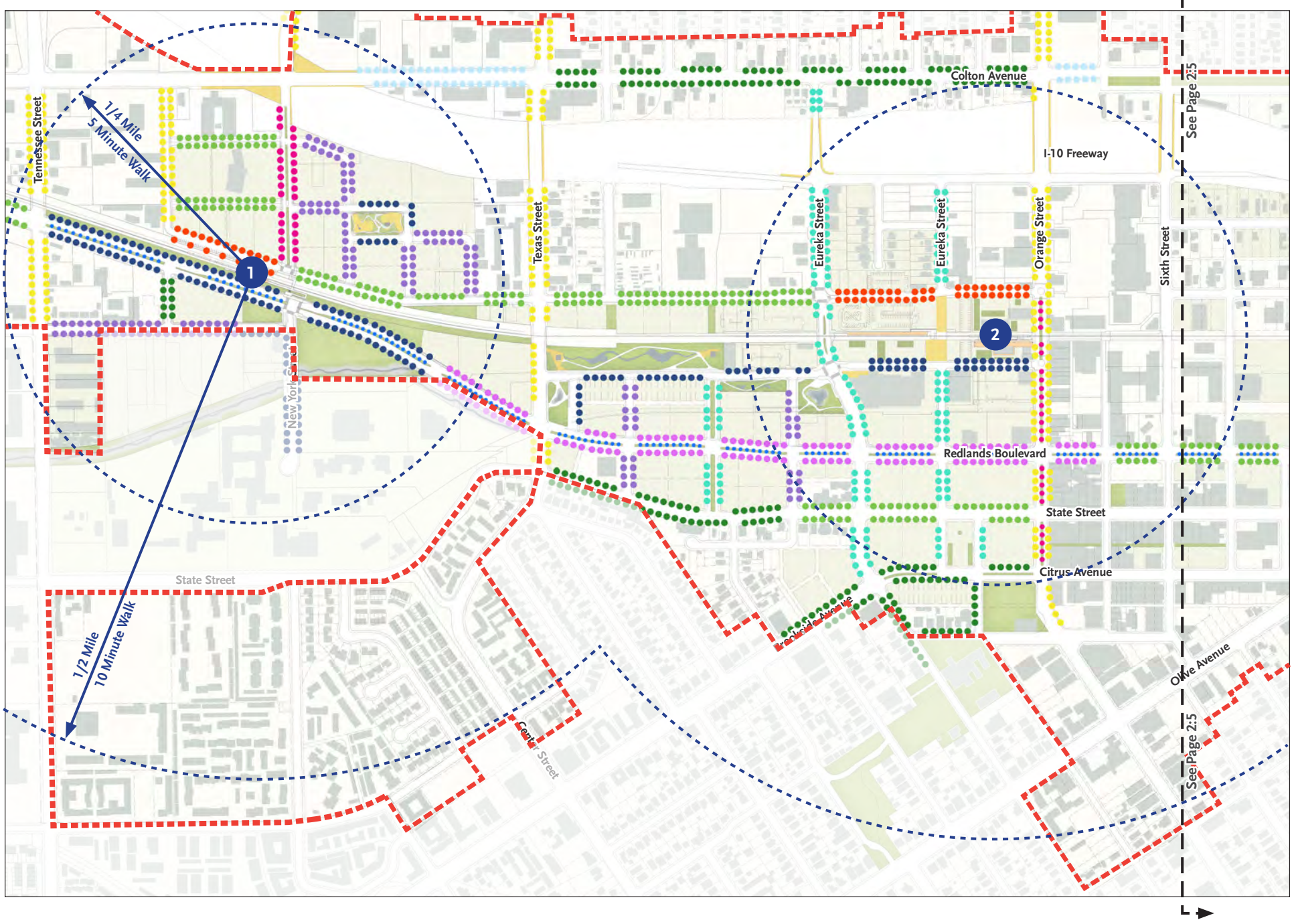
A. Existing Streetscape. Sidewalks and the streetscape along them are substandard along many of the Plan Area's streets. Sidewalks are completely missing along portions of University Street and along Redlands Boulevard in the New York Street/Esri Station Area. In addition, many sidewalks are narrow and, in some cases, located right next to the roadway, limiting space for street trees and placing pedestrians right next to moving vehicular traffic. Except for Downtown, street trees that provide shade and visual relief are missing, sparse, or of inconsistent species along most streets. This substandard streetscape not only results in an uninviting environment for pedestrians, but also provides unappealing routes to Redlands' important destinations, including Downtown, Smiley Park, Sylvan Park, the University of Redlands, and the ESRI campus.

B. Streetscape Opportunities. A pedestrian-scaled, interconnected street network planted with shade-providing street trees and drought-tolerant planting will generate an inviting and comfortable environment for pedestrians and cyclists to walk and bike to the train stations, to bus stops, to work, to school, for errands, or for shopping and entertainment. Each individual street is planted with its own tailored landscape characteristics that sets it apart from other streets, contributing to the richness of each street and to each station area's unique sense of place.

A retail street.

A mixed-use street with a center median

FIGURE 7-10. *STREET TREE PLAN: TRANSIT VILLAGES*



A mixed-use street.

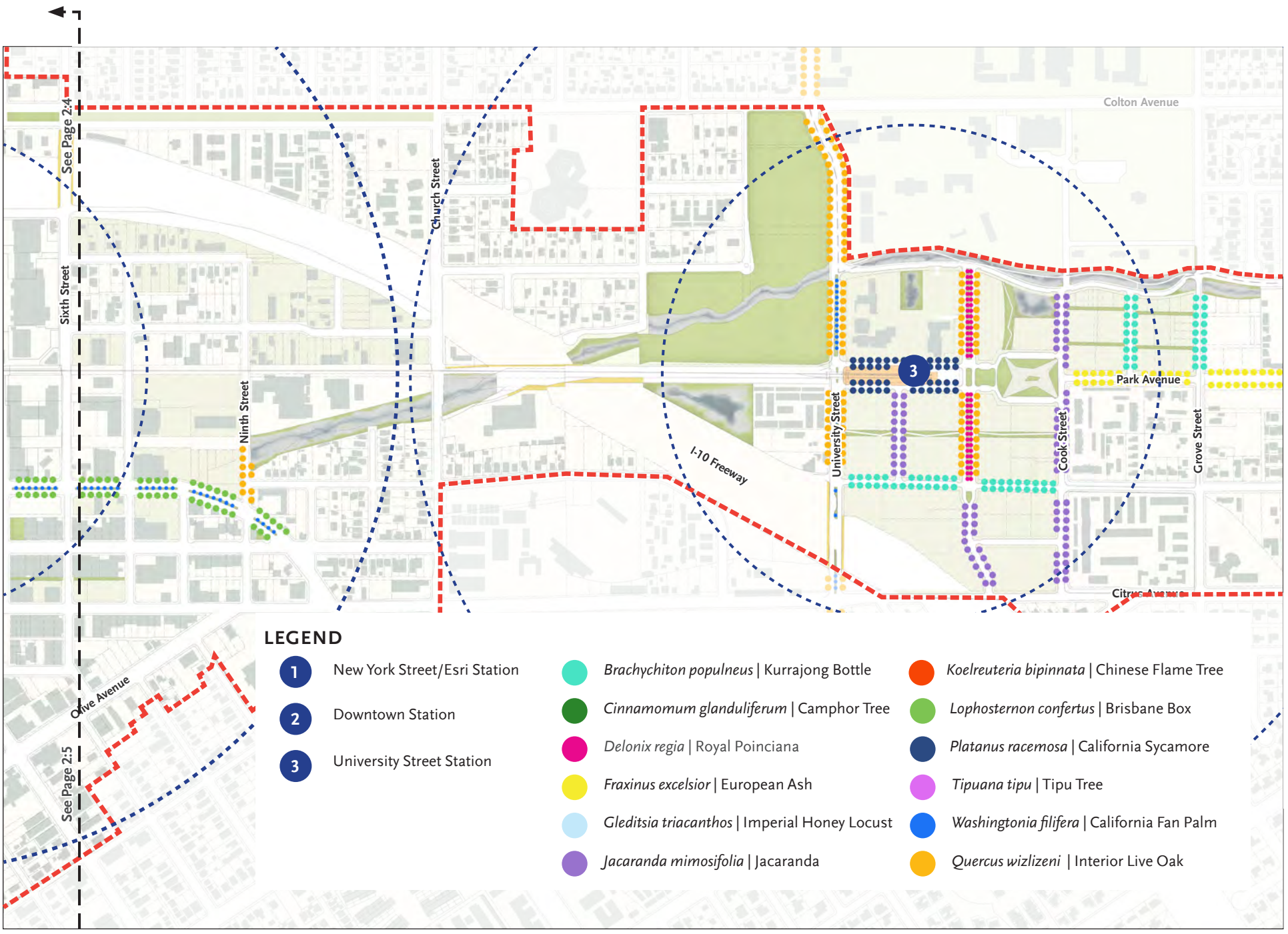
A neighborhood street.

A residential street.

A mixed-use street.

A neighborhood street.

A commercial street with a median.



7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE (CONTINUED)

1. **New York Street/Esri Station Area.** New York Street is the primary access street to the Station from both the north and south and, with the introduction of the Station, will provide pedestrian access over the railroad tracks. New York Street's gateway status is enhanced with new streetscape and the improvement of the I-10 Freeway underpass with enhanced lighting and artwork. To the south, the pedestrian connection from the Esri campus across Redlands Boulevard to the Station is improved with an enhanced crosswalk and a pedestrian passage over the railroad tracks.

   Existing streets, including Redlands Boulevard and Texas Street, are improved with new street trees. The landscape character of Redlands Boulevard in the Downtown Station Area will be extended into the New York Street/Esri Station Area, maintaining a consistent landscape character for the entire length of Redlands Boulevard within the Plan Area. Texas Street and the new streets north of the railroad tracks will be planted with deciduous trees.

A residential street.

c. **Streetscape.** The streetscape of the New York Street/Esri Station Area will create inviting pedestrian and bicycle connections to the Station from the station adjacent transit-oriented development, adjacent neighborhoods, and the ESRI campus. The below cross sections illustrate key streets within the Station Area, each with specific tree species.

   Key streets within the New York Street/Esri Station Area include:

   i. **New York Street.** New York Street, a gateway street into the New York Street/Esri Station Area, is lined with Chinese Flame Trees to provide shade, accent color, and seasonal interest.

   2. **Redlands Boulevard.** Redlands Boulevard is the main east-west vehicular corridor running through the City of Redlands. California Fan Palms are introduced in the center, continuing the iconic character from downtown. Sidewalks are lined with Honey Locust trees and landscaped parkways, providing shade for pedestrians visually calming traffic.

   iii. **Texas Street.** Texas Street is an important north-south street that connects existing residential neighborhoods north of the freeway to the future Midtown Neighborhood, the Esri campus just to the west, Downtown just to the east, and Redlands Boulevard and the Orange Blossom Trail bike lane. Jacaranda and Honey Locust trees generate a lush residential street character, provide shade, and reduce the urban heat island effect.

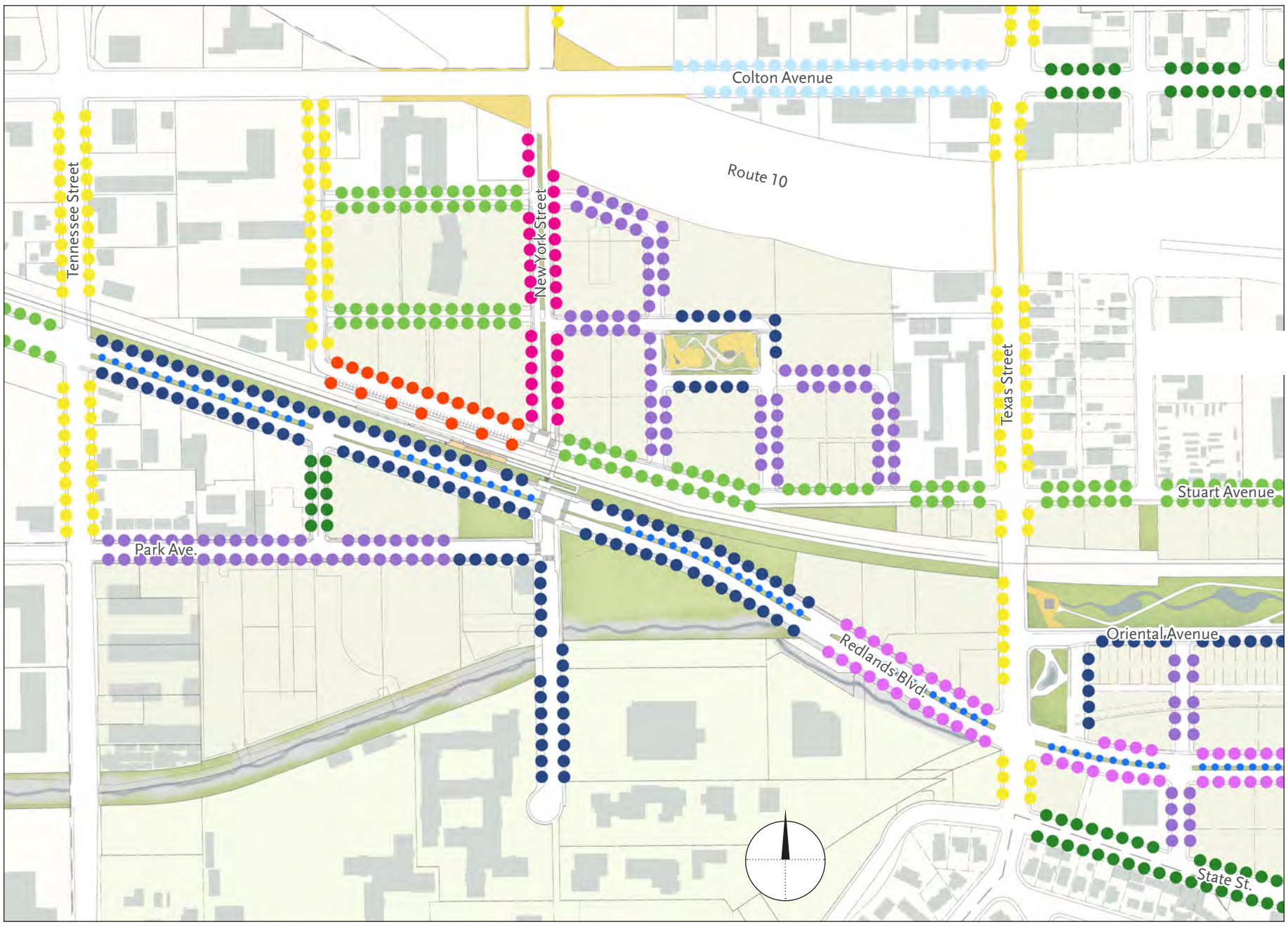
a. **Landscaped Street Network.** The introduction of an interconnected street and block network, particularly within the blocks located north of the railroad tracks, provides a safe and comfortable environment for pedestrians and bicycle commuters going to and from the New York Street/ESRI Station, for residents walking or jogging around their neighborhood, and for children walking to school.

A residential street.

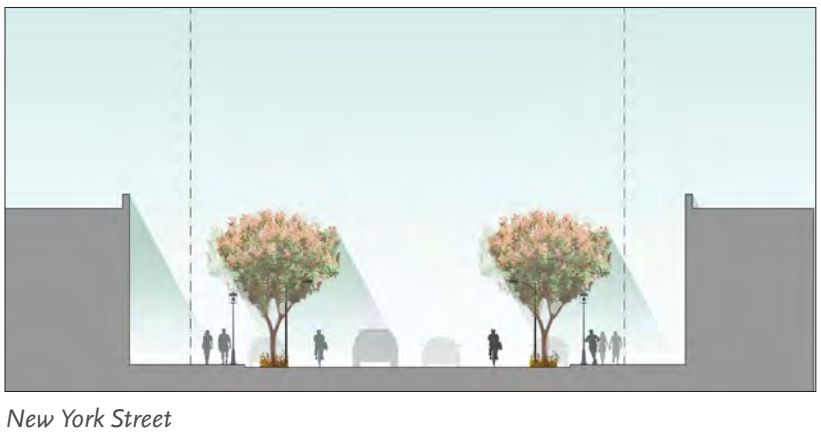
A residential street.

A mixed-use street.

FIGURE 7-11. *STREET TREE PLAN: NEW YORK STREET/ESRI STATION AREA*



Redlands Boulevard



New York Street

Texas Street

Tennessee Street

Colton Avenue between Tennessee Street and Texas Street

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE (CONTINUED)

2. **Downtown Station Area..** The introduction of streetscape along the Downtown Station Area's streets will create an inviting environment for pedestrians, define beautiful and deliberate routes to key destinations (such as Downtown from the freeway, the University of Redlands from the freeway, Esri from Downtown), help catalyze development on underutilized parcels, and complement Downtown's charming historical character. Tree species – chosen according to their shape, color, size at maturity, water consumption, and relationship to existing street trees – are unique to each street and consistent along the entire block length, enhancing the character and uses along the particular street. The adjoining street sections illustrate four of Downtown's key streets: Orange Street, State Street, Colton Avenue, and Redlands Boulevard.

   Streets within the Downtown that have distinct streetscape character include:

   a. **Orange Street.** Orange Street is a north-south corridor that connects residential communities directly to the Downtown Station. This important gateway street is lined with Chinese Flame Tree to provide shade, accent color, and seasonal interest for multi-modal commuters; visitors arriving into Downtown via trains, bus, car, bicycle, and foot; and Downtown residents, shoppers, workers, and event attendees.

   b. **Redlands Boulevard.** Redlands Boulevard is the main east-west vehicular corridor running through the City of Redlands and, in the form of a bike lane, accommodates the Downtown segment of the Orange Blossom Trail. California Fan Palms are proposed for the center median, providing landmark elements that mark the location of Redlands Boulevard from a distance, while Honey Locust trees line the sidewalk to provide shade to both pedestrians and parked vehicles.

   c. **State Street.** State Street is extended into the Redlands Mall site and landscaped in a similar manner as State Street east of Orange Street: large canopy trees Brisbane Box tree planted between angled parking spaces.

   d. **Colton Avenue.** Colton Avenue is improved with diverse species of street trees including Canary Island Pines and Camphor Trees to support both commercial and residential uses.

   e. **New, Tree-Lined Streets.** Tree-lined streets are introduced in the large blocks between Texas Street, Eureka Street, Redlands Boulevard, and the railroad tracks, generating a comfortable, walkable environment for future residents of the Midtown Neighborhood. Each individual street's landscape character is tailored to its orientation (north-south vs. east-west), the adjacent uses (residential vs. commercial), and the scale of the street (residential vs. cross-town).

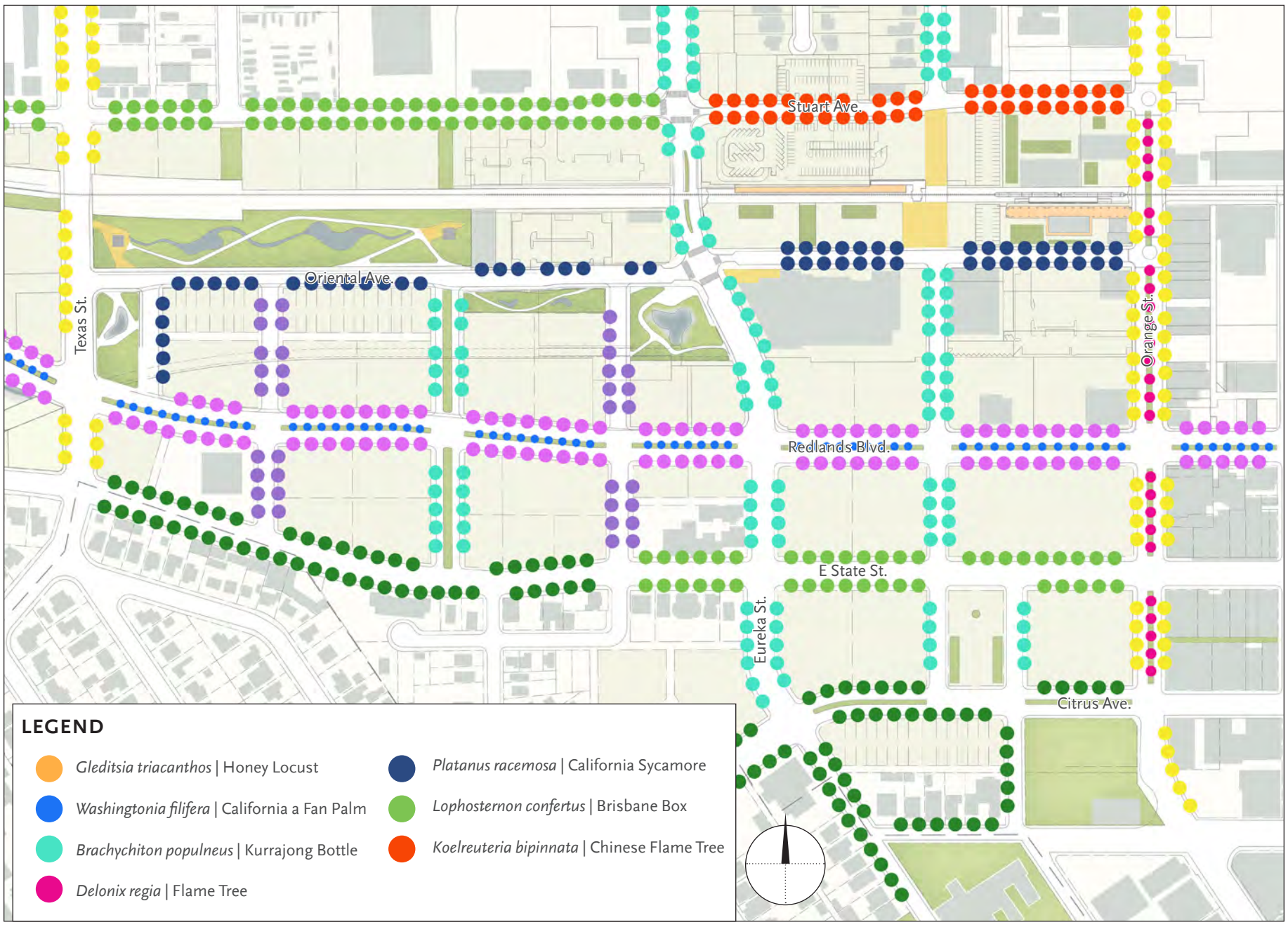
A downtown retail street with a center median.

A downtown street with in-street planters.

Sidewalk+Bioswale

Social Benches

FIGURE 7-12. *STREET TREE PLAN: DOWNTOWN STATION AREA*



State Street (East of Orange Street)

State Street (West of Orange Street)

Orange Street (South of Stuart Avenue)

Redlands Boulevard

Colton Avenue (Texas Street to Orange Street)

Orange Street (North of Sun Avenue)

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.4. STREETSCAPE (CONTINUED)

3. **University Street Station Area.** The University Street Station Area's interconnected street network is landscaped with a vigorous urban forest. Each individual street has its own landscape characteristic that sets it apart from other streets, adding to the richness of the Station Area's unique sense of place. Missing sidewalks and street trees are introduced along University Street, generating a memorable entry into the Station area, and providing an inviting route for pedestrians, cyclists, and motorists traveling to and from the Station, Sylvan Park, and the University.

   The below street sections illustrate the transformation of existing streets within the Station Area, as well as the character of new streets. Street sections with distinct streetscape character include:

   a. **University Street.** California Fan Palms are introduced along University Street to strengthen the visual character of the street and generate a memorable gateway into the University of Redlands, Sylvan Park, and the surrounding residential neighborhoods.

   b. **Cook Street.** Representative of a typical residential street, Cook Street is lined with Jacaranda tree which provide large canopies, dense foliage, seasonal color, and ample shade to adjacent residents and passing pedestrians, cyclists, and motorists.

   c. **Sylvan Blvd. Greenway and Zanja**. Sylvan Boulevard and the Zanja corridor are landscaped with a combination of native trees, including California Sycamores and Interior Live Oaks, generating a natural riparian character that reinforces the existing microhabitat.

   d. **Park Avenue at the Train Station.** The station's importance as the arrival point into the University of Redlands and the adjacent mixed-use village is emphasized with a double allee of California Sycamore trees, which highlight the local heritage and ecology of the City of Redlands.

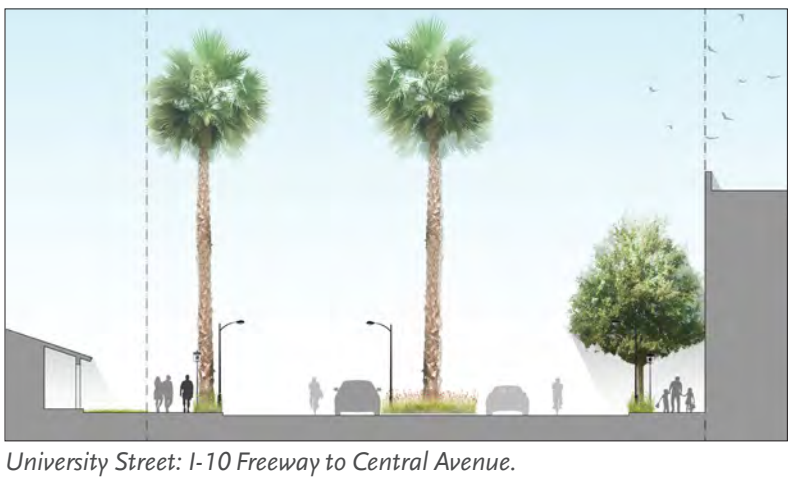
   e. **New, Tree-Lined Streets.** Tree-lined streets are introduced in the Station Area's megabocks, generating a comfortable, walkable environment for future residents, workers, and students of the Village. Each individual street's landscape character is tailored to its orientation (north-south vs. east-west), the adjacent uses (residential vs. commercial), and the scale of the street (residential vs. cross-town).

   Key among these streets is the "Rambla," a new, grand, tree-lined, linear thoroughfare with travel lanes on either side of a wide median that leads from the heart of the proposed transit village to the University of Redlands Campus. Chinese Flame Trees and California Sycamore Trees highlight the street's importance, add visual vibrancy , and complement the commercial ground floor uses proposed for the street.

University Street North of Sylvan Boulevard.

University Street: Park Avenue to Sylvan Boulevard.

University Street: Central Avenue to Park Avenue.

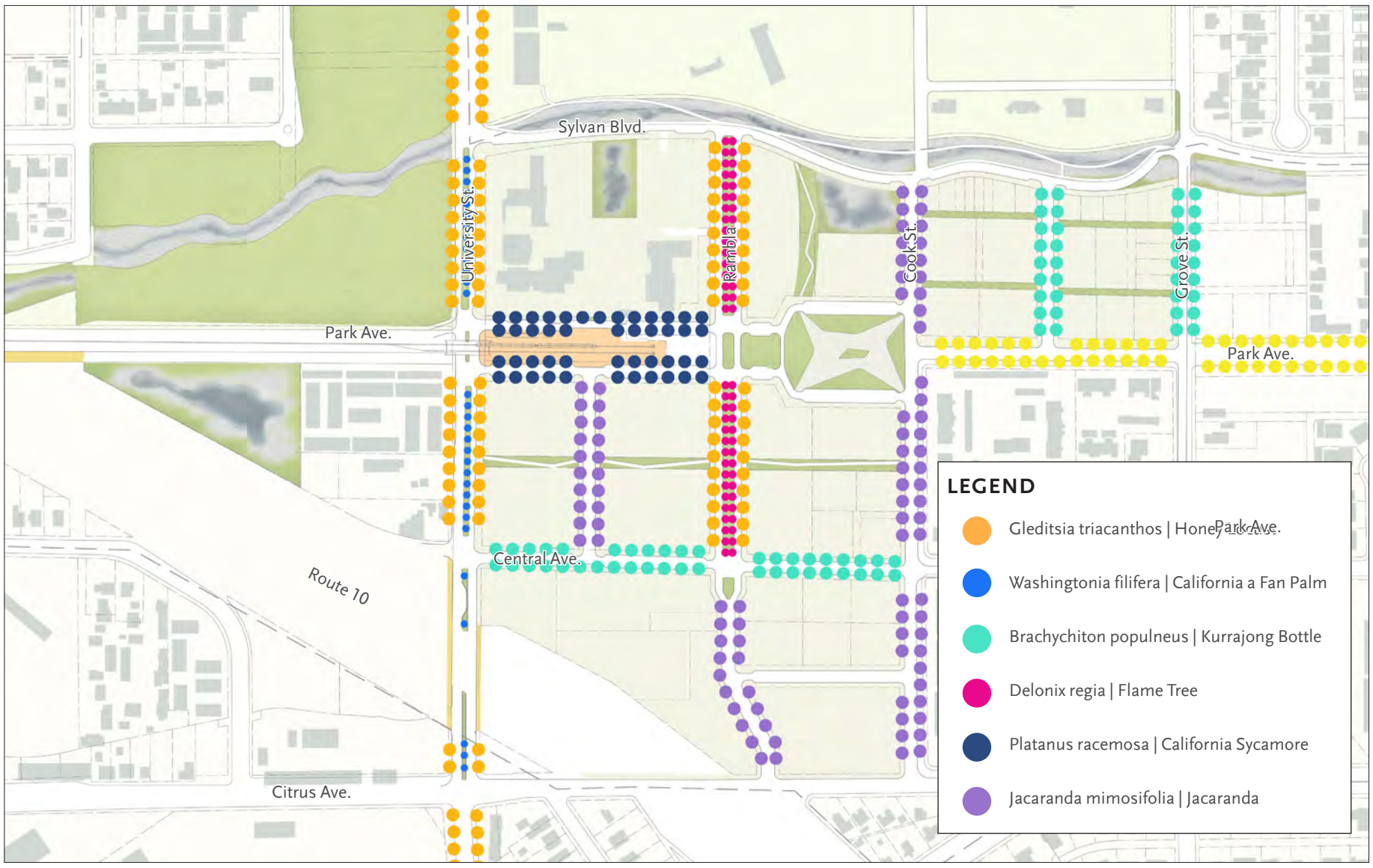


University Street: I-10 Freeway to Central Avenue.

Cook Street

Sylvan Boulevard with Zanja and Orange Blossom Trail.

FIGURE 7-13. *STREET TREE PLAN: UNIVERSITY STREET STATION AREA*



Central Avenue

Typical Residential Street

Park Avenue at University Street Station

Rambla

7.5. TREES AND PLANTING

A. Tree and Planting Objectives. The primary goal of the Specific Plan tree and planting approach, as shown in Figure 7-2, is to create a coherent, vibrant, harmonious, and pedestrian-friendly urban forest. Key tree and planting and objectives for achieving this are:

- To expand the existing urban forest with a palette of native and drought-tolerant plant species that are compatible with the agricultural heritage of the regional ecosystem.
- To create attractive and compelling ecological corridors, particularly in the east-west direction, that connect and supplement existing isolated micro habitats into a larger, interconnected habitat that can support native flora and fauna.
- To mitigate the heat island effect through increased tree canopy and vegetated area in the Specific Plan area.
- To provide spatial identity and a distinct character to the Specific Plan area's various streets.
- To create coordinated green, multi-modal streetscapes that include landscaped parkways and center islands, employ sustainable stormwater management strategies, and accommodate pedestrians, cyclists, transit riders, and motorists.

B. Existing Tree and Landscape Conditions. Due to its vibrant urban forest, the City of Redlands has for the past 24 years been designated a Tree City USA City by the National Arbor Day Association.. Within the Specific Plan area, this urban forest is located primarily in Downtown Redlands (most notably along State Street east of Orange Street), in the University of Redlands area, and in Sylvan Park and Jennie Davis Park. The urban forest is also robust in the neighborhoods located south of the Specific Plan area. However, the urban forest is generally lacking within the rest of the Specific Plan area.

C. Proposed Trees. Strategies for realizing street tree and planting objectives include:

1. **Resilient Street Trees.** Trees are selected to complement the formal as well as environmental characteristics of a particular street or open space. For street trees, the continuous and regular spacing of trees generates spatial definition to the street, reduces the perceived width of the street, provides shade for pedestrians walking along the sidewalk, and signals drivers to slow down.

   In addition, street trees provide a variety of environmental and cultural benefits. Deciduous trees provide shade in summer, reducing heat island effects and cooling the ambient temperature, while permitting sun to shine through in winter. They reduce sun glare from paving and intercept rain water during storms, helping to reduce storm water runoff. Trees also produce oxygen, thereby improving local air quality, and their canopies can absorb traffic noise. Finally, mature street trees can increase the value of adjacent properties.

   Tree species listed in this Specific Plan are selected according to various qualitative and quantitative factors and characteristics including, native or non-native species, drought tolerance, tree height, canopy width, parkway width requirements, overall texture, form, solar exposure and growth rate.

2. **Riparian and Native Trees.** Native trees, such as Interior Live Oak and California Sycamores, are selected for the Plan Area's open spaces and along the Zanja corridor within the University Street station area, enhancing the existing riparian corridor (Zanja) and its microhabitats. Native planting benefits include reduced water consumption, drought tolerance, adaptation to local climate and increasing habitat for local fauna, such as birds. Native plants and non-native plants are both provided to support biodiversity and greater visual aesthetic and spatial layout.

3. **Accent Trees.** Accent trees, which have distinct visual and seasonal characteristics that differentiate them from other street trees, are utilized to highlight special streets and spaces within parks, plaza, and greens. For example, Chinese Flame trees, with their vibrant seasonal color, are proposed for the north-south gateway streets that lead to the three transit stations, visually showcasing the importance of the street as a connector to each station.

4. **Palm Trees.** Palm trees, with their iconic form and place-making characteristics, are planted along gateways streets and corridors to emphasize the significance of the streets.

5. **Residential Street Trees.** Residential street trees are selected for their lush canopies, larger size at maturity, and dynamic seasonal interest. Trees such as Jacarandas, are planted at regular intervals, enriching the residential neighborhoods with lush canopies that provide shade, visual relief, and vibrant seasonal flowers.

D. Tree Parameters and Guidelines. A diverse selection of street trees, as shown in Figure 7-3, are specified for the Specific Plan area to strengthen the existing urban forest, to ensure biodiversity, and to conform to specific local conditions, such as existing soil types and spatial limitations in the public right-out-way.

Technical factors considered in the selection of tree species include shape, form, drought tolerance, sunlight exposure, spacing between trees soil depth, and parkway widths and the following factors:

- **Environmental Suitability.** Trees that thrive in the region.
- **Drought Tolerance.** Native trees or non-native trees with drought-resistance and resilience.
- **Street Tolerance.** Street trees that perform well in stressful urban environments and that can tolerate limited soil depth and widths, maintenance and limited irrigation.

Downtown Street.

Neighborhood Street.

- **Variety.** A variety of species in terms of shape, color, size and other factors: the gold and red of autumn, the scent of evergreens, flowers during spring, and a kaleidoscope of branching patterns and shadow play.
- **Scale and Transparency.** Street trees that are appropriate for the urban setting. For instance, trees along commercial streets that at maturity begin branching above commercial signage and allow buildings to be seen through the canopy; or medium sized trees along narrow streets.

The Specific Plan tree list incorporates trees from the *City of Redlands Street Tree Policy and Protection Guideline Manual* (2013) as well as community input during numerous public workshops. The streets and open spaces planted according to this Specific Plan will result in consistent visual unity within each block or along each street and variety across the entire plan area.

FIGURE 7-14A. *REDLANDS TRANSIT VILLAGES SPECIFIC PLAN PLANTING PALETTE*

Botanical Name	Trees in Open Space	*Alnus rhombifolia*	*Pinus canariensis*	*Cinnamomum glanduliferum*	*Quercus lobata*	*Quercus agrifolia*	*Platanus racemosa*	Trees in Right of Way	Station	*Arbutus marina*	*Fraxinus excelsior*	*Koelreuteria bipinnata*	*Platanus racemosa*
Common Name		White Alder	Canary Island Pine	Nepal Camphor Tree	Valley Oak	Coast Live Oak	California Sycamore			Marina Arbutus	European Ash	Chinese Flame Tree	California Sycamore
City Approved				✓						✓		✓	
Parkway				8'						4-5'		7'	
Av. Height		40-60'	50-80'	65'	50-70'	20-70'	40-60'			35'	60'-80'	40'	40-60'
Av. Spread		25-30'	20-35'	50'	40-50'	20-70'	40-50'			35'	60'-90'	30'	40-50'
Growth		Fast	Fast	Mod	Slow	Slow	Mod			Slow	Mod	Fast	Mod
Sun		Full		Full		Full				Full			Full

a. Tree Spacing
b. Parkway Width
c. Soil depth

Trees for Parks, Plazas, and Open Spaces

Alnus rhombifolia
White Alder

Pinus canariensis
Canary Island Pine

Cinnamomum glanduliferum
Nepal Camphor Tree

Quercus lobata
Valley Oak

Quercus agrifolia
Coast Live Oak

Platanus racemosa
California Sycamore

Trees for Areas Adjacent to Stations

Arbutus marina
Strawberry Tree

Fraxinus excelsior
European Ash

Koelreuteria bipinnata
Chinese Flame Tree

Platanus racemosa
California Sycamore

LEGEND

City of Redlands Approved Tree Species

7.5. TREES AND PLANTING (CONTINUED)

FIGURE 7-14B. *REDLANDS TRANSIT VILLAGES SPECIFIC PLAN PLANTING PALETTE*

Botanical Name	Main Commercial Artery (Redlands Blvd)	*Acer pseudoplatanus*	*Brachychiton populneus*	*Lophostemon confertus*	*Pistacia chinensis*	*Platanus racemosa*	*Tipuana Tipu*	*Washingtonia filifera*	North-South Pedestrian Corridors (Tennessee St, New York St, Texas St, Eureka St, Orange St, N University St)	*Acer pseudoplatanus*	*Brachychiton populneus*	*Cinnamomum glanduliferum*	*Fraxinus excelsior*	*Fraxinus uhdei*	*Platanus racemosa*	*Quercus agrifolia*	*Washingtonia filifera*
Common Name		Sycamore Maple	Bottle Tree	Brisbane Box	Chinese Pistache	California Sycamore	Tipu Tree	CA Fan Palm		Sycamore Maple	Bottle Tree	Nepal Camphor Tree	European Ash	Evergreen Ash	California Sycamore	Coast Live Oak	CA Fan Palm
City Approved		✓	✓	✓	✓			✓		✓	✓	✓					✓
Parkway		5-6'	5-6'	5'	5-6'			5-8'		5-6'	5-6'	8'					5-8'
Av. Height		35'	50'	45'	50'	40-60'	25-50'	65'		35'	50'	65'	60'-80'	80'	40-60'	20-70'	65'
Av. Spread		25'	20'	30'	25'	40-50'	25-50'	20'		25'	20'	50'	60'-90'	60'	40-50'	20-70'	20'
Growth		Mod	Mod	Fast	Mod	Mod	Slow	Med		Mod	Mod	Mod	Mod	Fast	Mod	Slow	Mod
Sun			Full	Full		Full	Full				Full	Full	Full		Full	Full	

Trees for Main Commercial Artery (Redlands Blvd.)

Acer pseudoplatanus
Sycamore Maple

Brachychiton populneus
Kurrajong Bottle Tree

Lophosternon confertus
Brisbane Box

Pistacia chinensis
Chinese Pistache

Platanus racemosa
California Sycamore

Tipuana Tipu
Tipu Tree

Washingtonia filifera
California Fan Palm

Trees for North-South Pedestrian Corridors

Acer pseudoplatanus
Sycamore Maple

Brachychiton populneus
Kurrajong Bottle Tree

Cinnamomum glanduliferum
Nepal Camphor Tree

Fraxinus excelsior
European Ash

Fraximus uhdei
Evergree Ash

Platanus racemosa
California Sycamore

Quercus agrifolia
Coast Live Oak

Washingtonia filifera
California Fan Palm

LEGEND

City of Redlands Approved Tree Species

FIGURE 7-14C. *REDLANDS TRANSIT VILLAGES SPECIFIC PLAN PLANTING PALETTE*

Botanical Name	Neighborhood Street (Colton Ave, Stuart Ave, Oriental Ave, Central Ave, State St, Citrus Ave, Cook St, Grove St)	*Acer pseudoplatanus*	*Glenditsia triacanthos*	*Jacaranda mimosifolia*	*Lophostemon confertus*	*Pinus canariensis*	*Pistacia chinensis*
Common Name		Sycamore Maple	Imperial Honey Locust	Jacaranda	Brisbane Box	Canary Island Pine	Chinese Pistache
City Approved		✓	✓	✓	✓		✓
Parkway		5-6'		6-8'	5'		5-6'
Av. Height		35'	35'-75'	50'	45'	50-80'	50'
Av. Spread		25'	25'-35'	35'	30'	20-35'	25'
Growth		Mod	Fast	Mod	Fast	Fast	Mod
Sun			Full		Full	Full	

a. Tree Spacing
b. Parkway Width
c. Soil depth

Trees for Neighborhood Streets

Acer pseudoplatanus
Sycamore Maple

Gleditsia triacanthos
Imperial Honey Locust

Jacaranda mimosifolia
Jacaranda

Lophosternon confertus
Brisbane Box

Pinus canariensis
Canary Island Pine

Pistacia chinensis
Chinese Pistache

Shrubs, Grasses, Rushes, and Ground Covers for Parkways and Parks, Plazas, and Open Spaces

Achillea millefolium
Yarrow

Muhlenbergia rigens
Deer Grass

Ceonothus griseus 'Santa Ana'
California Lilac

Rosa californica
California Wild Rose

Satureja douglasii
Yerba Buena

Carex praegracilis
CA Meadow Sedge

Leymus triticoides
Wild Rye

Juncus patens
CA Grey Rush

Juncus torreyi
Torrey's Rush

LEGEND

- State Water Resources Control Board Approved Plant Material
- City of Redlands Approved Tree Species

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.5. TREES AND PLANTING (CONTINUED)

Grasses and Rushes for Parking Lots

Aloe spp.

Carex divulsa
Berkeley Sedge

Muhlenbergia rigens
Deer Grass

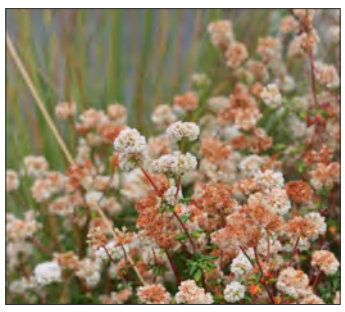
Festuca mairei
Atlas Fescue

Leymus condensatus
Canyon Prince Wild Rye

Agave attenuata
Foxtail Agave

Zauschneria californica
California Fuschia

Salvia clevelandii
California Blue Sage



Eriogonum parvifolium
Buckwheat

Keckiella cordifolia
Heartleaf keckiella

Ceonothus spp.
California Lilac

Grasses and Rushes for Parking Lots and Parks, Plazas, and Open Spaces

Clematis ligusticifolia
Yerba de Chiva

Cissus antarctica
Kangaroo Vine

7.6. SUSTAINABLE STORMWATER

The generally porous soil that underlies the Plan Area, coupled with this Plan's proposed open spaces and new landscaped parkways, provide opportunities for introducing sustainable stormwater management strategies and compatible landscape and streetscape designs. These measures can help to ease stormwater flows and to filter rainwater runoff. See Chapter 8, Section 8.7 (Sustainable Stormwater Management and Strategies) for green infrastructure rainwater management.

7.7. UNDERPASSES IMPROVEMENTS

A. Existing Conditions. The introduction of the Interstate 10 freeway reduced access to the Plan Area by limiting the number of streets that connect from one side of the freeway to the other. The remaining streets that were not severed by the introduction of the freeway and pass under the freeway (New York Street, Texas Street, Eureka Street, Orange Street, Sixth Street, Church Street, University Street, Citrus Avenue, and Cyprus Avenue) tend to be lined by narrow sidewalks and have substandard lighting, presenting a dark and uninviting environment for pedestrians and cyclists.

B. Underpass Opportunities. The character and experience of the Plan Area's various underpasses can be improved by introducing better lighting and interesting art work. The underpasses also can function as gateways into and out of each Station Area. Potential interventions for each Station Area are as follows:

1. **New York Street/Esri Station Area.** To create safer and more inviting gateways from the neighborhoods to the north of the I-10 freeway, the underpasses at New York Street and Texas Street are improved with better lighting and art work. The existing murals of historic images of Redlands within the Texas Street underpass are retained and enhanced with better lighting and perhaps additional, complementary art work. The New York Street underpass is enhanced with vibrant murals and dynamic lighting. The introduction of streetscape – and over time, buildings with pedestrian-friendly frontages – leading up to and adjacent to the underpasses will provide a more inviting route from one side of the freeway to the other.

2. **Downtown Station Area.** In order to generate a more inviting gateway into Downtown, the Eureka Street, Orange Street, and Sixth Street underpasses can be improved with better lighting and additional artwork that complements the existing murals of historic images of Redlands. Signage announcing to travelers they are entering or leaving Downtown could also be introduced. Street trees are planted along Sixth Street on both sides of the underpass to provide a more formal and appealing lead-up to the underpass.

3. **University Street Station Area.** Enhancing the environment through the underpass will make it more enticing for residents living in the neighborhoods south of the freeway to leave their car behind and take the 5-minute walk to University Village's retail, dining, and entertainment amenities. Additionally, artwork such as murals, tile mosaics, creative lighting, and interesting signage can be used to transform the underpass into a unique gateway into University Village and the campus beyond.

The inadequately lighted University Street freeway underpass.

Art activation at I-10 underpass

Light + Art + Open Space

Adjacent open space opportunities

Art Activation a Freeway Underpass

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

7.8. MILL CREEK ZANJA AND ORANGE BLOSSOM TRAIL

A. Existing Conditions. The Mill Creek Zanja was designated a California Historical Landmark in 1932 and placed on the National Register of Historic Places in 1977. The Zanja was built in 1819 to convey water from Mill Creek to farms located east of the city. Now carrying drainage water and storm runoff, the canal has the double distinction of being the oldest continuously operating irrigation canal in California, and the oldest civil engineering project in Southern California. Today, the Zanja functions largely as a stormwater channel, running through the University Street and New York Street/Esri station areas in an open channel and through the Downtown Station area in an underground pipe. Except where it passes through Sylvan Park, the historic character of the Zanja is not evident.

The Orange Blossom Trail and the Zanja Trail – which converge to the east of the Specific Plan Area and currently terminate at the eastern edge of the Plan Area – are planned by the City of Redlands General Plan to pass through the University Street Station Area, parallel to the Zanja, and then head westwards to Downtown Redlands and the Esri campus beyond.

The Zanja during the winter.

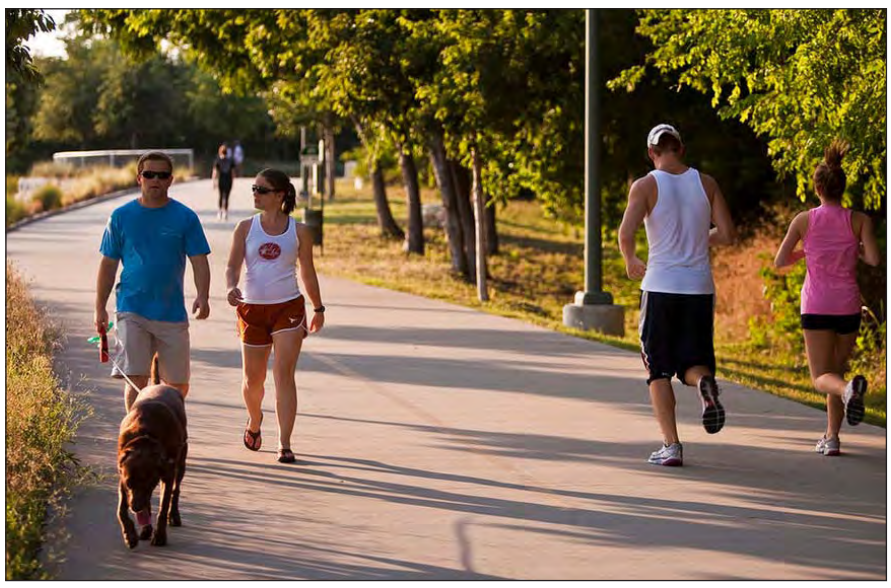
B. Zanja and Orange Blossom Trail Opportunities. The City's designation of the Orange Blossom Trail route parallel to the Zanja within the University Street station area provides an opportunity to transform the Zanja corridor into an active greenway with a riparian landscape character. In addition, the Zanja within the University Street Station Area and adjacent to Jennie Davis Park can be restored to its original historic appearance.

1. **New York Street/Esri Station Area.** The banks of the existing Zanja as it emerges at Texas Street at Jennie Davis Park, along with the Orange Blossom Trail that runs parallel to it, will be landscaped as an ecological greenway corridor with riparian landscape and native trees and plants. The Zanja/Orange Street corridor will mark the western end of a greenway that connects the University of Redlands to the east and the ESRI Campus to the west, providing a richly landscaped bike trail west of Texas Street and east of Ninth Street connected in between by bike lanes along Redlands Boulevard.

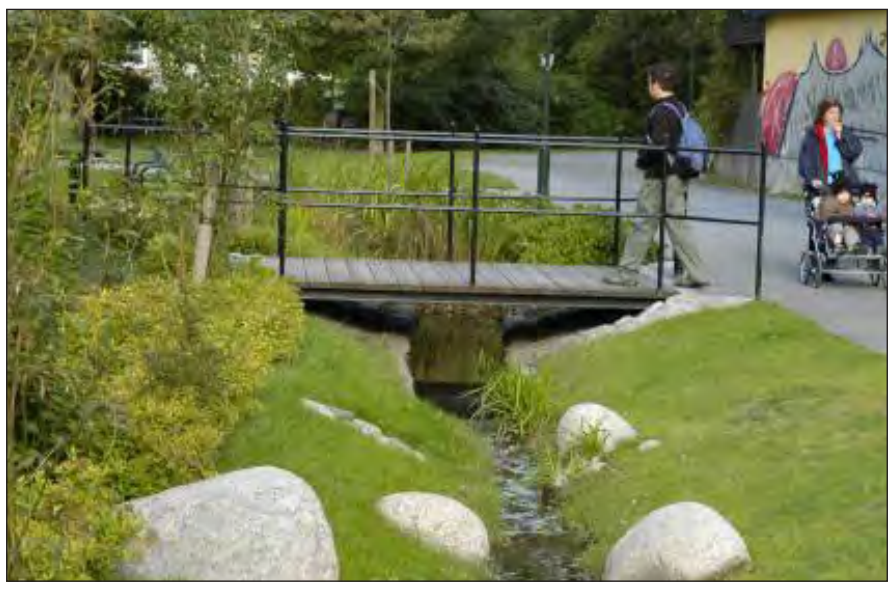
2. **Downtown Station Area.** The Orange Blossom Trail passes through the Downtown Station Area as a Class II bike lane along Redlands Boulevard.

3. **University Street Station Area.** Sylvan Boulevard is improved as a wider vehicular street, but is relocated southward to accommodate a new riparian creek adjacent to the Zanja and Orange Blossom Trail. The Greenway, planted with native and riparian landscape, creates a riparian habitat that forms a natural boundary between the University and the village, conveys stormwater, and enlivens the daily life of students and residents who live and work in the area, and pedestrians and cyclists travelling along the Orange Blossom Trail.

A multi-use trail rusn adjacent to a riparian creek.



A multi-use trail



Water conveyance channel.

7.8. WAYFINDING SIGNAGE

Wayfinding signage is a coordinated system of signs that provide visual identity, orientation, and information about a district or community. Redlands would benefit from a wayfinding signage system that directs motorists, bicyclists, and pedestrians to important destinations and also visually announce arrival into the three Station Areas.

A. Wayfinding Design Considerations.

1. Orient signage to provide guidance for people walking, biking, and driving.
2. Locate signage at important gateways, along major streets, at major intersections, along trails, and at public plazas, parks, and open spaces.
3. A system of wayfinding signs should include gateway signs, historic downtown district boundary signs, directional, identification, and informational signs.
4. Design wayfinding signage to celebrate and reinforce the unique character and identity of each Station Area. Signs should have a unified appearance that complements and integrates with the character and color palette of other streetscape elements.
6. Use lettering typefaces and icons that are easy-to-read, easily recognizable, and understandable.
7. Design signage to be simple, free of sign clutter, easy to read, and to contribute to Downtown's overall identity and sense of place.
8. Design signage to be flexible and capable of evolving over time as additional directional needs develop, while minimizing maintenance costs
9. Design all wayfinding signage to comply with ADA requirements.

B. Traffic and parking wayfinding signage considerations:

1. Introduce signs directing motorists to important destinations such as Downtown, City Hall, Smiley Park, Smiley Library, Sylvan Park, the three train stations, and public parking lots and garages.
2. Introduce signage directing visitors towards the I-10 freeway.
3. Assign a unique identity to each parking lot or garage (branding) so that patrons can easily identify them.
4. Clearly display parking rates to passing motorists in order to allow motorists to make informed parking decisions.
5. Strategically locate signage to provide direction to the moving motorist in time for the motorist to utilize the information.

C. Pedestrian wayfinding signage considerations:

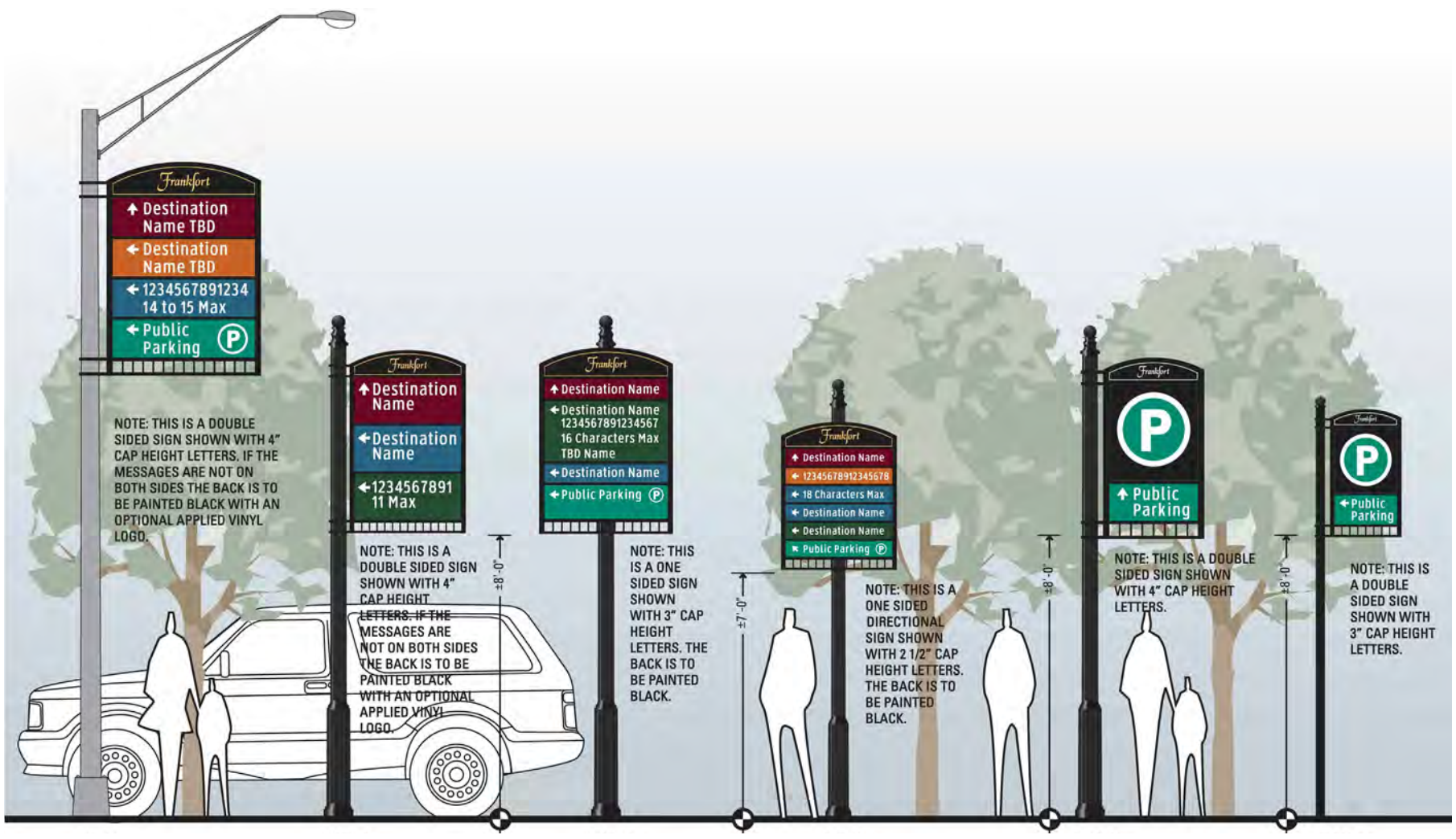
1. Instal directional signage directing pedestrians to important destinations from each station, bus stops, parking areas, and other key locations where people may begin their walking trip.
2. Consider installing "you are here" maps/kiosks at key points in Downtown. These can be triangular, two-sided boards, or tubular. The maps should show all important destinations, parking locations, the train stations, transit routes and stops, bikeways, and locations for bicycle parking.

D. Transit wayfinding signage considerations:

a. Increase the visibility of bus stops by installing prominent bus stop pole signs, introducing more shelters, and increasing lighting.

b. Provide transit coverage maps, schedules, and local area maps at all bus stops.

c. Introduce real-time bus arrival time displays at Downtown bus stops.



This signage program for Frankfort, Kentucky employs a simple design that is free of sign clutter, is easy to read, contributes to the downtown's overall identity, and is designed for the first-time user.

7. PUBLIC REALM OF OPEN SPACE AND LANDSCAPE

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