VIII. Public Realm Design Guidelines

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VIII. Public Realm Design Guidelines

A. Introduction

The Public Realm Design Guidelines for the Urban Core focus on improvements to public rights-of-way, sidewalks, public open space, and key intersections. The intent of this chapter is to provide guidance in creating a unified and visually attractive environment that supports the specific plan goals for beautification of the Urban Core. As the Urban Core adds new residents and businesses, the provision of amenities is needed to achieve the vision for a well-balanced urban environment. Improving the public realm with "urban amenities" is designed to create a sense of place, encouraging people to gather and stay awhile. The condition of the public realm is important for creating the desired image and identity of the Urban Core and to provide a unified backdrop for the design of various building styles and types. Public realm improvements serve to improve an area's visual quality and act as an investment catalyst, encouraging private property upgrades and new development. The improvements will be implemented over the term of the Specific Plan and may occur as comprehensive street improvements or may be improved in phases as part of private redevelopment. Where no immediate private development is likely to occur, the city may undertake improvements and seek reimbursement from future development.

Simulation of H Street public realm at near build-out conditions **Fg. 8.1**

B. Purpose

The Public Realm Design Guidelines for the Urban Core focus on urban amenities and improvements to public rights-of-way, including key intersections, streets, alleys and drives, parks, plazas, and gateways. It identifies public street design elements, landscaping, intersection enhancements, entry treatments, public open space, right-of-way detail, and other unique public realm features within the Urban Core in various districts. Focusing on the public right-of-way, these guidelines attempt to balance pedestrian needs with vehicular and bicycle needs. It is not the intent of this chapter to provide specific street geometric design standards but rather to suggest design oriented treatments of the street environment. Street and intersection geometric design is provided in Chapter V - Mobility.

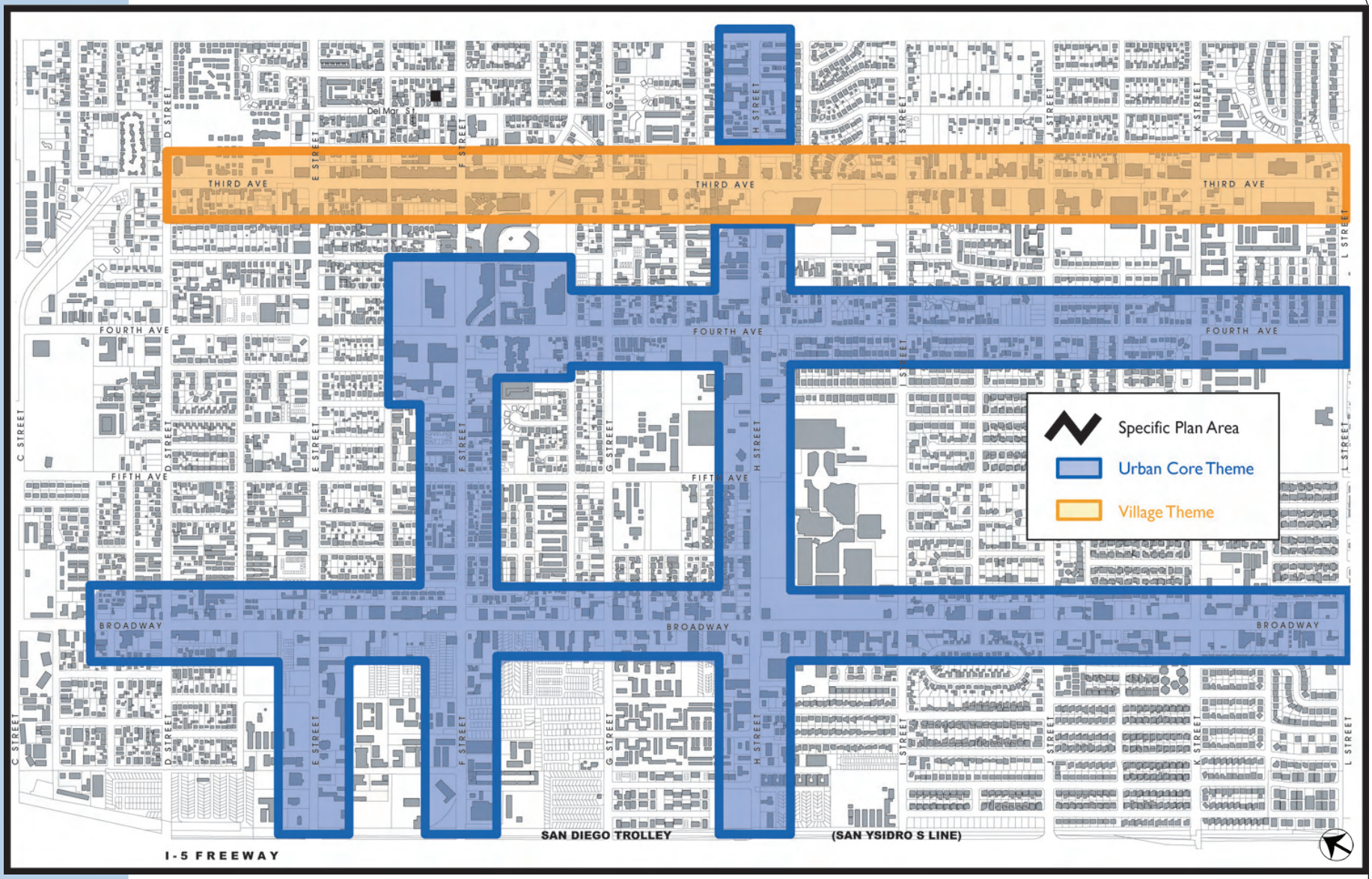
The guidelines in this chapter are intended to be used as a planning tool for public projects and to guide development conditions of approval for private projects. These guidelines contain concepts, graphic material, recommendations and design guidance that will aid in near-term implementation of public area improvements.

C. Urban Design Treatment

The urban design treatment applied within the Specific Plan area is an important factor in reinforcing the desired future urban environment as expressed in the plans vision. There are two primary urban design themes, see Figure 8.2. Streetscape Themes Map, established for the specific plan area:

- *The Third Avenue "Village" area which consists of an Art Deco/Art Moderne theme intended to support the special pedestrian oriented "café" environment of the traditional Downtown area. It applies only to Third Avenue.*
- *The Urban Core area which consists of a contemporary design theme intended to support a more urban and marine oriented character. It applies to all streets, intersections and features within the Urban Core, except Third Avenue.*

In addition to design treatment as described above, a series of gateways have been identified to further reinforce the urban core of the City and provide a sense of arrival and identity. There are both major and minor gateways each with a different purpose and scale.



Streetscape Themes Map

Fg. 8.2

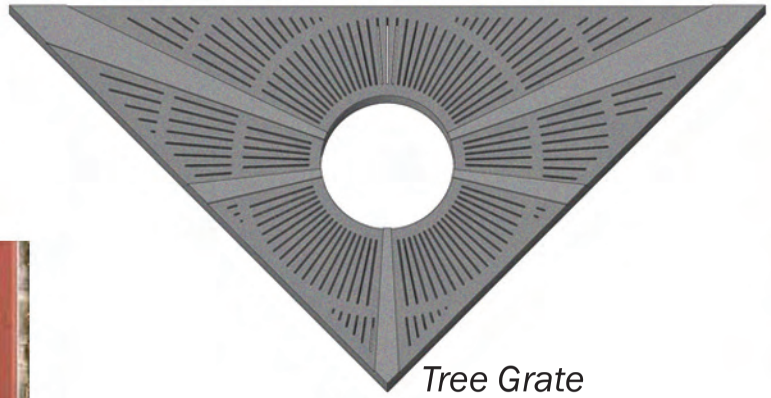
D. Village Theme

1. Description

Within the Third Avenue area, including portions in the Village, Urban Core and Corridors Districts, an artistic "café" image is desired. (See Figure 8.2 Streetscape Themes Map). The Downtown Association recently completed a branding campaign to create a unified design theme which emphasizes a village character where residents and visitors will have access to an array of fine dining, retail shops, outdoor cafes, coffee houses, specialty stores, boutiques and entertainment venues. Within the Third Avenue area, a predominate architectural style resembles that of the periods from Art Deco to Art Modern, thus the expressive, artistic, and café related theme has a distinctive Parisian influence supportive of the lively day and night time dining and retail environment. All street furnishings and design amenities have been recommended for their support of this theme such as Art Deco patterns in special paving, benches, planters, street lights and banners. (See Figure 8.4 Village Streetscapes Theme.)

Example of a Third Avenue Village branding image that will unify the area **Fg. 8.3**

Trash Receptacle



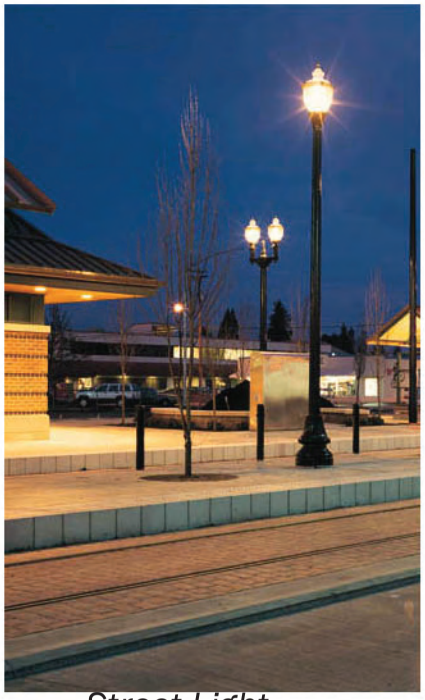
Tree Grate

Concrete Paving with Roman Brick Banding

Bench

Bike Rack

Tiles



Street Light

Village Streetscape Theme

Fig. 8.4

2. Landscape Palette

The Landscape Palette has been assembled to support the Art Deco/Art Moderne design character of the 3rd Avenue Village. In general, species have been chosen for their cleanliness, ability to survive in an urban environment, and appropriate scale in juxtaposition with adjacent structures. As buildings within the Village are intended to be relatively low in comparison to the balance of the Urban Core area, trees can accordingly be smaller in scale allowing them to relate more readily to the pedestrian dynamic occurring here. Street Edge trees have been selected for their ability to provide dense canopies—cooling the Village area and reducing perceived street widths. Accent trees are to be used to call attention to important intersections, district or city entries, and other key locations.

The following street tree recommendations are applicable to Third Avenue.

a. Street Edge

Quercus ilex	*Holly Oak*
Magnolia grandiflora	*Southern Magnolia*
Platanus acerifolia	*London Plane Tree*
Geijera parviflora	*Australian Willow*

b. Accent

Jacaranda mimosifolia	*ncn*
Arecastrum romanzoffianum	*Queen Palm*
Bauhinia variegata	*Purple Orchid Tree*
Olea eurpopaea 'Fruitless'	*Olive*

Quercus ilex, or Holly Oak, could be used along the street edge — Fg. 8.5

Bauhinia variegata, or Purple Orchid Tree, could be used as an accent tree — Fg. 8.6

Jacaranda mimosifolia could also be used as an accent tree on Third Avenue — Fg. 8.7

3. Streetscape Treatments for Third Avenue

Third Avenue is intended to function as a destination shopping and Village oriented venue where a number of activities can take place. The street has the following segments:

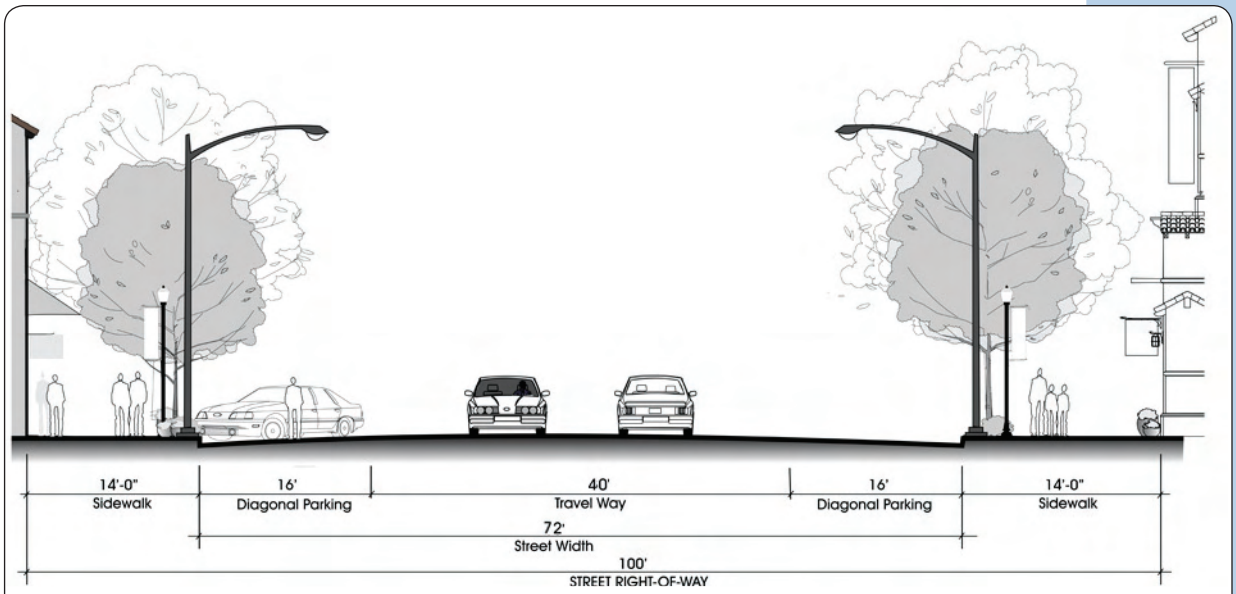
a. E Street to H Street

This portion is the heart of the traditional Village area. Within this segment the street will be designed to have one travel lane in each direction with diagonal or parallel parking. The design of this section will provide mid-block pedestrian cross walks, curb extensions at mid-block and intersections, and wide sidewalks throughout.

b. H Street to K Street

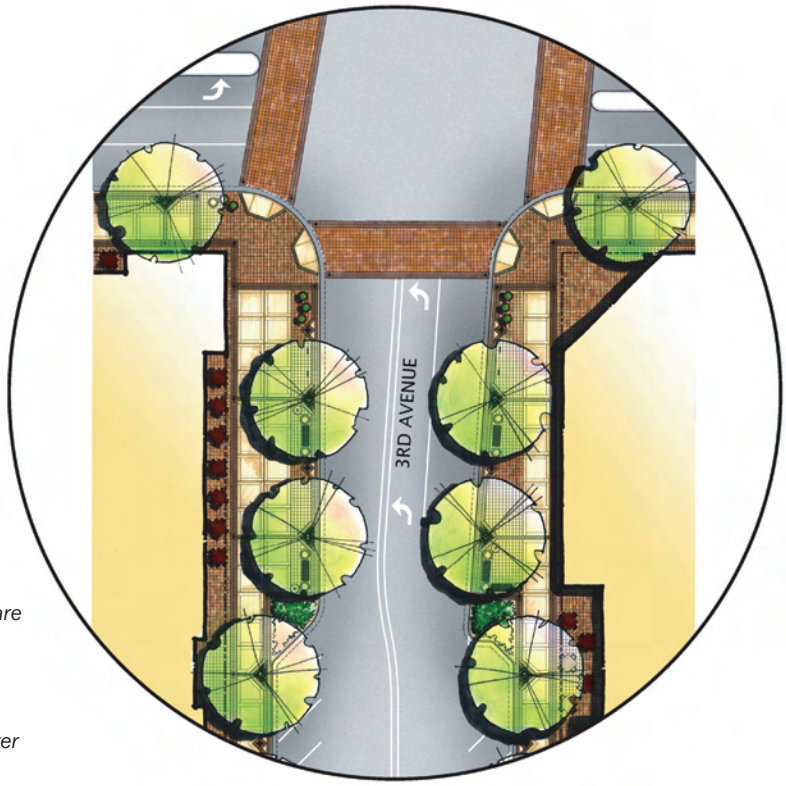
This portion of Third Avenue provides an opportunity to expand the traditional village and improve the village pedestrian environment. This segment will have parallel parking on both sides, two travel lanes in each direction, and a center left turn lane. The design of this segment will provide occasional mid-block crossings, curb extensions at mid-block crossings and intersections, and wide sidewalks throughout the length of the section.

Example of Third Avenue Village branding image | Fg. 8.8



Note: Existing median south of F Street will remain

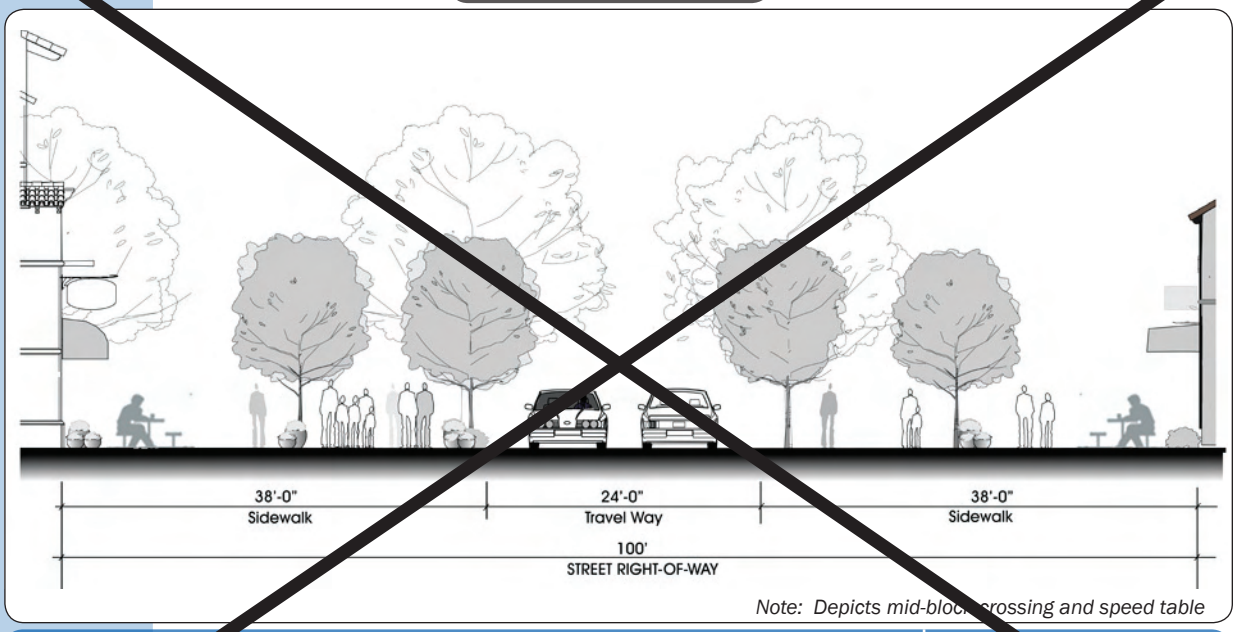
Third Avenue Section from E Street to F Street (with diagonal parking) **Fg. 8.9**



Note:
Lane configurations are conceptual and are shown for illustrative purposes only. For lane configuration recommendations please refer to Chapter V - Mobility.

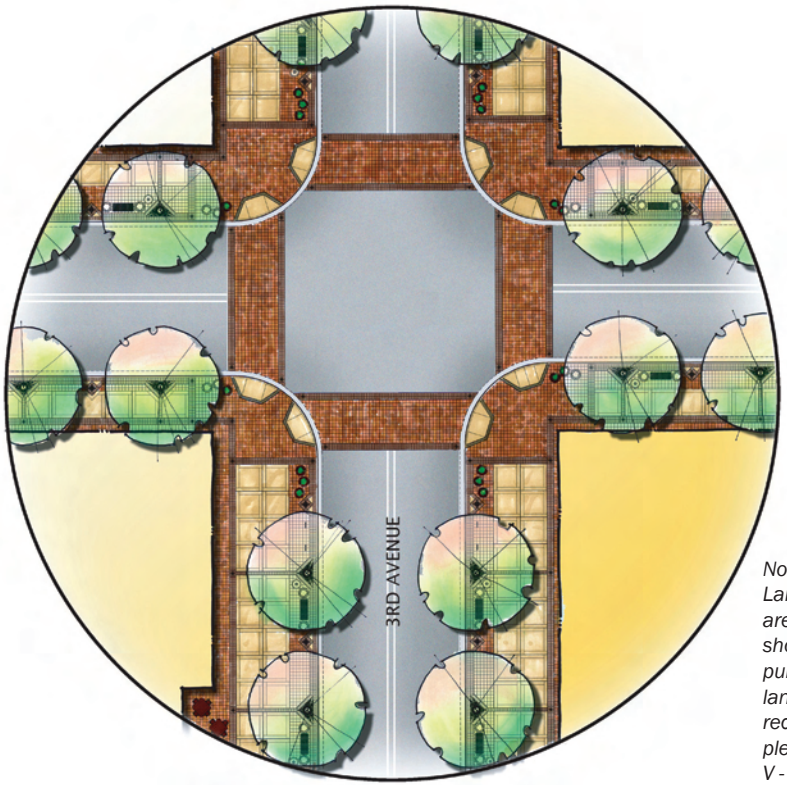
Third Avenue Plan from E Street to F Street (with diagonal parking) **Fg. 8.10**

Not Approved



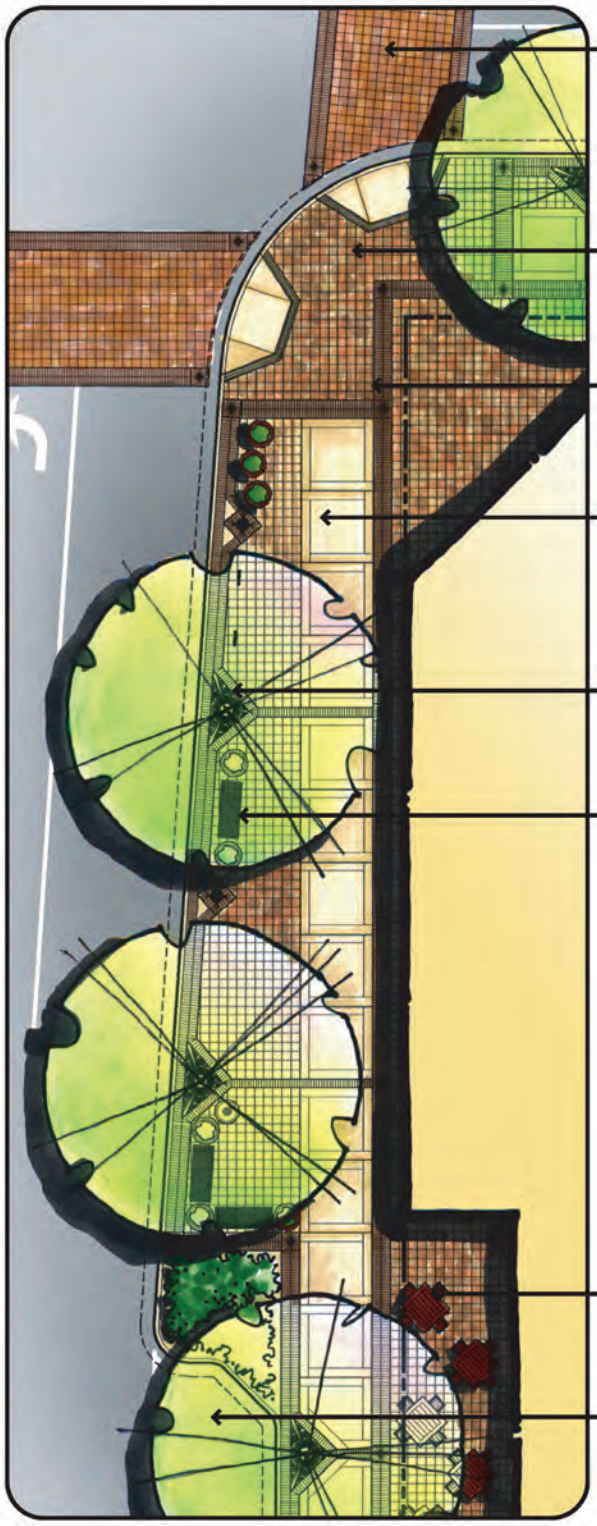
Note: Depicts mid-block crossing and speed table

Third Avenue Section from E Street to G Street (without diagonal parking) **Fig. 8.11**



Note:
Lane configurations are conceptual and are shown for illustrative purposes only. For lane configuration recommendations please refer to Chapter V - Mobility.

Third Avenue Plan from E Street to F Street (without diagonal parking) **Fig. 8.12**



Highly visible, decorative crosswalks.

Terra Cotta tiles are used at key locations such as corners, Furnishings Zones and Browsing Zones.

Roman Brick Banding is used to delineate spaces and accent key features

Scored Colored Concrete is used throughout the Pedestrian Zones

Custom triangular tree grate with Art Deco Design help to provide a unique character. Trees are spaced 40' O.C.

Black metal site furnishings such as trash receptacles and benches placed in the Furnishings Zones create outdoor gathering areas. Planter pots are also used and help to incorporate plant material.

Pockets for outdoor dining can be created within building setbacks.

Pockets of diagonal parking allow for convenient access to businesses while also allowing for widened sidewalks at key locations

Note:
Exact dimensions of specific design elements will be determined through future design development.

Third Avenue intersection typical streetscape treatment

Fg. 8.13

E. Urban Core Theme

1. Description

Within the Urban Core, excluding Third Avenue, a Contemporary Streetscape Amenities Palette will celebrate the two defining forces behind the development of Chula Vista's Urban Core: the urban character of a maturing metropolitan center and the proximity to the marine environment of Chula Vista's Bayfront. (See Figure 8.2. Streetscape Themes Map.)

All street furnishing elements and amenities have been selected for their use of urban materials such as stainless steel, glass and concrete in various forms and styles. Selected street furnishings have been designed to match the gateway features at H Street, E Street, and F Street; staying true to an urban contemporary theme, the street amenities for the Urban Core theme should be simple in form with clean lines and a reputation for durability. (See Figure 8.15 Urban Core Streetscape Theme.)

2. Landscape Palette

The landscape palette was assembled to compliment the contemporary design character of the Urban Core. In general, these species were chosen for cleanliness, ability to survive in an urban environment, and appropriate scale in juxtaposition with adjacent structures. Given the relatively tall buildings envisioned within the Urban Core area, these species can be larger in scale and can be used to ground the buildings to the street surface. Street edge trees were selected for the ability to provide dense canopies to cool the core and to reduce perceived street widths. Trees placed within medians should be slightly more showy than the trees placed along the street edge, providing visual relief from the paved street. Plant species provide "showy" qualities through variations in leaf texture, seasonal color changes, and/or colorful flower blooms. Accent trees should call attention to important intersections, district or city entries, and other key locations. The following street tree recommendations are applicable to E Street, F Street, H Street, Broadway and Woodlawn Avenue.

a. Median

Phoenix dactylifera	*Date Palm*
*Jacaranda mimosifolia**	*ncn*
Bauhinia variegata	*Purple Orchid Tree*
Magnolia grandiflora	*Southern Magnolia*

b. Street Edge

Magnolia grandiflora	*Southern Magnolia*
Tabebuia chrysotricha	*Golden Trumpet Tree*
Brachychiton populneus	*Bottle Tree*
Platanus acerifolia	*London Plane Tree*
Ficus rubiginosa	*Rustyleaf Fig*

c. Accent

*Jacaranda mimosifolia**	*ncn*
Albizia julibrissen	*Silk Tree*
Koelreuteria paniculata	*Goldenrain Tree*
Lagerstroemia indica	*Crepe Myrtle*

** Requires minimum planter width of 8'-10'.*

Magnolia grandiflora, or Southern Magnolia, can be used in medians — Fg. 8.14

Platanus acerifolia, or London Plane Tree, can be used on the street edge — Fg. 8.15

Goldenrain Tree can be used as an accent tree — Fg. 8.16

Pedestrian/Sidewalk Lighting

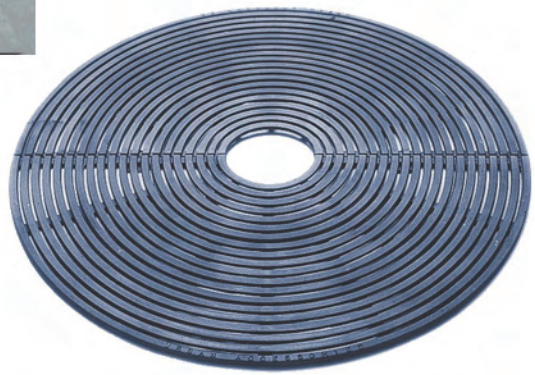
Bike Rack

Trash Receptacle

Bench

Paving Combination

Bench



Tree Grate

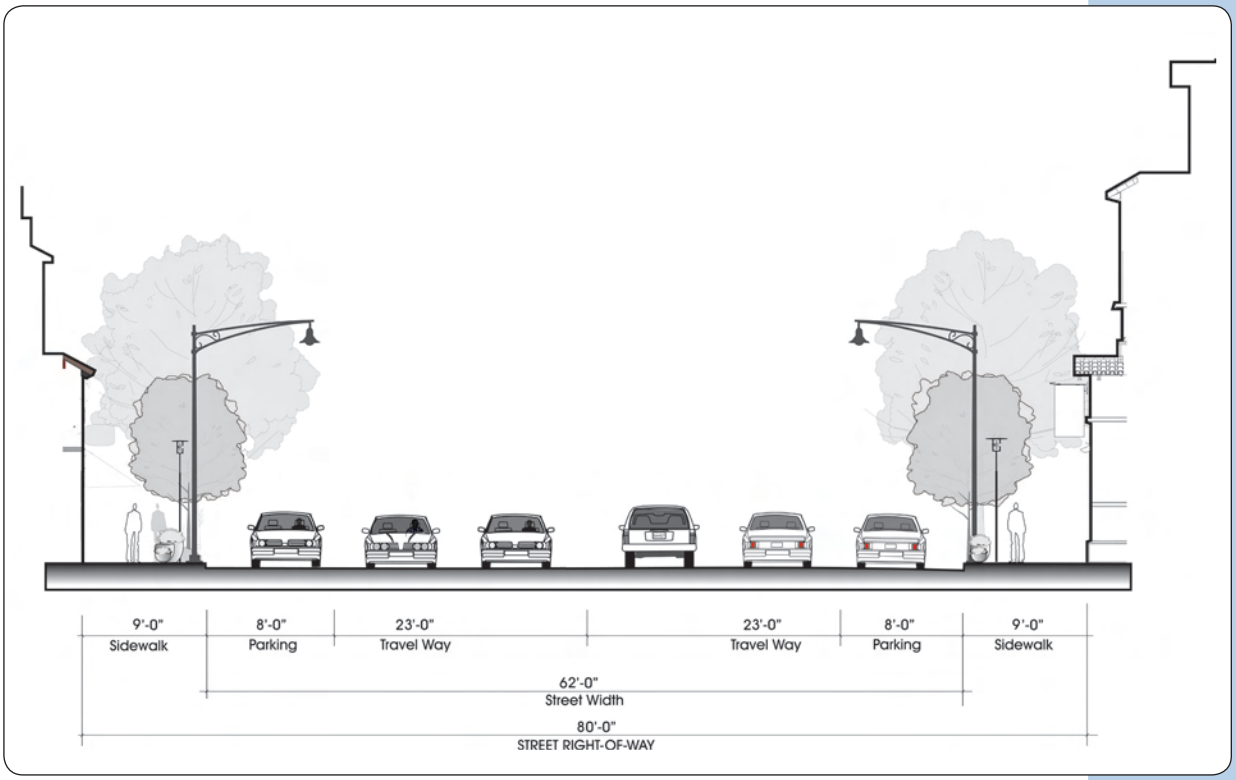
Urban Core Streetscape Theme

Fig. 8.17

3. Streetscape Treatments

a. E Street (Third Avenue to Broadway)

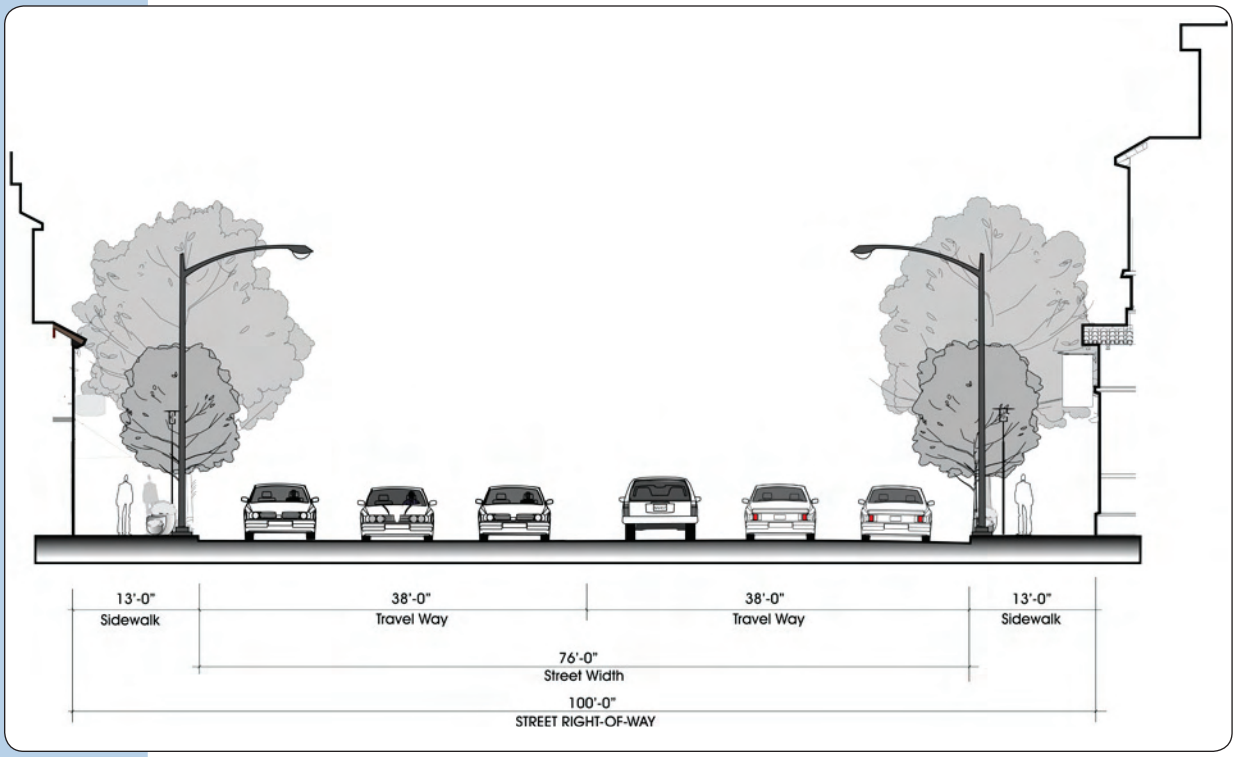
The section of E Street from Third Avenue to Broadway is designed to function as a primary arterial the Urban Core and serves both as a thoroughfare and street with access to a range of land uses. It is important to maintain wide sidewalks space for transit facilities and ample street landscaping in the form of street trees and decorative urban furnishings. The primary goal is to beautify this street through the installation of street trees and furnishings. The figure below provides guidance for the development of street improvements for E Street.



E Street from Third Avenue to Broadway **Fg. 8.18**

b. E Street (Broadway to I-5)

The section of E Street from 300 feet east of I-5 to I-5 is designed to serve as a connection to the Chula Vista Bayfront area and a gateway into the Urban Core. This section will accommodate higher traffic volumes and function as a primary arterial for the Urban Core. Therefore it is important to maintain wider sidewalks, space for transit facilities and ample street landscaping in the form of street trees and decorative urban furnishings. The primary goal is to beautify this street through the installation of street trees and furnishings. The figure below provides guidance for the development of street improvements for E Street.

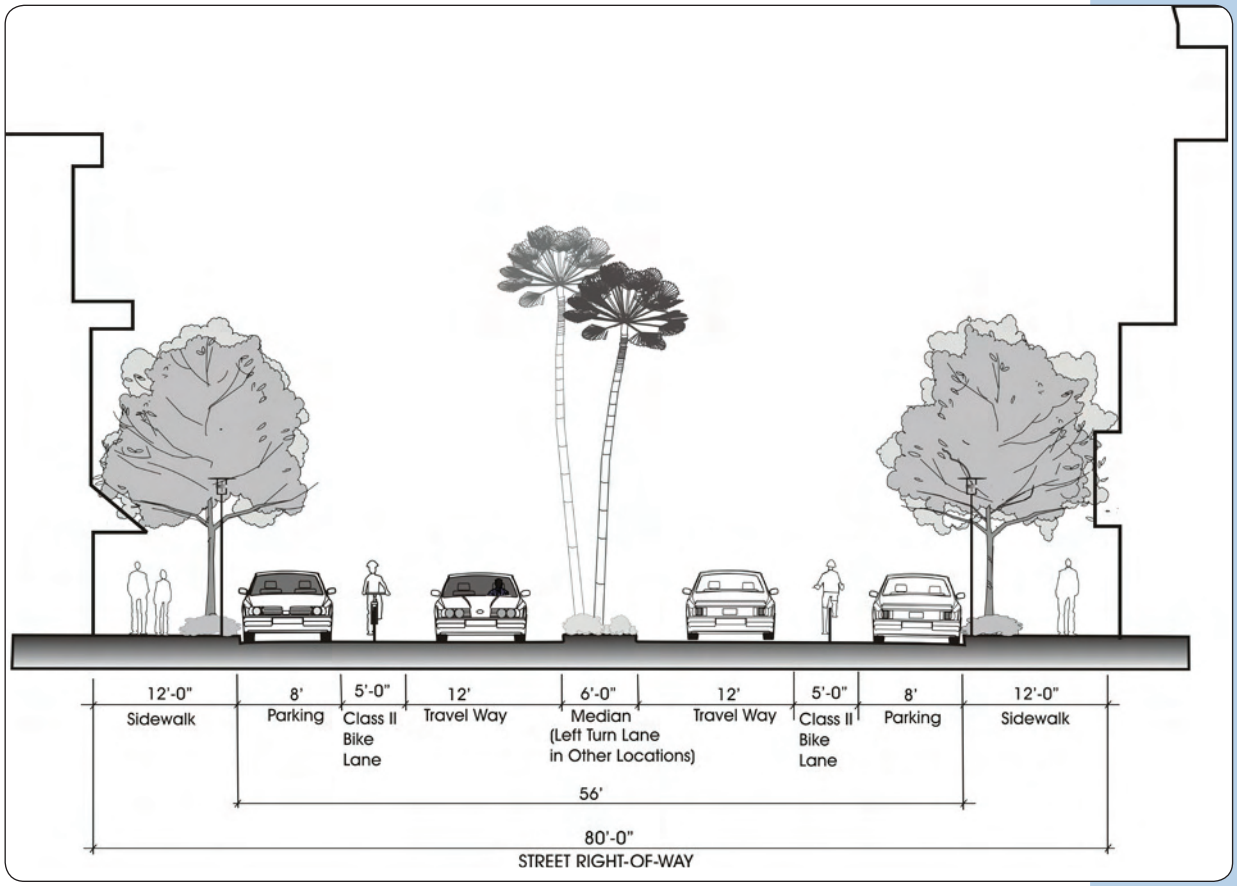


E Street from 300' east of I-5 to I-5

Fg. 8.19

c. F Street (Third Avenue to Fourth Avenue)

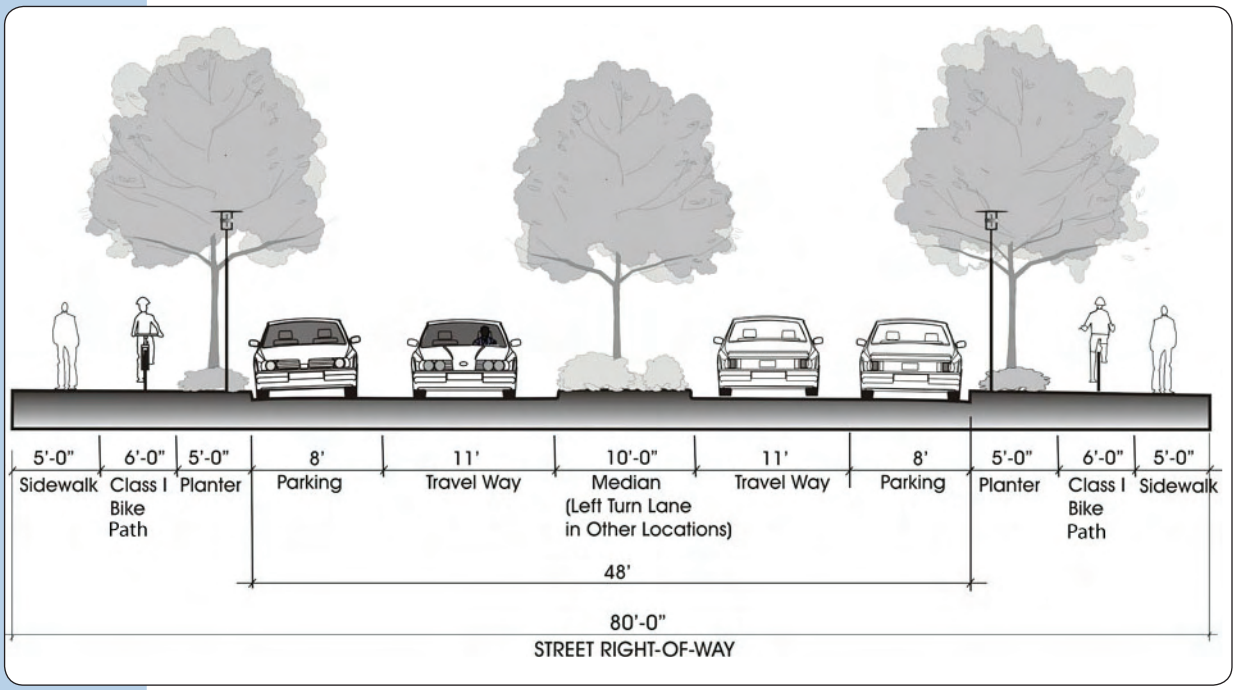
The section of F Street from Third Avenue to Fourth Avenue traverses the Civic Center area and is designed to represent the Civic image of the Urban Core. Wider sidewalks, special paving, maintaining the existing raised planted median with palm trees and Civic Center monuments at the intersection of Fourth Avenue and F Street are all designed to call attention to this special area. The primary goal is to beautify this street and enhance the pedestrian experience through the installation of a planted median and installation of street trees and furnishings. The newly reconfigured and landscaped improvements between Fourth and Garrett Avenues are not expected to be modified. The figure below provides guidance for the development of street improvements along this segment of F Street.



F Street from Third Avenue to Garrett Avenue **Fg. 8.20**

d. F Street (Fourth Avenue to I-5)

This section of F Street traverses both predominately residential neighborhoods and commercial areas and is designated as the primary pedestrian promenade and bike corridor linking the urban core from Third Avenue to the Bayfront. The character of F Street will support the residential scale and feel of the area and provide well lit wide sidewalks and a Class I bike path for pedestrian and bicycle convenience. The sidewalks in this section will be separated from the parallel parking lane with a landscaped parkway. Existing trees between Fourth Avenue and Broadway will be preserved and integrated into the streetscape theme where possible. A primary goal is to create a pedestrian promenade and bicycle facility along this street. The figure below provides guidance for the development of street improvements for F Street.

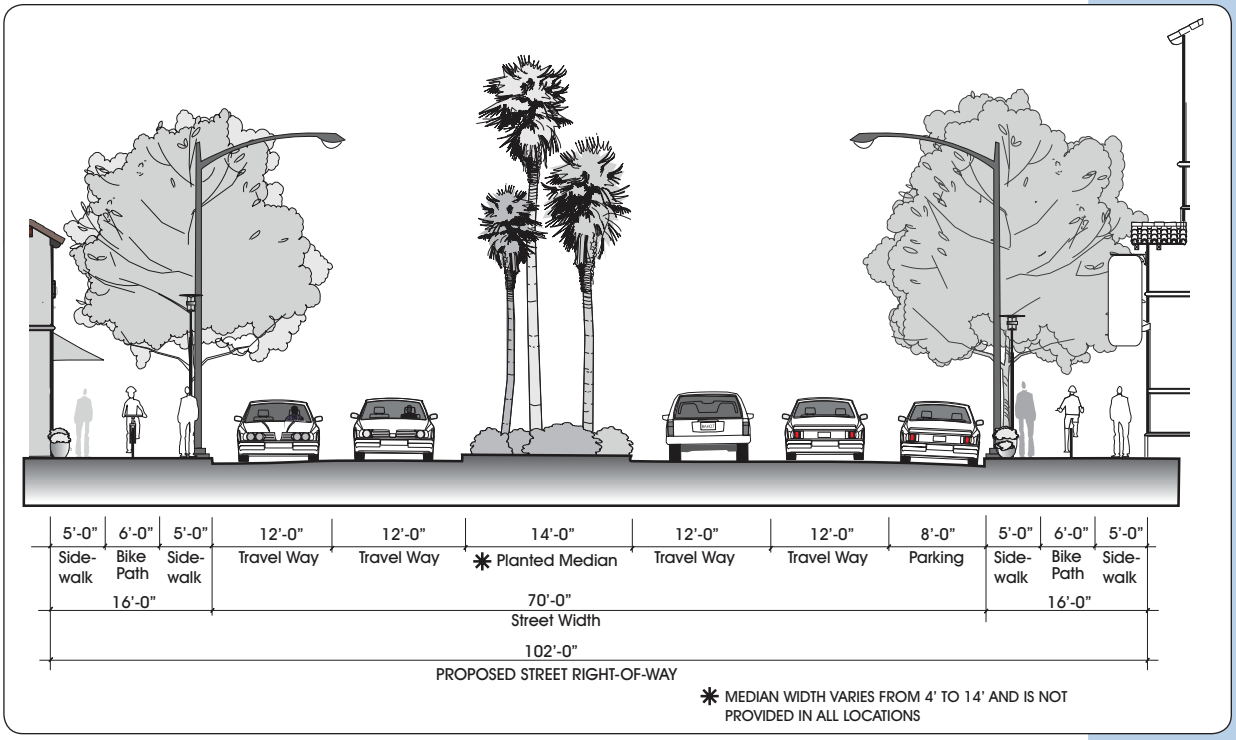


F Street from Fourth Avenue to I-5 **Fg. 8.21**

e. H Street (Third Avenue to Broadway)

The section of H Street from Third Avenue to Broadway is designed to function as the main boulevard for the Urban Core. Therefore it is important to maintain wider sidewalks, space for pedestrians, bicycles, and transit facilities and ample street landscaping in the form of street trees and decorative urban furnishings. The primary goal is to beautify this street through the installation of a planted median and installation of street trees and furnishings. The figure below provides guidance for the development of street improvements for H Street.

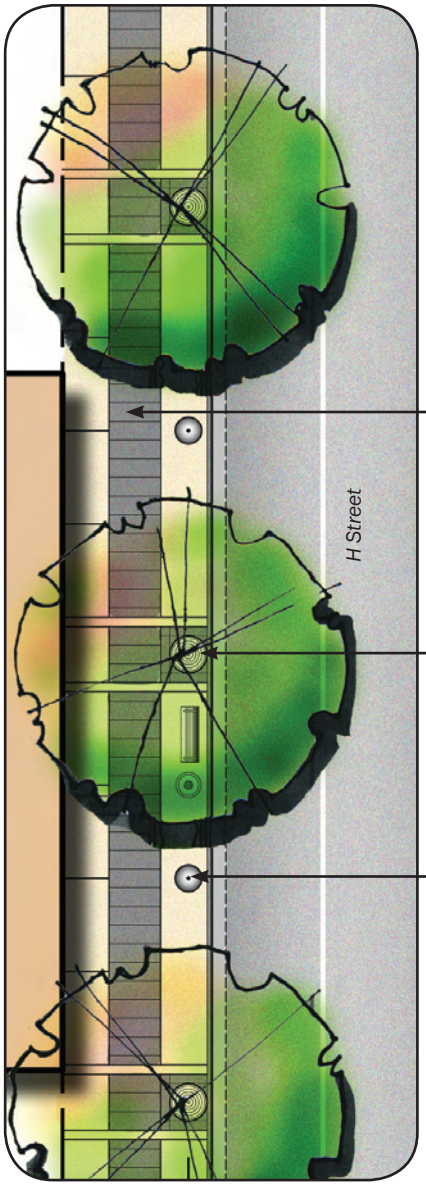
An alternative design treatment to aggregate the pedestrian zones and minimize bicycle/pedestrian interactions would be to locate the bike lane adjacent to the curb and combine sidewalk areas to create a 10-foot wide consolidated furnishings/sidewalk/browsing zone for pedestrians. Such a design could be pursued during development of precise streetscape plans.



H Street from Third Avenue to Broadway **Fg. 8.22**

f. H Street (Broadway to I-5)

H Street is envisioned as the key transit boulevard in the Urban Core. It serves to connect the City east of the I-805 to the Bayfront across the I-5. The section of H Street from Broadway to I-5 is designed to serve as a six-lane gateway to the Urban Core and will be wider to accommodate heavy pedestrian, bicycle, transit, and traffic operations. The primary goal is to beautify this street through the installation of a planted median and installation of street trees and furnishings. Recognizing the recent streetscape improvements made along this segment of H Street, the figures below provide guidance for the development of street improvements for H Street in the mid to long-term.



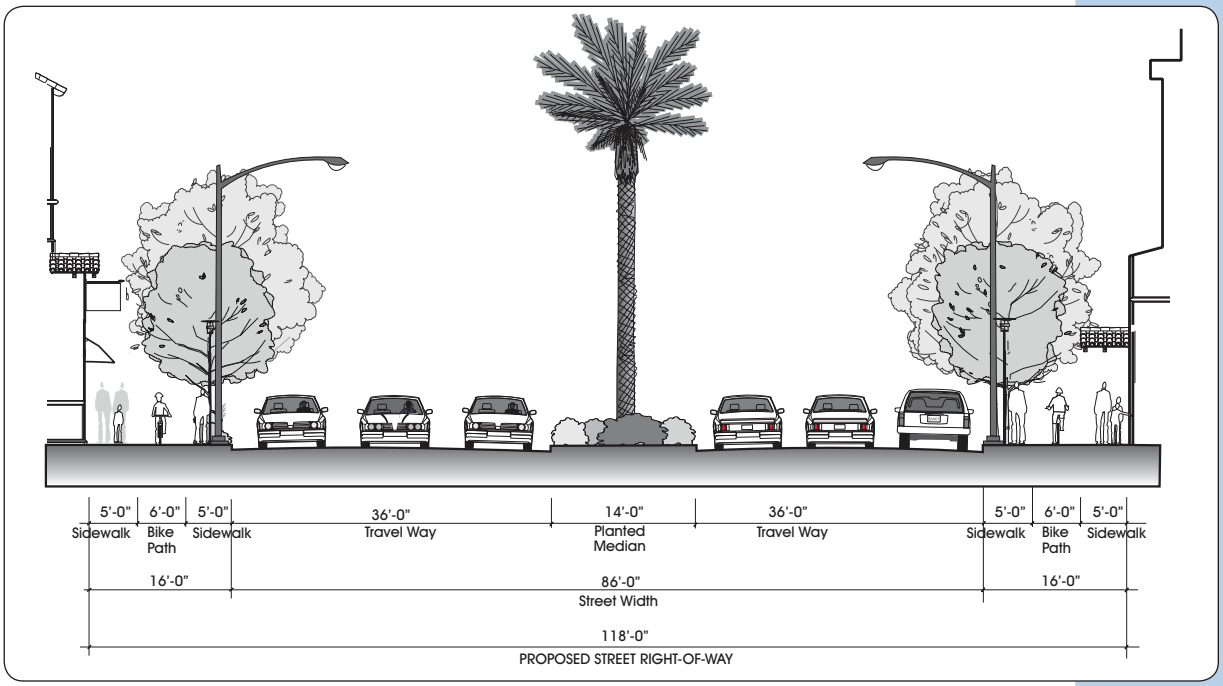
Scoring and coloring of concrete is used to delineate the Pedestrian, Browsing, Bicycle, and Furnishings zones while staying consistent with the contemporary character.

Circular tree grates with simplistic ornamentation provide a contemporary character. Trees are spaced 40' on center.

Placing stainless steel site furnishings, such as trash receptacles, benches, and light fixtures, in the Furnishings zone creates outdoor gathering spaces.

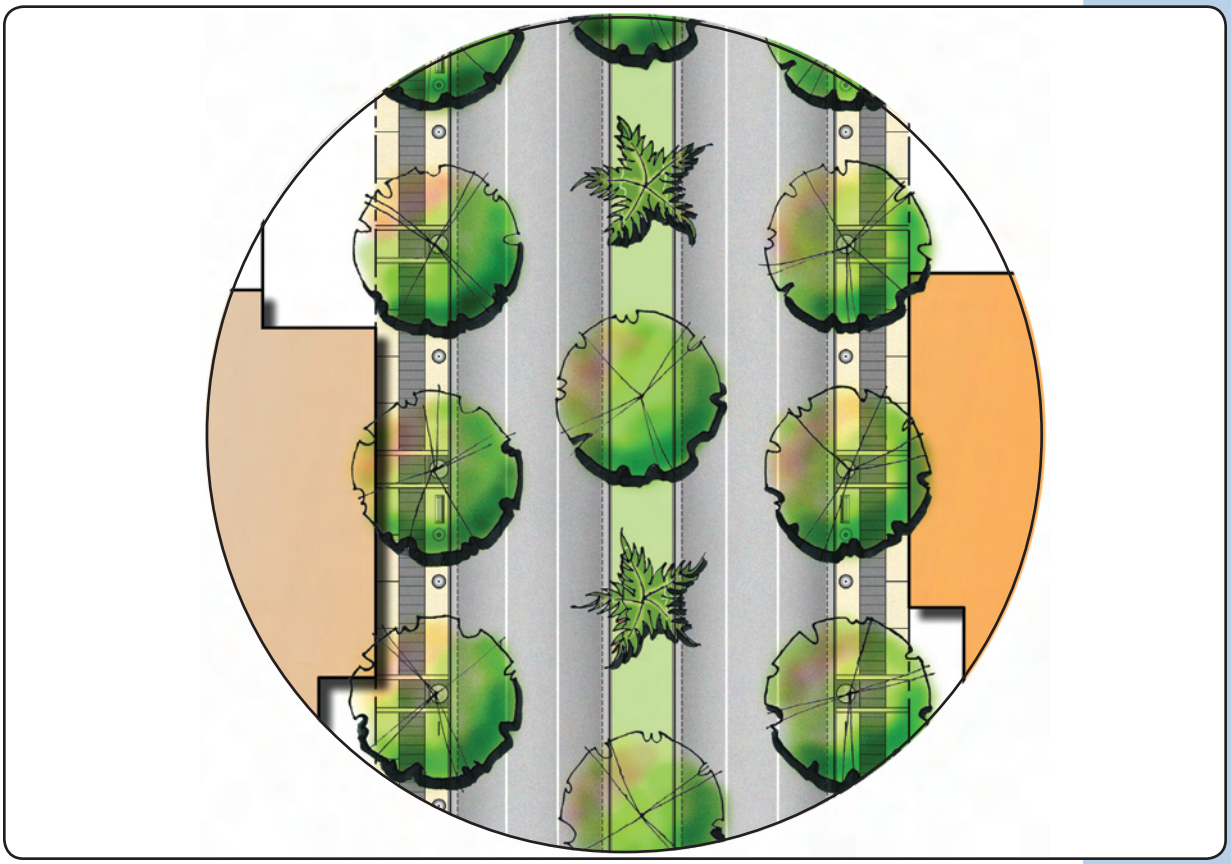
Note:
Exact dimensions of specific design elements will be determined through future design development.

H Street typical streetscape treatment **Fg. 8.23**



H Street Section from Broadway to I-5

Fg. 8.24

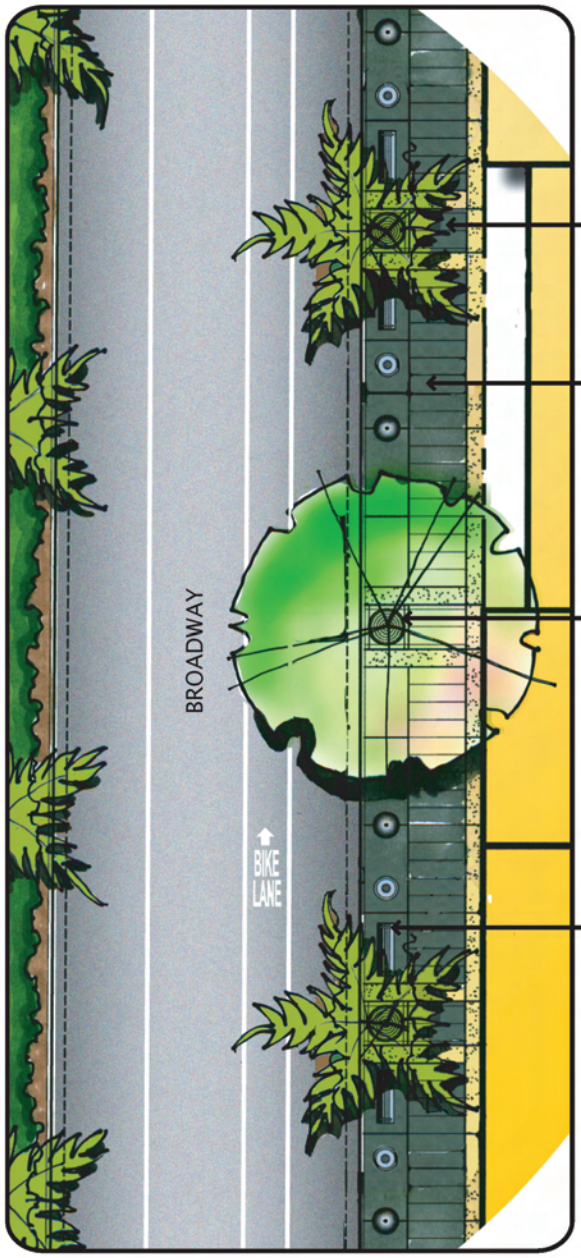


H Street Section from Broadway to I-5

Fg. 8.25

g. Broadway

Broadway is intended to function as a heavily used Urban Core arterial street. The primary goal is to beautify this street through the installation of a planted median and installation of street trees and furnishings. The figures below provide guidance for the development of street improvements for Broadway. Existing mature trees along Broadway will be retained and will be augmented with street trees such as the trees identified in the landscape palette.



Preserve existing Palm Trees

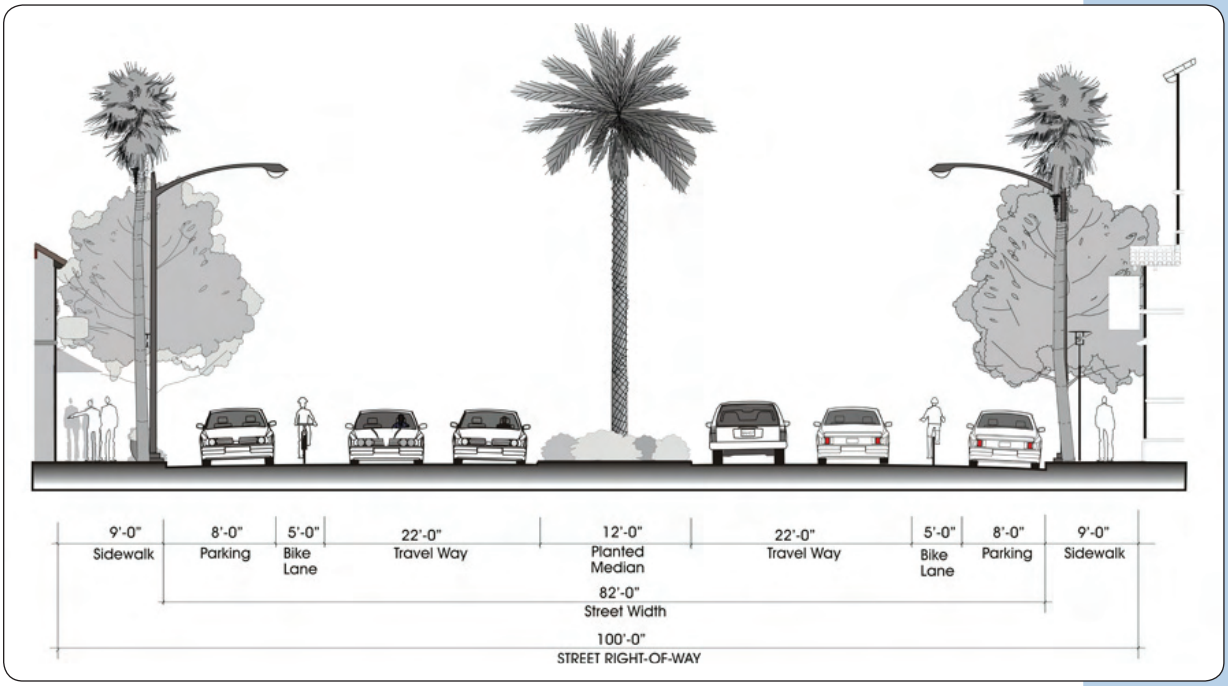
Scoring and coloring of concrete is used to delineate the Pedestrian, Browsing, and Furnishings zones while staying consistent with the contemporary character.

Circular tree grates with simplistic ornamentation help to provide a contemporary character. Trees are spaced 40' O.C.

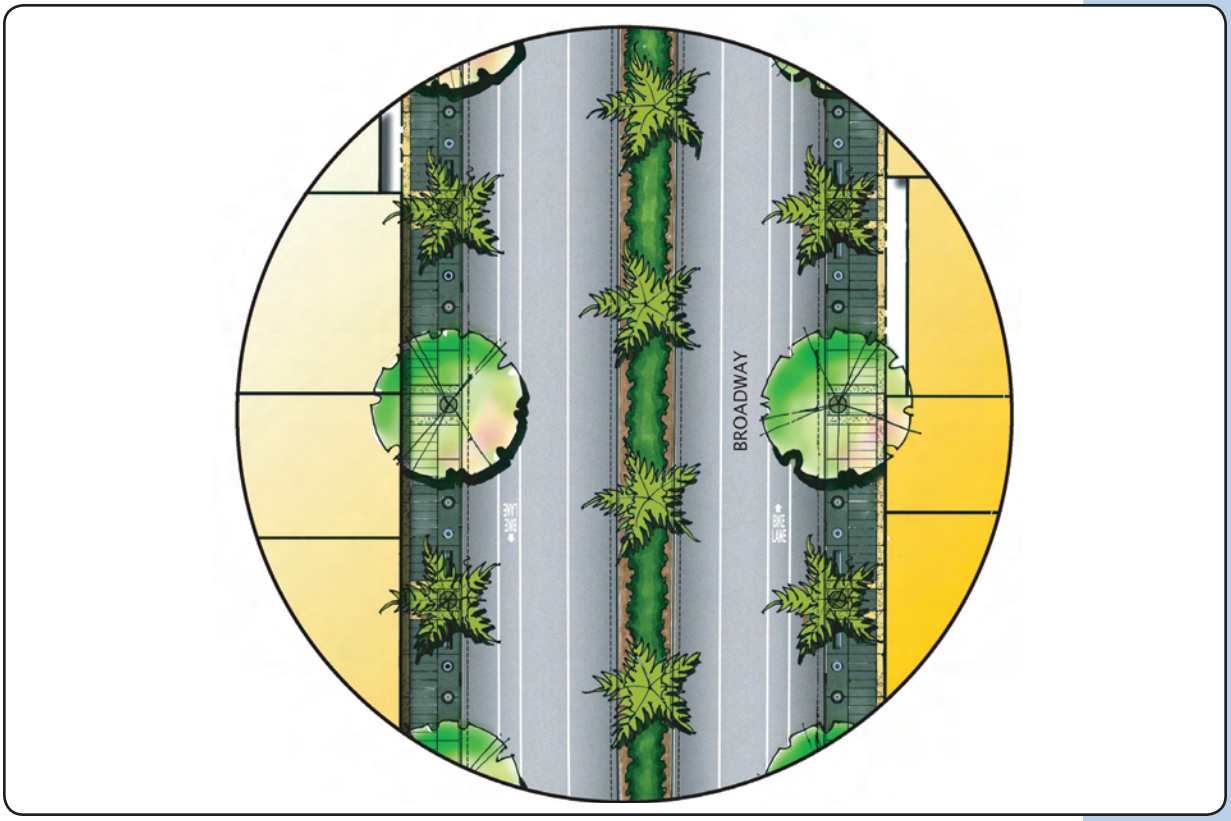
Stainless steel site furnishings such as trash receptacles, benches, and light fixtures placed in the Furnishings Zones create outdoor gathering areas.

Note:
Exact dimensions of specific design elements will be determined through future design development.

Broadway typical streetscape treatment **Fg. 8.26**



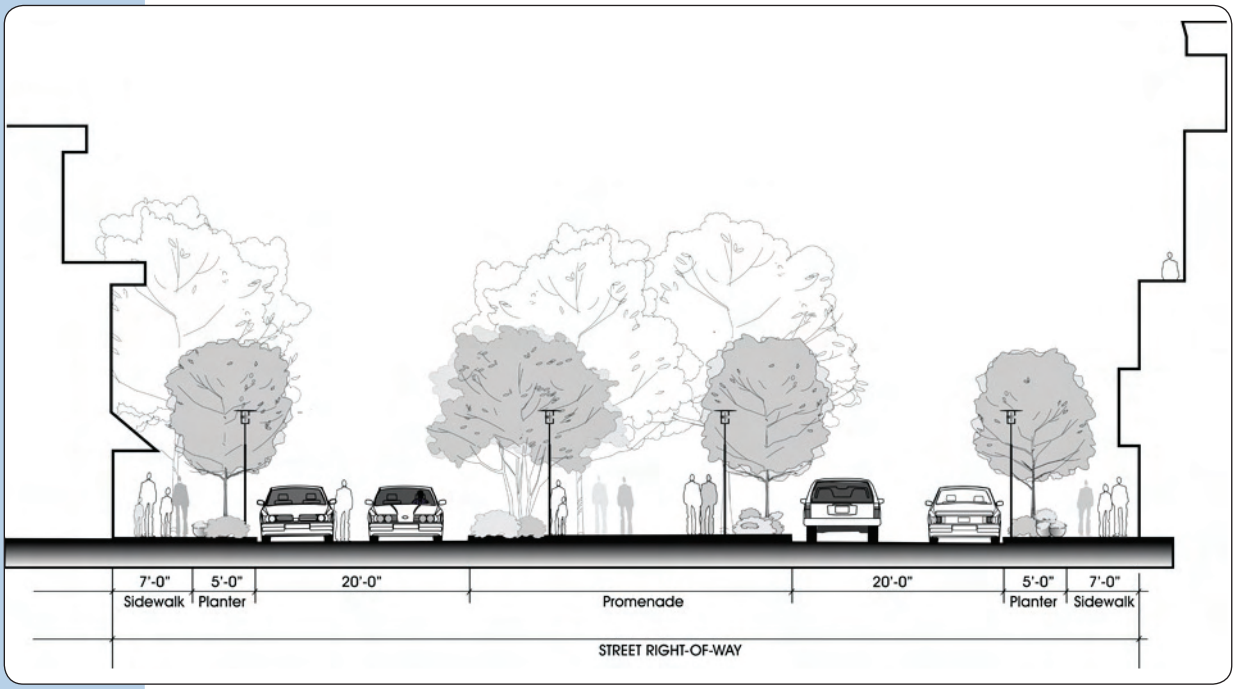
Broadway Section from C Street to L Street **Fig. 8.27**



Broadway Plan from C Street to L Street **Fig. 8.28**

h. Other Primary Streets

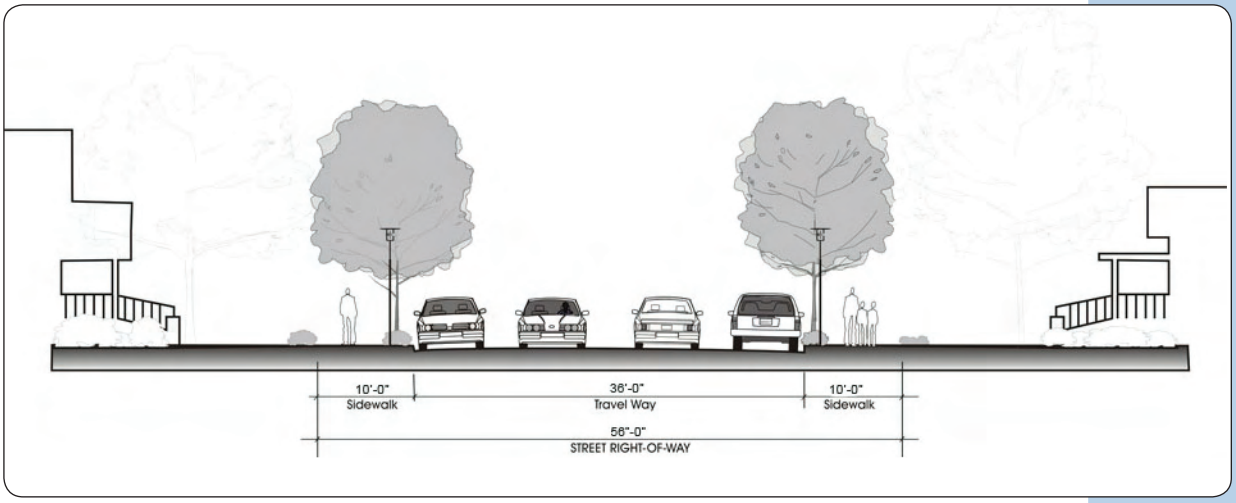
The remaining streets in the Urban Core area (Woodlawn Avenue, G Street, I Street, J Street, K Street, L Street, Fourth Avenue, Fifth Avenue, etc.) should be designed to support the desired pedestrian environment through beautification and installation of street trees, landscaping, special paving and furnishings. Figure 8.29 illustrates a typical view of Woodlawn Avenue. Refer to the design treatment and elements for the Urban Core area shown above.



Woodlawn Avenue **Fg. 8.29**

i. Neighborhood Streets

Typical neighborhood streets in the Urban Core are intended to reinforce the quality neighborhoods that exist, calm traffic, beautify and provide shade from new street trees and landscaping. The primary goal is to improve the condition of sidewalks, plant new street trees and make improvements to the pedestrian system such as cross walks and pedestrian lighting. The figure below provides guidance for the development of street improvements for Neighborhood Streets such as Del Mar Avenue, Church Street, Landis Avenue, and Garrett Avenue.



Neighborhood Streets **Fg. 8.30**

j. Alleys

The purpose of the alley system is to increase access within the urban core. The urban core benefits from increased access for delivery services, as well as for residential and commercial parking areas, through alleys. While alleys should contain trees, the trees should not interfere with delivery and other service functions. Adequate lighting of alleyways is also important. Alleys will be connected to streets with paseos or other pedestrian walkways.

F. Urban Amenities, The Unifying Elements

This section describes the improvements that help in creating a special identity for a particular area. Elements are selected for their ability to create visual appeal, upgrade the function and attractiveness of the urban environment and to assist in environmental enhancement. Street trees, landscaping, and other design treatments are intended to reduce solar heat gain, calm traffic, and improve the quality of pedestrian space. These are principal goals of the specific plan and key ingredients, along with land use patterns, in changing the predominant character of the area from an auto-oriented environment to a pedestrian-oriented urban village.

1. Landscaping

Landscaping includes street trees, parkways, sidewalk landscaping, and other accent plants. Urban "greening" is a key feature in redevelopment activities, and while it is not always "green" in the traditional sense, the focus is to create comfortable and attractive pedestrian spaces, i.e. plazas, courtyards, paseos, pocket parks, wide sidewalks, etc. The addition of street trees alone in many cases can be the single biggest improvement to a revitalizing community.

Urban greening is the number one improvement priority for the Urban Core **Fg. 8.31**

2. Sidewalk Treatment

Providing a smooth and attractive sidewalk is critical in attracting pedestrian use. Sidewalks need to be designed with enough width to be comfortable to stroll down, smooth paving and special accent paving in select locations and buffered from fast and noisy vehicular traffic. Special attention also needs to be paid to cross walks. Proper location, traffic control devices, and visual markers all are important in encouraging use by pedestrians and increasing safety.

Special accent paving can be used on sidewalks **Fg. 8.32**

Furnishings attract pedestrians and help to define an area's character | Fg. 8.33

Signs reinforce the identity of an area | Fg. 8.34

Public art is a desirable element that personalizes the urban environment | Fg. 8.35

3. Furnishings

Furnishings consist of amenities such as decorative street lights with banners, benches, trash and recycling containers, bollards to define special edge conditions, newspaper racks, bicycle racks and parking meters, transit shelters, special attractions at select locations such as public art, fountains, and other focal elements. It is the collection of these urban amenities that help to define the character of an area and serve to attract pedestrians there by supporting the adjacent retail shops and offices.

4. Signs

Signs are an effective method to reinforce the identity of an area through graphic arts. Distinctive logos, catch words, colors, and images can be displayed in an effective manner to advertise the desired image. Signs also are critical in providing consistency in message and directions to destinations with in an area such as public parking, public facilities, key retail centers, parks, and plazas.

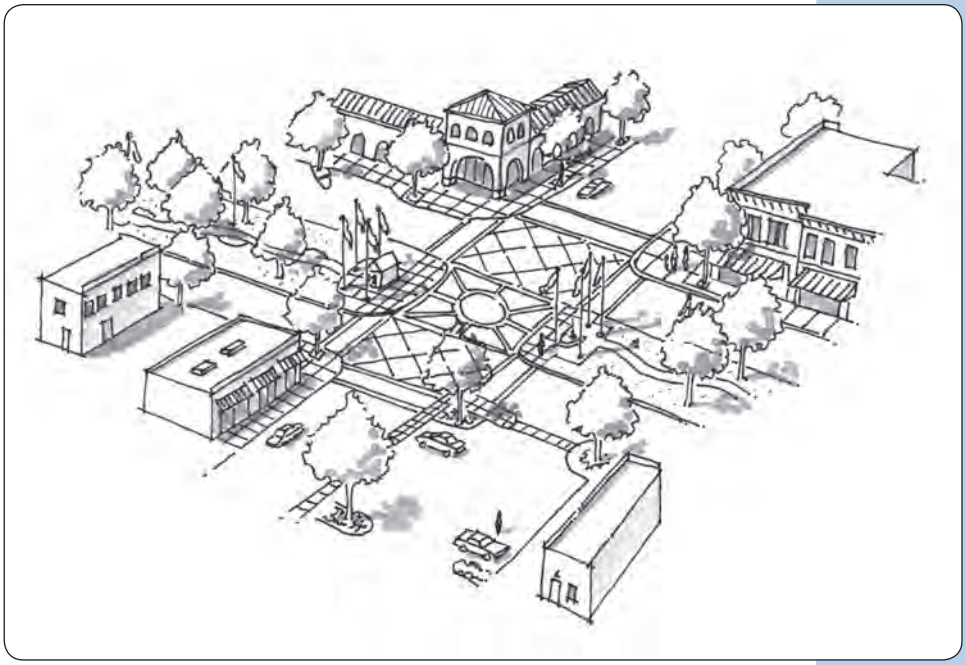
5. Public Art

Public art is one of the most desirable elements to personalize an urban environment and connect it to a communities own unique and special character. Art can be integral to other public improvements such as unique benches and trash containers, decorative street lights, signs and paving patterns or it can be used as a special placemaking feature and integrated into gateways and other elements.

6. *Intersections*

Special paving, sidewalk extensions, gateway elements, public art, mini-plazas, information kiosks, enhanced crosswalks, and other features are elements that can be used to emphasize selected intersections.

Special paving and a mini-plaza enhance this intersection **Fig. 8.36**



Intersections can be emphasized in a variety of ways **Fig. 8.37**

G. Landscape Treatment

1. Street Trees

Street trees are a key element to create unified street scenes and soften otherwise discordant arterials. Adding scale, comfort, foliage colors, and textures contribute to the Urban Core's unique identity and help improve air quality. Following are general guidelines for street tree planting and placement. (For a list of recommended street trees for Third Avenue and the Urban Core area, see Section D. Village Theme and Section E. Urban Core Theme.)

a. *For each block on a street, no more than three species are recommended. Mixed species result in better long-term management because they are less prone to diseases and insects than use of a single species; not all the trees will be lost if a catastrophic disease or infestation should occur. Contrarily, too many species create a lack of visual unity along the street.*

b. *Install structural soil systems to direct new root growth downward below hardscape areas. This helps to postpone root damage caused to the surrounding hardscape and structures. By providing deep watering and air to root systems as appropriate when trees are planted within five feet of any permanent structure/paving/curb service life may be achieved. Structural soil systems are preferred over root barriers as they are often more effective.*

c. *A minimum of six feet of structural soil depth should be provided for trees. The structural soil can be provided under tree grates and pavement.*

d. *Trees that provide attractive fall colors, seasonal flowers, or large amounts of shade are preferred for the Urban Core. In addition, species native or naturalized to the region are also encouraged. They tend to be easier to maintain as their needs match those of trees occurring naturally in the region, and their appearance blends better with that of the surrounding regional vegetation.*

Trees can be placed in landscaped parkways **Fg. 8.38**

e. *Tree grates with a minimum width of six feet are required within sidewalks and plaza spaces as the grates allow for improved accessibility, increased sidewalk usability area, and are consistent with the desired urban character. The ultimate size of the tree trunk should be considered when choosing grates; the grate opening should be appropriately sized to accommodate a mature tree.*

f. *Within landscape parkways and on neighborhood streets (such as F Street between Fourth Avenue and Broadway) use at-grade planters and decomposed granite tree wells instead of tree grates. This treatment supports a less formal design and is more residential in nature. Generally these streets have wider pedestrian zones and are likely to have room to incorporate trees into the parkway planting area or in at-grade planters or tree wells.*

g. *Street tree placement should be carefully considered to avoid conflicts with functions of adjacent businesses. Based on mature growth of each species, avoid conflicting with overhead power lines, utility lines, and structures. The trees should align with property lines and not block views of storefronts business or signs to the greatest extent possible.*

h. *Street trees should be spaced approximately 30 feet to 50 feet on center depending on the specific requirements of each individual species.*

2. Medians

Medians and pedestrian refuge islands function as safety features and traffic calming measures while also providing opportunities to aesthetically enhance the streets in the Urban Core. Landscaped medians provide a visual separation between oncoming traffic and create a narrowed lane perception that slows traffic and channels cross traffic turn movements. The medians also create opportunities to provide pedestrian refuges across wide traffic rights-of-way. Located within the driver's primary line of sight, medians can greatly influence how passing motorists perceive the community. Following are guidelines that give general direction for medians.

a. *Select median trees that have high, upright branching structure to avoid interference with truck and vehicle traffic, provide safe sight lines, and minimize conflicts in maintaining median trees. Keep plant materials under three feet tall to maintain sight distance lines for passing vehicles. At crosswalks and pedestrian refuge islands, keep plant material below 18 inches for pedestrian visibility.*

b. *Choose species that need minimal maintenance to ensure a clean and healthy appearance.*

Medians should provide a maintenance strip as a buffer **Fg. 8.39**

c. *Provide a minimum 18-inch paving strip at the perimeter of the median area for maintenance workers to walk on and to provide a buffer between plant materials and traffic lanes.*

d. *Avoid plants that are easily hedged. Avoid trimming plants into box hedges or geometric shapes. This maintains the original intent of the planting design and avoids a homogenous character.*

e. *Select materials that have a strong color contrast with the driving lanes. Integral color in the medians can help minimize the maintenance associated with stains, fading, and dirt. Warm earth tones in the brick red to terra cotta range provide an excellent contrast to black asphalt. These colors are common in clay and concrete paving units. Avoid pavers in the gray range with blue or violet tones.*

Medians with tapered ends should be enhanced with special paving | **Fg. 8.40**

f. *Intersection design should incorporate a median width no less than four feet when combined with a left-turn lane. Minimally, this leaves sufficient room for pedestrian refuge island and directional signs.*

g. *Consistent median treatments help create an identity that unites the Urban Core through the use of paving, directional signs, architectural features, and plant materials.*

h. *Medians with turning lanes or tapered ends should be enhanced with special paving.*

3. Sidewalk Landscaping

Sidewalk area planting in the Specific Plan area should include planter pots, landscaped planters/parkways, raised planters on selected streets, plaza landscaping, and parking lot screening and shading. In an effort to construct public right-of-way improvements that achieve a cohesive appearance and maintain an urban atmosphere, joint participation between private property owners and the City will be required. Some of the beautification efforts can be implemented by the City as funding is secured. Cooperation and participation by individual property owners, merchants, special interest groups, and others will be required with future property development. This may be an opportunity for entities such as a Business Improvement District or a Main Street Organization to facilitate public/private cooperation. Following are general guidelines for sidewalk landscape treatment.

a. *The use of accent plants with special qualities (e.g. spring flowers and/or good fall color) should be used to accent entry drives and intersections to unify the Urban Core and identify it as a place of special destination.*

b. *Selected streets in the Specific Plan area should include landscaped planters/parkways between the sidewalk and street. Streets such as Broadway, H Street, and E Street should have raised planters in the furnishing zone with seating incorporated. This will help buffer the pedestrian traffic from vehicular traffic.*

c. *Choose species that are hardy and not easily affected by varying temperatures, wind, water supply, or handling. Near pedestrian traffic, it is important to anticipate some amount of damage to plants and irrigation, and tougher plant materials will help to maintain an attractive streetscape appearance.*

d. *Choose ornamental and interesting species for highly visible areas such as near seating areas, gateways and intersections (refer to Key Intersections section of this chapter). Use plants with contrasting foliage, color, and texture, scented varieties, or those that have an especially interesting bloom.*

e. *Be aware of necessary sight distance lines for passing traffic and safety issues. At crosswalks and driveways, keep plant material below 18 inches for pedestrian visibility.*

f. *Choose species that need minimal maintenance and tend to look good all year to ensure a clean and healthy appearance.*

Raised planters with seating help buffer pedestrians from vehicles **Fg. 8.41**

H. Sidewalks and Pedestrian Improvements

1. Sidewalks

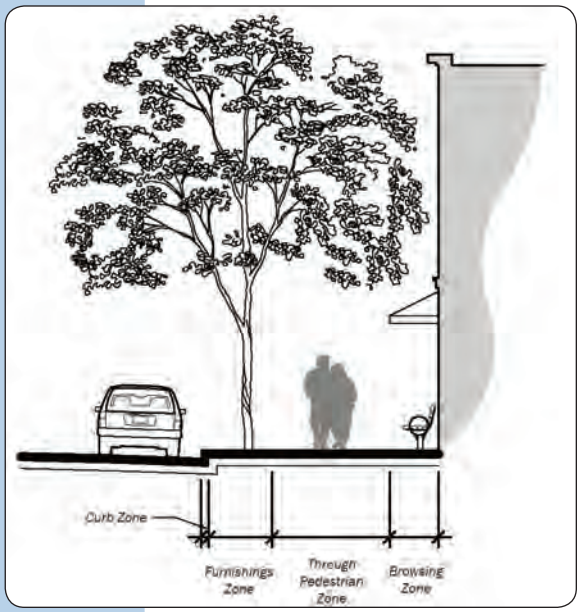
Sidewalks are the key component of the Urban Core pedestrian circulation network. Sidewalks provide pedestrian access to virtually every activity, and provide critical connections between other modes of travel, including the automobile, public transit, and bicycles. The pedestrian experience plays a very important part in the functionality and the economic health of an urban environment. Wide sidewalks, street trees and landscaping, and consistent street furnishings all contribute to a desirable pedestrian street scene. Following are general guidelines for sidewalk and pedestrian treatments.

a. *Design features such as enhanced paving on walkways, trellises or other decorative structures, landscaping, and low level decorative lighting should be used to distinguish the pedestrian route from the vehicular route.*

b. *On-street parallel or diagonal parking, raised planters, and landscaped sidewalk planting strips should be used to define the sidewalk edge and provide a buffer between pedestrians and moving vehicles.*

c. *Newspaper racks should be clustered in groups of dispensers to minimize a cluttered sidewalk appearance. Permanent decorative newspaper enclosures to house these racks will also help minimize a cluttered appearance.*

d. *Sidewalks should have a "through pedestrian zone" that is kept clear of any fixtures and/or obstructions. A minimum of four feet, although preferably eight feet, should be reserved to allow for two people to walk comfortably side by side in accordance with the American Disabilities Act (ADA) requirements.*



Sidewalks should have unobstructed "through pedestrian zones" **Fg. 8.42**

e. *Sidewalk surface should be stable, firm, smooth, and slip-resistant.*

f. *Planting areas, bike racks, street lighting, transit furnishings, newspaper racks, and other street furniture should be contained in the furnishings zone located between the sidewalks and street to keep the "through pedestrian zone" free for walking.*

g. *Where appropriate, seating and outdoor dining opportunities can be accommodated in street setback areas in the area between the through pedestrian zone and the face of adjacent retail buildings, i.e. browsing zone.*

2. Crosswalks

Pedestrian crossings are critical components of the pedestrian mobility in the Urban Core. On high volume streets such as Broadway, H Street and portions of E Street and F Street, pedestrian crossings should be located at signalized intersections. Mid-block crossings with speed tables are proposed along lower volume and slower speed streets such as Third Avenue to further enhance the pedestrian experience.

Incorporate accent paving in crosswalks at key intersections — Fg. 8.43

Incorporate accent paving and/or "tabletop" crossings at key intersections. Key intersections include:

- *Broadway at G Street, H Street, E Street, and F Street*
- *H Street at I-5, Woodlawn Avenue, Fourth Avenue, Fifth Avenue and Third Avenue*
- *Third at E Street, F Street, G Street, H Street and I Street*
- *Other crossings that may need to facilitate and announce heavy pedestrian traffic.*

Speed tables slow traffic and enhance the pedestrian experience — Fg. 8.44

Following are general guidelines for crosswalk treatment.

a. *Crosswalks should be a minimum of six feet in width. Wider crosswalks should be considered in areas of high pedestrian volumes.*

b. *Crossing distances should be minimized to the greatest extent possible. Uninterrupted pedestrian crossings without a central refuge island should be limited to maximum 50 feet.*

c. *Extensions of the sidewalk into the roadway at crosswalks are called "bulb-outs" or "curb extensions" and are designed to give pedestrians greater visibility as they approach the crossing. Bulb-outs decrease the distance users must cross as well as slow traffic. Sidewalk bulb-outs should be used where feasible considering the requirements of traffic volumes and specific storm drainage conditions.*

"Bulb-outs" or "curb extensions" increase visibility of crosswalks — Fg. 8.45

d. *Turning radius of corners at intersections should be reduced in order to minimize the crossing distance of pedestrians and help slow traffic. The presence of buses, trucks, and other large vehicles must be considered in designing turning radii.*

Refuge islands create a protected area in the middle of the street **Fg. 8.46**

e. *Pedestrian crosswalks should be adequately lit, have clear sight distances, and be free from view-hindering obstructions such as foliage and poles at crosswalk entries and median refuge islands.*

f. *In-pavement flashers in conjunction with sign mounted flashers should be considered at mid-block crossing areas such as the Third Avenue mid-block crossing.*

g. *Countdown pedestrian walk-signals should be employed where high pedestrian and traffic volumes occurs at pedestrian crossings.*

3. Refuge Islands

Refuge islands are extensions of the median that create a protected area in the middle of the street. Following are general design guidelines for refuge islands.

a. *Minimally, pedestrian refuge areas should be four feet in width to reduce the possibility of island users, particularly those in wheelchairs propelled by attendants, from projecting into the traffic lanes. The width of a refuge island walkway should not be less than width of the crosswalk.*

b. *The median be extended a short distance beyond the edge of the crosswalk in order to ensure that turning vehicles do not encroach on the median pedestrian refuge area.*

c. *Refuge areas should be level with the crosswalk and have an accented paving surface different in color and texture to surrounding surfaces.*

I. Lighting Concepts

1. Lighting Style

Two lighting styles have been selected for the Specific Plan area. One is a more traditional style while the other is more contemporary. To reinforce the urban core and marine environment image, the more contemporary lighting style is to be used in all districts except the Third Avenue Village area. The Village area lends itself to a style of lighting that will complement older structures as well as new architecture with an Art Deco/Art Moderne style.

2. Lighting Guidelines

Street lighting plays both an aesthetic and safety role in urban areas. The guidelines encourage lighting that:

- *contributes to the safe and efficient use of Urban Core streets,*
- *enhances security,*
- *helps unify the Specific Plan area,*
- *avoids casting glare onto adjacent streets in such a manner as to decrease the safety of vehicular movement,*
- *enhances and encourage evening activities, and*
- *uses full or partial cut-off lighting fixtures to minimize light pollution and addresses "dark skies" goals.*

Following are general guidelines for street lighting in the Specific Plan area.

a. *Pedestrian street lighting should be provided along sidewalks and pedestrian pathways in addition to the existing taller street lights, particularly in areas where street beautification and higher pedestrian use is desired, such as Third Avenue, H Street, Broadway, E Street and F Street. (Third Avenue currently has decorative street lights.)*

Typical Urban Core pedestrian light **Fg. 8.47**

Typical Third Avenue Village pedestrian light **Fg. 8.48**

b. *Additional pedestrian-scaled street lights should be provided at bus stops, in addition to the existing taller street lights, to provide additional security for transit users.*

c. *A dual-level lighting system should be provided. One level will function during normal operating hours and another one will project reduced intensity light levels throughout late (1:00 PM – daylight) non-operational hours, for security purposes.*

d. *The style of lighting in a public parking lot should relate to the overall architectural design of the surrounding commercial uses, should not exceed 25 feet in height, and should minimize glare into the night sky and adjacent areas.*

e. *Accent lighting and up-lighting on architectural and landscape features should be included to add interest and focal points.*

f. *Electrical service for seasonal/event lighting in all street lights should be provided.*

J. Street Furnishings

Street furnishings serve an aesthetic as well as utilitarian function and can enliven and provide variety to outdoor spaces used for public interaction. Street furniture includes all items placed within the public right-of-way, such as benches, bus shelters, trash receptacles, plant containers, tree grates and guards, bicycle racks, bollards, kiosks, newspaper racks, and fountains. Proper design and placement of such amenities will reinforce a unified Urban Core design theme and create a lively and festive atmosphere. Where a bench and/ or other street furnishing is sponsored by a group or donated by an individual, a small plaque may be attached to the seating to memorialize that donation or sponsorship. Following are guidelines that should be considered when selecting and locating these amenities.

1. General Guidelines

a. The design and selection of street furniture should include considerations for the security, safety, comfort, and convenience of the user. Prior to final selection of street furniture, the Public Works Department should review choices for durability of materials and ease of maintenance after installation.

b. Street furniture should be located along street edge of sidewalk in the furnishings zone and maintain a clear width sufficient to accommodate pedestrian flows.

c. To create a more organized and efficient use of sidewalk space, furnishings should be grouped together rather than scattered. Trash and recycling cans should be located near benches. A greater number and type of furnishings should be located in higher-use pedestrian traffic areas.

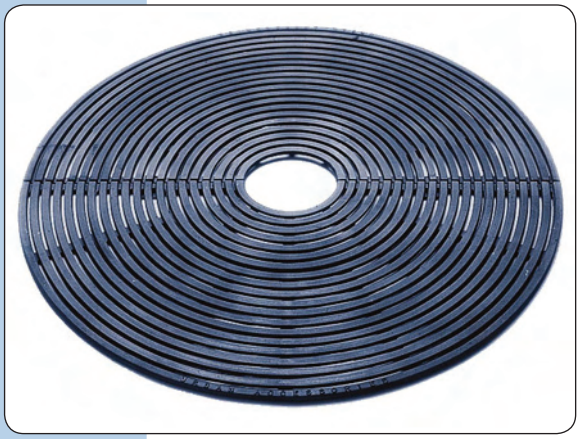
This Art Deco theme kiosk provides City information **Fg. 8.49**

d. Items should be securely anchored to the sidewalk, and a graffiti-resistant coating should be applied to street furniture elements to ensure a good longer-term appearance.

e. Provisions to accommodate persons with disabilities should be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.

Example Third Avenue Village area bench — Fg. 8.50

Example Urban Core bench — Fg. 8.51



Example Urban Core tree grate — Fg. 8.52

2. Benches and Trash Receptacles

Two different styles have been selected for the benches to be consistent with the lighting styles selected. As with the lighting, one is a traditional style and one is more contemporary.

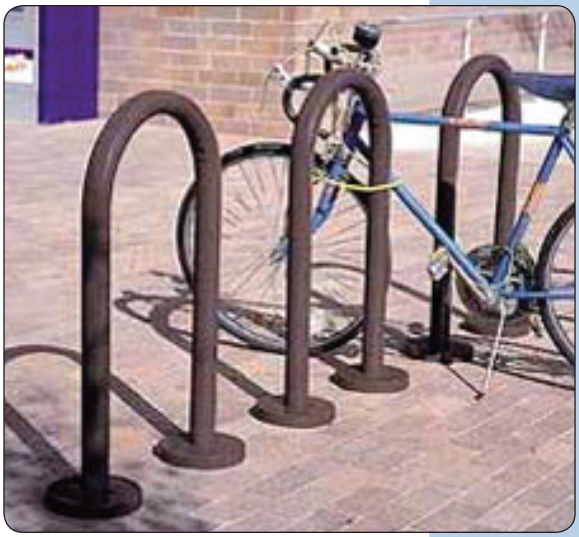
A six-foot bench, as well as trash and recycling receptacles, should be placed approximately every 100 feet on Third Avenue and approximately every 200 feet on H Street, Broadway, E Street, F Street, and other Urban Core streets and should be clustered at transit stops. Where public trash receptacles need replacing, they should be replaced with furnishings identified in this plan.

3. Tree Grates

The use of tree grates is required where street trees are proposed to be located in the sidewalk area. Tree grates should have a minimum width of six feet. Tree grates provide more area for pedestrians on the sidewalk while reinforcing the desired urban character. Tree grates for the Urban Core must comply with American Disability Act (ADA) regulations.

4. Bike Racks

Bike racks should be located near transit stops, throughout commercial areas, event areas, parking lots, and employment centers as well as incorporated in the site design of private projects. Well placed and secure bike racks will encourage bicycle rider ship and provide an attractive alternative to locking bicycles to trees and light poles. Along Urban Core streets bike racks are required at key locations on every block. The "U" shape style rack works well in an urban setting because it allows bikes to be parked parallel to the sidewalk, which keeps them out of the pedestrian zone of the sidewalk. It also is a preferred design by cyclists due to its functionality and ease of use.



Example Urban Core bike rack — Fg. 8.53

5. Bus Shelters

Bus shelters and transit stops are a critical element for Chula Vista's Urban Core circulation needs and are key facilities to transporting people to and around the downtown area and the Bayfront. Bus shelters should be conveniently located near parking areas, transit focus areas, shopping areas, event areas, and public facilities through coordination with the City Transit Manager. Because bus shelters and stops are located throughout the Urban Core, they need to have a unifying, clean and uncluttered appearance. Transit stops should provide benches and lighting for the comfort of passengers waiting for their transit vehicle and should take the needs of disabled users into consideration. Bus shelters should be designed to be consistent with the design theme of the area in which the shelters are placed, i.e. Village area vs. Urban Core area.

Example Urban Core bus shelter — Fg. 8.54

6. Newspaper Racks

Newspaper racks should be designed to house multiple publications in one screened enclosure. Enclosures should be screened from view on vehicle sides and should open to the sidewalk. Enclosures should be carefully located in the "furnishings" zone.

Newspaper racks should be carefully located throughout the Urban Core — Fg. 8.55

A typical contemporary theme kiosk appropriate for key plaza location | Fg. 8.56

Bollards help to delineate the vehicular and pedestrian zones | Fg. 8.57

Banners help to unify an area | Fg. 8.58

7. Additional Street Furnishings

Drinking fountains, bollards, kiosks, and other street furnishings should also be carefully located throughout the Urban Core. Waist-high safety bollards should be used to define selected sidewalk extensions, public plazas and paseos. Properly placed, bollards help to delineate between vehicle and pedestrian zones creating a safe walking environment. Kiosks should be located at key locations between parking and shopping areas, at selected plazas, and paseo entries. Kiosks can effectively display information and directions to visitors for restrooms, plazas, shopping areas, parking, and other public facilities and can facilitate in moving people through the Urban Core from one district to another. Other street furniture (banners, telephone boxes, and informational displays) should be incorporated into streetscape improvements at appropriate locations. Precise locations should be determined through the implementation of this Specific Plan and review of public improvement design plans. Some of the envisioned public improvements will require private property owner participation and/or cooperation at the time of project development. Others may be implemented by the City as funding is secured and programmed as a part of the community benefits program.

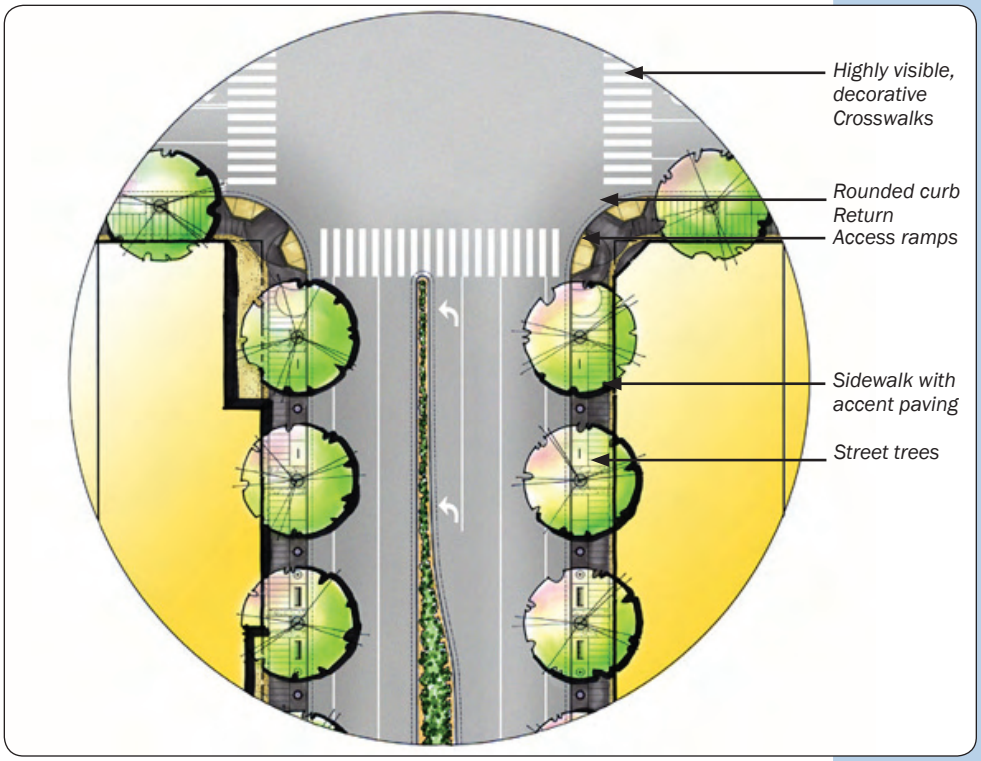
K. Key Intersections

Due to their high visibility and substantial vehicular and pedestrian interaction, key intersections play a vital role in beautification of the Urban Core. Intersections have the highest potential for impacting visitors due to their frequent use and role of stopping both vehicular and pedestrian traffic. Therefore, these key intersections provide an opportunity for visually enhancing the street with accent paving and creating pedestrian-friendly crossings. In addition, improvements to intersections intended to enhance traffic flow are described in Chapter V - Mobility.

Improvements should consist of accent paving, additional landscaping, at corners, directional signs where appropriate, sidewalk extensions, and selected urban street furnishings consistent with district guidelines.

The following key intersections within the Specific Plan area warrant improvements:

- *Third Avenue and: D, E, F, G, H, I, J, K, and L Streets*
- *H Street and: I-5, Woodlawn Avenue, Broadway, Fifth Avenue, Fourth Avenue, and Third Avenue*
- *Broadway and: D, E, F, G, H, I, J, K, and L Streets*



Example intersection **Fg. 8.59**

L. Gateways and Wayfinding

A strong gateway and wayfinding program is one of the fastest ways to make an immediate impact and "brand" an urban area. A logo and signs program should be established to help distinguish the Urban Core from other areas of town. The logo should be placed on gateways, signs, and banners to develop both a sense of place and an identity for the Urban Core.

1. Gateways

Gateways will be instrumental in providing a sense of arrival and transition into Chula Vista's Urban Core. These visual gateway features are civic in emphasis and serve to identify and promote the distinct identity of the Urban Core.

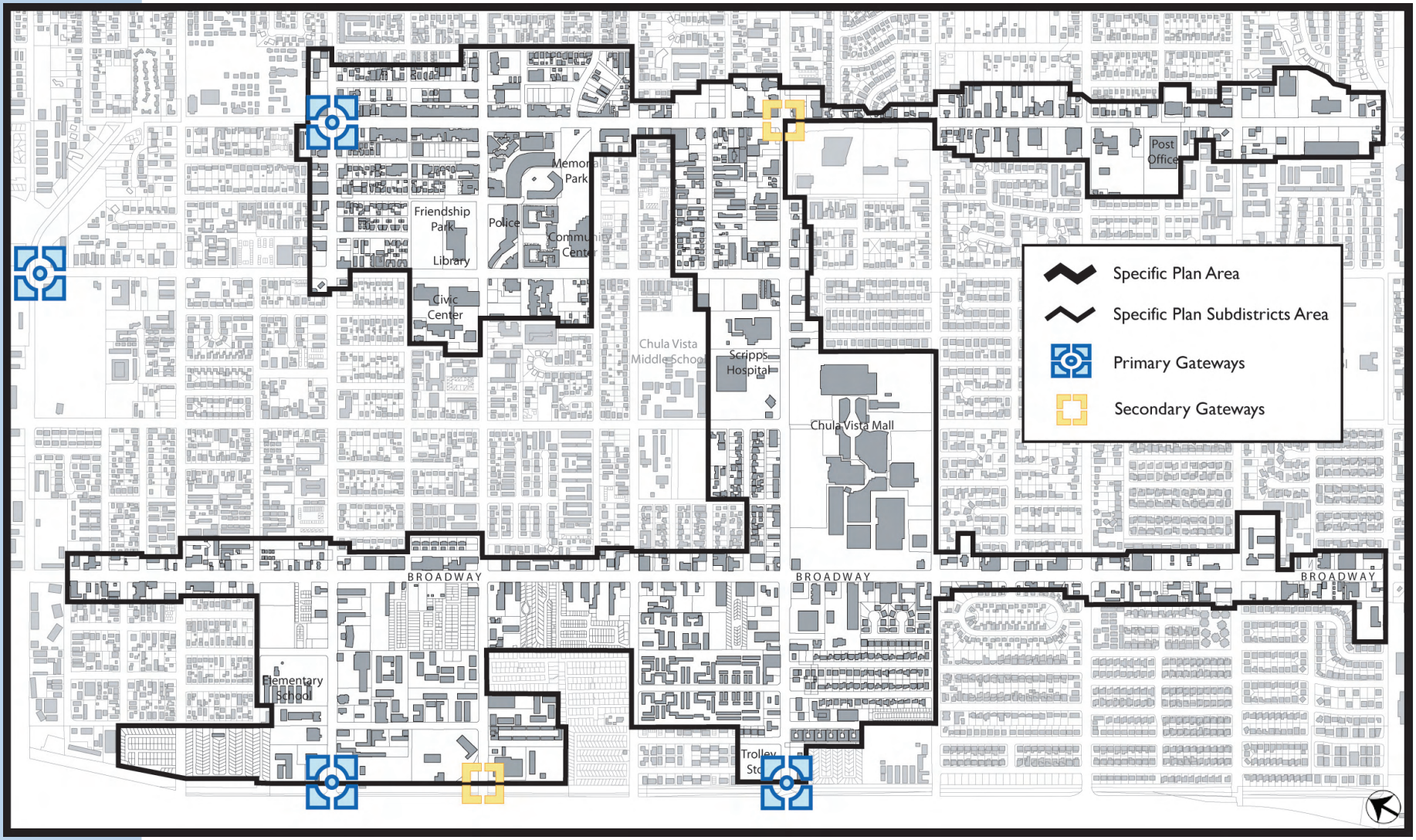
In addition to serving as entryways, gateways are important places for directional and informational signs to guide motorists to their destinations. The visual design of gateways should be attractive as well as functional, conveying a ceremonial sense of entry that reflects the traditional importance of a downtown and conveys the unique identity of the Urban Core Specific Plan area.

Physical elements of the entry, including medians, signs, archways, paving materials, and landscape planting materials, should function together to physically define the entry and establish a positive first impression of the Village and Urban Core. Increased landscaping at gateways will help emphasize that one is entering a special place. Both primary and secondary gateway elements are envisioned for the Specific Plan area.

A series of primary entrance features/gateways should be located at:

- *I-5/H Street*
- *I-5/E Street*
- *Fourth Avenue/C Street*
- *Third Avenue/E Street*

The primary entries are located at significant entrance points along the I-5 corridor and at the entrance into the Village. The design of these gateways calls for a grand scale, more design imagery, bold display of the City logo, and text describing directions to key locations within the Specific Plan area.



Primary and Secondary Gateways Map

Fig. 8.60

A series of secondary entrance features/gateways should be located at:

- *H Street/Third Avenue*
- *I-5/F Street*

These secondary entrances are to be smaller in scale, more simple in design, and incur less of a visual impact, as these areas are located adjacent to residential neighborhoods. Care should be taken during the design process to ensure that the H Street and Third Avenue entrance feature does not interfere with the existing Third Avenue village archway.

2. Gateway Design Guidelines

The following guidelines are to be used in developing the exact designs for both the primary and secondary entrance features. Design elements and materials should be consistent although not necessarily exact in design and treatment. These guidelines were developed in conjunction with the Urban Core Advisory Committee and community representatives during the Specific Plan preparation process:

a. Urban Core Gateways

1) *Gateways and entryway areas should assist and enhance the visitors' experience when entering into the Urban Core area. These features serve as landmarks and should be of quality design and materials.*
2) *Use similar treatment along I-5 gateways and provide a unique tie in and transition to the Bayfront area.*

Kites represent the pacific flyway theme **Fg. 8.61**

3) *Incorporate the pacific flyway theme representing birds, flight, wings, kites, aviation.*
4) *Explore Chula Vista's early California ranch and lemon groves/citrus history in the design theme.*
5) *Incorporate the City logo.*
6) *Design for extended durability, low maintenance, and resistance to vandalism.*
7) *Gateways can provide an opportunity for architectural features, monuments, public art, banners, signs, and lighting features.*

8) *The design should incorporate appropriate streetscape design elements, such as special paving, decorative lighting, and landscaping, as recommended for the District in which each gateway is located.*

9) *Incorporate public art and local artistic expression.*

10) *The design of entry and way-finding features should be unique to the Urban Core area.*

11) *Color and design should tie into future marketing materials, banners, etc.*

12) *The words "Chula Vista" should be the largest font and dominant word on the gateway monument.*

Historic citrus crate logo **Fig. 8.62**

b. Third Avenue and E Street Gateway

1) *Establish an individual/different theme for Third Avenue.*

2) *Incorporate some Art Deco/Art Moderne influences.*

3) *Tie in with existing Village branding efforts.*

4) *The gateway monument design should exemplify a traditional downtown archway to complement the existing archway located at G Street and Third Avenue.*

Existing Third Avenue archway **Fig. 8.63**

City of Chula Vista logo **Fig. 8.64**

3. Wayfinding Signs

Of key importance in the Urban Core is a clear and attractive wayfinding system to provide direction to important services and destinations such as public parking, the civic center, library, performance venues, parks, and transportation facilities. Following are guidelines for the development of a wayfinding program for both the Third Avenue Village area and the Urban Core area.

Example of a wayfinding sign **Fg. 8.65**

a. *The sign program should include a common directional sign with arrows and labeling to denote the locations of key shopping areas, public parking, civic buildings, and tourist attractions.*

b. *Wayfinding signs should be oriented to vehicular traffic. Selected signs should be lighted, landscaped, and placed permanently at roadsides or within medians at key locations around the Urban Core. These signs should be smaller than the City gateways but similar in style.*

c. *The wayfinding signs should reflect design materials and components of the gateways and street signs to provide consistency and unity.*

4. Street Signs

Street signs are one of the best opportunities to provide a unifying element in the urban environment. In the long-term, consideration should be given to developing a unique street sign program for the urban core consistent with City street sign policy. Street signs should exhibit the following:

- *a color unique to the particular district,*
- *a font selection consistent with desired character of each area,*
- *a logo; this may simply be the a word such as "Downtown Chula Vista" or "The Village" in the same font as the gateway signs, and*
- *design components that are reflective of the gateway and directional signs.*

5. Street Banners

Banners or flags for use on area light standards should be included in the wayfinding program. Cross street banners may be appropriate in the Village area. Banners with appropriate logo and graphic representing a community-wide special event or festival should be developed. Banners may be changed periodically to provide advertisement for special events and promotions, consistent with CVMC 19.60.050.

Example of Third Avenue Village street banner **Fig. 8.66**

Example of a street banner **Fig. 8.67**

M. Public Art

Display of public art is an important way of expressing the personality and character of a community. An arts program to engage local artists in representing various aspects of the City greatly personalizes community. The City has initiated an Arts Master Plan which will establish guidelines for design and placement of art in Chula Vista. The public arts program should provide various methods to incorporate art either as stand alone individual pieces or incorporated into the design of other urban improvements such as gateways and entry monuments, paving, benches, and street lights. Incorporation of public art is an intriguing way to enhance the pedestrian environment of sidewalks, plazas, paseos, or other pedestrian spaces. Locations for public art pieces are suggested at most public spaces such as streets, plazas or along pedestrian passageways.

1. *Public art can be used in a variety of locations. It can be created in small elements such as tile banding on a stair riser, or larger pieces such as interpretive sculptures and functional art.*
2. *It can be an interactive media, such as video projections or a climbing structure, or can include randomly timed water features.*
3. *Public art can be used as a way-finding feature to attract pedestrians to key locations like a plaza or paseo or developed as murals representing the areas unique history and culture.*
4. *Art can be in the form of decorative tiles integrated into paving on benches, walls, stairs, and entries.*
5. *Seating areas and signs are also opportunities for public art.*
6. *Public art can be integrated into other features like fountains or water elements.*

Examples of public art

Fg. 8.68

N. Parks, Plazas, Paseos, and Public Spaces

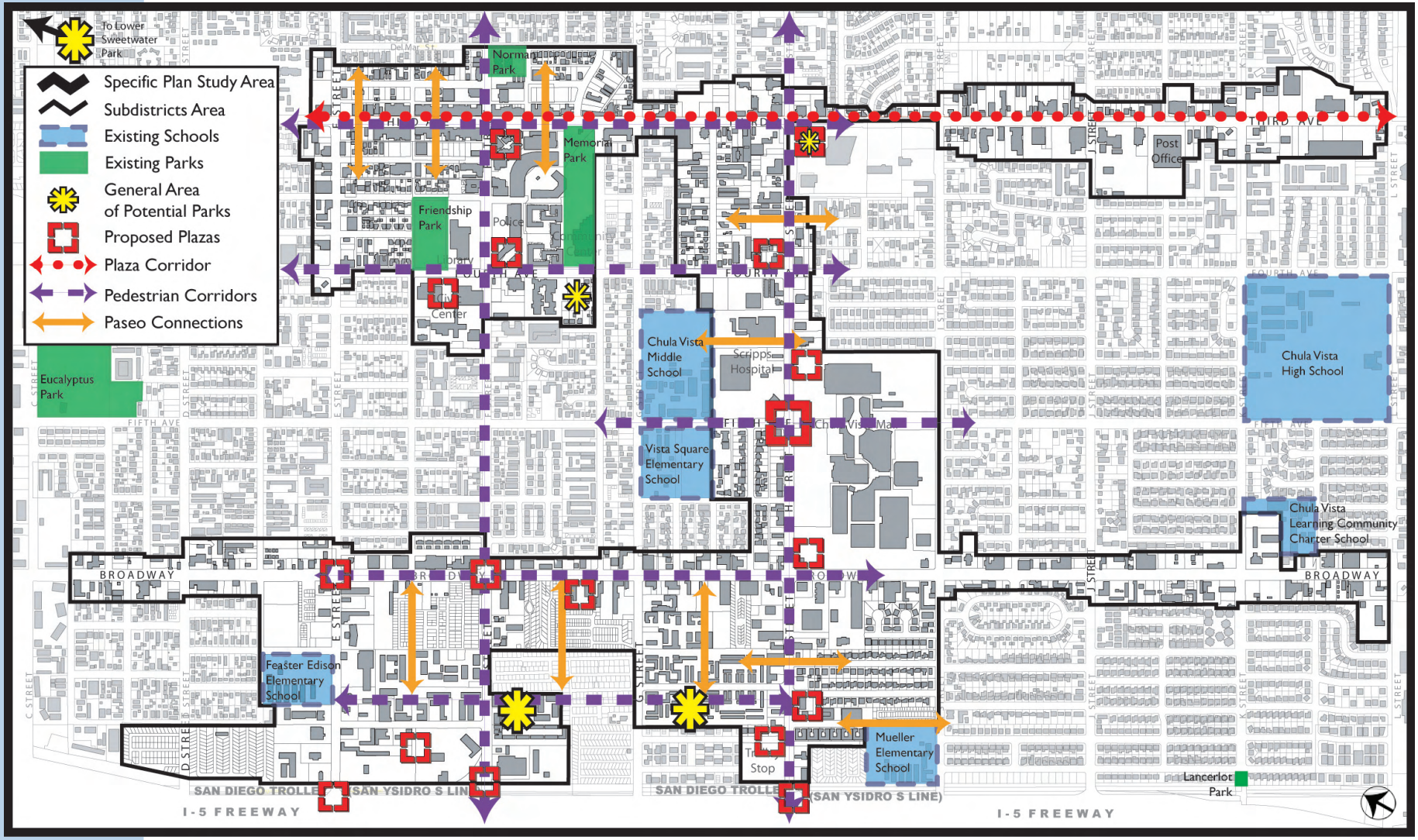
Perhaps one of the most important improvements that can be made to the Urban Core is the addition of urban "green" spaces in the form of parks, plazas, paseos and informal pedestrian spaces. These improvements include improving and expanding existing park space to make the spaces more usable. As the Urban Core adds new residents and businesses, opportunity for convenient urban recreation in various forms must be provided. The following section describes the urban gathering space network that is proposed by the specific plan. It includes a system of parks and other gathering spaces that are located in proximity to existing and new residential areas and are inter connected through both a pedestrian and bicycle system. (See Figure 8.64. Parks, Plazas, Paseos, and Public Spaces.)

The City of Chula Vista is currently preparing an update to the Parks and Recreation Needs Assessment (PRNA). The information gathered from the updated PRNA will be used in the upcoming "Parks and Recreation Master Plan Update and the Western Chula Vista Parks Implementation Plan, and will include:

- *inventory existing park space,*
- *assess the needs for upgrading existing and adding new facilities*
- *determine the need for additional space*
- *evaluate the optional locations for new facilities,*
- *prepare conceptual designs for all facilities, and*
- *research the opportunities for joint use of existing school sites as neighborhood parks.*

This park planning study and analysis will use the Western Chula Vista Public Facilities Assessment prepared in January of 2005 by Economic Research Associates as a baseline study.

Throughout the Specific Plan area, plazas of a variety of sizes should be incorporated to accommodate different types of activities. These public gathering spaces should serve to establish a sense of place and identity and provide space for private outdoor dining, events, and street side entertainment. Well-designed public space in the form of both parks and plazas should provide ongoing opportunities for human activities that create an interactive environment, build a sense of community, and create opportunities for events, entertainment, and gatherings. Public parks and plazas in the Urban Core should adhere to the following guidelines.



Parks, Plazas, Paseos, and Public Spaces Map

Fg. 8.69

1. Parks

a. Guidelines

1) All park space shall contain elements that provide green areas for relaxation, picnics, informal field space, and areas for family gatherings with ample shade trees and landscaping. Where space permits more formal play structures, fountains, covered seating, and other active facilities may be designed. Parks should also include formal and informal hardscape areas for gathering and court spaces.

2) All parks shall be designed to support Crime Prevention through Environmental Design (CPTED) principles.

3) All parks shall be designed to minimize water use and support City sustainability goals.

4) New parks should be located within close proximity to all existing and new residential neighborhoods.

Park promenade

Fg. 8.70

5) Existing parks shall be evaluated and upgraded as appropriate to enhance usability and provide safe play equipment for children of all ages.

6) The Urban Core park system should include pocket parks and neighborhood park space distributed evenly through all districts.

b. Recommended Park Facilities

The following are specific park facilities that should be developed in the Specific Plan area.

1) One park of approximately 12-15 acres, or several parks with an aggregated total of approximately 12-15 acres, should be provided west of Broadway between H Street and E Street. This facility should

include formal areas for sports, informal multi-use field space, picnic areas, children's play equipment, walking trails and paths, a fountain, plazas, benches, shade trees, ornamental landscaped areas, i.e. a rose garden, community garden, restroom facility, park office and storage, and urban features such as a pond or other water feature. Program elements are to be determined by the proposed Park Master Plan update process.

Community Park

Fg. 8.71

2) *A community park between 15-20 acres should be provided in the Northwest Planning Area in the area of "Lower Sweetwater". This community park is intended to serve the residents of the urban core. This facility should include all elements identified in the proposed Parks and Recreation Master Plan update.*

3) *Existing City parks should be evaluated to assess optimum use of the facilities. Potential future park components will be identified in the proposed Parks and Recreation Master Plan update.*

4) *Memorial Park should be expanded by between 3-5 acres and upgraded such that the park is made more usable and attractive to area residents. A small plaza along the Third Avenue frontage should be considered in the redesign. Connections and relationship to the expanded civic center should also be considered. Potential future park components would be identified in the proposed Parks and Recreation Master Plan update.*

2. Plazas

a. Guidelines

1) *Plaza spaces should be designed with flexibility for physical use and be designed to accommodate a range of desired activities such as outdoor seating, entertainment (bandstands), and festivals. These spaces should contribute to real and perceived public safety. The plaza spaces should be a minimum of 5,000 square feet in size and may be as large as one acre in size.*

Plaza

Fg. 8.72

Retail plaza

Fg. 8.73

2) *Public space lighting should be low in height with a maximum height of 16 feet. Lighting in plazas should average two foot candles and incorporate pedestrian oriented lights, such as light bollards, pole lights, and wall-mounted lights. Uplighting of trees and other site features or elements is also encouraged.*

3) *Plazas should have an articulated edge (buildings, benches, and landscaping) where feasible to define the plaza and create comfortable space.*

4) *Plaza edges which open to pedestrian through-traffic should be defined, without impeding traffic flow, with a planter or low seating wall, a pergola with vines, a water feature, or a sculpture.*

5) *Provide pedestrian amenities like seating, decorative lighting, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public art, landscaping, and bicycle racks. They should also incorporate focal points such as architectural structures, sculptures and interactive water features, and community fountains.*

6) *Covered areas along the perimeter of plazas, such as a vine-covered pergola, are strongly encouraged to provide protection from the elements.*

H Street Plaza

Fg. 8.74

7) *Soft landscaping and shade trees as well as hard surfaced areas should be incorporated into the overall plaza design. Color, form, and texture are an integral part of the design of these public spaces.*

b. Recommended Plaza Locations

The following are generalized vicinities of plaza locations that should be developed in the Specific Plan area.

1) *The southwest corner of Third Avenue and F Street.*
2) *Adjacent to the Third Avenue street frontage at existing Memorial Park.*
3) *The southwest corner of Third Avenue and H Street adjacent to the County Courthouse (enhance use of existing urban plaza).*
4) *The south side of H Street across from Scripps Hospital.*
5) *The intersection of H Street and Fifth Avenue.*
6) *The southeast corner of H Street and Broadway.*
7) *The south side of H Street at the intersection of Woodlawn Avenue.*
8) *The west side of Broadway between E Street and H Street.*
9) *The overcrossings of I-5 at E Street, F Street, and H Street. The plaza at the F Street overcrossing should be more extensive than plazas at the E Street and H Street overcrossings, as F Street provides a significant connection to the Bayfront for pedestrians and bicyclists.*
10) *The three transit focus areas: on H Street between Third Avenue and Fourth Avenue; H Street Trolley: E Street Trolley.*

It should be noted that two additional urban plazas are currently located within the Civic Center complex, at City Hall and the Police Headquarters.

c. Plaza Corridor

A special "Plaza Corridor" is designated along Third Avenue and is unique to the Urban Core. A continuously wide sidewalk characterizes the Plaza Corridor with enhanced amenities to landscaping, lighting, signage, and art. Details of improvements to the Plaza Corridor will be further refined through the Third Avenue Streetscape Master Plan and is a priority implementation project following adoption of the Specific Plan.

3. Paseos

a. Guidelines

1) *Paseos should provide linkages between public parking and the street environment, linkages between residential projects and adjacent streets and plazas/parks and should be designed with consideration for "safe routes to school" for area residents.*
2) *Provide pedestrian amenities like seating, decorative lighting, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public*

Paseo Fig. 8.75

art, landscaping, and bicycle racks. They should also incorporate focal points such as architectural structures, sculptures and interactive water features.

3) *Paseos should be well lit and include directional signs.*

4) *Paseos should be a minimum of eight feet wide, with a variety of widths to provide spaces for landscaping, benches, outdoor dining, focal points, and water features, as described above.*

5) *Paseos should be incorporated into private projects in order to provide pedestrian connections and space between:*

   - *residential projects and adjoining retail streets, i.e. Third Avenue and H Street, Broadway and H Street;*
   - *public parking facilities and adjoining residential projects, retail streets, and public buildings; and*
   - *parks and adjoining residential neighborhoods.*

6) *The design of a building should not present a blank face to the paseo but should be as architecturally detailed as the front of the building.*

b. Recommended Paseo Locations

The following are general locations where public paseos should be considered as redevelopment occurs in the Specific Plan area.

Paseo Fig. 8.76

1) *Along Third Avenue between E Street and H Street, connecting the streetscape of Third Avenue with public parking, residential, and office projects to the east and west.*

2) *Along Woodlawn Avenue between E Street and H Street, connecting residential neighborhoods to the east and west to Woodlawn Avenue.*

3) *Along Broadway, connecting residential neighborhoods to the east and west to the transit focus areas and to the commercial service corridor.*

4) *Along H Street, connecting the streetscape of H Street to adjoining office, retail, and residential areas to the north and south.*