The open spaces and streetscapes of Old Town La Verne are essential components of the overall environment. In combination with the historic and other structures they create the unique ambience of Old Town. Following are a description of Old Town’s existing parks, recommendations for new parks and plazas, and a definition of potential enhancements to Old Town’s streetscapes.

7.1 Existing Parks
7.2 New Public or Private Parks and Plazas
7.3 Streetscape Enhancements
7.4 Open Spaces and Streetscapes Landscape Concept
7.5 Street Trees and Furnishings for Public Streets
7.6 Public Alley Walkways and Edges
7.7 Major Gateways
7.8 Green Roof Potentials at Fairplex Mixed-Use Complex
7.9 Screened Railway Edge
7.10 Sustainability Elements

7.1 Existing Parks

Lordsburg Park, (1.1) Mainiero Square, (1.2) and Library Park/Sneaky Park (1.3) are all beautiful green spaces with mature trees and places to relax. They each have a unique significance to the community and are enjoyed by residents and visitors. It is recommended that the furniture and amenities in these spaces be evaluated and augmented to serve increased use. Planting beds can be updated and planted with drought-tolerant plant species and in masses that reflect the residential palette zone in which they are located.

Library Park/Sneaky Park (1.3) on the University of La Verne campus is an ideal location for summer evening movie screenings, an activity that has been historically enjoyed in downtown La Verne. Re-introduced outdoor movie events can bring a festive atmosphere and additional activity to downtown.

7.2 New Public or Private Parks and Plazas

The following new parks and plazas are identified in Figure 7.1 by the reference numbers that follow:

Historic Cactus Garden Reference (2.1)

Lordsburg/Citrus Gateway Park (2.2)
This park can feature an orange grove in the courtyard of the historic Fruit Exchange Building proposed to be restored on D Street near Arrow Highway. The citrus grove is an iconic symbol of the area’s heritage and can form a strong visual gateway element to D Street. The grove can consist of a tree species grown historically in the local citrus industry. A water element can also be a meaningful component of the courtyard, telling the story of water transport and management that supported the agricultural industry and residential development.

Arts Plaza (2.3)
The open space on D Street adjacent to the University of La Verne’s art building can become a civic Arts Plaza with sculpture, trees, seating, and refreshment vending. The plaza can function as an anchor of the extended First Street Pedestrian Promenade and alley walkways. A kiosk with both Campus and City information and with information about the changing art displays within the plaza and alley walkways can be located in the plaza. This plaza can be a comfortable ‘civic living room’ with the green wall of the Barkley Building on the north and the street trees of D and First Street forming a comfortably scaled enclosed space. Views into the plaza from the street can be inviting and the softness of the adjacent ‘green’ wall can give it ambiance and color.

Packing House Plaza (2.4)
This space, in conjunction with adjacent adaptively re-used Packing House, can be a charming civic welcome center. The Packing House Plaza, with a central fountain, an iconic citrus grove, and ample space to meet and gather can be an important gateway element for both transit riders and drivers. Signage directing pedestrians to the First Street Pedestrian Promenade that connects to D Street and other First Street shops and galleries can be an important component of
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Open Spaces and Streetscapes

Chapter 7

First Street Pedestrian Promenade (2.5)
This Promenade can be an extension from E Street to D Street of the First Street right-of-way. As a pedestrian-only street it can be paved with permeable paving through which turf and other groundcover can be grown in lower traffic areas. Oak trees can visually connect the street to the park/plaza, strengthening its role as a connection from the Packing House Plaza to D Street. Since this street can be closed to vehicular traffic, street trees can be planted more closely together in linear planters, which is ideal for plant health in an urban setting. The trees can create a beautiful overhead canopy that can provide shade and create a pleasant environment for sidewalk cafes, farmers’ markets, and seasonal festivals.

Fairplex TOD Plaza (2.6)
This area can be a series of large-scale plazas fronting new commercial development flanking Arrow Highway. The plazas can feature modern sustainable design and materials and a bold planting palette. Each can offer a distinct experience with different program elements and relationships to the architecture. However, the space can appear unified when viewed from above and from Arrow Highway because of their use of materials, planting palette and design language.

Fairplex Linear Park (2.7)
A green space with native and drought tolerant shrubs and grasses can act as a buffer between the new development along Arrow Highway and the rest of the Fairplex. The space can serve as a stormwater retention area with basins landscaped with riparian plant material.

7.3 Streetscape Enhancements
The existing street grid in Old Town and the University of La Verne is at a conveniently walkable scale. The layout with streetside parking is convenient and safe for pedestrians. However, much of the planting is aging and non-descript. The area has the potential to be a truly unique destination neighborhood. Enhancing the streetscape can make a big visual impact on the area. Updating the planter areas and adding furniture and pedestrian scaled lighting can make the sidewalks a safe, inviting place to walk and linger.

Example of landscaping with in-fill residential
Figure 7.1 identifies proposed streetscape enhancements by the following reference numbers.

D Street (3.1)
A phased approach can be taken to replace the aging street trees and establish a cohesive streetscape for the length of D Street. California Sycamores (Platanus racemosa) are recommended. It is a deciduous tree with an open form that allows signage and architecture to be visible through its branches, while still shading the sidewalk and street parking areas. Streetside planters and parkways can be replanted with drought tolerant, easily maintained material that reflects the plant palette zones established in this document. Street furniture can be added to the existing palette to accommodate a higher level of pedestrian traffic.

First Street (3.2)
As a noncontinuous right-of-way, First Street cannot have a high level of vehicular traffic. The Pedestrian Promenade section of First Street can set the tone for the entire length of the street; it can be pedestrian-oriented even where traffic is allowed. Wide sidewalks can front the historic structures and new mixed-use development. A unified pedestrian connection can be created by continuing to line the entire length of the street with Oak trees.

Arrow Highway (3.3)
Arrow Highway can be a linear extension of the new transit plaza. It can have a separated two-lane bikeway on its south side under a double row of trees. Street paving can have a horizontal striped pattern that can calm traffic in the plaza area. California Fan Palm (Washingtonia filifera), planted at regular intervals can form a ‘sky line’ visible from the fairgrounds and Old Town La Verne. An evergreen street tree is suggested for Arrow Highway.

Bonita Avenue (3.4)
Areas where the signature Deodar Cedar trees are sparse can be filled in to regularize their spacing for a more uniform look and feel along the street.

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D Street Streetscape looking north near Third Street
Bonita Avenue looking east from B Street
trees are a beautiful feature of La Verne that give the City character, therefore they must be preserved and celebrated.

**C and E Streets (3.5)**
Existing significant trees should be preserved, but establishing a new street tree palette to achieve a unique look and feel for each street can improve wayfinding throughout Old Town and the University of La Verne area. The established La Verne street tree pattern lends itself to a predominantly evergreen palette on streets running east and west and a deciduous street tree palette on streets running north and south. The E Street environment can benefit with a deciduous street tree planting schedule phased over time.

### 7.4 Open Spaces and Streetscapes Landscape Concept

Figure 7.2 illustrates the Open Spaces and Streetscape Landscape Concept for the Open Spaces and Streetscapes Components identified in Figure 7.1.

The overall concept is further detailed in plan and section views in Figures 7.3 through 7.11 and includes the following subareas and components:

**Old Town and University of La Verne Edges and Connections Concept** (Figure 7.3), which includes:

1. Citrus Gateway Park
2. First Street Pedestrian Corridor
3. Arts Plaza
4. Second Street/C Street/Third Street Loop

**First Street Residential and Arrow Highway Corridor Landscape Concept** (Figure 7.8), which includes:

1. Remnant citrus groves
2. Entry plazas with palm groupings
3. Transit Plaza Focal Point
4. Pedestrian and bike paths
5. Linear park edge with jogging path
6. Gold Line Station platform and park area
7. Pedestrian bridge connecting to Gold Line parking
8. Enhanced paving at intersection
9. Primary gateway enhancements
10. Secondary gateway enhancements
11. Packing House/Lordsburg Depot Plaza

### 7.5 Street Trees and Furnishings for Public Streets

Figure 7.12 illustrates the Street Tree Vocabulary for the Public Streetscapes defined in the Street Sections.

Figure 7.13 illustrates the Furnishings Vocabulary for Public Streetscapes. These furnishings complement the existing furnishings.

Final determination of street trees will be subject to approval by City of La Verne.

### 7.6 Public Alley Walkways and Edges

**Alley Walkway Network (4.1)**
The City of La Verne is very fortunate to have a network of service alleys. They ease congestion, allow trash and utility services to remain mostly out of sight, and in this case, present an opportunity for mid-block pedestrian connections to parking, shopping, and University of La Verne uses. The alleys have the potential to become an Art Walk Network in which University of La Verne student art installations are featured, artwork and films are projected on walls, and sculptures are located at focal points. The alley spaces could also be designed as art pieces themselves, with the use of lighting displays, color, and materials. The Alley Art Walk Network can engage the community.

Existing passthroughs and alley walkways along D Street
and the University of La Verne in creating public space that can benefit everyone involved.

**Alley Edges (4.2)**
Mixed-use development projects are proposed that face the alley network. In this condition the alleys can become an intimate public street. The building design can take into account the narrow right-of-way and allow for tuck-in spaces for planting to soften building edges and spaces for utilities and services such as trash pick up.

**7.7 Major Gateways**
Landscaped gateways can mark the Historic Old Town and University area boundaries, indicating entry into a specialized environment. The gateways can be articulated with enhanced paving in intersections, planting, and signage. Figure 7.1 identifies proposed Gateways as follows:

**Bonita Avenue (5.1)**
Intersection gateways on Bonita Avenue can be located at White Avenue and B Street. The existing Deodar Cedars are a dramatic statement on the street. At ground level on the gateway corners and landscape parkways, the City’s signature crinium lilies and other perennials can be planted for seasonal color. Crosswalk and intersection paving can be enhanced with color and texture.

**Arrow Highway (5.2)**
Enhanced intersection paving and palm tree planting at the corners of White Avenue, E Street, D Street, and B Street can mark Old Town and University area entries. Paving and signage on E Street can mark the bikeway as well. Gateways on D and E Streets can be further reinforced by the Plaza Park citrus grove and the citrus grove at the Historic Fruit Building.

**First Street (5.3)**
The gateway for this mixed-use commercial and residential pedestrian-oriented street can extend across White Avenue. Specimen Oak trees can be planted near each corner of First Street to create a canopied entry to the street.

**7.8 Green Roof Potentials at Fairplex Mixed-Use Complex**
The height and massing of the architecture in this development can be softened with planting. The lines between exterior and interior, landscape and architecture can be blurred in these sustainable structures. Figures 11.4B and 11.4C illustrate a variety of possibilities for active and passive green roofs.

**7.9 Screened Railway Edge**
The railroad tracks can be screened by tall evergreen drought-tolerant trees like the Deodar Cedar and Canary Island Pine. Tightly growing shrubs at the ground level can screen sound walls where installed and form a barrier to the railway right-of-way.

**7.10 Sustainability Elements**
Designing and providing access to quality opens spaces and streetscapes encourages walking and vibrant community life. The Specific Plan designs these spaces to promote sustainable landscaping and infrastructure in order to reduce urban heat island effect, improve air quality, and conserve water use. The tree-lined and shaded streets encourage walking and bicycling, while improving air quality, and reducing urban heat island effect.

To reduce pollution from construction activities, the implementation of an erosion and sedimentation control plan may be required for all new construction activities within the Specific Plan area. New projects may also be required to develop and implement stormwater management and construction waste management plans.

As a means to reduce water use while enhancing open spaces and streetscapes, the landscape concept relies on native and drought-tolerant plant species, irrigation efficiency, and nonpotable water sources. New development may also be required to retain on-site at least 25% of the average annual wastewater generated by the project, and reuse that wastewater to replace potable water.

The Specific Plan promotes on-site renewable energy and other methods to reduce the adverse environmental, economic, and health effects associated with fossil fuel use. Roof-top solar photovoltaic and/or solar thermal panels on new buildings, including parking structures, will produce at least 5% of a new building’s annual electrical and thermal energy cost. Green roofs provide open space as well as opportunities to save energy by improving building insulation and reducing heat island effect. By requiring orientation of buildings along an east-west orientation for at least 75% of the square footage of new developments, the buildings obtain a high-level of energy efficiency through passive solar orientation.
The Specific Plan reduces waste and promotes recycling to reduce use of virgin materials and limit the amount of waste deposited in landfills. The Specific Plan encourages use of recycled and reclaimed materials for infrastructure improvements such as roadways, parking lots, sidewalks, unit paving, curbs, and water piping. Recycling receptacles and stations will be provided along streets and at new developments to reduce solid waste and to maintain clean, walkable streets.
1. Existing Parks
   1.1 Transportation Plaza
   1.2 Mainiero Square
   1.3 Library Park (Sneaky Park)

2. Potential New Parks and Plazas
   2.1 Cactus Garden
   2.2 Lordsburg/Citrus Gateway Park
   2.3 Arts Plaza
   2.4 Packing House/Lordsburg Depot Plaza
   2.5 First Street Pedestrian Promenade
   2.6 Fairplex TOD Plaza
   2.7 Fairplex Linear Park
   2.8 Kiss and Ride and Handicapped Parking and Dropoff

3. Streetscape Enhancements
   Primary
   3.1 D Street
   3.2 First Street
   3.3 Arrow Highway
   3.4 Bonita Avenue
   3.5 C Street and E Street
   Secondary
   4.1 Network
   4.2 Residential Edge

4. Alley Walkways/Art Walk
   4.1 Network
   4.2 Residential Edge

5. Gateways
   5.1 Bonita Avenue
   5.2 Arrow Highway
   5.3 First Street
   5.4 D Street

6. Green Roofs in Fairplex Mixed-Use Complex

7. Screened Railway Edges
   7.1 Gold Line Edge
   7.2 Metrolink Edge

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**Old Town La Verne Specific Plan**

**FIGURE 7.1: OPEN SPACES AND STREETSCAPES COMPONENTS**

- Specific Plan Area
- Existing Parks
  - 1.1 Transportation Plaza
  - 1.2 Mainiero Square
  - 1.3 Library Park (Sneaky Park)
- Potential New Parks and Plazas
  - 2.1 Cactus Garden
  - 2.2 Lordsburg/Citrus Gateway Park
  - 2.3 Arts Plaza
  - 2.4 Packing House/Lordsburg Depot Plaza
  - 2.5 First Street Pedestrian Promenade
  - 2.6 Fairplex TOD Plaza
  - 2.7 Fairplex Linear Park
  - 2.8 Kiss and Ride and Handicapped Parking and Dropoff
- Streetscape Enhancements
  - Primary
    - 3.1 D Street
    - 3.2 First Street
    - 3.3 Arrow Highway
    - 3.4 Bonita Avenue
    - 3.5 C Street and E Street
  - Secondary
    - 4.1 Network
    - 4.2 Residential Edge
- Alley Walkways/Art Walk
  - 4.1 Network
  - 4.2 Residential Edge
- Gateways
  - 5.1 Bonita Avenue
  - 5.2 Arrow Highway
  - 5.3 First Street
  - 5.4 D Street
- Green Roofs in Fairplex Mixed-Use Complex
- Screened Railway Edges
  - 7.1 Gold Line Edge
  - 7.2 Metrolink Edge

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**Legend**

- Specific Plan Area
- Existing Parks
- Potential New Parks and Plazas
- Streetscape Enhancements
- Alley Walkways/Art Walk
- Gateways
- Green Roofs in Fairplex Mixed-Use Complex
- Screened Railway Edges

**METRORAIL**

- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)

**Scale**

- 5 minute walk (1,200')
- 10 Acres
- 1 Acre

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**Old Town La Verne Specific Plan**

**FIGURE 7.1: OPEN SPACES AND STREETSCAPES COMPONENTS**

- Specific Plan Area
- Existing Parks
- Potential New Parks and Plazas
- Streetscape Enhancements
- Alley Walkways/Art Walk
- Gateways
- Green Roofs in Fairplex Mixed-Use Complex
- Screened Railway Edges

**Legend**

- Specific Plan Area
- Existing Parks
- Potential New Parks and Plazas
- Streetscape Enhancements
- Alley Walkways/Art Walk
- Gateways
- Green Roofs in Fairplex Mixed-Use Complex
- Screened Railway Edges

**METRORAIL**

- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)

**Scale**

- 5 minute walk (1,200')
- 10 Acres
- 1 Acre
FIGURE 7.2: OPEN SPACES AND STREETSCAPES LANDSCAPE CONCEPT

- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)
The Citrus Gateway Park provides a welcome to Historic Old Town La Verne. A citrus grove in the courtyard of the historic fruit exchange building along with a water feature would relate to the story of water transport and management that supported the local agricultural industry and residential development.

The First Street Pedestrian Corridor creates a vital connection for foot traffic from the University of La Verne to the east. The tree species would match the street tree along First Street, creating a visual link across several blocks. This space would consist of flexible lawn panels with enhanced paving, allowing for farmers’ markets, art fairs, or seasonal festivals.

The Arts Plaza along the green southern facade of the Barkley Building would provide permanent and temporary outdoor exhibit spaces. These “green rooms” could be fenced in and allowed to spill out into the west portion of the First Street Promenade for events.

The Second Street, C Street, Third Street loop is the primary bicycle and transit hub connecting the University of La Verne to Old Town, the Gold Line station, the T.O.D. Plaza, and the Fairplex. Unifying the Oak trees along C and Third Street, paving marking, signage, and decorative pedestrian scale paving materials will all contribute to the sense of place.
FIGURE 7.4: D STREET SECTION

- STREET FUNCTIONS
  - Primary Pedestrian Connector
  - Low Speed Auto Carrier
  - Destination Place

- LANDSCAPE APPROACH
  Phasing in of the California Sycamore (Platanus racemosa) would provide a deciduous tree with an open form which allows signage and architecture to be visible through its branches.

- STREET FURNISHINGS
  Replace existing furnishings with a new palette used only within the Old Town La Verne historic district, consisting of benches, potted plantings, bike racks, and trash receptacles.
E Street Existing and Proposed
(Looking North on E Street)

Old Town La Verne Specific Plan
FIGURE 7.5: E STREET SECTION

- STREET FUNCTIONS
  - Bikeway
  - Pedestrian Connector
  - Auto and Local Transit Carrier

- LANDSCAPE APPROACH
  Continuing the Crepe Myrtle tree species at close spacings would create a unified theme for the stretch of E Street between Arrow Highway and Bonita Avenue.

- SIGNAGE
  Bicycle signage in concert with pavement markings will identify E Street as a bikeway corridor.

0     2     4     8           12          16 Feet
E Street Existing and Proposed
(looking north on E Street)
Old Town La Verne Specific Plan

FIGURE 7.6: BONITA AVENUE SECTION

- STREET FUNCTIONS
  - Auto Carrier
  - Pedestrian Connector
  - Destination Place

- LANDSCAPE APPROACH
  Phasing in of the American Sweetgum (Liquidambar styraciflua ‘Rotundiloba’) would continue the existing stand of Sweetgums to the west of C Street.

Bonita Avenue Existing and Proposed
(Looking East on Bonita Avenue)
Old Town La Verne Specific Plan

FIGURE 7.7: C STREET SECTION

- STREET FUNCTIONS (Second/Third/C Street Loop)
  - Pedestrian Connector
  - Bikeway
  - Local Transit Carrier
  - Campus Maintenance & Security Vehicles

- LANDSCAPE APPROACH
  Existing specimen Oak trees line the west side of C Street in a clean bed of decomposed granite. With the addition of a row of matching Oak trees along the east side, the experience of C Street is enhanced as is the connection to Library Park/Sneaky Park.

- SIGNAGE
  Bicycle Boulevard signage in concert with pavement markings will alert pedestrian and vehicular traffic to the presence of bicycles along the Second/Third/C Street loop.

C Street Proposed
(Looking North)

C Street Existing
(Looking North)
Remnant citrus groves continue the historical theme and provide edges to plaza spaces.

Entry plazas with palm groupings, water features, and outdoor seating to support adjacent uses.

Transit Plaza Focal Point with specimen tree.

12’ wide pedestrian path with 10’ wide Class I bike route.

Linear park edge with walking/jogging path.

Gold Line platform with adjacent park space.

Pedestrian bridge connecting to First Street parking structure.

Enhanced paving at intersection.

Primary gateway with small groves of flowering trees, signage and enhanced paving.

Secondary gateway with flowering trees, signage, and enhanced paving.

The Packing House Park provides outdoor open space to compliment the adjacent packing house and the Gold Line station. A water element anchors the central plaza, with flexible park space including relocated specimen Oak trees from local development.
**Old Town La Verne Specific Plan**

**FIGURE 7.9: FIRST STREET SECTION**

- **STREET FUNCTIONS**
  - Primary Pedestrian Connector
  - Low Speed Auto Carrier
  - Secondary Bikeway
  - Destination Place

- **LANDSCAPE APPROACH**
  First Street requires a street tree that acknowledges the reduced 60' right-of-way. An ideal selection would also provide excellent fall color and a unique character to the reimagined First Street corridor, linking the gateway at White Avenue to the University of La Verne campus.

- **FURNISHINGS**
  4’ square tree grates maximize walking space along the 10’ pedestrian right-of-way.

- **SIGNAGE**
  Class III bikeway signage identifies First Street as a secondary bikeway corridor.

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**First Street Proposed**

(Looking West)

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**First Street Existing**

(Looking West)
Old Town La Verne Specific Plan  

**FIGURE 7.10: ARROW HIGHWAY SECTION**

- **STREET FUNCTIONS**
  - Primary Pedestrian Corridor
  - Primary Bikeway
  - Medium Speed Auto and Local Transit Carrier

- **LANDSCAPE APPROACH**
  The ideal street tree along the newly configured Arrow Highway is an evergreen species with an open canopy and a scant amount of debris produced from leaves, fruit, etc. A single row softens the north side and a double row along the south side frames the pedestrian and bike path corridor.

  A landscape parkway on each side creates a safe separation between the pedestrian uses and the higher speeds of Arrow Highway vehicular traffic. This parkway would contain hearty drought tolerant shrubs that could double as a stormwater filtration system.

  The landscaped median would contain a single row of California Fan Palms (*Washingtonia filifera*) which will create a skyline element visible from the fairgrounds as well as downtown La Verne.

- **SUSTAINABILITY**
  Curb cuts along Arrow Highway would allow for stormwater runoff to be captured by the landscape parkway where it would be filtered naturally and allowed to percolate. Excess water would be directed to a standard drain system.
FIGURE 7.11: ARROW HIGHWAY SECTION AT BUS DROPOFF

- **STREET FUNCTIONS**
  - Primary Pedestrian Corridor
  - Primary Bikeway
  - Medium Speed Auto and Local Transit Carrier

- **LANDSCAPE APPROACH**
  Along the south side of Arrow Highway the bus dropoff area is separated by the bike path with a series of 4’ wide rectangular planters containing low plantings and street trees.

  Along the north side of Arrow Highway the distance to the right-of-way is shorter, making it difficult to fit trees into this area while maintaining bus clearances. Further north, the Transit Park area provides tree cover and a flexible park area to wait for riders.

- **STREET FURNISHINGS**
  Benches tucked into the planting beds along the south side of Arrow Highway will support the separation of pedestrian and bike traffic as well as provide seating for riders.
Old Town La Verne Specific Plan

FIGURE 7.12: STREET TREE VOCABULARY FOR PUBLIC STREETSCAPES

FIRST STREET & BONITA AVENUE
American Sweetgum
Liquidambar styraciflua ‘Rotundiloba’

SECOND STREET
London Plane Tree
Platanus x acerifolia

SECOND STREET
Mexican Fan Palm
Washingtonia robusta

THIRD STREET & C STREET
Coast Live Oak
Quercus agrifolia

D STREET
California Sycamore
Platanus racemosa

E STREET
Crape Myrtle
Lagerstroemia sp.

ARROW HIGHWAY
Chinese Elm
Ulmus parvifolia ‘Drake’

ARROW HIGHWAY
California Fan Palm
Washingtonia filifera
Old Town La Verne Specific Plan

FIGURE 7.13: STREET FURNISHINGS VOCABULARY FOR PUBLIC STREETSCAPES