Transit-Oriented
Development Plan

Section 5:

Projects & Programs

PROJECTS & PROGRAMS

Contents & Organization

This section of the report identifies a series of opportunity sites with preferred redevelopment programs, and provides a parking and circulation overlay plan and urban design guidelines. These recommendations are the result of meetings with the project Steering Committee and general public wherein a range of alternative scenarios were considered. Figure 5-1, Concept Plan, is a synthesis of the preferred development alternatives identified in the downtown design workshop and subsequently refined in meetings that addressed implementation. It serves as a graphic representation of the community's vision and goals for downtown.

Recommendations are organized as follows:

- **Opportunity Sites** – Recommendations for key sites within downtown that may be subject to future redevelopment.
- **Circulation & Parking Plan** – Recommendations for modification of existing transportation networks to improve pedestrian and vehicular safety and function.
- **Urban Design Plan** – Recommendations for improvement of downtown open spaces, the riverfront, streetscape, landscape, architecture and railscape.

Opportunity Sites

Based upon the framework analysis described in detail earlier in this report, a series of opportunity sites are identified that appear "susceptible" to change in that they present opportunities for improvement or new development. Downtown Riverside is fortunate to have a number of strong businesses and every effort should be taken by Village residents and leadership to keep them in Riverside and to help them succeed. Many of these businesses are located in landmark structures or other buildings that contribute positively to the visual character of downtown. While others are located in buildings and on sites that could be improved. It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur by any forceful action of the Village or that any particular business within these sites is considered less valuable than others. Rather, it suggests that these parcels present opportunities for private sector business ventures.

Figure 5-1: **Concept Plan**

Potential improvement and development sites within Downtown Riverside include the following:

Burlington Street Opportunity Sites

Site A: North Block Face

The north block face of Burlington Street contains a number of strong businesses including Riverside Foods, the grocery store that is a primary anchor of downtown, professional offices, a bank, and a gift store. Although these uses are desirable, the buildings in which they are housed are not optimal for creating a vibrant, pedestrian-oriented center. Each business is in a one story, stand alone building surrounded by its own surface parking lot. This is due largely to the Village zoning ordinance which was in place prior to the 2003 establishment of the B2 zoning district. It applied a one size fits all parking requirement for new construction and did not facilitate the development of shared and interconnected parking. As the result, large gaps between buildings exist and parking lots are not interconnected. This condition makes parking difficult and severely limits the amount of streetwall frontage in which merchant display of wares could be utilized to promote foot traffic.

Mixed-use redevelopment is envisioned for this block to provide new ground level commercial space with up to three floors of residential units above. The concept plan illustrates one potential layout for this block which features 46,000 sf of new commercial space with approximately 120 shared, interconnected parking spaces located primarily along rear property lines in accord with B2 zoning district requirements. This concept could accommodate 30 -35 residential units. Other layouts could feature upper floor space extended over ground level parking. Underground parking is envisioned for new development to provide dedicated residential parking. The grocery store should be retained as the primary tenant in any redevelopment scheme.

Figure 5-2, Opportunity Sites

St. Mary's Church controls the large parcel parking lot highlighted with the red dashed line. This lot is used for Sunday services, as well as for weekday school parking though it is not used to maximum capacity for this purpose. This parcel is an integral part of the downtown and, as such, arrangements for shared use and maintenance of this resource should be secured. Agreements should be explored for the use of 35 spaces near Burlington, while reserving the remaining spaces for dedicated church school use. In exchange, the Village or a business district association could provide landscape and signage enhancements to beautify the lot and improve its function, as well as pay monthly fees to

offset church operating costs. Insurance issues would also need to be addressed for any shared use agreement in order to limit church liability related to business district use.

Site B: South Block Face

The south block face of Burlington Street is one of the most pedestrian-oriented streetwalls in downtown as it is comprised mainly of mixed-use structures with ground level shops and residential units above. Two opportunity sites are identified for redevelopment as they contain one story, commercial use buildings.

Mixed-use redevelopment is envisioned for these sites to provide new ground level commercial space with residential units above. The concept plan illustrates one potential layout for this block which features 11,000 sf of new commercial space adjacent to buildings in order to extend the streetwall frontage, and12 new residential units are envisioned above. Parking is reorganized to provide surface lots on both ends of the block and along rear property lines. Underground parking is envisioned for new development to provide dedicated residential parking as feasible.

Quincy Street Opportunity Sites

Site C: North Block Face

The north block face of Quincy Street is the weakest pedestrian-oriented streetwall in downtown due to the fact that the majority of current uses are auto-service related. These uses are designated special allowable uses in the B2 since they were viable businesses when the B2 District was created. These parcels should be redeveloped as pedestrian-oriented, mixed-use structures when these businesses close or are relocated. This block is home to the Riverside Arts Center, a key community cultural amenity, which should serve to anchor new development.

Figure 5-2, Opportunity Sites

Mixed-use redevelopment is envisioned for these sites to provide new ground level commercial space with two floors of residential units above. The concept plan illustrates one potential layout for this block which features 17,500 sf of new ground level commercial space with 18 new residential units above. This plan illustrates a build-out of the business district to the east in accord with the new B2 zoning district. This allows for the construction of a new parking lot for Village, Metra or joint use to accommodate approximately 50 spaces. This layout creates a new streetwall for Quincy while staggering parking lot voids between the bank

parking lot to the west and the new lot to the east. Underground parking is envisioned for new development to provide dedicated residential parking as feasible.

Site D: South Block Face

The south block face of Quincy Street is dominated by a large parking lot dedicated to bank use, and contains other uses including a prominent artist glass shop, and office space. Landscape screening and beautification is recommended for the bank parking lot in the short term. In the long term, if mixed use redevelopment is proposed for this site it should be supported. It is feasible for a new development to retain ground level parking while housing office and/or residential uses above.

The concept plan illustrates a build-out of the business district to the east in accord with the new B2 zoning district. This area is classified as a "mixed-use periphery" zone in the B2 which allows the option of ground level commercial or residential use with residential units on upper floors. A residential structure is illustrated with capacity for 6 units and parking is provided on site.

Forest/East/Pine Avenue Opportunity Sites

Site E: Forest Avenue

This parcel contains the Masonic Temple and surface parking and is underutilized given its frequency of use. Redevelopment is envisioned to accommodate either a mixed-use structure or a residential structure in accord with the "mixed-use periphery" designation of the B2 zoning district. Parking should be accommodated on site for residential use, as well as for at least 50% of any commercial use. The concept plan illustrates a residential development with 12 units and housed parking for residents, along with guest parking located on rear property lines.

Figure 5-2, Opportunity Sites

Site F: Pine Avenue

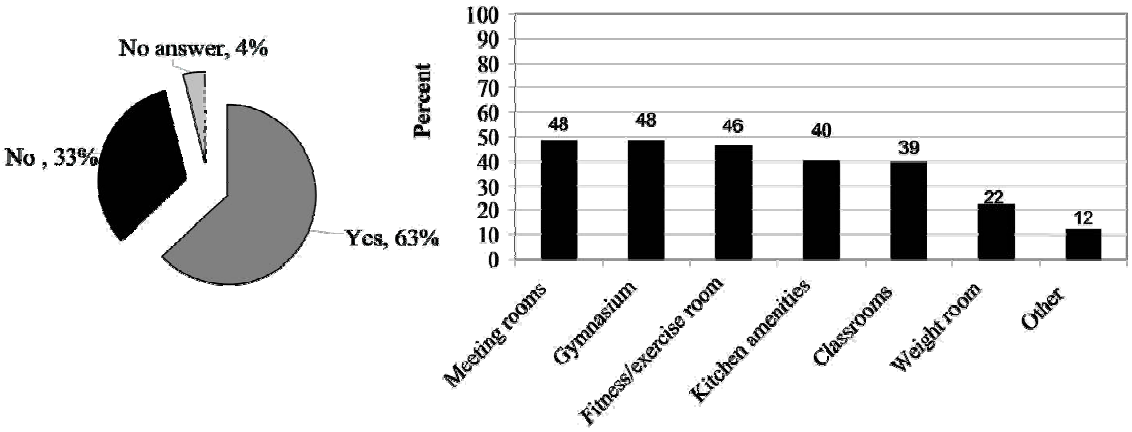
This site is a Village parking lot that provides permit parking for residents and commuters. It is primarily used by the residents of Riverside's most concentrated cluster of multi-family units which is located along Forest Avenue. The Village also owns a smaller surface parking lot across the street, along with the fire station. Residential uses are located immediately west. This site is the most logical location for the development of structured parking in Downtown Riverside.

This site has excellent vehicular access and circulation alternatives. Motorists have access to and from Forest Avenue via West Avenue, which provides direct linkage to First Avenue a regional arterial roadway. Motorists may also access the site from the north and east via East Avenue, and they may leave the site with north and south access onto Longcommon Road.
This site is ideal for architectural reasons as well. The site abuts the tallest buildings in downtown which are the four-story, multi-family residential units fronting Forest Avenue. Therefore, a large structure would not be out of place in this context. In addition, the location of this site north of the railroad embankment will mitigate its visual impact on Guthrie Park and open space located south of the tracks. It is important that the design of the structure adhere to the setback requirements of the B2 district in order to align its façade with the established building line of the adjacent neighborhood.

The concept plan illustrates a structure that could accommodate as many as 140 spaces in three stories. The number of stories and the holding capacity of the structure could be increased with good design by suppressing the ground level somewhat below grade. Although this location is off the main commercial center of downtown, consideration should be given to providing a small, ground level convenience commercial space in the structure located in the southeast corner of the facility facing the train station. The development of a detailed parking study to justify this expense, and related design specifications for such a structure, would be a next step as it is beyond the scope of this initiative.

Note: Opportunity sites G and H are described in the next section.

Source: 2005 Riverside Resident Survey



Community Center Opportunity Sites

Riverside is a community of families and, as such, its residents value safe family and child-oriented activities. Unfortunately, Riverside does not have a public use facility to accommodate such activities at this time. Public support for a community center is high as evidenced by results of the 2005 Riverside Resident Survey, and as confirmed in the stakeholder meetings conducted throughout the planning process. One Thousand registered voters received the survey and 646 completed the survey, for a response rate of 65%.

Residents were asked to identify which program elements they consider most important for a community center and the results are recorded in this chart. Cost estimates for a project of this magnitude are in the $6 million dollar range.
Potential sites for a community center were assessed during the planning process. Downtown sites included the former public works facility adjacent to the Town Hall, utilization of the Town Hall itself for this purpose, and a site between the Swim Club and the Des Plaines River. Harrington Park is another site option though it is not located downtown.

Figure 5-3, Former Public Works Site

Site G: Former Public Works Site
Reuse of the former Public Works facility attached to the east end of the Town Hall was considered. It consists of a two-story brick clad, concrete frame building constructed in the 1950's. The building is in poor condition and reuse of the structure would likely be more expensive than demolishing it and constructing a new facility. The site offers terrific riverfront views and access opportunities. A majority of stakeholders would support use of this site for the community center. This same majority, however, also considers it to be one of the most unique sites in Riverside and that it presents opportunities for taxable, market rate development.

Figure 5-4, Swim Club *(Photo Credit: Riverside Swim Club)*

Site H: Adjacent to the Swim Club
Another site that received favorable support from stakeholders as a valid site for a community center is the land due west of the Riverside Swim Club. The Swim Club is a privately owned recreational facility that operates a swimming pool with basketball and volleyball courts. As this central area within Riverside is already well established as a family activity destination, a community center in this vicinity would be a mutually supportive use.

Figure 5-5, Town Hall

Town Hall
Use of the Town Hall as a community center was identified as another valid option for consideration. From an architectural and space planning perspective, it is feasible. The Town Hall has large assembly spaces, a series of smaller classroom type spaces and substantial kitchen facilities. The viability of this scenario would hinge upon the Townships willingness to reuse this facility in this manner. Another alternative would be for the Village to acquire the Town Hall and reprogramming it to meet Village specific needs.

Riverfront Hotel Opportunity Site

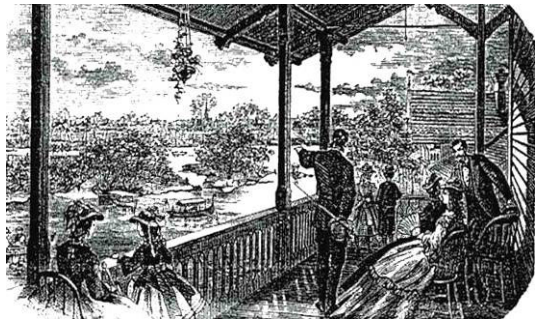


Figure 5-6, Historic Riverside Hotel

Site G: Former Public Works Site

As noted in the former section, this site is considered to be one of the most unique sites in Riverside. Historically, it was home to the Riverside Hotel which was founded in 1871. The original hotel was designed in a Swiss architectural style and featured a refectory with veranda situated to provide overlook views of the Des Plaines River. The market assessment for Downtown Riverside identifies the establishment of a small, boutique hotel with a capacity of 30 rooms to be a key development opportunity. Utilization of this site for this purpose is ideal as its location along the river and in downtown would be a distinguishing characteristic to attract patrons, and it would be a tax generating use to benefit Riverside.

This hotel is envisioned to provide accommodations primarily for family members and others visiting Riverside residents. Currently, these visitors stay outside of the community in Chicago hotels, roadhouse hotels, or small inns and bed and breakfast facilities in Oak Park. This hotel would also provide accommodation for visitors attracted to Riverside to experience the living Olmsted vision and those visiting neighboring communities such as Oak Park and LaGrange, as well as families visiting the Brookfield Zoo.

Design of the hotel is envisioned to take advantage of river views by incorporating a feature similar to that of the original hotel veranda overlooking the river. The hotel could be sized to accommodate small banquet functions as a means to offset operational costs. Public/private partnerships could be explored to underwrite development costs or the operation of semi-public use facilities. The design of the hotel should incorporate public access to the Riverfront instead of limiting it.

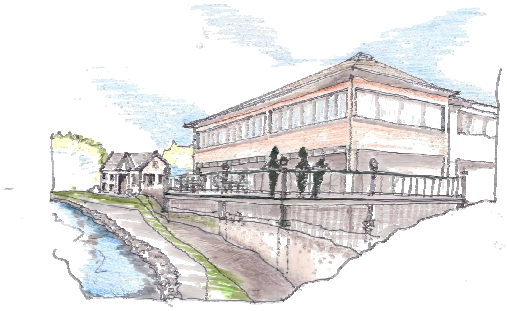


Figure 5-7, Riverfront Hotel

Parking & Circulation Plan

As an overlay to the Concept Plan, parking and circulation improvement recommendations are provided to improve the safety and function of the downtown transportation network. All modes of transportation were assessed, including bus, vehicular, bicycle and pedestrian networks. Recommendations are provided for vehicular circulation and traffic management, parking, pedestrian access and safety, public transportation, and wayfinding and signage.

Vehicular Circulation, Traffic Management & Pedestrian Safety

Several transportation modes overlap in Downtown Riverside. This combined with Riverside's characteristic curvilinear streets and irregular intersections create safety challenges for motorists and pedestrians alike. Such conditions are especially prevalent in downtown along Longcommon Road, between Woodside and Riverside Roads. The most troublesome intersection in the Village is located at the intersection of Longcommon with Forest Avenue and Burlington Street. This offset intersection is regulated by stop signs, and is confusing for all parties trying to navigate it. The fact that a school with peak hour volumes of children on foot and on bicycles pass through this area each school day further complicates this intersection. This is a public safety concern. Alternatives for improving traffic flow while mitigating the potential for pedestrian harm are described as follows.

Actuated Traffic Signals

Traffic signals could be utilized to improve the safety and function of traffic flow onto and through Longcommon between Woodside and Riverside Roads. Signals could be specified on historic style posts to complement Riverside's gaslight street light standard so that the community's historic character would not be disrupted by plain, modern fixtures. The signals could be programmed to work as an integrated system with the train signal system so that traffic flow could be managed based upon rail traffic patterns. Pedestrian crossing signals would be provided as part of this system to improve pedestrian safety. This diagram indicates potential locations for signals.

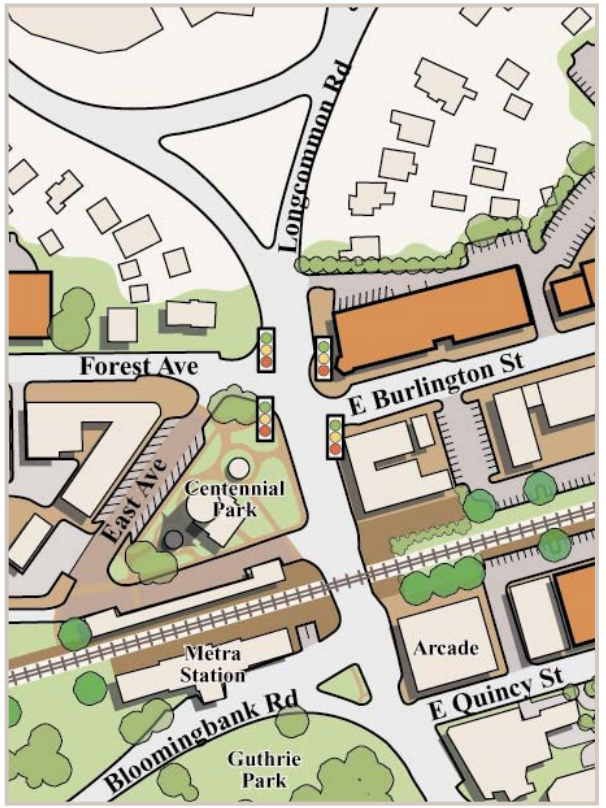


Figure 5-8, Actuated Traffic Signals

In order to manage the irregular intersections that result from the curvilinear layout of streets, signalization of the intersection of the south leg of Woodside with Longcommon would need to be incorporated with the traffic signal system at Longcommon/Forest/Burlington Streets. No geometric revisions would be necessary to the existing roadways. However, restriping of the roadways and reconfiguration or elimination of some on-street parking would likely be necessary. This is due to the need to improve traffic capacity at the intersection to minimize delay.

The addition of signals to the south leg of the Woodside/Longcommon intersection will require an additional phase to the signal resulting in an overall increase in delay compared to a standard two phase signal that would be needed for the stand-alone Longcommon/Forest/Burlington intersection. Due to the proximity of the south leg of the Woodside/Longcommon intersection to the Longcommon/Forest/Burlington intersection, two separate signal systems cannot be installed. A disadvantage to this alternative is that only the northwest leg (across Woodside) would be able to accommodate a pedestrian crossing unless an all pedestrian crossing phase was provided. Due to the proximity of the pedestrian crossing at the Forest/Burlington intersection, there should be no issue with not providing a crossing across the south leg of the Woodside/Longcommon intersection.

A detailed study and plan for such a system would be the next implementation step. Also, discussion with and approval by BNSF and ICC regarding these signals, especially near the existing at-grade railroad crossing, will be needed.

Downtown Parking

Parking in Downtown Riverside is the subject of much debate. Many residents and business owners feel that downtown parking is inadequate, while many others express the opinion that it is just fine. Consultant windshield surveys conducted throughout the planning process indicate that downtown parking is utilized, on average, at 70% of capacity. Commuter parking is utilized at 99% (source: Metra's February 2005 parking counts). The frustrating issue related to parking seems not to be the number of spaces in downtown, but rather the use restrictions associated with them that leave empty spaces in clear sight of motorists trying to park for business purposes. Individual businesses and institutions have dedicated, stand alone parking lots, parking spaces reserved for commuters in the heart of the business are vacant yet not accessible for general use, and permit parking spaces are not filled. Stakeholders feel that the distribution of parking throughout downtown is awkward and that it could be improved.

Burlington and Quincy

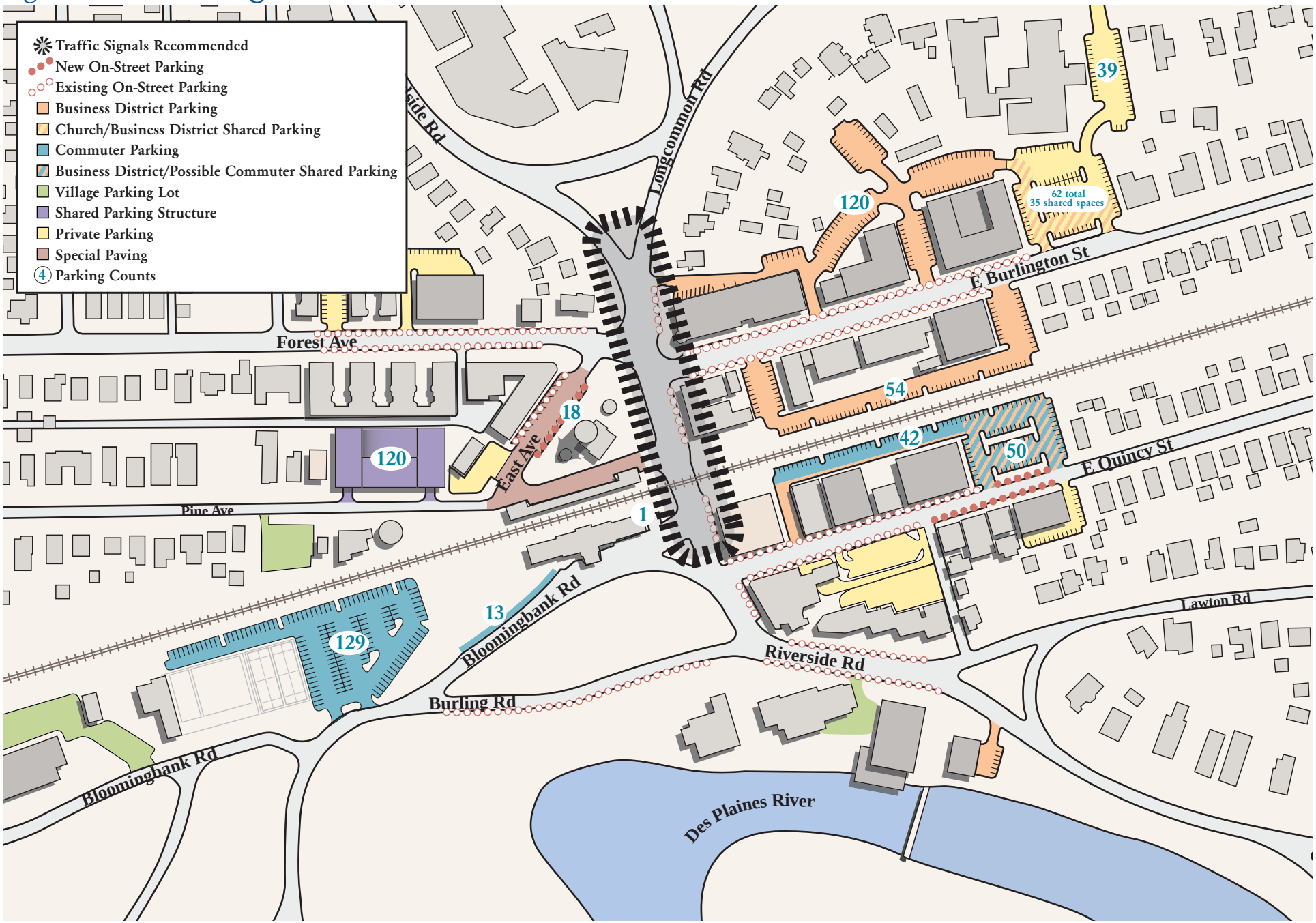
In order to improve the parking and circulation system related to downtown business activity, the development of a shared, interconnected parking system is proposed. Figure 5-9, Proposed Parking Plan, illustrates the development of coordinated, shared parking along rear property lines for the business district areas of Burlington and Quincy Streets. This can be achieved with utilization of parking lot construction specifications and cross-access easements. The B2 zoning district provides the

regulatory framework for implementation of this shared parking strategy provided that the total number of spaces is not less than the sum of parking requirements for each use. The plan illustrates the provision of one parking space per 400 sf of commercial space. Residential parking is provided within new mixed-use structures.

On Burlington, St. Mary's parking lot is a large resource that could positively impact downtown. St. Mary's already provides additional parking for the funeral home adjacent to the parking lot. When the school and church are not in use, the parking lot is informally available for use by others. No formal agreement has ever been reached and should be sought whereby the Village is able to utilize the southernmost portion of the lot for shared business district parking, while the northernmost section is reserved for student parking and school use. Rent and church liability limitation agreements related to public use of the parking lot could be implemented for use of this important asset. The Village may also consider partnering in the construction of significant landscape and fence screening improvements to restore a pedestrian orientation to the Burlington frontage. This site is envisioned as a long-term redevelopment site for mixed use with parking retained as a function of the development.

On Quincy, the development of a new municipal surface parking lot is envisioned to provide capacity for approximately 50 cars. The lot is located on the east end of the business district and extends to the downtown boundary established by the B2. Locating the new lot here is recommended in order to stagger the interruptions in the streetwall that result between this facility and the bank parking lot on the west end of the district.

Figure 5-9: **Parking and Circulation Plan**



Commuter Parking

Provision of safe, convenient parking for commuter use is one of the foundations of TOD. As documented in the analysis section of this report, there are 200 commuter parking spaces downtown. In planning for Riverside, it is important that there is no net reduction in the total number of commuter spaces throughout each step of the redevelopment process and that parking expansion opportunities are identified to accommodate future demand. This diagram depicts the current locations of commuter parking.

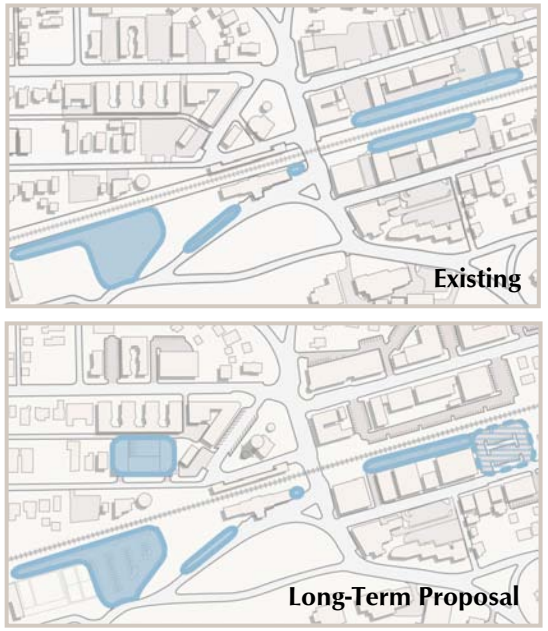


Figure 5-10, Commuter Parking

It is also important to balance parking throughout downtown to support its various functions. The concept plan illustrates strategies for improving business district parking which include the establishment of shared parking between business property owners on the north block face of Burlington, establishment of a new 50 space municipal parking lot on Quincy, new on-street parking on East Avenue, and potential for a shared use parking structure on Pine Avenue. The one area downtown where new parking is difficult to provide, given the established quality of the buildings and small land area, is the south block face of Burlington.

At present, commuter parking is located in the BNSF right-of-way behind the buildings. Riverside envisions the potential for reuse of these 32 spaces north of the Metra/BNSF Line to support downtown business once acceptable replacement commuter parking has been created. The proposed Parking and Circulation Plan illustrates the potential reconfiguration of the existing commuter parking south of the Metra/BNSF Line and north of Quincy Street in order to accommodate 17 replacement parking spaces due to the conversion of commuter parking north of the line and south of Burlington Street into business district parking. The remaining 15 replacement spaces due to the conversion to business district parking could be potentially accommodated in a shared-use parking structure and the potential new 40-space lot for commuters and other uses. Thus, a total of 32 commuter spaces would need to be replaced due to the TOD Plan, and 168 existing spaces would remain. There is also potential for additional new commuter parking in the proposed new 40-space lot south of the rail line at the east end of the study area or the proposed parking structure. The following should be noted with regard to funding for the redevelopment of existing commuter spaces proposed for replacement and additional commuter parking:

- Should any existing commuter parking lots or spaces be displaced for the business district, etc., the Village will need to work with Metra and the BNSF, the landowner of the commuter lot proposed to be converted to business district

parking, (and a developer, if appropriate) to ensure commuter spaces, including handicapped parking spaces, can be replaced within or near the station area, ensuring no net loss in the number of spaces available for commuters throughout each step of the redevelopment process.

- Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical commuter parking facilities.
- Since the Village used IDOT funds to finance Lots 5 and 6, there are obligations with these funds. Performance obligations associated with Federal and State funds need to be met by the Village via making certain the investment made previously stays in public transit.
- Any proposed additional parking within the BNSF right-of-way (i.e. south of the Metra/BNSF Line and east of the station) would need to be discussed with the BNSF.
- As a next step, the Village should communicate with Metra's Executive Director, BNSF, and IDOT to discuss the proposed plan for new and replacement commuter parking (surface and structured) further.
- The displaced commuter parking spaces that may result from the proposed redevelopment cannot be replaced within other existing commuter parking lots.
- The proposed replacement and new commuter parking spaces (surface or structured) would need to be designated commuter parking spaces with the option of shared use only in the evenings and weekends.

East Avenue
Reconfiguration of Centennial Park and East Avenue is proposed and will be described in full detail later in the urban design section of this report. As it relates to parking, 18 new angled parking spaces for the business district are recommended for the east side of the street.

Pine Avenue Parking Structure
As described as Site F in the Opportunity Site section of this report, a parking structure is envisioned for Pine Street adjacent to the Riverside Station. A three story structure with capacity for 120 cars is feasible for this site. Potential for a small, ground level convenience commercial space in the southeast corner of the facility facing the train station should be explored. Use of this structure is intended for commuter (potential replacement and additional), business and resident parking.

It is important to note that parking structures are extremely costly to build, operate, and maintain. On average, the cost per space to build a parking structure, excluding land acquisition costs, is in the $14,000-$28,000 range, compared to surface lot

construction, excluding land acquisition costs, at $3,500-$5,000. Metra does not fund parking structures. Metra only participates in building new parking spaces where demand warrants and funding is available. Grant dollars for the construction of structured parking is limited and securing such funds is a highly competitive process. Cost for this structure is estimated to be in the $2.5 million range.

The structure could be funded utilizing TIF funds, though multiple partners, both public and private, to share the costs and spaces of the parking structure, as well as infrastructure associated with the facility (roads, sidewalks, etc.). When planning for commuter patrons, parking fees need to remain comparable and competitive with the commuter parking fees of nearby Metra stations. Please see additional notes above with regard to funding for the redevelopment of existing commuter spaces proposed for additional and replacement structured commuter parking.

Pedestrian Crossing on East End of Business District

The concept of adding a new pedestrian connection over the railroad tracks on the east end of the business district has been an idea discussed since the 1970's. Generally, railroads will consider the creation of a new at-grade crossing if an existing at-grade crossing is proposed for closure. Riverside's vehicular circulation system is dependent upon existing north/south crossings and forfeiture of one of them in return for this pedestrian amenity is not feasible. If a pedestrian overpass or underpass east of Longcommon Road over/under the Metra/BNSF Line is proposed, this would need to be approved by the BNSF and the ICC, but would need to be financed by the Village or grants received by the Village (perhaps through the ICC).

Pedestrian Underpass

The existing pedestrian tunnel that provides access between the north and south platforms at the Metra Station is dilapidated and needs to be renovated if it is to remain operational. The tunnel requires structural reinforcement and major alterations to bring it into ADA compliance. The Village is responsible for this tunnel and the related improvements. If funding is not identified for the tunnel then abandonment and backfill may be required. The Village should continue to work with the BNSF to secure grant funding for these improvements.

Figure 5-11, Existing Pedestrian Underpass

Pace Bus Service

As identified in the analysis section of this report, bus service in Riverside is limited primarily to the edges of the community along major arterial and collector roads. Primary service routes are not likely to be rerouted into Downtown Riverside so alternative means to link to Pace service would be required. Two alternatives are described as follows:

Pace Vanpool Program

Pace offers a Municipal Vanpool Program (MVP) to interested communities in Pace operating areas. MVP is an innovative transportation concept that offers a variety of service options at a low price. For $260 per month, after a one-time security deposit of $550, a unit of local government can fulfill community transit needs using one of several van-type vehicles provided by Pace. Pace assists the municipality with service design and provides the van under a set of guidelines in a written agreement. The unit of local government agrees to provide a driver, promote the service within the community and report monthly ridership to Pace. This is a valid option should segments of the Riverside population require such service.

Trolley Service

The potential to establish trolley service to link area destinations should be explored with Pace. This type of service could, perhaps, be an extended version of the Pace Municipal Vanpool Program. Service could be provided to link Downtown Riverside with Downtown Oak Park and LaGrange, Brookfield, and provide service to the Brookfield Zoo.

Wayfinding & Signage

Downtown Riverside is difficult for many people to find since it is not located upon the major north/south arterial roadways of Harlem and First Avenue. In addition, the primary east/west street that leads into downtown shares three different names, Burlington, Forest and Ridgewood, thus adding to confusion. This condition also complicates advertising and promoting downtown destinations and events. Consideration should be given to changing these street names to one common name. Burlington is recommended since it is an original street name specified in the Olmsted Plan. The land west of Longcommon that surrounds Forest Avenue was not owned by the Riverside Improvement Company when Riverside was founded. Forest was developed and named at a later date. Any alterations to street names in Riverside may require approval of the Secretary of the Interior due to Riverside's Landmark status.

Figure 5-12, Village Gateway Feature Located at First & Forest Avenues

Another challenge that visitors and shopping patrons must confront in Riverside is locating key destinations within the community. This is especially true for visitors making the trip for the first time. In order to improve upon these conditions, a comprehensive community

wayfinding and informational signage program is proposed for Riverside. An interpretive signage program is also recommended as a means by which the community can educate residents and visitors on all aspects of its rich historic heritage.

Wayfinding Signage Program
A wayfinding program is proposed to provide direction into the community from abutting arterial collectors including Harlem, First and Ogden Avenues. Gateway signage is proposed at key intersections on major regional roadways and intermittent directional signage strategically located along the primary local streets is recommended. This approach establishes clearly marked entrances into the community and assistance with finding downtown and other key Village destinations.

Gateway Locations & Wayfinding Corridors

Arterial	*Primary Local Street to Downtown*
Harlem Avenue	Longcommon Road Burlington Street Quincy Street
First Avenue	Forest Avenue
Ogden Avenue	Barrypoint Road

Informational Signage Program
Information signage is proposed to direct pedestrians and motorists to key Village destinations such as the Downtown Central Business District, the Town Hall, Arts Center, library, train station and the river, among others.

Interpretive Signage Program
Interpretive signage is proposed to document the Riverside Improvement Company, Olmsted and Vaux, historic landmarks, pivotal community events, individuals, natural features, and other points of interest.

Examples of these types of signage are provided here to illustrate various design approaches for these types of community signage programs. Such programs should be custom designed for Riverside to reflect its unique heritage. These examples are from historic sights and townships in Doylestown, Pennsylvania, and Princeton, New Jersey areas, and from Richmond, Virginia. *(Examples by Cloud Gehshan Associates, Philadelphia, Pennsylvania)*

Figure 5-13, Example of Coordinated Community Signage & Banner Program

Figure 5-14, Example of Wayfinding & Informational Signage

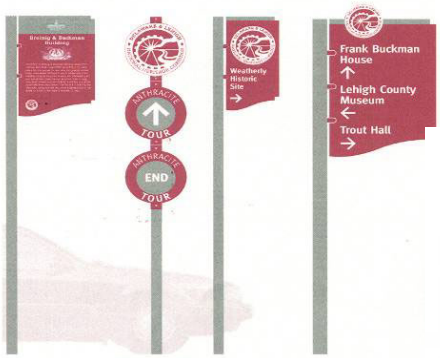


Figure 5-15, Example of Interpretive Signage

Urban Design Plan

As an overlay to the Concept Plan, urban design recommendations are provided that may be implemented to enhance the public gathering space, streets, landscape, and rail corridor of downtown. These projects are intended to maximize pedestrian use of downtown, to improve the visual and functional relationships between the business district and the railroad corridor, and to enhance the image and visual appeal of the Village overall.

Improvement projects are described for Centennial Park, riverfront enhancement, and railscape beautification. In addition, design guidelines are provided for public and private sector improvement projects.

Centennial Park

Centennial Park is home to the historic water tower and is the most highly visible open space within Riverside. As depicted, it is located at the central intersection of downtown and is directly adjacent to the Riverside Metra station; therefore hundreds of passersby see this important open space each day. Improvement of this space presents opportunity for the Village to enhance the community's image while developing the public gathering and event space sought by residents.

Figure 5-16, Existing Conditions

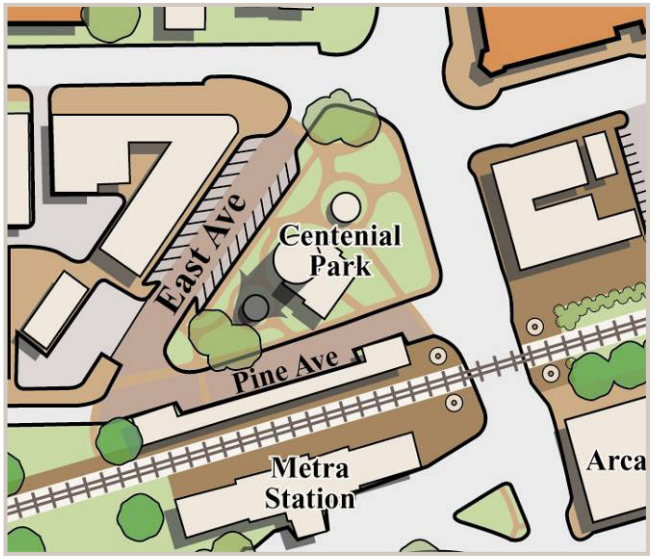


Figure 5-17, Proposed Improvements

Centennial Park is approximately .85 acres in size. It contains the newly renovated water tower, a 2,000 sf building used to house the Village Parks and Recreation Department, two small well house structures, a curvilinear path system, and landscape that features lawn areas and canopy trees. The park is currently bisected by a drive lane and parking located just west of the water tower. One of the well houses has been renovated to house the Riverside Museum, though its operating hours are limited.

Redevelopment of the park is envisioned to provide multiple benefits for the community. The establishment of a Riverside visitor center, perhaps in association with the museum, could establish Centennial Park as the "front door" to Riverside to welcome and orient visitors to the community. This visitor center/museum could be the primary resource for educating people about Riverside, Olmsted, and the principals upon which the community was founded. And, it could serve as the launching place from which a series of architectural tours are staged.

The visitor center/museum could start small in the well house structure already converted to museum use, and then grow to fill other structures on site. As a long-term proposal, relocation of the Park and Recreation Department would free use of this building for further expansion of the visitor center/museum, or for other downtown-related public uses such as a Chamber of Commerce or downtown management office.

Physical reconfiguration of the park is proposed. The drive lane and parking that currently bisects the park west of the water tower should be removed and returned to park use. This is important in order to eliminate conflicts between pedestrian and auto use within the park. On the East Avenue frontage of the park, angled parking should be developed to serve the business district. Approximately 18-20 new spaces could be created. When compared to parallel parking, angled parking provides safer ingress and egress from vehicles as well as the maximum number of space for business district uses.

Figure 5-18, Centennial Park Images

Special paving, such as the herringbone brick pattern of the train platforms pictured to the right, is proposed for East and Pine Avenues around the park in order to demarcate this area for special use and to visually tie the appearance of the train platform area to the 'park plaza.' These roads could be closed during special events such as festivals and street fairs to accommodate pedestrian congregation.

Riverfront Enhancement

The community was founded alongside a beautiful bend of the Des Plaines River, and this, of course, was how it was named. Yet, many people would have no idea that a river is part of the community today. The river is an asset for Riverside and it should be reengaged with the function of community.

For the most part, the river runs behind private property throughout the Village. Therefore, downtown offers a unique opportunity for the public to engage the river. A combination of public and private sector improvements are proposed.

Important civic buildings are located along the river. Inviting public spaces should be developed on the grounds around the Town Hall and Library to provide seating areas and gathering space that overlook the river.

As previously described, redevelopment of the former public works building into a small hotel and banquet facility would be an ideal use for downtown. The location alongside the river would be an added attraction for guests. Development of a veranda with river views is recommended for this facility.

An existing pedestrian bridge over the river links downtown to so-called "Riverside Lawn," the area south between downtown and Ogden Avenue in unincorporated Cook County. A trail system could be developed in this area to provide a recreational amenity accessible from downtown, as well as provide pedestrian access to Ogden Avenue.

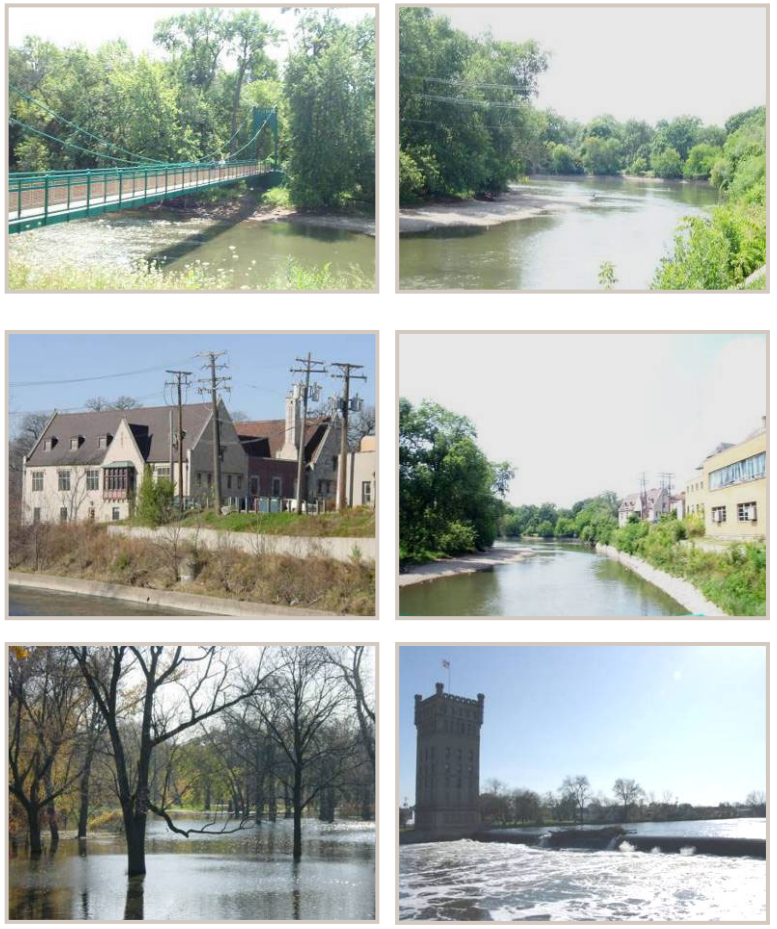


Figure 5-19, Riverfront Images

A riverfront trail system should be developed along the banks of the river within the community. This system could connect the swinging bridge area to other interesting features within and adjacent to the community including the Swan Pond and the Corp of Engineers tower at Lyons. Great effort should be expended to restore the banks of the river as part of any improvement

project in order to establish as healthy an ecosystem as possible. Meeting stakeholders identified fishing piers as a desirable amenity for the downtown portion of the riverwalk.

Railscape Enhancement

One of the main vantage points from which people form impressions of Riverside is from the windows of Metra/BNSF commuter trains as they pass through the community each day. This is a primary opportunity for Riverside to attract interest from visitors, shopping patrons and potential investors in the community. In its current condition, however, the railroad corridor does not present a high-quality image that reflects the true character of Riverside.

In its current configuration, there is no unifying landscape treatment along the corridor, no Village gateway or informational signage, and the rear service and trash storage areas of the central business district are not screened from view. Opportunity exists to improve this corridor by identifying improvement projects that visually unify existing buildings, architectural features for new buildings that are oriented towards the tracks, lighting improvements, and landscape treatments for parking areas and open space along the outside edge of the railroad corridor right-of-way.

While much attention has been given to maintaining the appearance of the facades of Riverside's buildings within the commercial district, the rear and side elevations have been neglected. The backside of Riverside is presented to commuters and tourists arriving via the Metra/BNSF Line each day. They are greeted with a bleak landscape of parking lots, service areas, loading docks, and back porches with little or no landscapeing, and a lack of uniformality.

Figure 5-20, Railscape Images

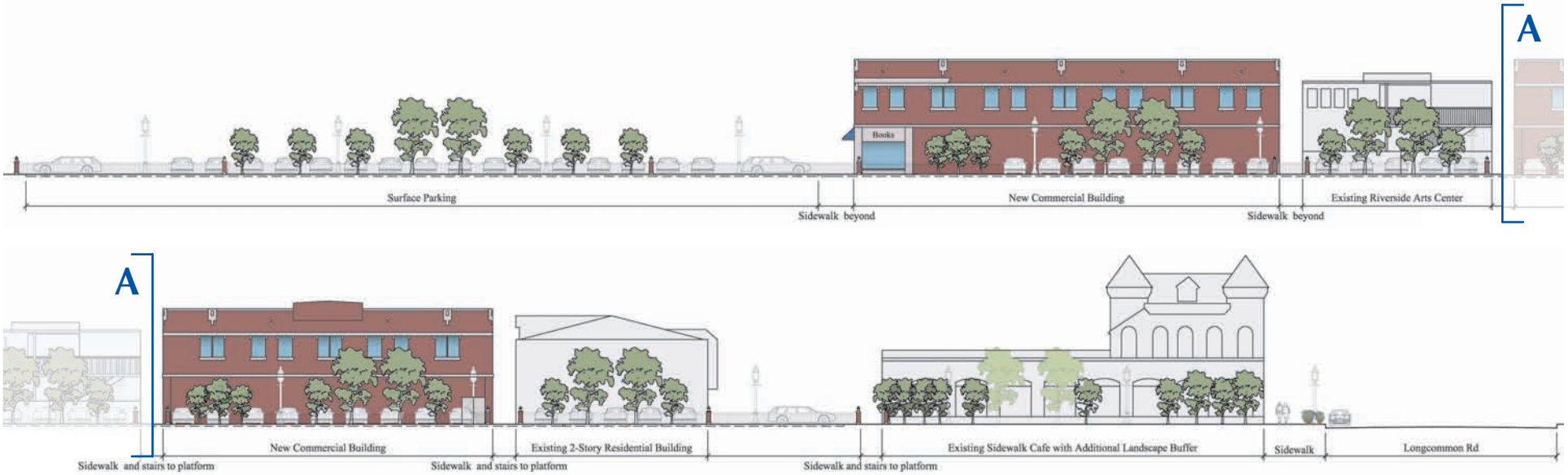
Riverside can create a welcoming railscape with the creation of a landscape buffer between the easement and the existing parking lots at both the north and south sides of the tracks as illustrated in Figure 5-21. Groupings of trees planted at regular intervals and installation of a decorative metal fence punctuated with masonry piers would separate the pedestrian and vehicular movement from the train tracks – providing both a decorative as well as functional safety measure. Additional trees and shrubs should be planted to screen any service areas not surrounded by a masonry enclosure. Residential properties could be united with awnings and planter boxes.

Figure 5-20, Railscape Images Cont.

It is important to emphasize that all railscape improvements must be developed in accord with BNSF and Metra safety regulations. Sight lines at crossings, clear markings of grade crossings and keeping pedestrians out of the dynamic envelope of train operations, rather than inviting them to linger at the edge of ties, is of highest priority. According to the BNSF, nothing can be planted 25 feet on each side from the centerline of the nearest track. In addition, BNSF track maintenance requires clearance to remove and replace ties, stock materials, and position equipment. Beyond 25 feet, behind the edge of the platform, the height of plantings allowed varies. Only plantings below 18 inches are allowed within 500 feet of a grade crossing, unless some structure already blocks visibility. Thus, any improvement proposal must be approved by the BNSF Railroad. Typically, any proposed landscaping in the vicinity of Metra stations, platforms, and in Metra parking lots are subject to Metra's Technical Service Station and Parking Design Guidelines as well as the BNSF Railroad standards regarding sight lines, clearances of tracks and crossings, and plantings.

Figure 5-21: **Railscape**

Elevation Looking South



Elevation Looking North

Design and Development Guidelines

Downtown Character

Downtown Riverside contains several mixed use commercial/residential structures that were built during the 1920's; new developments should reinforce the established character, massing and scale. New developments and alterations should incorporate historic building elements and forms from adjacent structures in order to maintain a cohesive district. Massing of new developments should acknowledge the size of adjacent structures. A continuous "streetwall" along the commercial streets should be provided by establishing a uniform setback. New developments should align with adjacent buildings; setbacks should be provided where appropriate for enhanced landscaped areas.

The pedestrian-oriented feel of the downtown district should be maintained. First, the buildings should have a significant architectural consistency and scale. Storefronts should contain large retail windows and attractive displays to encourage strolling and window shopping. Sidewalks should provide ample room for pedestrian flow and streetscape features should include signage, lighting and landscape. Parking should be located along the rear service spine as depicted in the concept plan in addition to street parking and public parking lots.

Downtown Zoning

Riverside recently established a B2 zoning district for the downtown business district. This is an important accomplishment that will positively impact downtown as new development occurs. The B2 district established a maximum building height of three stories or 38', whichever is lower, and a maximum pitched roof peek of 45'. These are important proportions to maintain the scale of downtown.

Architectural Design & Facade Enhancement

Most buildings within the downtown district are mixed-use; the architectural designs are based on a traditional two-part structure with commercial or retail on the ground floor and offices or residences above. The façade should clearly indicate this separation through changes in materials and fenestration. Storefront systems, awnings, and entrance doors should be selected to be harmonious and similar to the adjacent buildings' scale and proportion.

- The existing historic and character buildings throughout the business district are primarily masonry. New materials should be selected from the palette of colors, textures and materials in these existing buildings; recommended materials include modular face brick, limestone, and cast

Figure 5-22,
Good Example of Façade Renovation

stone. Creative use of materials and details is encouraged to break up the massing.

- Proportion, scale and location and details should be used to differentiate public entrances from private entrances. The identity of the public entrance should be evident from the public way. Public entrances should have a large scale approach and be open and inviting; the doorway should be recessed, have an awning to provide protection from the elements for shoppers, and be defined by subtle streetscape improvements such as pavers. Private entrances should be more opaque, with a predominantly solid door and set in a nearly-flush masonry opening.

- Service areas should be located off secondary thoroughfares. All service and loading areas should be screened from public view with an architecturally treated screen wall constructed of the same material as the building. All trash storage and mechanical equipment screen enclosures should be secured and accessible through locked gates. The height of the screen should block views of said elements from pedestrians and train passengers.

- Awning scale and proportions should be appropriate for the building on which they are mounted as well as the adjacent buildings. It is recommended that awnings be uniform in size, shape and color in order to unify multiple storefronts within a single building. Awning projection is preferred to be 36 inches, but a minimum of 24 inches is required. Awnings should be installed a minimum of 8 feet above the sidewalk, at a consistent height for a single building. Awning color should enhance and compliment the building and its adjacencies; colors should be limited to earth tones and primary colors.

- Signage should reflect the character of the building style, while expressing each store's individuality. Sign styles may include surface mounted, pin-mounted, decal and projecting blade signs. Sign materials should be limited to painted wood, canvas, architectural glass and metal. Sign color should harmonize with the building upon which it is mounted and adjacent buildings; colors should be limited to earth tones and primary colors. Signs should be lit by marquee or spot lighting; neon lighting should not be permitted.

- Exterior building lighting should be designed to be contextual with the building and adjacent building design. Building lighting should focus on providing light on building signage and enhancing architectural details on the façade, such as wall lanterns and architectural highlighting.

Streetscape & Landscape

Attention should be paid to all existing streetscape/pedestrian zones to ensure that those created, altered and amended by future developments continue to enhance Riverside's pedestrian-friendly character. Special consideration must be given to

enhancing and providing safe, efficient movement of pedestrians within the downtown area. An overall unified streetscape design that addresses the pedestrian and vehicular zones should be established for the downtown district:

- Decorative brick pavers should be used along sidewalks, at corners, and/or in plazas to enhance the attractiveness of an area and to define pedestrian activity areas. Pavers could also be set into the streets or driveways to define pedestrian crosswalks. Such treatments are intended to reduce traffic speeds, connect pedestrian walkways, and enhance a site's attractiveness and physical character. Where decorative pavers are not used, concrete walks and plazas could be enhanced with tinted color, designed scoring and finishes.
- The current Village light fixture with the "Gas Lantern" luminaries and decorative cast metal pole combination should be continued within all new developments in the downtown district.
- Tree grates should be used with all parkway trees not enclosed in raised planters.
- Raised planters with street trees and multi-tiered planting are recommended for new developments. Multi-tiered planting includes shrubs, perennials and groundcovers that provide a variety of color and seasonal interest to the streetscape.
- Moveable planters are recommended for sidewalks and open spaces too narrow to accommodate raised curb planters.
- Decorative metal fencing and masonry walls should be used to enhance and define open spaces, landscape areas and building entrances.
- Consistent, well-designed and clearly interpreted community wayfinding signs should be installed throughout the business district.
- Widened walkways or bump-outs at street corners are recommended throughout the business district. Bump-outs slow traffic, highlight pedestrian crossings, encourage pedestrian gathering and allow for the incorporation of streetscape elements into the streetscape design.
- New parking should be located behind, within or underneath new buildings within the development. Access to parking and loading areas should be from a collective rear "circulation spine". Curb cuts and vehicular entrances should be minimized throughout the business district.
- Surface parking lot entrances should be defined with coordinated signs, landscaping and architectural elements (decorative metal fencing in combination with masonry piers) that complement the design of the development and add visual interest to the street.
- Landscaping should be provided within all parking areas to minimize the visual and physical impacts upon the surrounding areas. A perimeter landscape area should be provided along all parking areas adjacent to public streets, pedestrian zones or residential uses to lessen the visual impact of parked cars and parking areas on the area streetscape and surrounding uses. Typically, any proposed landscaping in the vicinity of Metra stations, platforms, and in Metra parking lots are subject to Metra's Technical Services Station and Parking Design Guidelines as well as the BNSF Railway standards regarding sight lines, clearances of tracks and crossings, and plantings.

Planting and Maintenance Plan

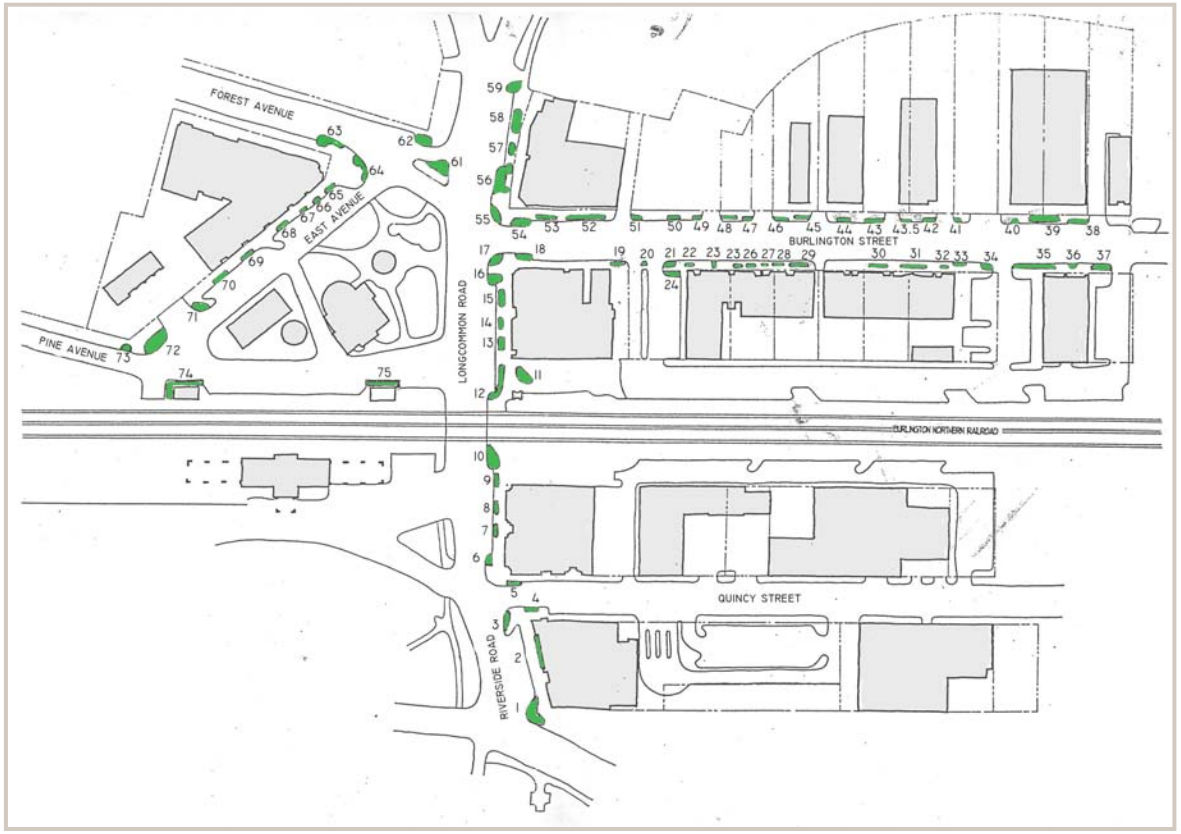


Figure 5-23, Site Plan

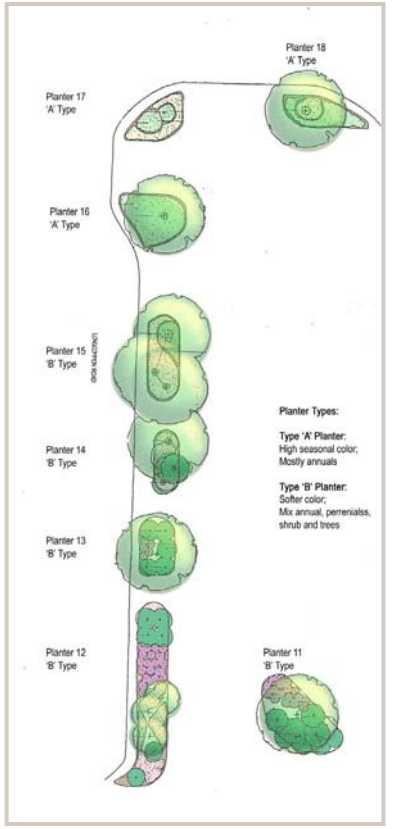


Figure 5-24, Planters 1-17

Planting & Maintenance Plan				
Task	Planter Identification Number	Area (SqFt)	Unit Cost/SqFt	Total
Replace colorful annuals and perennials	5, 6, 54 & 61	88	$15	$1,320
Plant colorful annuals and perennials	33, 43 & 43 1/2	46	$15	$690
Augment existing ground layer with plants selected from the Suggested Plant List; remove existing weeds	7, 8, 9, 10, 18, 19, 20, 21, 22, 23, 24, 25, 29, 30, 31, 32, 34, 35, 36, 37, 38, 39, 42, 44, 45, 55, 56, 57, 58 & 59	839	$22	$18,458
Augment existing ground layer with plants selected from the Suggested Plant List; remove existing weeds; prune large shrubs so they do not intefere with pedestrian traffic	11, 12, 13, 14, 15 & 16	206	$26	$5,356
Lo-gro sumac to be augmented with plants slected from the Suggested Plant List	17	15	$26	$390
Augment existing ground layer with plants selected from the Suggested Plant List; remove existing weeds; prune Pogoda Dogwood into tree form	28	10	$26	$260
Augment existing ground layer with plants selected from the Suggested Plant List; remove existing weeds; prune dogwood to grow taller than Lo-gro Sumac, cut back potentilla to encourage better growth;	46	10	$26	$260
Augment existing ground layer with plants selected from the Suggested Plant List; remove existing weeds; prune dogwood to grow taller than Lo-gro Sumac, cut back potentilla to encourage better growth; Shining Sumac should be allowed to grow taller when it is located in front of a blank wall or parking lot. Prune side branches to avoid interference with foot traffic	47, 48, 49, 50 & 51	89	$26	$2,314
Augment existing ground layer with plants selected from the Suggested Plant List; remove existing weeds; Shining Sumac should be allowed to grow taller when it is located in front of a blank wall or parking lot. Prune side branches to avoid interference with foot traffic	52 & 53	60	$26	$1,560
Existing perrenials to remain; augment as necessary	40 & 41	12	$12	$144
Not listed; watering and maintenance only	1, 2, 3, 4, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74 & 75	773	$17	$13,141
No additional planting; watering and maintenance only	26 & 27	18	$17	$306
Grand Total				$44,199

Suggested Plant List for CBD Interplanting

Name	Common Name	Type	Characteristics	Remarks
Amorpha canescens	Lead Plant	Woody Plant	Fine, gray foliage, purple flowers	Nitrogen fixation
Andorpopgon scoparius	Little Bluestem	Grass	Orange, pink fall color	Should be planted 1 year later
Anemone canadense	Meadow Anemone	Forb	Mid-summer white flowers	Inconspicuous, but charming
Aquilegia Canadensis	Columbine	Forb	Showy red-yellow flowers in May	Somewhat aggressive
Asclepias tuberose	Butterfly Weed	Forb	Self-propagating milkweed	Spectacualr orange flowers
Aster laevis	Smooth Blue Aster	Forb	A smaller aster	Good fall color
Baptisia Leucophaea	Cream Wild Indigo	Forb	Gray-green, mounded foliage	Nitrogen fixation
Bouteloua curtipendula	Sideoats Grama	Grass	Crimson stamen along stem	Should be planted 1 year later
Caenothus americanus	New Jersey Tea	Woody Plant	Good fall color, mid-summer bloom	Nitrogen fixation
Coreopsis palmate	Prairie Coreopsis	Forb	Short, yellow flowering	Allelopathic, spreading
Dennstaedia punctiloba	Hay Scented Fern	Fern	Suited to slightly shady sites	Only sun tolerant fern
Diervilla lonicera	Dwarf Honeysuckle	Woody Plant	Rhizomatous, yellow-purple flowers	Spreading ground cover
Echinacea pallida	Purple Coneflower	Forb	Basal rosette, flowering stalk	Palre purple August flower
Gentiana abdrewsii	Bottle Gentian	Forb	Dependable late fall flower	Deep blue
Geranium maculatum	Wild Geranium	Forb	Showy, pink geranium	Aggressive
Geum triflorum	Prairie Smoke	Forb	Early red flowers, persistant foilage	Long, whispy pappus
Heuchera richardsonii	Alum Root	Forb	Basal rosette with green inflorescence	Evergreen leaves
Hypericum kalmianum	St. John's Wort	Woody Plant	Late, blooming, yellow shrub	Requires little pruning
Hypericum punctatum	Spotted St. John's Wort	Forb	Short ground cover	Small yellow flowers
Krigia biflora	False Dandelion	Forb	No dandelion, but similar	Early bright yellow bloom
Liatris aspera	Rough Blazing Star	Forb	Shorter than florist species	But spectacular
Monard fistulosa	Wild Bergamot	Forb	Must be massed for support	Odoriferous
Petalostemum candidum	White Clover	Forb	Small massing flower	White
Petalostemum foliosum	Leafy Clover	Forb	Small massing flower	Magenta
Petalostemum purpureum	Purple Clover	Forb	Small massing flower	Purple
Phlox pilosa	Downy Phlox	Forb	Early purple plant	Drought resistant

Potentilla auguta	Prairie Cinquefoil	Forb	Basal rosette with cream flowers	Not competitive
Rudbeckia hirta	Black-Eyed Susan	Forb	Showy, summer daisy	Aggressive
Smilacena racemosa	Solomon Plume	Forb	Spreading, massing lily	Early white flowers
Sporobolus heterolepis	Prairie Dropseed	Grass	Gray-green, mound forming	Provides duff, popcorn odor
Zizia aurea	Golden Alexander	Forb	Basal rosette, early yellow inflorescence	Or *Zizia Aptera*