



DOWNTOWN STREETSCAPE DESIGN GUIDE

City of Appleton, WI

05.17.2021 **alta**

DOCUMENT OVERVIEW

This document was developed to provide design standards for the City of Appleton to create an accessible, cohesive, and desirable downtown streetscape network. This document provides holistic guidance for the organization and design of streetscapes, the placement and specification of site elements and lighting, and material selection for surfaces.

This document is intended to build upon and complement existing standards and plans for street design in Downtown Appleton, including the recommendations in the Downtown Plan. It is anticipated that this document will be used by city engineers as a basis for design decisions for full-block street redesigns, partial reconstructions, and/or the replacement of surfaces or site elements.

This document is intended to be an adaptable guide for the wide range of street conditions in Downtown Appleton. Special consideration should be given to variations in available ROW, transit routes, freight routes, traffic volumes, parking demand, and adjacent land uses.

Coordination between adjacent business owners, developers, and city engineers will result in context-responsive streetscapes that maximize function and activity. Future development should inform the organization and design of each streetscape, and this document may be used to inform the design of building facades, entryways, driveways, and outdoor seating areas for new buildings. Public input should be considered where feasible, particularly for the programming and development of shared streets.

Public art is part of a vibrant streetscape. While not specifically addressed within this document, the design guide may be used to create visible locations for sculptures, such as within street terraces and curb extensions. Other forms of public art such as painted crosswalks or murals on utility boxes and buildings should be considered to further enhance the streetscape experience.

Existing utilities are not covered in depth in this guide. In select locations, electrical poles and overhead wires may be an impediment to streetscape design. Where feasible, undergrounding of utilities should be considered.

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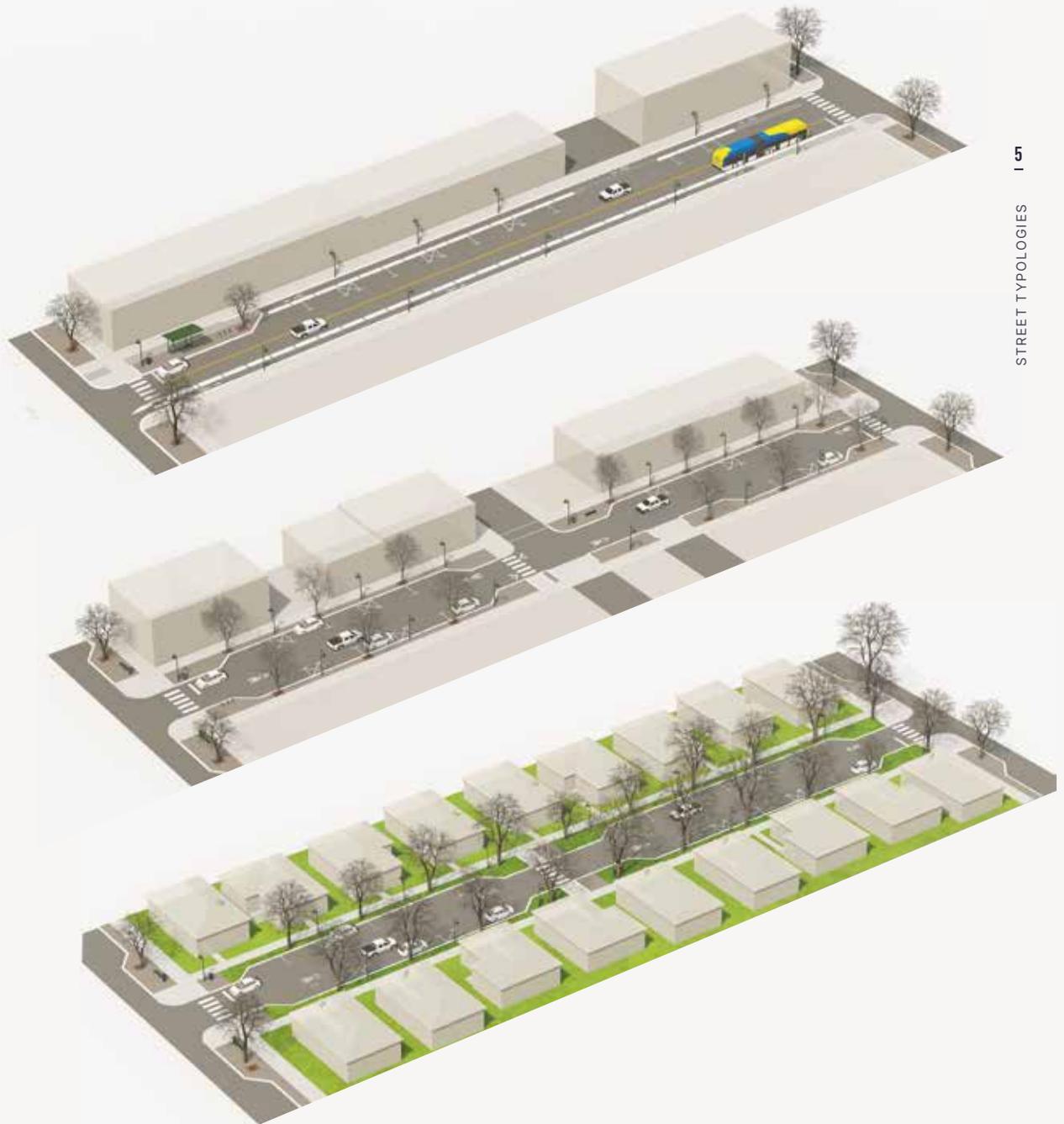


STREET TYPOLOGIES

WHAT ARE STREET TYPOLOGIES?

Street typologies provide a system for organizing and defining the role of any particular street or road within the broader transportation system and in relation to the surrounding urban design context and built environment. They augment traditional functional classification systems by balancing the needs and experiences of various roadway users including people walking, bicycling, driving, and taking transit. In addition, street typologies take a more contextual approach to street design that considers nearby land use and sense of place.

The Appleton Downtown Streets Guide establishes design parameters for accommodating streetscape elements within the public right-of-way. Individual roadway projects are still subject to engineering review to ensure the overall safety and functionality of the system.



STREET TYPOLOGIES IN DOWNTOWN APPLETON

The streets of Downtown Appleton are essential for multi-modal transportation, shopping and recreation, employment, open space, health and wellbeing, safety, and identity of the downtown area. They are used daily by people walking, biking, driving, and taking transit to and through downtown, including residents and visitors alike.

Each street has been categorized into one of seven typologies based on its form and function. The descriptions of these typologies and their corresponding locations in Downtown Appleton are indicated on this page and in Figure 1.

MAIN STREET

Primary commercial destination and pedestrian-oriented street. Limited to College Ave for Downtown Appleton.

ARTERIAL

Primary people-moving streets to and through downtown. Ranges from high-volume roadways such as Richmond St to more local arterials such as Franklin St.

COMMERCIAL SIDE STREET

Gateways to College Ave that support commercial activity. Makes up the majority of North-South oriented streets in Downtown.

SHARED STREET

Adaptable pedestrian-oriented streets that can be closed for events.

RESIDENTIAL

Low-volume neighborhood streets. These streets are limited to the edges of Downtown.

PARKWAY

Scenic greenways along waterfronts. Limited to Water St in Downtown Appleton.

ALLEY

Pedestrian network and commercial back-of-house.

MAIN STREET (COLLEGE AVE)

The main street (College Ave) is the primary retail / commercial destination and pedestrian-oriented street in Downtown Appleton, and the anchor for the entire downtown street system.

This street is significantly wider than other downtown streets and accommodates primary east-west traffic, street parking, commercial activity, and major pedestrian movement.

Compared to other street types in these guidelines, the design for College Ave is well established and has been successful. These guidelines do not propose modifications to the cross-section of the street. However, certain streetscape elements (Section 02) including refuse cans, bike racks, and colored concrete may be incorporated as part of future improvements or repairs.

KEY FEATURES



1 DISTINCT INTERSECTIONS

Intersections feature paved curb extensions at all four corners with stamped and colored crosswalks.



2 WIDENED SIDEWALKS

Wide sidewalks (10ft Min) along College Ave encourage activity and support a safe and accessible pedestrian experience.



3 ACTIVE STREET TERRACE

Wide street terraces with stamped and colored concrete define space for street trees and commercial activity such as sandwich boards and outdoor dining.



Existing images illustrate the design features (paving, awnings, public art) that make College Ave unique in Downtown Appleton.



ARTERIAL

Arterial streets are primary transportation streets connecting to and through Downtown Appleton. They are higher-volume and higher-speed roadways that prioritize linear movement of transit, cars, bikes, and pedestrians.

Key streets that fall under this typology include:

- North-South Arterials (Badger Ave, Memorial Dr, Richmond St, Appleton St)
- East-West Arterials (Packard/ North St, Franklin St, Washington St, Lawrence St)

Not all Arterial streets are alike. For example, Richmond St is a high-volume county roadway whereas Washington St is a priority bus route. There is no one-size-fits-all solution, and for that reason, there are several unique cross sections that are shown to illustrate a range of potential street conditions.

KEY FEATURES



1 TRANSIT INTEGRATION

Arterials function as the primary transit streets through downtown Appleton. At bus stops, curb extensions and/or floating bus islands should be considered to provide adequate space for bus loading/unloading without blocking sidewalks or bike lanes.



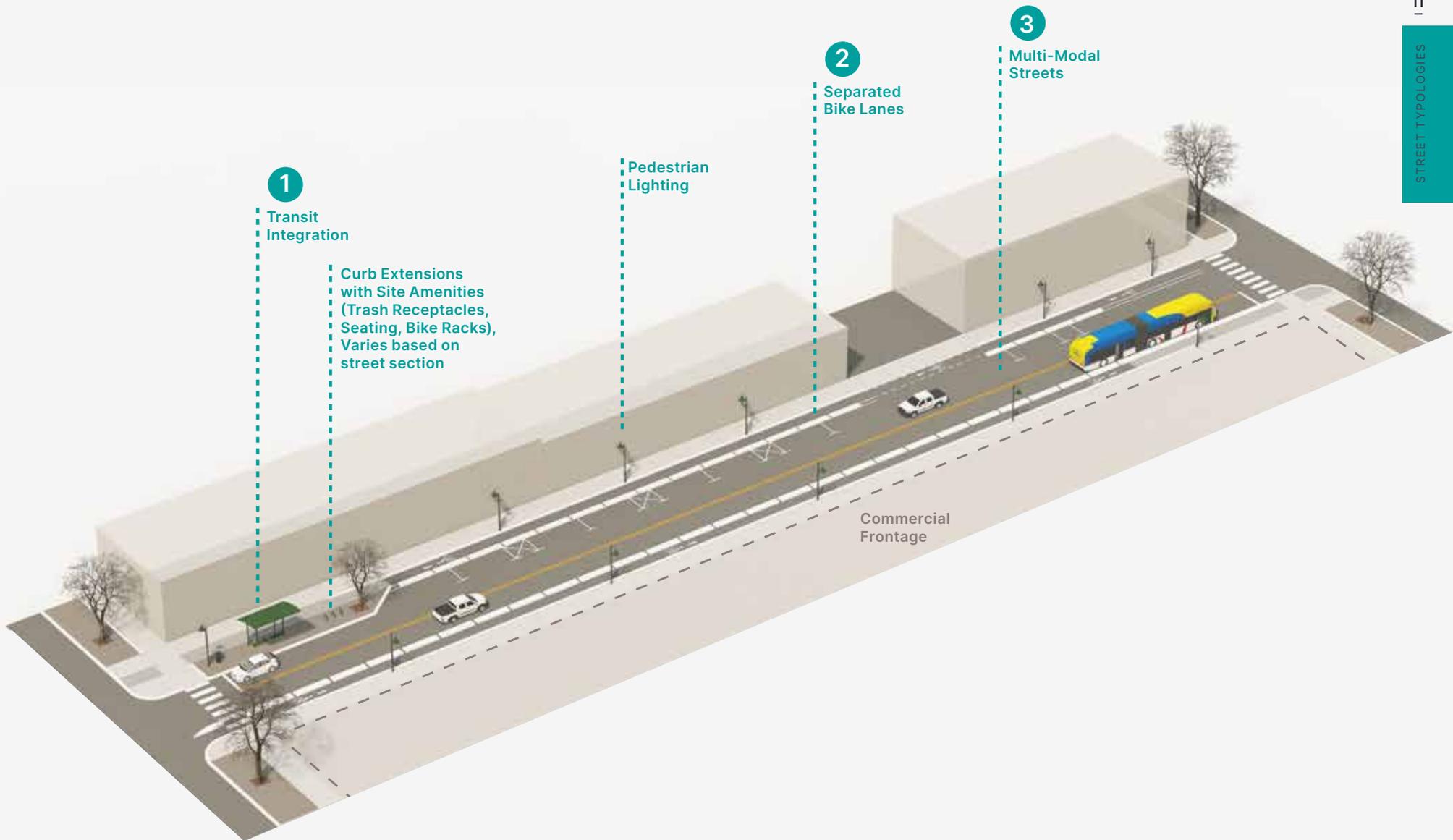
2 SEPARATED BIKE LANES

Arterials function as direct bike corridors. Separated bike lanes provide a high quality cycling experience while providing protection from parked cars and car doors.



3 MULTI-MODAL STREETS

Arterials need to blend the needs of transit, cars, bikes, and pedestrians. Not all arterials will balance each mode equally, as the range of cross sections on the following pages will illustrate.



1

Transit Integration

Curb Extensions with Site Amenities (Trash Receptacles, Seating, Bike Racks), Varies based on street section

Pedestrian Lighting

2

Separated Bike Lanes

3

Multi-Modal Streets

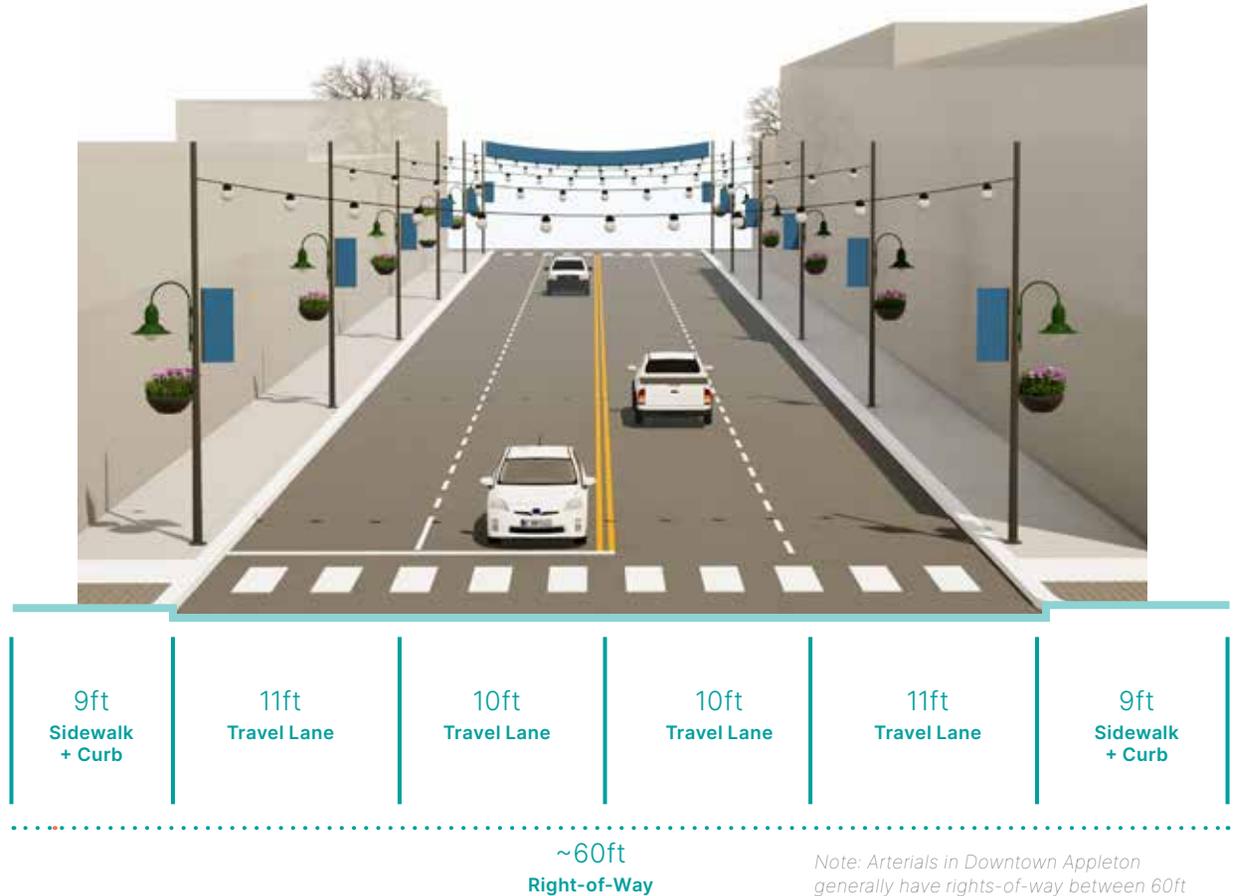
Commercial Frontage

ARTERIAL

60FT ROW 4-LANE ARTERIAL

This option may be best suited along high-speed and high-volume roadways such as Richmond St. This option proposes narrowing arterial lanes to maximize sidewalk space. This option includes:

- (2) 10.5ft-wide travel lanes in each direction
- 9ft-wide sidewalks, with a minimum 6.5ft unobstructed clear zone for accessibility
- Given the constrained pedestrian space, consider string lighting, banners, and hanging planters to enhance the character of the roadway and create a sense of arrival to downtown.

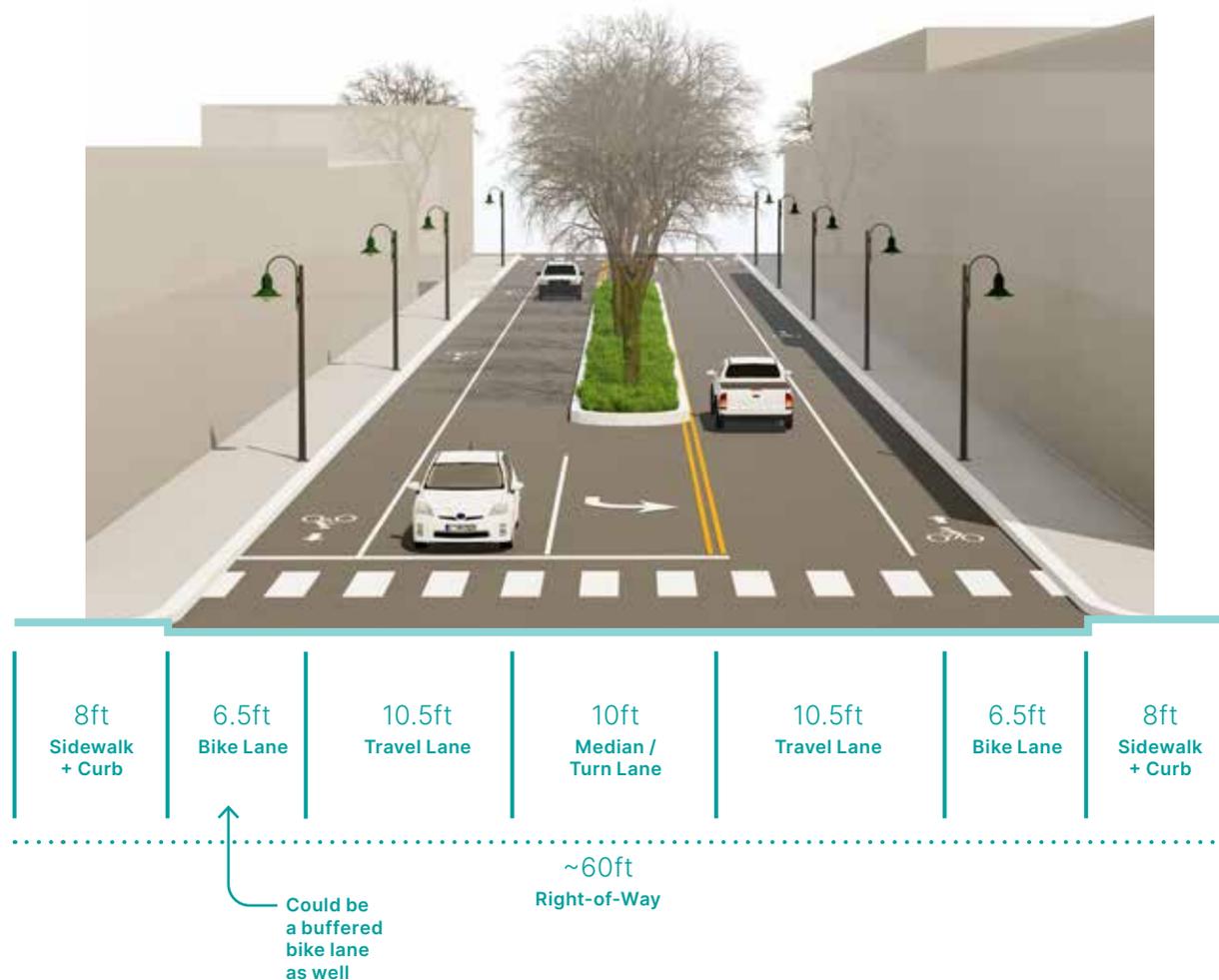


Note: Arterials in Downtown Appleton generally have rights-of-way between 60ft to 66ft. All arterial cross sections are shown for a 60ft-wide right-of-way to provide consistency. Rights-of-way wider than 60ft provide opportunity for wider sidewalks, bike lanes, and street terraces than shown.

60FT ROW MEDIAN / CENTER TURN LANE

This option balances multiple modes with an intermittent center turn lane, tree-lined median, and bike lanes. This option includes:

- 10.5ft travel lanes in each direction
- A 10ft center turn lane / median with trees
- 6.5ft bike lanes or a 4.5ft bike lane with 2ft buffer
- An 8ft-wide sidewalk on both sides

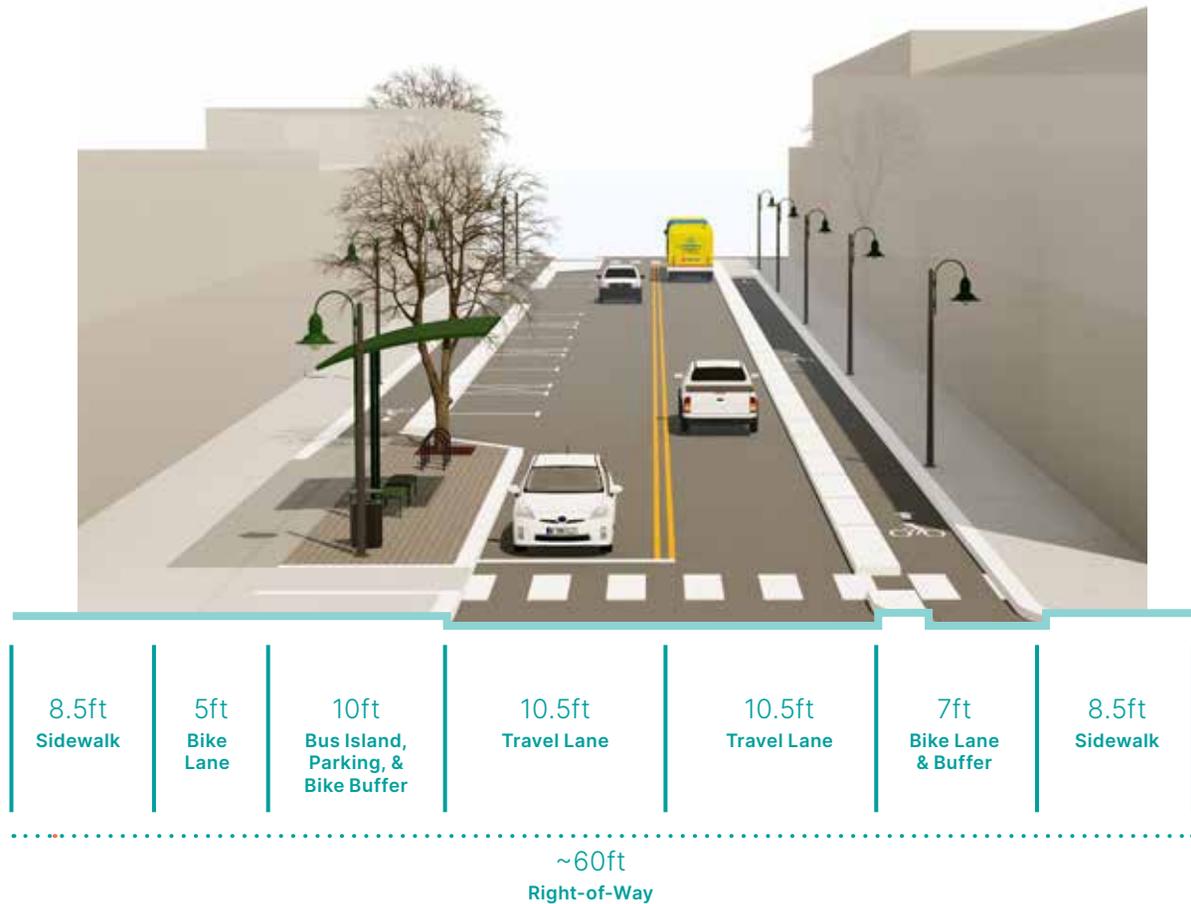


ARTERIAL

60FT ROW TRANSIT PRIORITY

This option prioritizes transit access while providing a floating transit island and buffered bike lanes. This option includes:

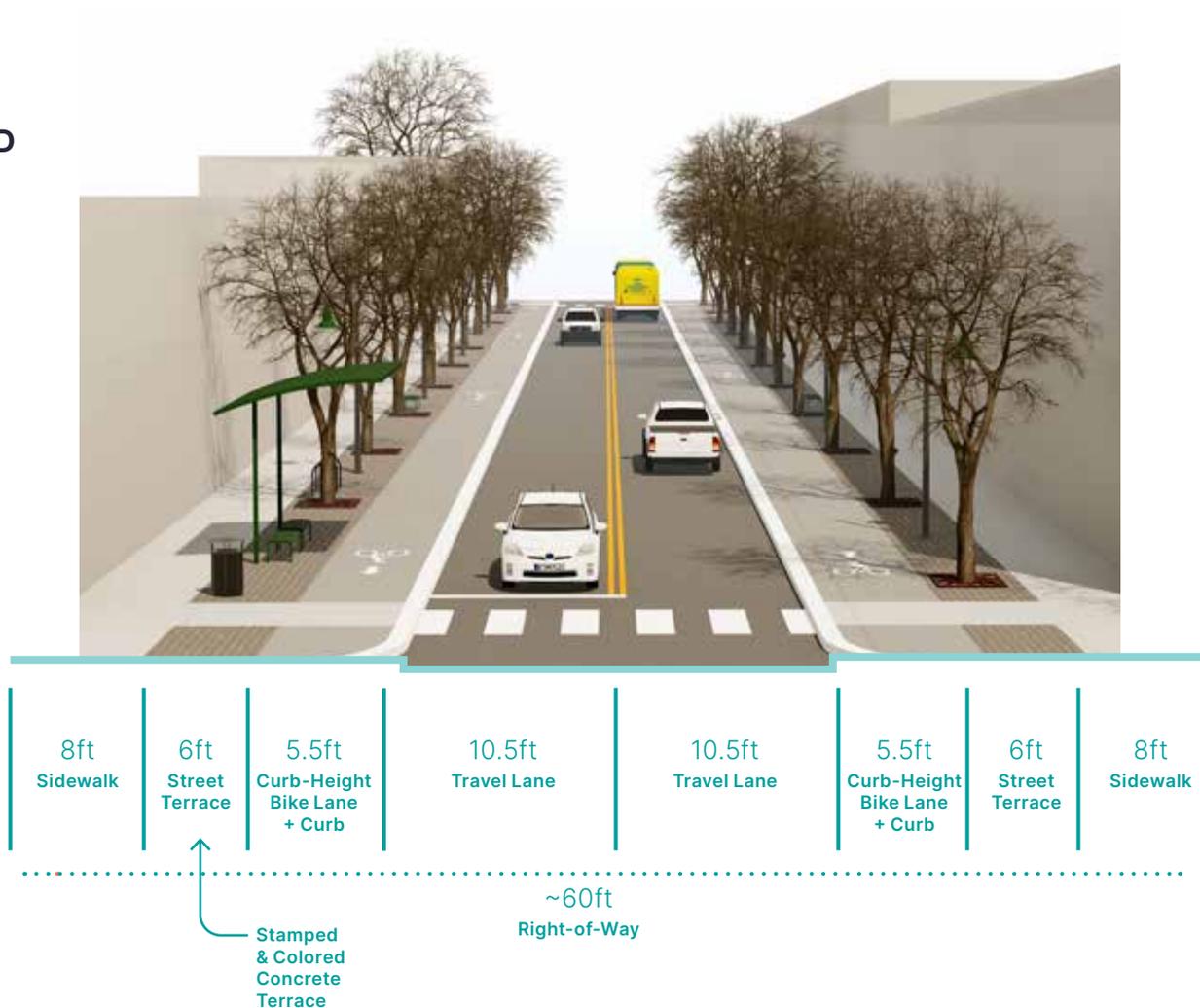
- 11ft travel lanes in each direction
- A 10ft Bus Island w/ transit shelter, seating, and site amenities
- 7.5ft parking lane on one side
- 5ft bike lanes w/ curb buffer in each direction
- An 8.5ft-wide sidewalk on both sides



60FT ROW BIKE & PEDESTRIAN BOULEVARD

This option provides enhanced bike and pedestrian facilities while creating memorable and dynamic tree canopy. This option includes:

- 10.5ft travel lanes in each direction
- 5.5ft curb-height bike lanes in each direction
- An 8ft-wide sidewalk on both sides
- A 5ft stamped and colored concrete terrace w/ street trees, transit shelters, and site amenities, located between the sidewalk and the bike lane



ARTERIAL

COMMERCIAL SIDE STREET

A commercial side street is a common north-south oriented street type that functions as a gateway to College Ave and supports key retail / commercial activity. They are low-volume roadways that provide a safe pedestrian experience and balance street parking, landscape, and sidewalk amenities.

Key streets that fall under this typology include:

- Locust St
- State St
- Walnut St
- Division St
- Superior St
- Oneida St (north of College Ave)
- Morrison St
- Durkee St

KEY FEATURES



1 CURB EXTENSIONS

Curb extensions are a traffic calming measure for these street types, and help delineate parking, maximize landscape, and shorten crosswalks. Curb extensions may be located at intersections and mid-block crossings.



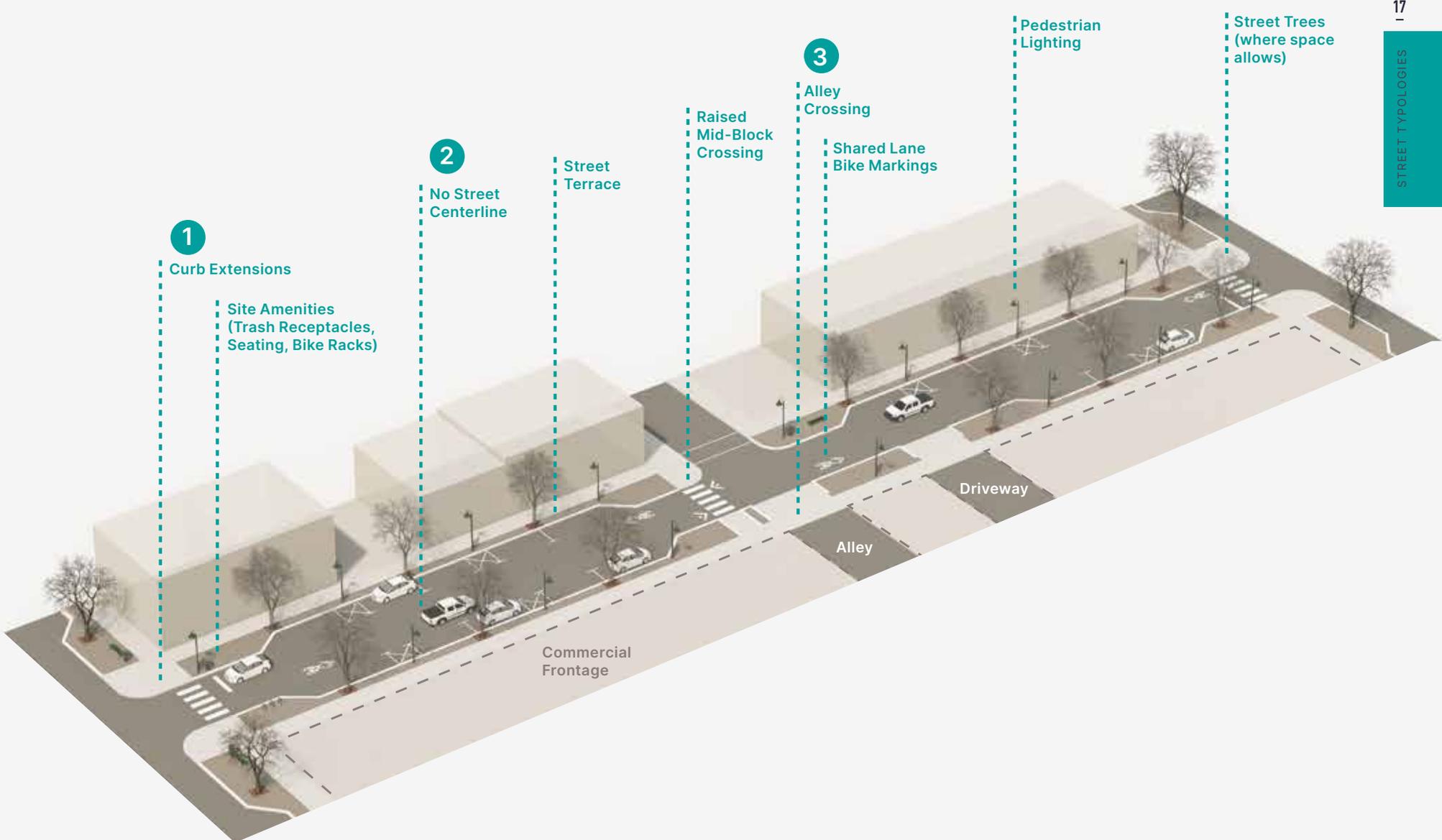
2 NO STREET CENTERLINE

Removing the street centerline is a traffic calming measure that encourages slower vehicular speeds. This may be considered for low-volume and low-speed streets.



3 ALLEY CROSSING

Where an alley crosses a sidewalk, an option to maintain continuity of the sidewalk is a tabled crossing that requires cars in the alley to ramp up to the sidewalk level to cross. This provides an added safety measure and prioritizes accessibility for pedestrians.



1

Curb Extensions

Site Amenities
(Trash Receptacles,
Seating, Bike Racks)

2

No Street
Centerline

3

Alley
Crossing

Shared Lane
Bike Markings

Street
Terrace

Raised
Mid-Block
Crossing

Pedestrian
Lighting

Street Trees
(where space
allows)

Commercial
Frontage

Alley

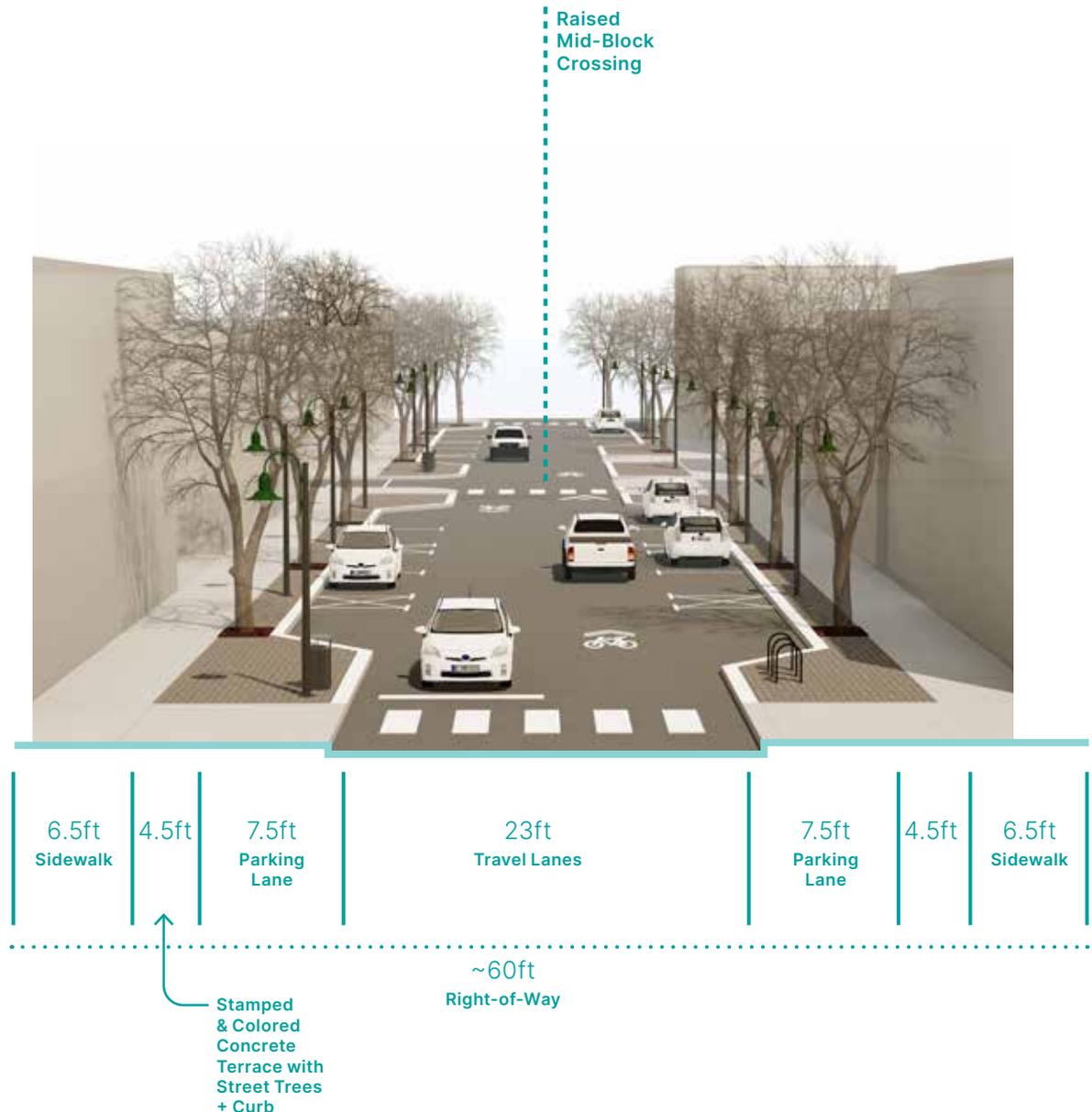
Driveway

COMMERCIAL SIDE STREET

60FT ROW PARALLEL SIDES

This option provides a comfortable sidewalk and the same cross section/experience on both sides of the street for a 60ft-wide ROW. This option includes:

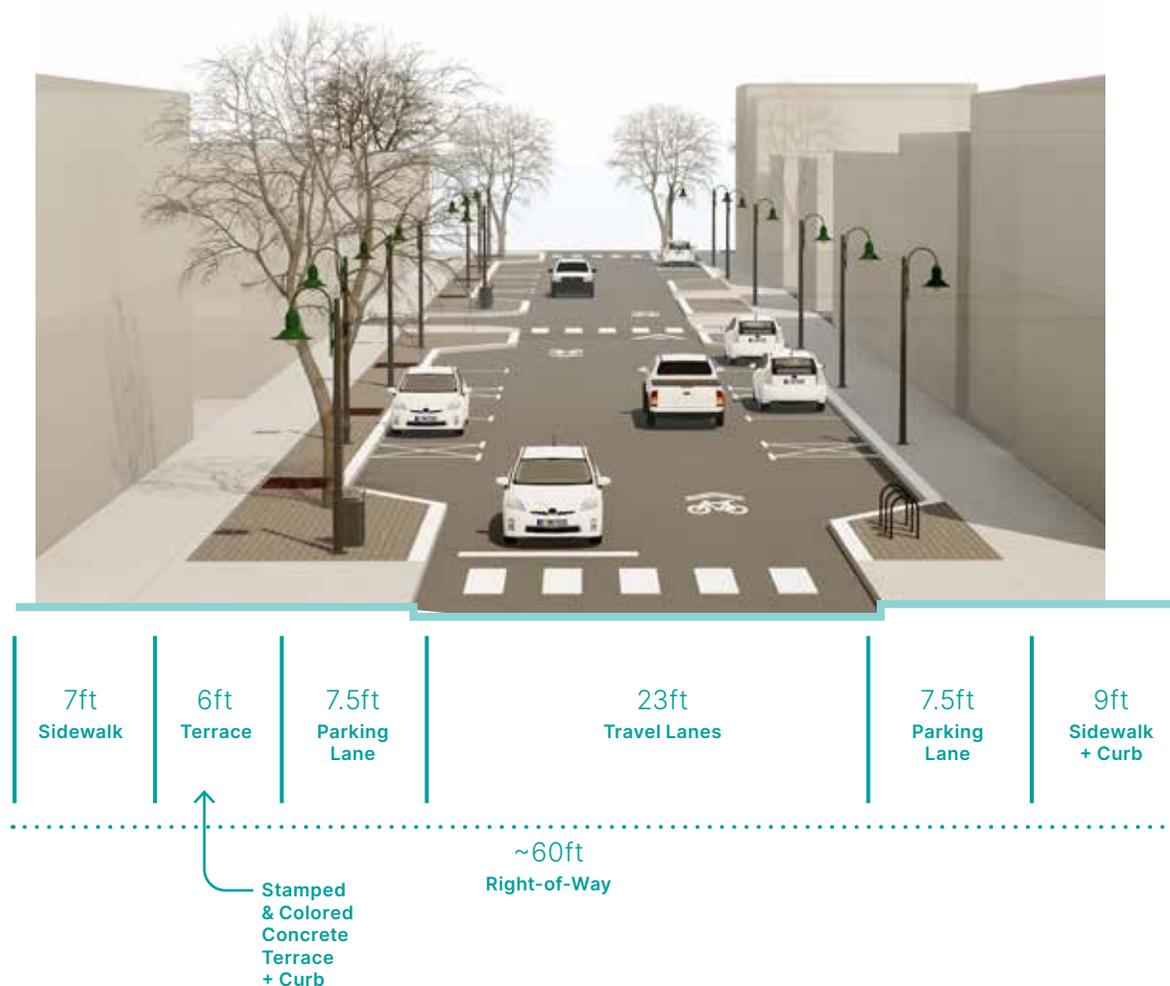
- 7.5ft parallel parking lanes
- 23ft-wide two-way travel lanes with no centerline delineation and shared-lane bike markings
- 6.5ft-wide sidewalks
- 4.5ft-wide stamped & colored concrete terraces w/ pedestrian lighting
- 6.5ft wide curb extensions at intersections and mid-block crossings (reference Curb Extensions in Elements Section for detailed diagram)



60FT ROW STAGGER SIDES

This option allocates more terrace space along one side of the street in order to provide enough space for trees, while maintaining wide sidewalks and parking on both sides. This option includes:

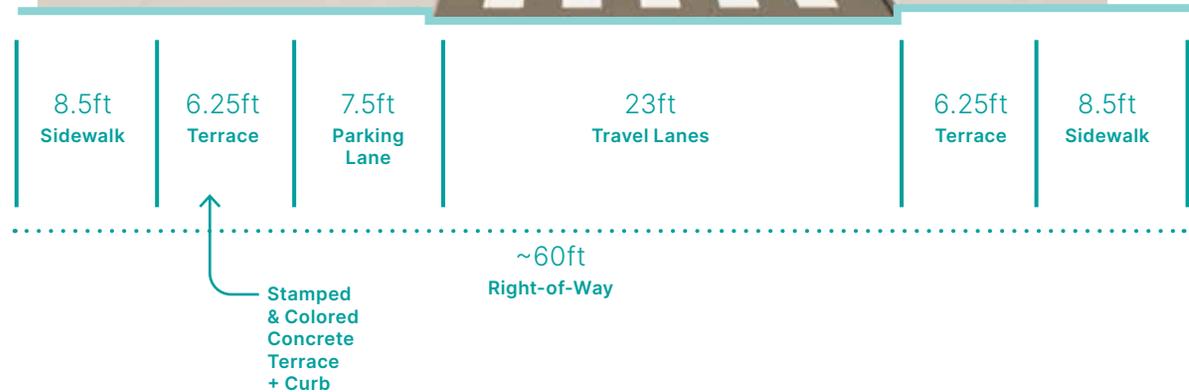
- 7.5ft parallel parking lanes
- 23ft-wide two-way travel lanes with no centerline delineation and shared-lane bike markings
- A 7ft-wide sidewalk on the street side with the terrace and a 9ft-wide sidewalk on the other side
- A 6ft-wide stamped & colored concrete terrace w/ pedestrian lighting and street trees on one side of the street
- 6.5ft wide curb extensions at intersections and mid-block crossings (reference Curb Extensions in Elements Section for detailed diagram)



60FT ROW ONE-SIDE PARKING

This option provides parallel parking along one side of the street, which allows for wide sidewalks and terraces on both sides of the street. This option may be appropriate for streets with new developments with off-street parking options. This option includes:

- 7.5ft parallel parking lane on one side
- 23ft-wide travel lanes with no centerline delineation
- 8.5ft-wide sidewalks
- 6.25ft-wide stamped & colored concrete terraces w/ pedestrian lighting and street trees
- 6.5ft wide curb extensions at intersections and mid-block crossings along the parking side (reference Curb Extensions in Elements Section for detailed diagram)

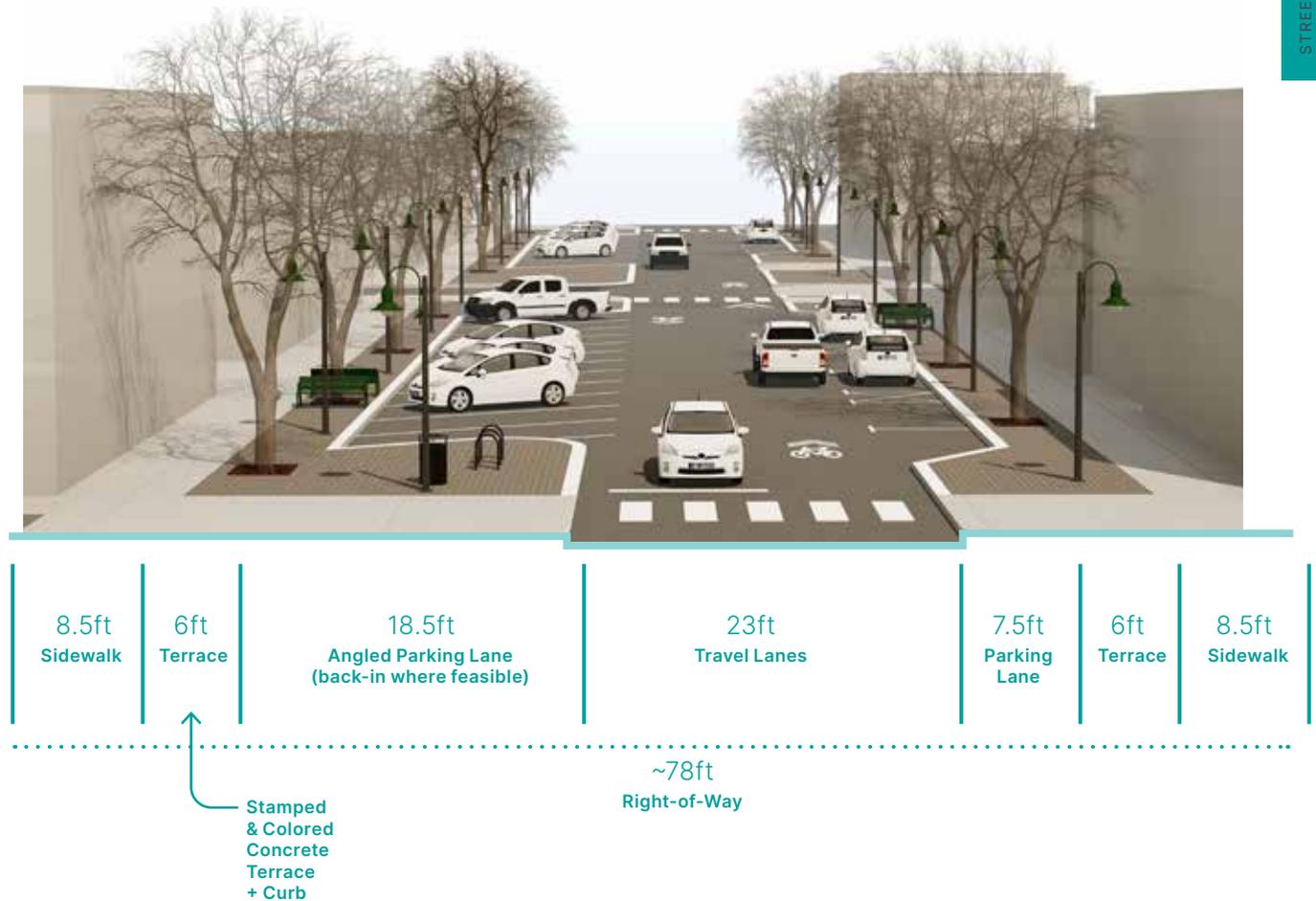


78FT ROW ANGLED PARKING

This option assumes a wider ROW of 78ft. While this ROW width is less common, it does exist in Downtown Appleton.

This option includes:

- 18.5ft angled parking (back-in angled parking preferred where feasible) and 7.5 parallel parking lanes
- 23ft-wide travel lanes with no centerline delineation
- 8.5ft-wide sidewalks
- 6ft-wide stamped & colored concrete terraces w/ pedestrian lighting and street trees
- 16.5ft and 6.5ft wide curb extensions at intersections and mid-block crossings



SHARED STREET

A shared street is a potential overlay for a Commercial Side Street or Alley in Downtown Appleton. Shared Streets are pedestrian-oriented streets with low-speed vehicle access that can be partially or entirely closed for markets or events.

The design of Shared Streets should be highly context specific. The sample layout of a shared street shown on the following pages illustrates a conceptual cross-section and elements that are unique to shared streets.

The streets identified in the typology map (pg. 7) are potential candidates to be shared streets, but it is understood that this list may change over time based on future development, programming opportunities, and city priorities.

KEY FEATURES



1 CURB-LESS STREET

Curb-less streets or roll-curbs provide adaptability by creating a flat surface which allows for the entire space to be utilized for markets and events. As shared streets are often pedestrian oriented, intermittent parking and loading zones can be utilized.



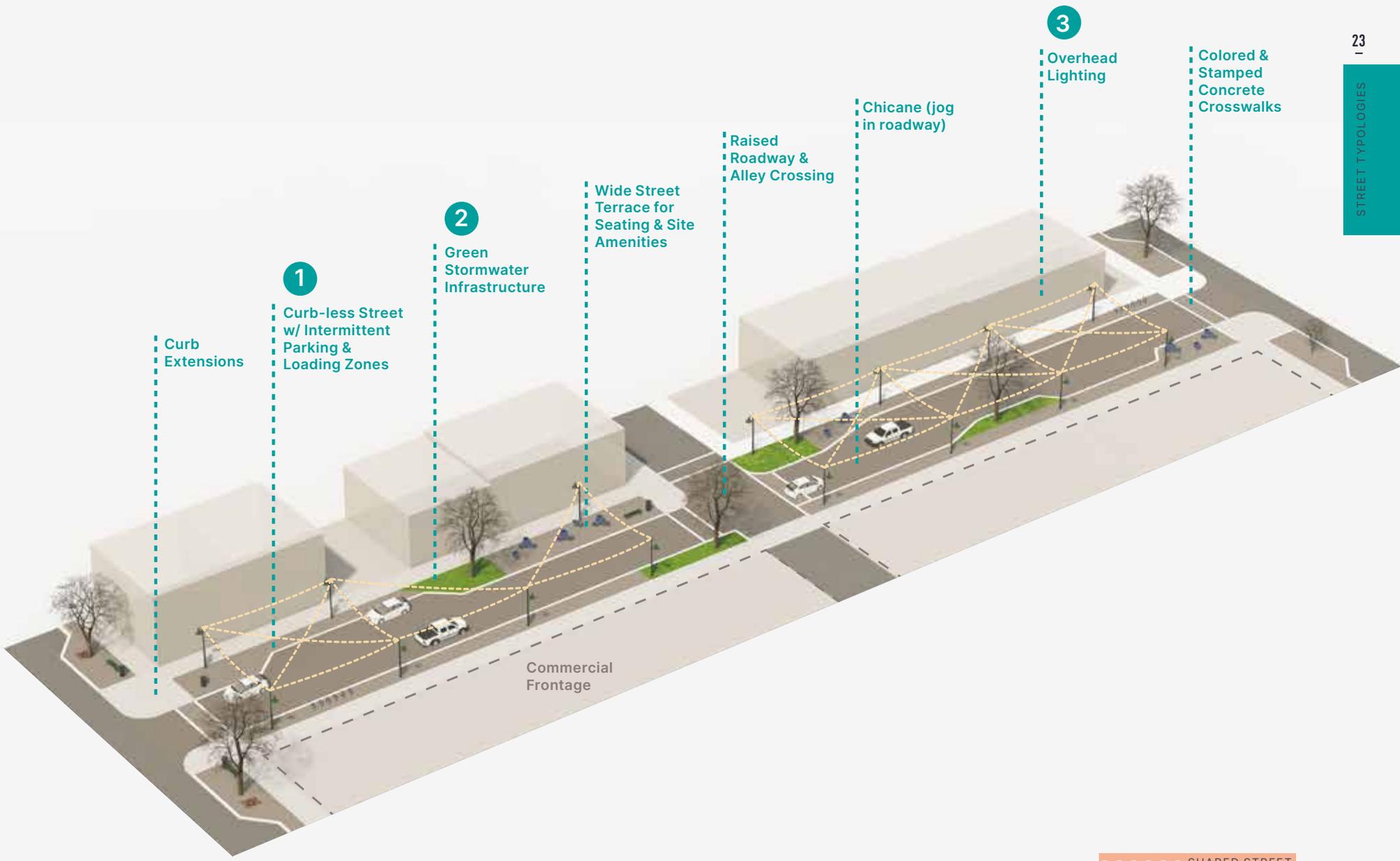
2 GREEN STORMWATER INFRASTRUCTURE

Shared streets present opportunities for green stormwater infrastructure such as rain gardens or bioswales. These planting areas can be utilized to break up spaces along the street to create “rooms” for seating and amenities.



3 OVERHEAD LIGHTING

In addition to conventional post lighting, overhead string lighting may be considered either as a permanent or temporary addition. This helps to reinforce the street as a shared street and creates a unique sense of place.



1

Curb-less Street w/ Intermittent Parking & Loading Zones

Curb Extensions

2

Green Stormwater Infrastructure

Wide Street Terrace for Seating & Site Amenities

Raised Roadway & Alley Crossing

Chicane (jog in roadway)

3

Overhead Lighting

Colored & Stamped Concrete Crosswalks

Commercial Frontage

SHARED STREET

60FT ROW SHARED STREET

The section shown to the right illustrates a shared street with wide amenity zones, intermittent parking, and curb extensions. It includes:

- A stamped and colored concrete roadway w/ delineated edge lines but no curbs
- 23ft-wide travel lanes with a chicane and no centerline delineation
- Intermittent 7.5ft parallel parking and loading lanes
- 8ft-wide sidewalks (concrete)
- 6.75ft-wide stamped & colored concrete terraces w/ pedestrian lighting and site amenities
- 6.5ft wide curb extensions at intersections and mid-block crossings, with opportunities for green stormwater infrastructure and public art





Clockwise from Top Left: 1) Bell St in Seattle WA. 2) Event along West State St in Wauwatosa WI. 3) Soldiers Square in Downtown Appleton.



RESIDENTIAL STREET

Residential streets are located on the edge of the downtown core, and provide a transition to the neighborhoods. They are low-volume roadways that complement the residential character with wide landscape terraces, consistent street trees, and narrow lanes.

This street type is more prevalent outside the downtown core. Within the downtown, key streets that fall under this typology include:

- Story St
- Bennett St
- Washington St (west of Richmond St)
- Locust St (south of Lawrence St)
- 8th St
- Oak St
- Drew St (north of College Ave)

KEY FEATURES



1 CURB EXTENSIONS

Curb extensions are a traffic calming measure for residential streets, and help delineate parking, maximize landscape, and shorten crosswalks. In contrast to other street types, curb extensions for residential streets may be landscaped or grass.



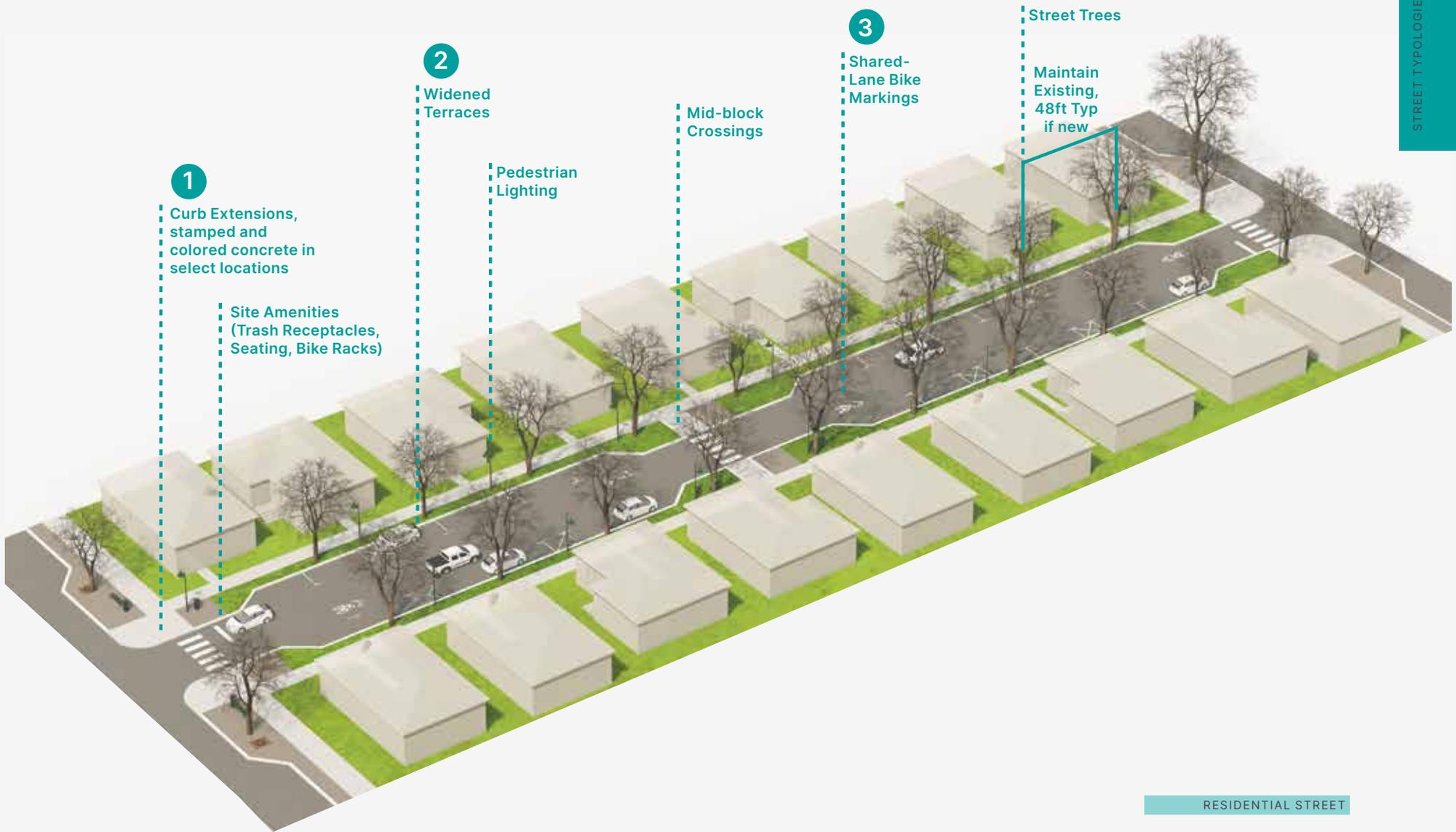
2 WIDENED TERRACES

Wide unpaved terraces help to maintain a healthy tree canopy. Along newly constructed residential streets, green stormwater infrastructure such as bioswales or rain gardens may be considered.



3 SHARED-LANE BIKE MARKINGS

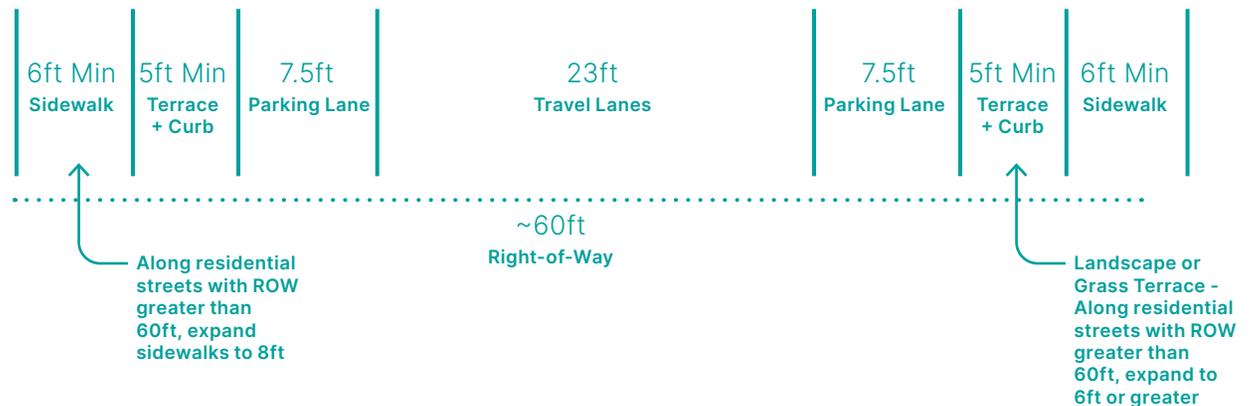
With low volumes and low traffic speeds, residential streets may be designated as shared-lane roads with bikes.



60FT ROW TYPICAL RESIDENTIAL

The typical cross section for residential streets maintains the existing look and feel of these areas while providing standard minimum widths for landscaped terraces and sidewalks. This option includes:

- 7.5ft parallel parking lanes
- 23ft-wide travel lanes with no centerline delineation
- 8ft-wide sidewalks (preferred, 6ft minimum)
- 6ft-wide (preferred, 5ft min) landscape or grass terraces w/ pedestrian lighting and street trees
- 6.5ft wide curb extensions at intersections and mid-block crossings



PARKWAYS (WATER ST)

Parkways are scenic streets that pass through greenways and along waterfronts, and are absent of traditional urban development. Within Downtown Appleton, this street type is unique to Water St (and part of Drew St). Parkways are greenways that offer a relaxing and inviting experience for people driving, riding bicycles and walking with immersive landscapes and street trees.

Key streets that fall under this typology include:

- Drew St (south of College Ave)
- Water St

KEY FEATURES



1 WIDENED TERRACE

Parkways feature a wide landscaped terrace or preserved natural areas to support large tree growth.



2 TRAILS OR SIDEPATHS

Parkways are destinations for cyclists and pedestrians. Where space allows, a sidewalk may be widened to provide a bi-directional shared-use trail or sidepath. In constrained conditions, sharrows may be provided.



3 MIDBLOCK CROSSINGS

Parkways tend to have longer distances between intersections. Midblock crossings provide a safe opportunity for people to cross the street.

ALLEY

Alleys are a unique street type to Downtown Appleton. Traditionally, alleys serve as an integral part of a downtown pedestrian network, while providing back-of-house support services to commercial activity including garbage disposal and loading.

This street type is more variable than others. Alleys have a wide range of ROW widths, and based on context may serve as unique public spaces and pedestrian walkways. Each alley should reflect its unique context.

KEY FEATURES



1 ALLEYS AS WALKWAYS

Alleys are an important part of a pedestrian network through the Downtown. Alleys should be designed to be accessible and comfortable for pedestrians.

2 LOADING & REFUSE

Alleys are critical space for loading and waste collection, serving as back-of-house for businesses. Consider strategies to screen dumpsters (such as paneling shown in the image) to help organize the space while supporting critical function.

3 ART & ACTIVATION

Alleys are great places with potential for art and activation. Murals and sculptural elements provide color to blank facades. Events, such as small concerts or outdoor films, help to activate the space.



Clockwise from Top Left: 1) Green Alley with stormwater catchment in Los Angeles, CA. 2) Art installation along an Alley in Chattanooga, TN. 3) Canton Alley in Seattle, WA.



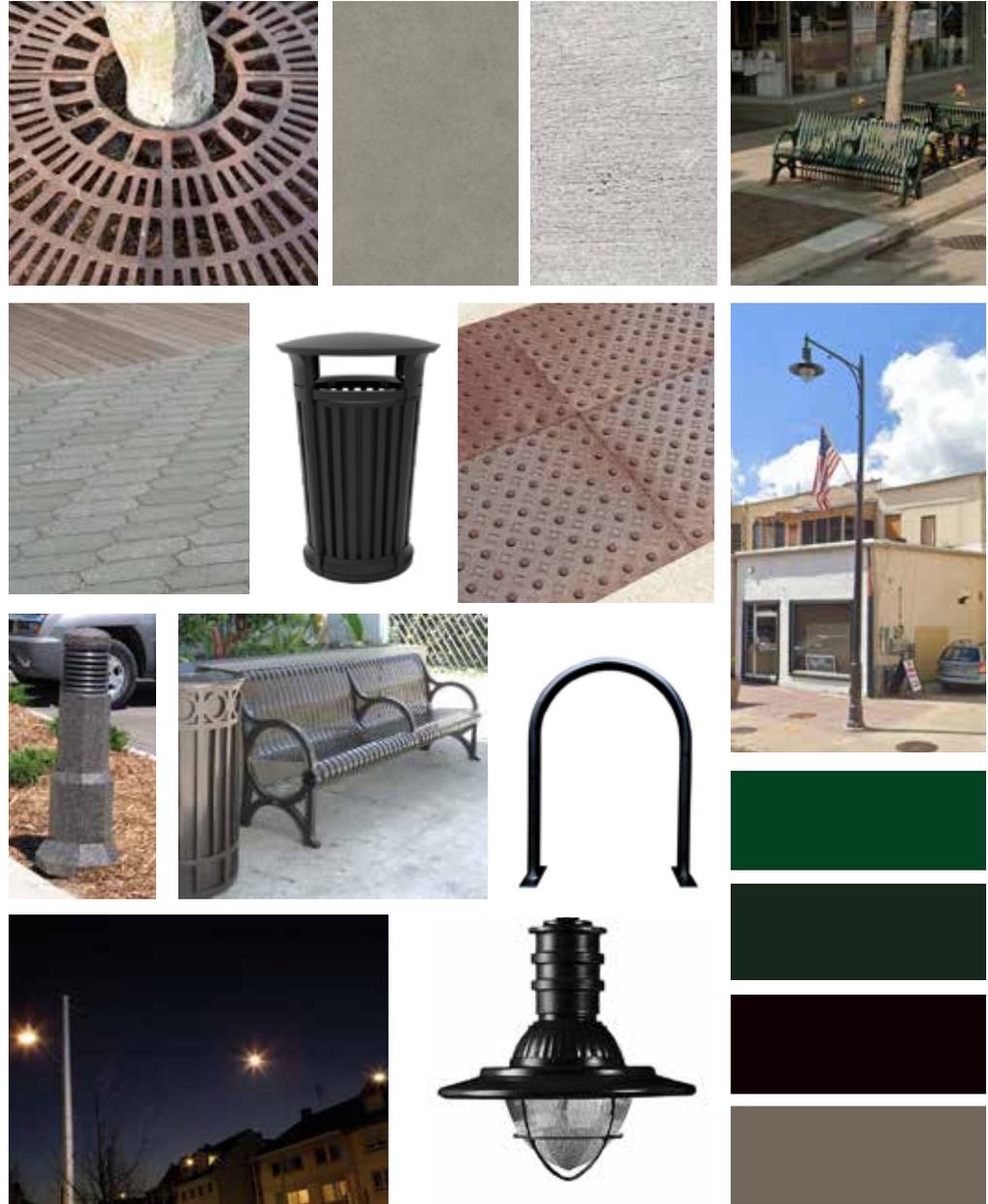


STREET ELEMENTS

WHAT ARE STREET ELEMENTS?

Street elements are the amenities, materials, colors, and textures proposed throughout Downtown Appleton. Elements range from the color of concrete to the arrangement of curb extensions to the type and finish of trash receptacles. Collectively, all of the street elements work to define a unique sense of place and to create a welcoming experience for all Downtown Appleton residents and visitors.

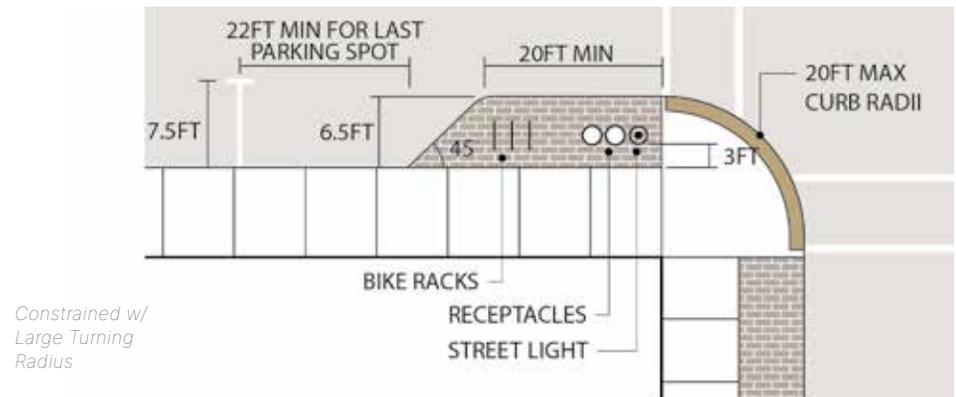
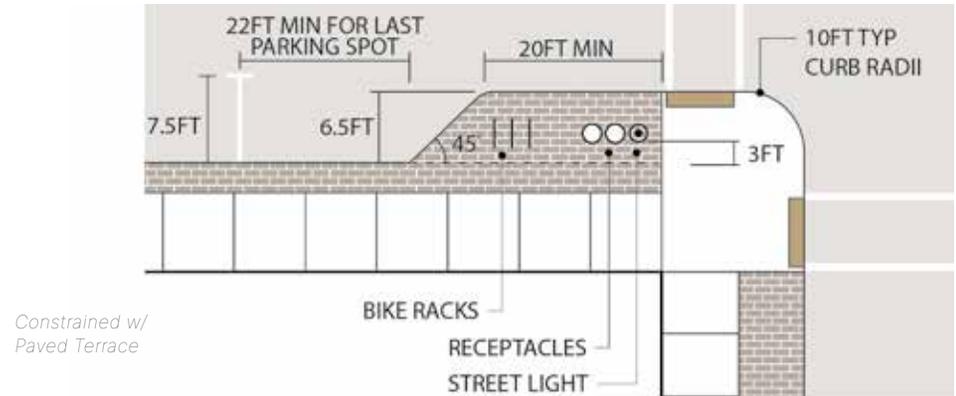
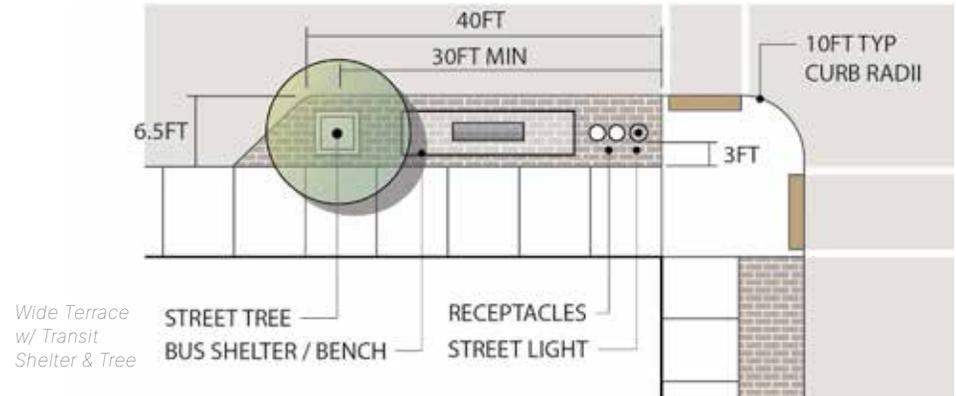
Elements for Downtown Appleton were selected for their craft and durability, local and regional manufacturing, and timeless yet contemporary aesthetic.



CURB EXTENSIONS

Curb extensions are traffic calming and pedestrian safety measures. In addition to slowing traffic, they protect parked cars, provide space for trash receptacles and other amenities without blocking the sidewalk, and shorten crossing distances.

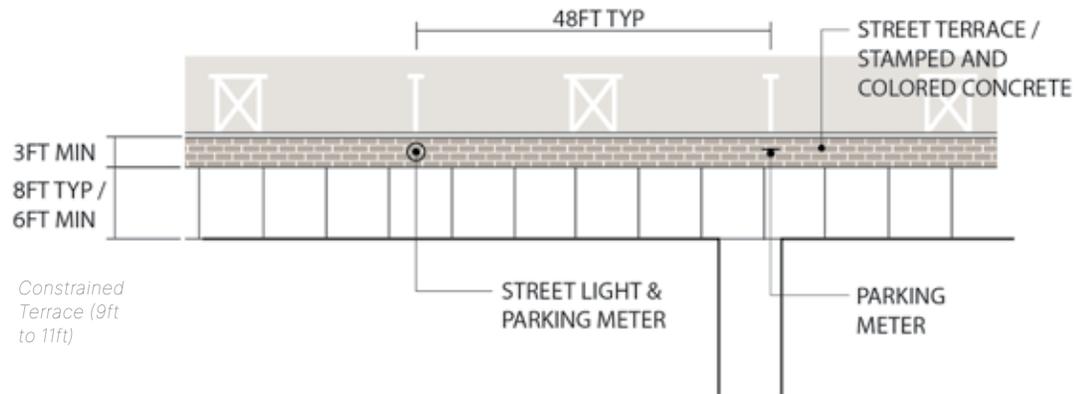
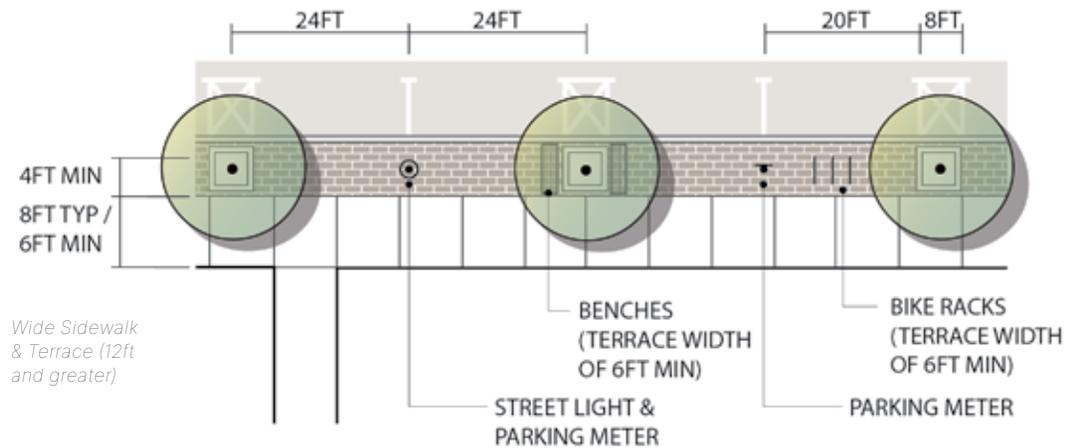
The diagrams to the right illustrate typical and minimum dimensions for curb extensions based on varying turning radii, extension widths, and terrace conditions. A generic layout for site amenities is illustrated.



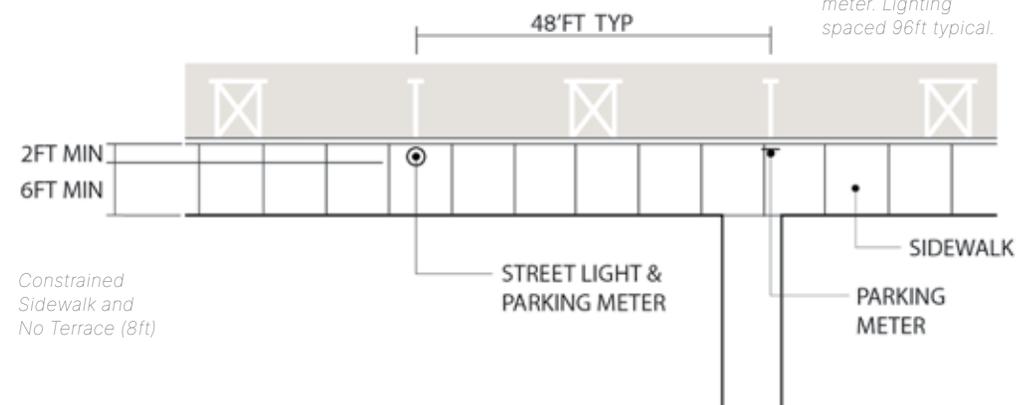
SIDEWALK & TERRACE CONFIGURATIONS

Sidewalks should be designed to provide a safe and accessible pedestrian experience. A minimum width of 8ft and minimum clear space (no light posts or other obstructions) of 6ft is recommended for all sidewalks.

The street terrace provides a designated space for site amenities, and helps to delineate the sidewalk and unobstructed clear space. A standard stamped and colored concrete is recommended throughout downtown streets as space allows. A minimum width of 3ft is recommended for a stamped and colored concrete terrace, and a width of 4ft or greater is required for street trees and amenities.



Note: Alternative between lighting with parking meter and standalone parking meter. Lighting spaced 96ft typical.



PLANTING OPTIONS

Plantings and landscape can be added to the streetscape in a variety of locations. The images to the right provide general guidance.

Hanging baskets provide a great option for landscape along streets where there is not enough space for planters or trees in the street terrace.

In-ground planting beds may be considered at larger curb extensions or in the street terrace as space allows. A width of 3ft or greater is preferred for a planting bed, and a width of 5ft or greater (4ft min) is preferred if trees are included. A simple massing of low-growing and low-maintenance plants should be considered. Green stormwater infrastructure, including rain gardens that collect and infiltrate stormwater runoff, may be a productive alternative to traditional in-ground planting beds.

During winter months, planting beds can function as snow storage for streets. In the springtime, the planting beds reduce runoff and increase infiltration of snowmelt.



Clockwise from top left:
 1) Hanging basket on pedestrian light post along a sidewalk
 2) Planters located in a curb extension to frame crossing locations
 3) Green stormwater infrastructure at a curb extension

COLORED CONCRETE/ SPECIAL PAVING

Placement: At key locations, such as along the street terrace, at curb extensions, or along shared streets.

Stamped & Colored Concrete

Manufacturer: Butterfield Color

Product: UniMix or Select Grade
Integral Concrete Colorant

Stamp: Jumbo Brick Running Bond
or similar dimensions, spec
product with flat profile

Finish/Color: Soapstone Integral Color

Special Paving

To be considered along Shared

Street Conditions

Manufacturer: Wausau Tiles

Product: V Series Riverside Tile

Width: Smaller rectangular repeating
size recommended

Finish/Color: Dark gray or neutral
color recommended



Clockwise from top left:

1) Jumbo Brick Running Bond pattern in Soapstone Color

2) Swatch of Soapstone color

3) Photo-simulation of the Soapstone Jumbo Brick Running Bond on College Ave. Shown for demonstration purposes only, College Ave paving will not be replaced until needed to for reconstruction purposes.

TREE GRATES

Placement: In locations where there is enough space for tree growth, such as along a widened street terrace (4ft min) or within a curb extension. Tree grates may be used in combination with soil cells beneath the pavement to expand tree root volume.

Offset: Center tree grates within the street terrace. In wider areas such curb extensions, provide a 2ft min offset from back of curb.

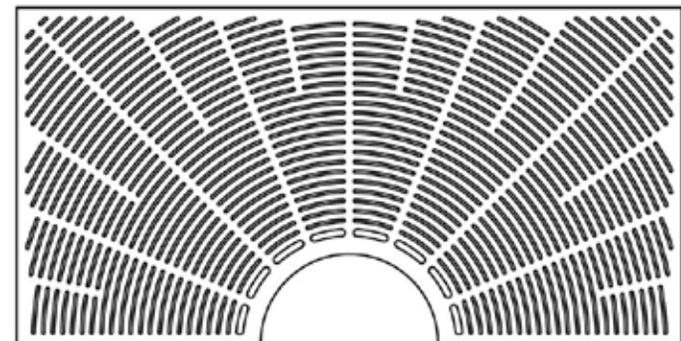
Standard Tree Grate

Manufacturer: Neenah Foundry

Product: Boulevard Collection

Width: Default: 4ft x 6ft
(Recommend no dimension less than 4ft, consider 5ft x 5ft or 5ft x 7ft as space allows for a larger tree well)

Finish: Cast iron raw finish



REFUSE CANS

Three options of refuse cans have been identified in this document. Ongoing discussion between city staff and stakeholders will lead to the selection of one preferred option.

Placement: At key locations, such as along a commercial corridor at intersections. Should also be placed near bench locations

Offset: If parallel to curb, 3ft from sidewalk through zone

Refuse/Recycling Can, Option A

Manufacturer: Landscape Forms

Product: Poe Litter

Dimensions: 34 Gallons

Finish: Matte Black

Features: Hinged side-door, Optional top or slot or side opening, Optional side panels graphics



Side Opening
29" x 44" x 34 Gal.



5" opening
29" x 44" x 34 Gal.



Slot opening
29" x 44" x 34 Gal.



Top Opening
29" x 39" x 34 Gal.

Clockwise from top left:
 1) Option A, Poe Litter in black
 2) Poe Litter in streetscape
 3) Poe Litter (incorrect color shown)
 4) Poe Litter opening options

Refuse/Recycling Can, Option B

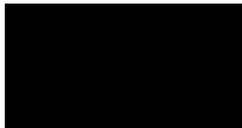
Manufacturer: Canterbury Designs

Product: Bowery Litter

Dimensions: 40 Gallons

Finish: Black

Features: Optional hinged side-door or top-door,
Optional recycling trash combined or separate,
Optional side panels graphics



Clockwise from top left:
1) Bowery Litter side loading option
2) Top loading option with combined trash/recycling
3) Matching trash receptacle to Bowery Bench

Refuse/Recycling Can, Option C

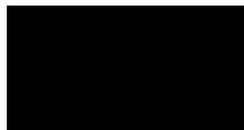
Manufacturer: Canterbury Designs

Product: Ranier Litter

Dimensions: 34 Gallons

Finish: Black

Features: Aluminum top to shelter contents during rain or snow, Dual hinged side door, Optional side panels graphics



Option C, Ranier litter (incorrect color shown)

BIKE RACKS

Placement: At key locations, such as along a commercial corridor or at a bus stop.

Offset: If parallel to curb, rack should be set back 2 ft minimum from face of curb.

Standard Bike Rack

Manufacturer: Dero

Product: Hoop Rack

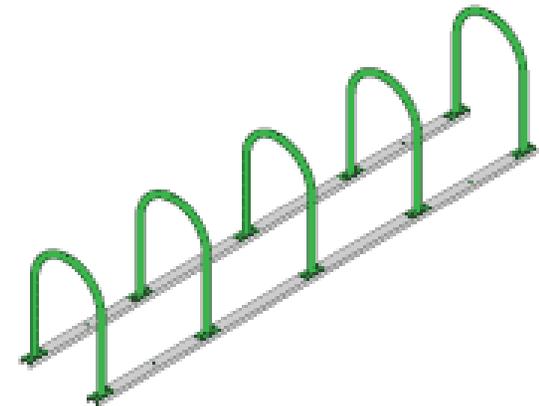
Material: 1.5" schedule 40 uncoated pipe

Finish: Powdercoat Flat Black

Customization

Options: In-ground, surface, or rail (bike corral)

Branding: Logo can be added for branding



BENCHES

Placement: At key locations, such as along a commercial corridor or at a bus stop. If feasible, locate beneath a street tree.

Offset: If parallel to curb, 3ft min from face of curb to edge of bench. If perpendicular to curb, center within street terrace and provide 2ft min from face of curb to edge of bench.

Standard Bench

Manufacturer: Canterbury Designs
Product: Catalina Bench with center arm
Width: 6ft
Finish: Powdercoat Black

Backless Bench Option

Consider backless bench at transit stops.
Manufacturer: Canterbury Designs
Product: Bowery Bench - Backless
Width: 6ft
Finish: Powdercoat Black



Clockwise from top left:
1) Standard bench (correct color not shown)
2) Standard bench and typical perpendicular placement along College Ave
3) Backless bench option

ROADWAY LIGHTING

Placement: At intersections, mid-block crossings, and along each block.

Spacing: Varies per street, spacing per city standards.

Offset: 2.5ft from face of curb to center of pole typical, varies at curb extensions.

Exceptions: At signalized intersections, utilize existing traffic poles to mount the recommended arm and fixture identified below.

Pole

Manufacturer: Stresscrete

Product: Classic Concrete Pole

Height: 27ft Height

Finish: Midnight Lace, Polished

Arm

Manufacturer: Stresscrete

Product: KA120-A-1-6' Arm

Specs: Textured Black

Fixture

Manufacturer: Stresscrete

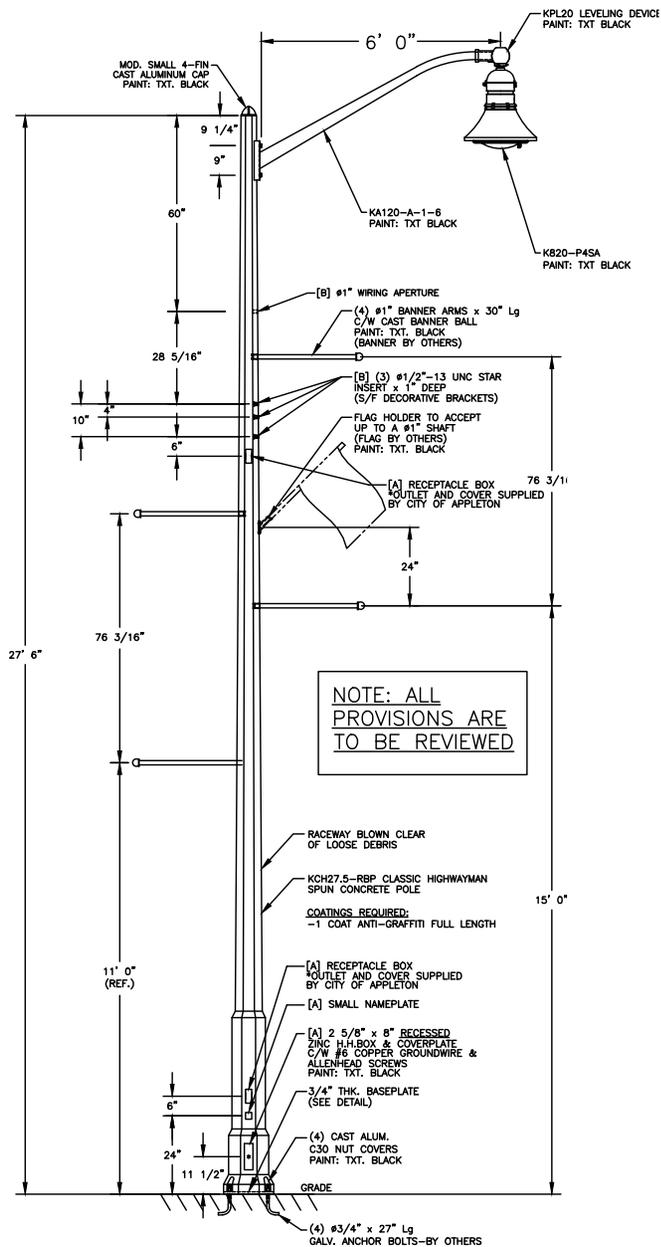
Product: K820 Midland Sr with KPL20 Leveling Device

Specs: Textured Black



Images from left to right:

- 1) Photo-simulation of proposed roadway lighting
- 2) Technical drawing of proposed roadway lighting
- 3) Existing roadway lighting at College Ave



Existing Lighting

The proposed roadway lighting on the previous page is intended for all streets except for College Ave. For reference, the specifications for the existing lighting is included below.

Existing Roadway Lighting

Pole

Manufacturer: Stresscrete
 Product: Classic Concrete Pole
 Height: 27ft Height
 Finish: Midnight Lace

Arm

Manufacturer: Stresscrete
 Product: KA11-S-1 Arm
 Specs: Federal Green

Fixture

Manufacturer: Stresscrete
 Product: K206 Marina
 Specs: Federal Green

PEDESTRIAN LIGHTING

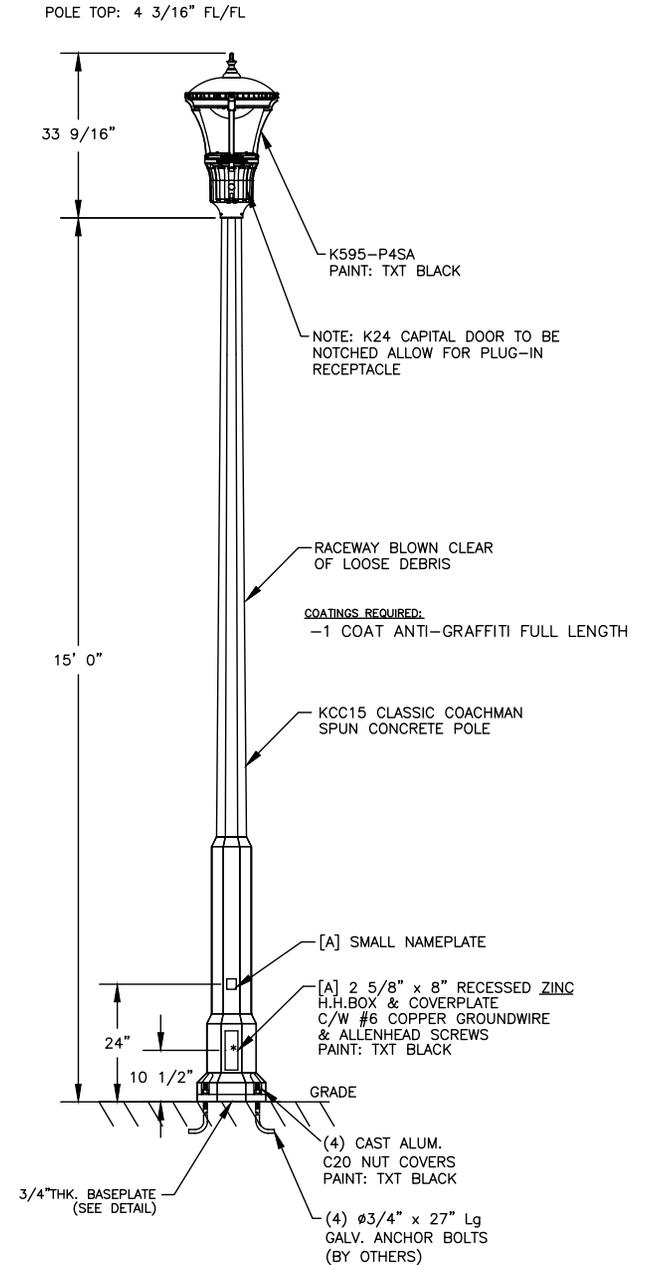
- Placement:** At crossings and along each block.
- Spacing:** 48ft on-center typical, may vary by street. Align with parking and street tree spacing, as indicated in street terrace guidelines.
- Offset:** 2.5ft from face of curb to center of pole typical, varies at curb extensions.
- Exceptions:** In select locations, utilize a taller concrete pole to provide flexibility for overhead string lighting.

Pole

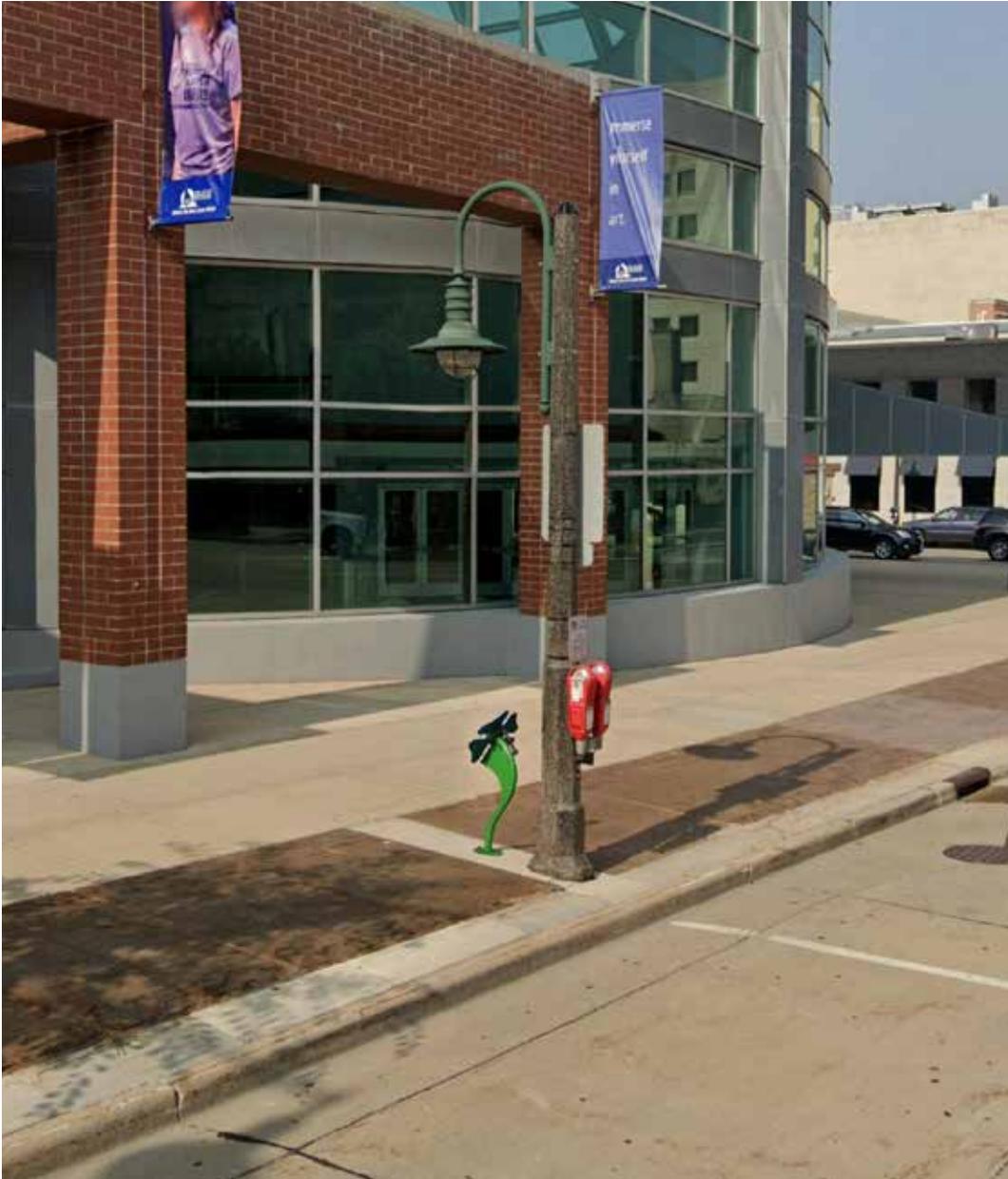
- Manufacturer:** Stresscrete
- Product:** Classic Concrete Pole
- Height:** 15ft Height
- Finish:** Midnight Lace, Polished

Fixture

- Manufacturer:** Stresscrete
- Product:** K595 Aristocrat
- Lens:** Clear Glass
- Finial:** #1 Finial
- Specs:** Textured Black



Images from left to right:
 1) Simulation of proposed pedestrian lighting
 2) Technical drawing of proposed pedestrian lighting
 3) Existing roadway lighting at College Ave



Existing Lighting

The proposed pedestrian lighting on the previous page is intended for all streets except for College Ave. For reference, the specifications for the existing lighting is included below.

Existing Roadway Lighting

Pole

Manufacturer: Stresscrete
 Product: Classic Concrete Pole
 Height: 15ft Height
 Finish: Midnight Lace

Arm

Manufacturer: Stresscrete
 Product: KA13-T-1 Arm (side mount)
 Specs: Federal Green

Fixture

Manufacturer: Stresscrete
 Product: K206 Marina
 Specs: Federal Green

OVERHEAD LIGHTING

Placement: At key locations, such as shared streets.

Mounting: Mounting to be coordinated between lighting post and overhead lighting manufacturer recommendations.

Overhead Lighting

There are off-the-shelf products that can be used (option specified below). It is recommended for large applications and/ or a shared street design that a custom light fabricator such as RGB Lights or Landscape Forms Studio 431 be consulted.

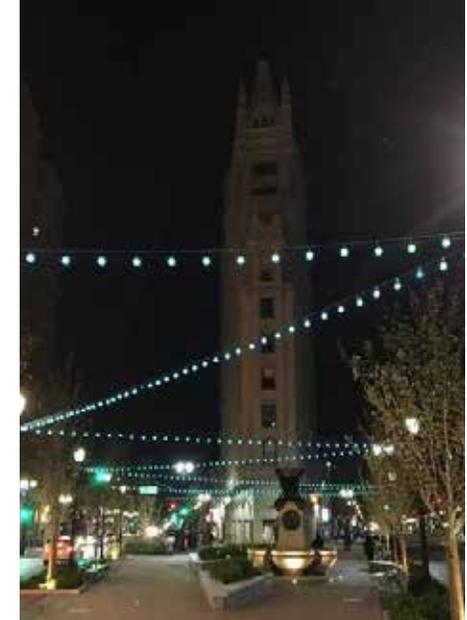
Manufacturer: American Lighting or approved alternative

Product: Commercial Grade E26 String Lighting or similar product

Dimensions: Product comes in 48ft, 100ft, and 330ft standard lengths

Material: Plastic and durable for all weather conditions

Finish: Black



*Clockwise from top left:
 1) American Lighting E26 fixture detailed image
 2) Landscape Forms Studio 431 custom string light installation
 3) RGB Lights custom string light installation
 4) Example of overhead lighting in Wauwatosa, WI*

BOLLARDS

Placement: Limit use to key locations, such as along a shared street between parking and sidewalk, or as a security bollard.

Security Bollard

Limit use as a security bollard only.

Manufacturer: Stresscrete

Product: Classic w/ cast aluminum cap

Height: 42in

Finish: Raw finish

Decorative Bollard

Use as a decorative bollard. Consider use along shared streets to delineate between roadway or parking and sidewalk.

Manufacturer: Forms + Surfaces

Product: Light Column Bollard

Diameter: 5in

Shield: Optional, based on context and need for reduction of glare

Finish: Black Texture



Clockwise from top left:
1) Decorative Bollard with no shield (correct color not shown)
2) Decorative Bollard w/ shield and black texture finish
3) Existing security bollards