



# Springfield Downtown and Public Realm Design Standards | Task 2.8

## Downtown District Streetscape Standards

draft 2 | April 2016

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

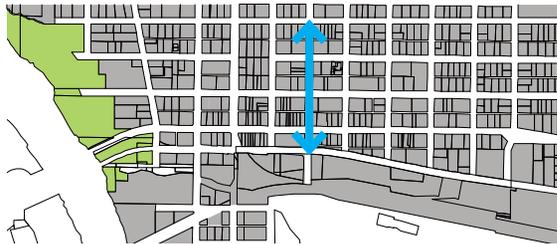
## Table of Contents

---

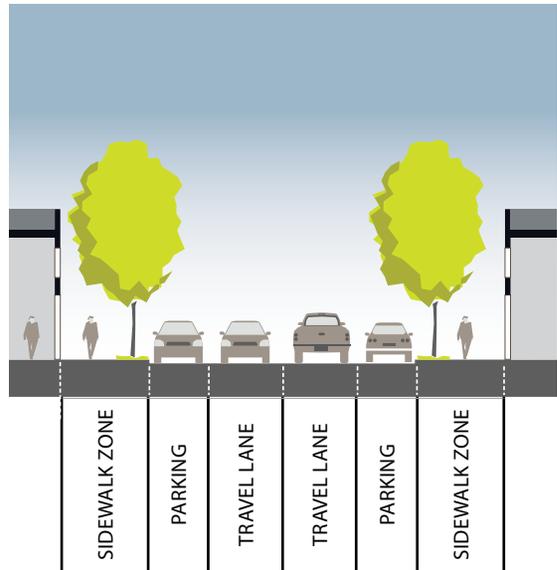
# Downtown District Streetscape Standards

<b>Street Type One – North-South Livability Street</b>	<b>1.1</b>
<b>Street Type Two – Retail Main Street</b>	<b>1.2</b>
<b>Street Type Three – East-West Mobility Street</b>	<b>1.3</b>
<b>Street Type Four – North-South Special Street</b>	<b>1.4</b>
<b>Alleys</b>	<b>1.5</b>
<b>Sidewalks</b>	<b>1.7</b>
<b>Sidewalk Extensions: Bulb-outs</b>	<b>1.10</b>
<b>Street Trees</b>	<b>1.11</b>
<b>Streetscape Furniture</b>	<b>1.16</b>
<b>Parklets and Cafe Seating</b>	<b>1.26</b>
<b>On-Street Bike Corrals</b>	<b>1.27</b>
<b>Wayfinding Signage</b>	<b>1.28</b>

# Street Type One – North-South Livability Street



Example location – 5th Street from South A Street to C Street.



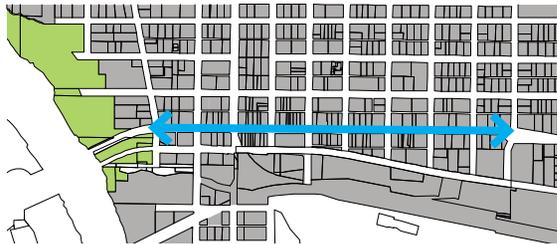
## Description

The North-South Livability Street provides vital connections between the downtown and adjacent residential neighborhoods; it provides safe routes to schools, parks and civic facilities.

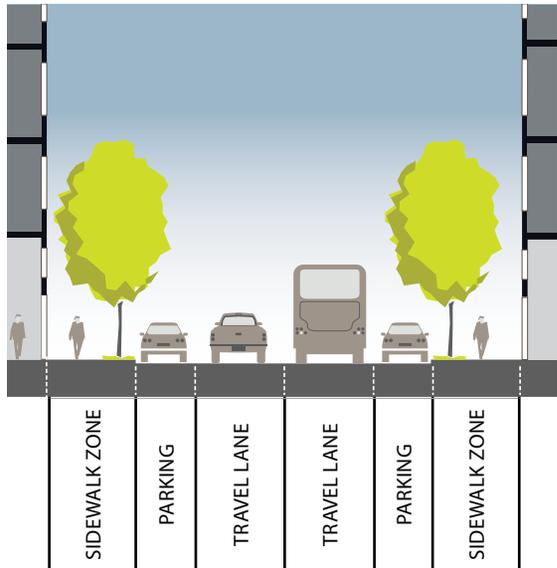
<b>Sidewalk Zone</b>	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
<b>Sidewalk Zone Extension</b>	<p>Curb extensions shall be located at intersections to facilitate pedestrian crossing, according to the goals in the section entitled "Intersections."</p> <p>Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs."</p> <p>Parklets may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "Parklets and Café Seating," and by City Permit.</p> <p>On-street bike parking corrals may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "On-Street Parking Corrals," and by City Permit.</p>
<b>Parking</b>	<p>On-street parking on both sides of the street.</p> <p>On-street parking stalls are a minimum of 8 feet wide.</p>
<b>Auto Travel Lane</b>	<p>Auto travel is two-way.</p> <p>Auto travel lanes shall be a minimum of 10 feet wide and a maximum of 11'-6".</p>
<b>Transit Travel Lane</b>	Transit travel lanes shall share the auto travel lanes. *
<b>Bike Travel Lane</b>	Bike travel lanes shall share the auto travel lanes.
<b>Lighting</b>	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
<b>Streetscape Furniture</b>	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

\* To be determined through the Main-McVay Transit Study

## Street Type Two – Retail Main Street



Example location – Main Street from Mill Street to 10th Street.



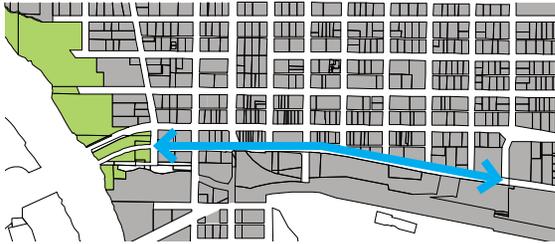
### Description

The Retail Main Street improvements strengthen the retail environment by reducing speeds, prioritizing on-street parking and identifying pedestrian-friendly improvements to sidewalks and intersections.

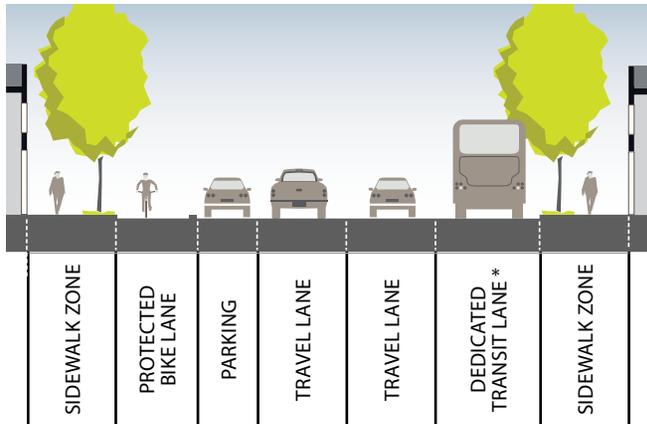
<b>Sidewalk Zone</b>	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
<b>Sidewalk Zone Extension</b>	<p>Curb extensions may be located at intersections to facilitate pedestrian crossing, according to the standards in goals in the section entitled "Intersections."</p> <p>Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs."</p> <p>Parklets are prohibited.</p> <p>On-street bike parking corrals are prohibited.</p>
<b>Parking</b>	<p>On-street parking shall be installed on both sides of the street.</p> <p>On-street parking stalls are a minimum of 8 feet wide.</p>
<b>Transit Travel Lane</b>	Transit travel shall share the auto travel lanes. *
<b>Bike Travel Lane</b>	Bike travel shall share the auto travel lanes.
<b>Lighting</b>	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
<b>Streetscape Furniture</b>	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

\* To be determined through the Main-McVay Transit Study

## Street Type Three – East-West Mobility Street



Example location – South A Street from Mill Street to 10th Street.



### Description

Street Type 3, East-West Mobility Street, is a key route in the mobility framework that provide access to the region and enables the revitalization of Downtown. Improvements include pedestrian, bicycle and transit safety enhancements in the form of wider sidewalks, increased opportunities for crossing, protected bikeways, and dedicated bus transit routes. As a Minor Arterial, Street Type 3 provides for through auto and truck traffic (OR Highway 126).

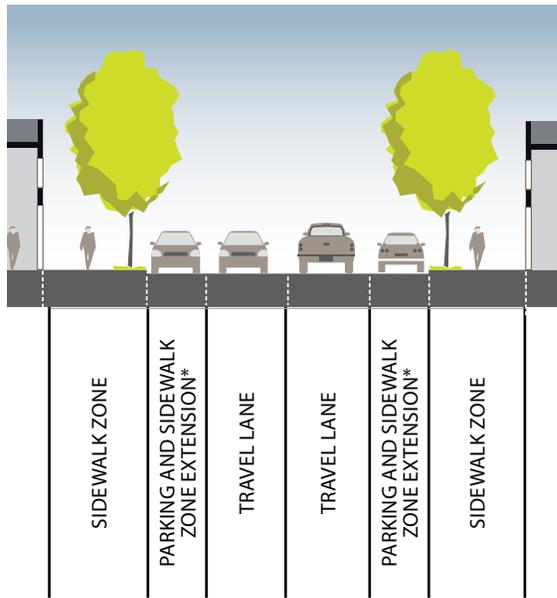
<b>Sidewalk Zone</b>	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
<b>Sidewalk Zone Extension</b>	<p>Curb extensions may be located at intersections to facilitate pedestrian crossing, according to the goals in the section entitled "Intersections."</p> <p>Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs."</p> <p>Parklets are prohibited.</p> <p>On-street bike parking corrals are prohibited.</p>
<b>Transit Travel Lane</b>	Transit travel shall be accommodated within a dedicated lane or lanes. *
<b>Bike Facility</b>	Bike travel shall be accommodated within a protected facility.
<b>Lighting</b>	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
<b>Streetscape Furniture</b>	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

\* To be determined through the Main-McVay Transit Study

## Street Type Four – North-South Special Street



Example locations – 8th Street from South A Street to C Street, and Mill Street at west end of proposed Mill Plaza (between Main and A Streets).



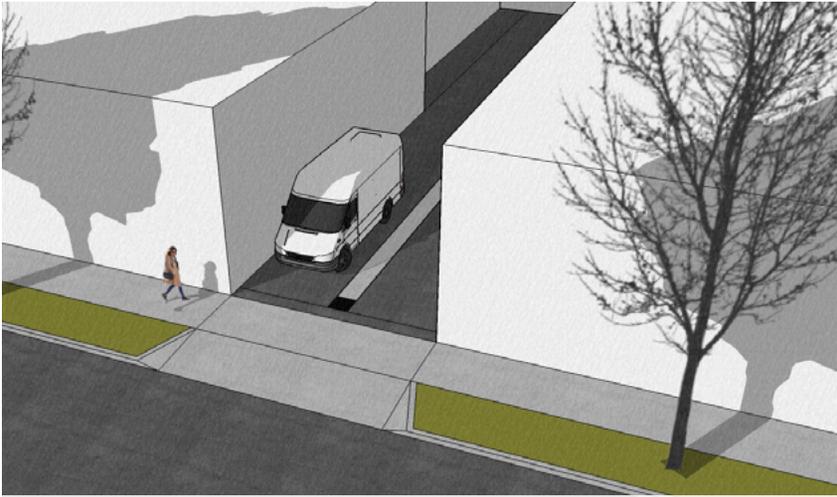
\* On Street Type Four the parking lane may also serve as an extension of the sidewalk zone and may be occupied by bike parking corrals, parklets and café seating.

### Description

Street Type 4 – North-South Special Street provides a key connection between downtown and adjacent residential neighborhoods. Two-way auto travel is accommodated while pedestrian comfort is prioritized. North-South Special Street provides opportunities for businesses to occupy the sidewalk and street space with café seating, parklets, bike parking corrals, increased landscaping including stormwater planters, curb extensions with ornamental trees, and canopy trees. The North-South Special Street may accommodate curbless street design, in which the distinction between pedestrian and auto travel zones are marked with bollards, planters, streetscape furniture and art rather than curbs.

<b>Sidewalk Zone</b>	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
<b>Sidewalk Zone Extension</b>	<p>Curb extensions may be located at intersections to facilitate pedestrian crossing, according to the goals in the section entitled "Intersections."</p> <p>Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs."</p> <p>Parklets may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "Parklets and Café Seating," and by City Permit.</p> <p>On-street bike parking corrals may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "On-Street Parking Corrals," and by City Permit.</p>
<b>Parking</b>	<p>On-street parking shall be installed on both sides of the street.</p> <p>On-street parking stalls are a minimum of 8 feet wide.</p>
<b>Auto Travel Lane</b>	<p>Auto travel is two-way.</p> <p>Auto travel lanes shall be a maximum of 10 feet wide.</p>
<b>Transit Travel Lane</b>	Transit travel, where it occurs, shall share the auto travel lanes.
<b>Bike Travel Lane</b>	Bike travel lanes shall share the auto travel lanes.
<b>Lighting</b>	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
<b>Streetscape Furniture</b>	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

## Alleys



*A typical alley.*



*A Springfield alley today.*

Springfield has a rich network of alleys in its downtown. Alleys are defined as the narrow streets that run through the middle of a block, providing access to the rear of buildings. Functionally, they are important for a number of reasons: They accommodate existing service delivery, waste and recycling pick-up and provide off-street parking.

In addition to these important service-oriented functions, alleys can become delightful areas of the public realm, providing opportunities for engaging public spaces where people visit, relax, and enjoy being with other people. They can incorporate public art and encourage economic development through increased business density and small-scale retail opportunities. Alleys help expand the pedestrian network and connectivity throughout the downtown and to other parts of Springfield. They enhance and extend the pedestrian and bicycle networks through car-free, more intimately-scaled spaces. They can also be safer, quieter, and more interesting routes than existing streets.

Alleys not only provide vibrant places for people, they can create opportunities for green infrastructure and stormwater management. Alleys, when combined with vegetative swales, green streets, and parks, supports ecological processes and provides habitat for birds and local plants, and contribute to human health. Alleys can be both symbols of and catalysts for green city initiatives.

### Alley Typologies

**Activity Through Connections:** Alleys that serve as nodes for activities such as cafes, bars, and retail.

**Pedestrian and Bicycle Through Connections:** Alleys that prioritize pedestrian and bicycle access to provide connections to parks, businesses, and retail.

**Green Through Connections:** Alleys that expand green space in downtown through the addition of trees or plantings.

**Service Access Connection:** Alleys that prioritize service access for deliveries, waste and recycling pick-up and provide off-street parking.

## Alleys, continued

### Alley Type Proposed Locations and Current Conditions

**Primary Urban Alley.** The Primary Urban Alley runs east-west between A Street and Main Street, and connects Mill Street with 10th Street before becoming a residential alley. This alley varies in width from 12.5 feet to 16 feet. (Source: Google Earth Pro). This particular alley is critical because it runs along the north side of Mill Plaza. Therefore its primary function is urban public space and commercial use; its secondary function is pedestrian and bicycle mobility; and its third function is service and off-street parking access. Its fourth function may be to accommodate stormwater.

**Secondary Urban Alley.** The Secondary Urban Alley downtown runs east-west between Main Street and South A Street, and connects 6th Street and 8th Street. This alley varies in width from 14 feet to 16 feet. (Source: Google Earth Pro). Its primary function is service and off-street parking access; its secondary function might be stormwater management; its third function is pedestrian and bicycle mobility, and its fourth function is urban public space and commercial use.

**Secondary Service Alley.** The secondary service alley runs east-west between A Street and B, and connects 4th Street to 7th Street and 8th Street to 9th Street. Its primary function is service and off-street parking access; its secondary function is

stormwater management; its third function is pedestrian and bicycle mobility, and its fourth function is urban public space and commercial use (between 4th Street and 7th Street, only).

**New Alleys.** New alleys may be introduced whenever new blocks are created, e.g. south of South A Street. Their hierarchy of functions may be as follows: Primary function, service and off-street parking access; secondary function, stormwater management; third function, pedestrian and bicycle mobility; and fourth function, urban public space and commercial use.

<b>Location Requirements</b>	See notes above.
<b>Placement Requirements</b>	New alleys shall be created where existing blocks without alleys are redeveloped or where new blocks are created.
<b>Overall Width</b>	20 feet minimum
<b>Clear Through Zone Width</b>	16 feet minimum
<b>Intersections</b>	Accommodate turning movement of SU 30 single unit vehicle making a turn.
<b>Sight Triangle at Street Intersection</b>	15 foot by 15 foot unobstructed sightline above 24 inches and below 96 inches.
<b>Stormwater Management</b>	Slope alley to center drain.
<b>Additional Considerations</b>	Storage of waste and recycling materials shall occur on parcel or lot, see development standards.

## Sidewalks

Sidewalks connect pedestrians with their destinations. They also serve as the site for loading and unloading vehicles; as public meeting and gathering spaces; as a place for outdoor dining; and as a venue for commerce. Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible and well-maintained sidewalks are a fundamental and necessary investment for cities. They have been found to enhance public health in general and maximize social capital. Superior sidewalk design can encourage walking.

Sidewalks are the part of the public space immediately adjacent to the roadway. The sidewalk area includes a pedestrian zone that must remain clear, both horizontally and vertically. Public space components that share the pedestrian zone are considered part of the sidewalk, e.g. driveways.

Careful design of sidewalks will ensure that pedestrian access routes are functionally adequate, safe, and fully-connected into an integrated and accessible network. Sidewalks support the character and distinct identities of their neighborhoods. Sidewalks (and planting strips, where applicable) should be as wide as possible appropriate to foot traffic and available street width. Dimensions and materials are based in part on neighborhood context. Wide sidewalks are used in commercial areas to accommodate pedestrians, as well as street furniture, vendors, and sidewalk cafés; narrower sidewalks may be used in residential areas where paving is secondary to landscaping and streets are part of Springfield's open space network. Different sidewalk paving materials helps reinforce distinct neighborhoods and differentiates specific streets. Varying the type and color of materials within a block can be effective to indicate areas of special use, such as driveways, sidewalk cafés, and plazas.

Include planted areas and stormwater source controls within sidewalks wherever possible when a maintenance partner is identified.



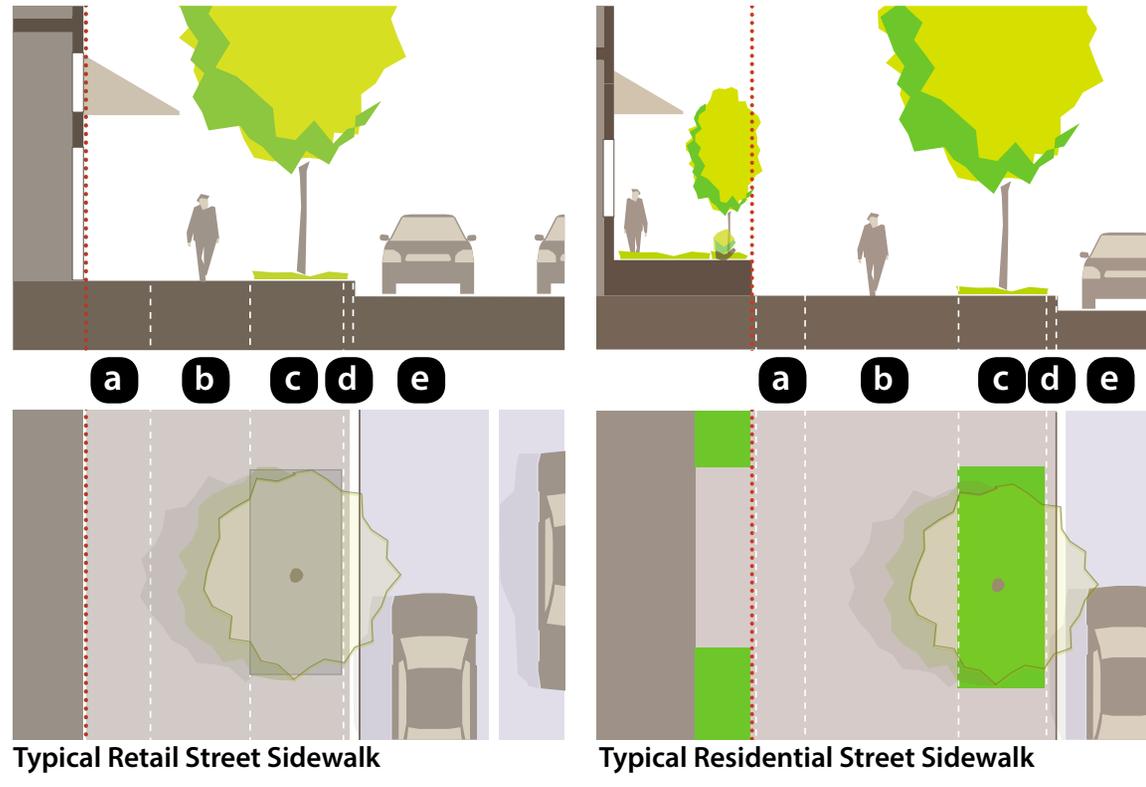
*Springfield Main Street sidewalk today.*

# Sidewalks, continued

## Sidewalk Zones

The five sidewalk zones, from property line to curb, are:

- a** **Frontage and Marketing Zone:** The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur. The frontage zone is the portion of the sidewalk located immediately adjacent to buildings, and provides shy distance from buildings, walls, fences, or property lines. It includes space for building-related features such as entryways and accessible ramps. It can include landscaping as well as awnings, signs, news racks, benches, and outdoor café seating.
- b** **Pedestrian Through Zone:** The portion of the sidewalk for pedestrian travel along the street.
- c** **Street Furniture Zone:** The portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and site furnishings. It serves as a buffer between the pedestrian travel way of the sidewalk and the vehicular area of the street within the curbs. It provides space for urban design elements such as street trees, planting strips, street furniture, utility poles, sidewalk cafés, sign poles, signal and electrical cabinets, fire hydrants, bicycle racks, and transit stop shelters.
- d** **Edge Zone:** The area used by people getting in and out of vehicles parked at the curbside.
- e** **Sidewalk Zone Extension:** The area where pedestrian space may be extended into the parking lane, via features such as parklets, bike corrals, and bulb-outs.



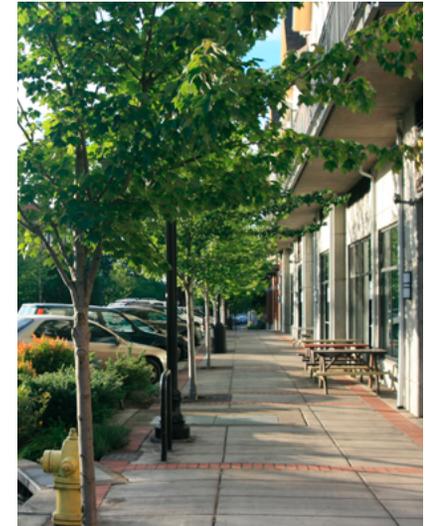
Zones of the Sidewalk		Minimum Dimensions*	Recommended Dimensions**
<b>a</b>	Frontage and Marketing Zone	18 inches	2 feet
<b>b</b>	Pedestrian Through Zone	5 feet	6 feet
<b>c</b>	Street Furniture Zone	3 feet	4 feet
<b>d</b>	Edge Zone	6 inches	6 inches
<b>e</b>	Sidewalk Zone Extension	8 feet	

\*Minimum dimensions are listed in reference to existing sidewalks only.

\*\*Recommended dimensions represent the proposed standards for new sidewalks.

## Sidewalks, continued

<b>Pedestrian Ramps</b>	ADA-compliant pedestrian ramps must be provided at all pedestrian crossings; separate ramps should be used aligned with each crosswalk; color of detectable warning strip should contrast with surrounding pavement: dark gray in areas of light pavement and white in areas of dark sidewalk.
<b>Curb Area</b>	The area within 18 inches of the curb should be kept free of all obstructions.
<b>ADA Compliance</b>	Sidewalks must conform to ADA requirements for minimum clear path width and provision of spaces where wheelchair users can pass one another or turn around; beyond the ADA minimum, provide an unobstructed clear path of 8 feet or one-half the sidewalk width (whichever is greater).



*Different treatments of the sidewalk zones.*

## Sidewalk Zone Extensions: Bulb-outs

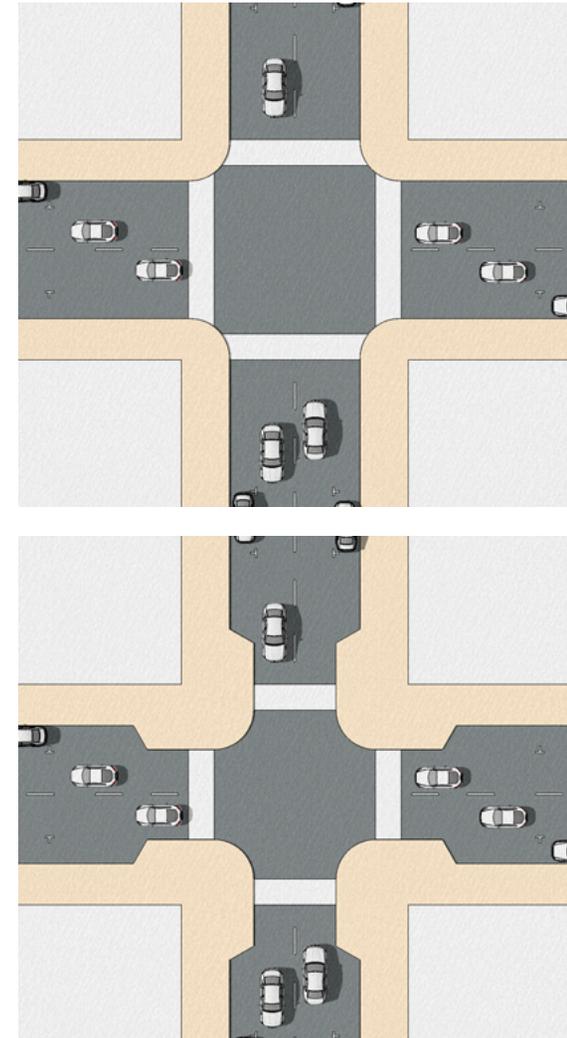
### Bulb-out Goals

A bulb-out, or curb extension, is an expansion of the curb line into the lane of the roadway adjacent to the curb (typically a parking lane) for a portion of a block either at a corner or mid-block. Curb extensions enhance pedestrian safety by reducing crossing distances, pedestrian exposure, and minimum required signal time for crossings. Curb extensions make the crosswalk more apparent to drivers and encourages them to stop in advance of the crosswalk. They improve the ability of crossing pedestrians and drivers to see one another. Curb extensions reinforce lane discipline for drivers through intersection. They slow vehicle turning movements and emphasize the right of way of crossing pedestrians.

Curb extensions provide additional pedestrian space that reduces crowding, particularly for queuing at crossings and bus stops. They create space in the public realm that may be used to locate street furniture, bike parking, bus stop kiosks, and public seating. They reduce sidewalk clutter and keep fire hydrant zones clear when located in front of a hydrant.

A pair of curb extensions can be located on either side of a street to create a mid-block crossing or at an intersection to create an urban gateway to a neighborhood or district.

<b>Placement Goals</b>	Middle of blocks Intersections Curb extension may extend to the bicycle lane where provided and striped.
<b>Paving</b>	Paving on curb extension should match that of the surrounding sidewalks.
<b>Width</b>	The width of a curb extension is typically two feet less than the width of the adjacent parking lane. When on an arterial, collector or local street, the curb extension typically extends 2 feet beyond the parking striping.
<b>Minimum Length</b>	The minimum length for a curb extension is equal to the full width of the crosswalk. Where appropriate or necessary curb extensions should be longer.
<b>Radius</b>	The design of curb extensions should accommodate a WB-50 design vehicle or maintain a 20-foot curb radius, whichever is smaller. Where a conflict with design vehicle turning movements exists, reduce the size and extent rather than eliminate the curb extension wherever possible.



*Curb extensions can reduce the pedestrian’s crossing distance by as much as 15 to 20 feet, and they also serve to make the pedestrian more visible to motorists approaching the intersection.*

## Street Trees

---

Streetscapes represent the most significant public spaces of the city. Street trees, and the canopy that they create, are the single most prominent feature of the public realm. Trees support a pedestrian-friendly environment with a human scale. Street trees provide structure and definition to streets, plazas, and open spaces. Based on their context, arrangement, and spacing, street trees can:

- » Frame, define, and accentuate the public realm of streets;
- » Enhance the continuity of the street and emphasize longer views;
- » Provide filtered light and welcomed shade to all in the public realm;
- » Reinforce the rhythm of urban blocks by supplementing the urban street wall;
- » Define an urban ceiling and create a sense of enclosure; and
- » Add texture, delight, and human scale.

Trees are an ideal form of shade providing protection on hot summer days, and allow heat and light to penetrate when it is needed most during the cold winter months. They can also calm traffic by creating a sense of enclosure and narrowing the apparent width of the roadway. Trees can enhance retail environments when appropriate species provide high canopy so that visual access to retail spaces is maintained.

They also trap airborne pollutants and absorb carbon dioxide. Biodiversity is essential to sustainable landscapes, and a range of trees will be planted to ensure a healthy and diverse tree population into the future.

### Tree Pits

A tree pit is the excavation in which a street tree is planted; in the urban context the pit may represent the whole of the root volume available to the tree when mature. Tree pits should be used extensively wherever sidewalks exist. Individual Tree Pits are the current standard, but Connected Tree Pits or Stormwater –Capturing Tree Pits may be used to provide improved tree health and to manage stormwater from the street. The ability of a tree to grow to a

mature size and remain healthy is directly related to the volume of rooting soil available. When the rooting space for a street tree is constrained, the tree will grow until the space is filled with roots, but then the tree will decline and die. Providing sufficient rooting soil is necessary to achieve the benefits that street trees provide.

### Tree Box Area

Ground cover in tree box area provides seasonal color and serves as a buffer between pedestrians and cars. Maintenance of ground cover plantings is extremely important to sustain the functional and aesthetic benefits. Other than street trees, plantings may include turf, ground covers, or shrubs.

## Street Trees, continued



*Larger landscaped planters are appropriate for residential areas.*

<b>Street Trees</b>	
<b>Location Requirements</b>	<ul style="list-style-type: none"> <li>All streets in the Downtown District</li> </ul>
<b>Placement Requirements</b>	<ul style="list-style-type: none"> <li>Street trees should be planted with regular spacing in straight rows to create a continuous street edge. Spacing may be adjusted slightly to accommodate driveways and street lights. On each block, locate trees in a straight line midway in the Street Furniture Zone.</li> </ul>
<b>Tree Spacing and Clearances</b>	<ul style="list-style-type: none"> <li>Trees shall be planted 30 feet to 45 feet apart. Where necessary to avoid other fixed elements in the public realm, trees may be planted a maximum of 50 feet apart. Trees shall also be planted to maintain minimum sight distances, minimize visual obstructions, and comply with the following minimum spacing requirements, as measured from the center of the tree to the center of the object:                             <ul style="list-style-type: none"> <li>No closer than 40 feet from the curb face at intersections and street corners within the sight distance triangle;</li> <li>A minimum of 10 feet from a driveway or alley;</li> <li>A minimum of 15 feet from a light pole;</li> <li>A minimum of 10 feet from a fire hydrant;</li> <li>A minimum of 8 feet from any building or utility vault; and,</li> <li>A minimum of 12 feet from any above grade building projection.</li> </ul> </li> </ul>

## Street Trees, continued

<b>Tree Planting between curb and sidewalk in soft planters – South A Street</b>	
<b>Description</b>	Continuous plantings along the street edge provide a welcome buffer for pedestrians from automobiles and trucks on higher speed streets, like South A Street. Continuous plantings also discourage informal mid-block pedestrian crossings. Trees are planted between the Pedestrian Through Zone of the sidewalk curb and the street roadway surface. Tree pits are continuous. The planting area surrounding the tree box area is grass or other soft landscape planting as approved by the City.
<b>Positive Attributes</b>	<ul style="list-style-type: none"> <li>• Clearly defines street edge;</li> <li>• Shades both street and sidewalk;</li> <li>• Buffers pedestrians from street traffic;</li> <li>• Provides space for tree canopy to spread evenly (trees achieve a more natural shape) with less maintenance; and</li> </ul>

DRAFT

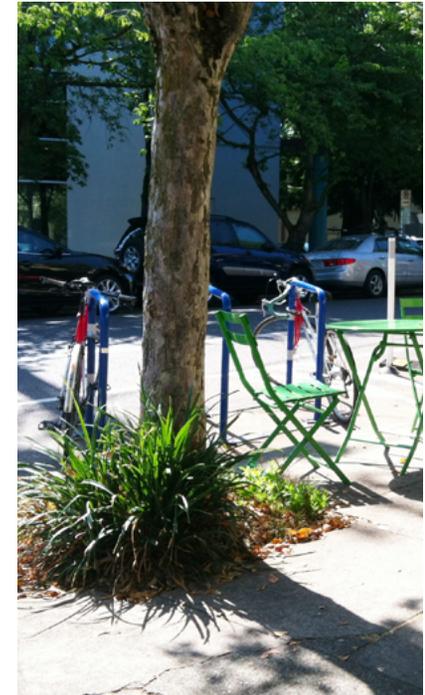
## Street Trees, continued



<b>Tree Planting in the Sidewalk Furnishing Zone – Main Street (and others)</b>	
<b>Description</b>	The superficial appearance of urban street tree plantings in the Furnishing Zone of the sidewalk can vary. Most often street trees in the most urban conditions have their root zones protected by tree grates which expose only the trunk of the tree. A covered tree trench is the area of soil under pavement that is designed to support root growth while providing structural support for the sidewalk. A covered tree trench makes it possible to have large canopy shade trees in even the most urban environments.
<b>Location Requirements</b>	<ul style="list-style-type: none"> <li>• Use covered tree trenches in locations with heavy pedestrian traffic and high turnover parking: Downtown Mixed-Use, Main Street, Mill Plaza, and other streets as shown on the Regulating Plan;</li> <li>• Use a variety of street tree species along a block to avoid species blight;</li> <li>• Make provisions for water to reach the soil beneath the pavement. Provisions may include the use of pervious pavement or the installation of flexible, perforated pipes beneath the pavement;</li> <li>• Verify location of overhead and underground utilities;</li> <li>• Preserve the continuity of the Through Zone of the sidewalk; and</li> <li>• Coordinate with placement of street furniture and street lights.</li> </ul>
<b>Minimum Dimensions</b>	<ul style="list-style-type: none"> <li>• Provide as large a trench as possible. The trench should be at least 5'-0" wide and 3'-0" deep and should provide at least 500 cubic feet of soil for a single tree or 350 cubic feet of soil per tree if the space is shared among several trees;</li> <li>• Provide an opening around the trunk of at least 2 feet by 2 feet. The remainder of the tree pit can be covered granite cobblestones, pervious pavement, or a tree grate;</li> <li>• Design tree pits to discourage the encroachment of pets;</li> <li>• Design sidewalks to direct stormwater into tree pits wherever advisable; and</li> <li>• Engineered soils are required for both structural soil and soil cells.</li> </ul>

## Street Trees, continued

<b>Stormwater Capturing Tree Pit</b>	
<b>Description</b>	An Individual Tree Pit or Connected Tree Pits designed to capture stormwater from the adjacent roadway. Well-designed Stormwater-capturing Tree Pits can benefit tree health by increasing the amount of water each street tree receives and reducing the need for manual irrigation. They provide stormwater detention from street and sidewalk. If well-maintained, Stormwater-capturing Tree Pits beautify neighborhoods and green the streetscape.
<b>Location Requirements</b>	<ul style="list-style-type: none"> <li>• Locate Stormwater-Capturing Tree Pits in the Street Furniture Zone of the sidewalk;</li> <li>• Locate Stormwater-Capturing Tree Pits carefully to ensure that adequate sub-drainage and overflow drains are not installed; and</li> <li>• Linked Stormwater-capturing Connected Tree Pits should be used wherever feasible instead of Individual Tree Pits.</li> </ul>
<b>Minimum Dimensions</b>	<ul style="list-style-type: none"> <li>• Provide as large a trench as possible. The trench should be at least 5'-0" wide and 3'-0" deep and should provide at least 500 cubic feet of soil for a single tree or 350 cubic feet of soil per tree if the space is shared among several trees; and</li> <li>• Design tree pits to discourage the encroachment of pets.</li> </ul>



## Streetscape Furniture

Street furnishings create a comfortable sidewalk experience, eliminating clutter and providing convenient amenities to pedestrians, making it more enjoyable to pass through and use. Streetscape furniture consists of permanent elements in the Furnishing Zone such as benches, planters, trash and recycling receptacles, bike racks and bollards. The objective of street furniture is to provide these amenities at convenient intervals to accommodate pedestrians, making the sidewalk a desirable and safe place to inhabit. Street furnishings not only provides people with places to sit and rest, they provide spaces for socializing and people-watching, helping to create an active and lively street life. Street furniture can also serve as a buffer from the noise of cars on the street. This type of furnishing differs from Café Seating, which allows businesses to extend their seating to adjacent sidewalk area. See the Café Seating section of this document for further information.

Streetscape furniture elements should be cohesive in appearance, adding a consistent, identifiable language that helps reduce visual clutter. The designs should be simple and compatible with the character of the neighborhood and the design and layout of the furnishings should maximize function, comfort and safety. All streetscape furniture must be reviewed and approved by the City.

### Placement Considerations

Streetscape furniture is most commonly found in the center of the Furnishing Zone. Furniture

placed in any zone of the sidewalk shall not obstruct the Pedestrian Through Zone and must provide 6 feet of clear sidewalk width at all times. Provide minimum 3 feet clear on all sides of the streetscape furniture, poles, trees or other sidewalk obstructions.

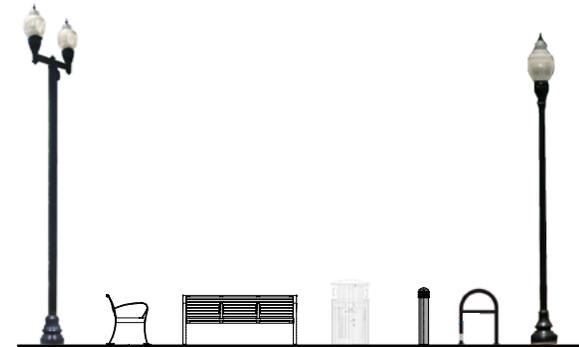
### Location Considerations

Street furniture is most useful and desirable in Springfield’s downtown area. Higher concentrations of street furnishings should be present in areas of greater pedestrian activity.

### Streetscape Furniture Suite Selection Principles

- » Color palette complements existing streetlights with black or other dark colors
- » Material palette of slatted steel is compatible with existing streetlight design
- » Streamlined traditional style
- » Complies with current Americans with Disabilities Act regulations

*Streetscape Furniture Suite 1 (Example).*



*Streetscape Furniture Suite 2 (Example).*



## Streetscape Furniture, continued

<b>Seating</b>	
<b>Location Requirements</b>	Determined by City on site by site basis
<b>Distance from Intersection</b>	Minimum of 30 feet from an intersection on the near side approach Minimum 20 feet from the intersection on the far side
<b>Placement Requirements</b>	Seating is oriented towards the sidewalk and buildings Minimum 2 feet from the curb Furnishings should not be located so as to obstruct the sight triangle of an adjacent driveway or mid-block crossing
<b>Minimum Dimensions</b>	3 feet minimum clear on either side of the bench 5 feet minimum from fire hydrants 35 inches high at back rest 17 inches high at seat level 25 inches deep 6 feet long
<b>Style / Type / Material</b>	Steel slats with a thin profile. Hot-dipped galvanized steel with dark painted finish.
<b>Additional Considerations</b>	Provide seating both with and without armrests. Provide backless seating as well as seating with backs.



## Streetscape Furniture, continued



<b>Trash / Recycling Receptacles</b>	
<b>Location Requirements</b>	Determined by City on site by site basis
<b>Placement Requirements</b>	Receptacles should be provided in close proximity to bus shelters, seating areas, intersections, and food and beverage establishments.
<b>Minimum Dimensions</b>	18 inches clear surrounding receptacle 5 feet minimum from fire hydrant 1 foot from any in-ground obstruction (such as manhole) 3 feet from other street furniture 5 feet clear Pedestrian Through Zone adjacent to the receptacle (BCS) 23 inch diameter x 36 inches high
<b>Style / Type / Material</b>	Steel paneled cylindrical form with polyethylene liner Freestanding or mounted on site.



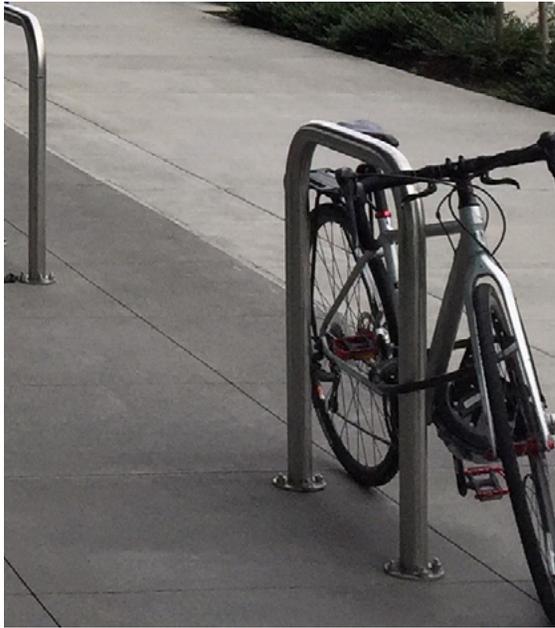
<b>Bollards</b>	
<b>Location Requirements</b>	Determined by City on site by site basis
<b>Minimum Dimensions</b>	Diameter: 4 inches Height: 3 feet
<b>Style / Type / Material</b>	Powdercoated, galvanized steel or cast aluminum, semi-domed top.
<b>Additional Considerations</b>	Bollards should be visible in all lighting conditions for all users, particularly pedestrians and motor vehicles. Proper sizing and spacing is important to balance restricting vehicular traffic with allowing for pedestrian movement.

## Streetscape Furniture, continued

<b>Bike Racks</b>	
<b>Location Requirements</b>	Determined by City on site by site basis
<b>Placement Requirements</b>	<p>Bike racks for short-term parking should be placed outside a destination and near its entrance to maximize convenience.</p> <p>Permitted in Frontage Zone.</p> <p>Racks must be oriented such that they do not interfere with pedestrian path of travel on the sidewalk, yet are not so close to the curb that the rack can be inadvertently hit by the overhang of a car as it parks.</p> <p>Minimum 2 feet distance from curb (3 feet recommended).</p> <p>4 feet, minimum from newspaper racks; US Postal Service mailboxes; street lights; traffic control signs; bus stops or shelters; driveways; sidewalk vaults or other surface hardware, such as cable or electrical boxes or grates; street furniture; trash and recycling bins; or other sidewalk obstructions; curb ramp and crosswalks.</p> <p>5 feet from fire hydrant and crosswalks.</p> <p>Bike racks parallel to a wall: minimum 24 inches from wall, 36 inches recommended.</p> <p>Bike racks perpendicular to wall: minimum 28 inches from wall, 36 inches recommended</p> <p>Place in sheltered location when possible.</p> <p>Where installed in the Frontage Zone of the sidewalk, ensure that racks do not in conflict with rain water leaders or drain lines.</p>
<b>Installation Requirements</b>	<p>Sidewalks between 10 feet and 14 feet in width: install bike racks parallel to the curb. Multiple individual racks installed parallel to the curb, end to end, must be separated by a minimum of 48 inches (72 inches is preferred).</p> <p>Sidewalks wider than 14 feet : racks can be placed perpendicular to the curb. Multiple racks placed perpendicular to the curb, side-by-side, must be separated by a minimum of 36 inches (48 inches is preferred).</p> <p>Permit required</p>



## Streetscape Furniture, continued



<b>Bike Racks</b>	
<b>Minimum Dimensions</b>	28 inches long x 6 inches wide x 33 inches high. 6 feet x 2 feet footprint
<b>Style / Type / Material</b>	Supports the bicycle frame in at least two places, allowing the frame and wheel to be locked using a U-lock or cable lock;  Has a square, rectangular, or other cross-section that resists vandalism with a pipe cutter;  Prevents the wheel of the bicycle from tipping over;  Does not damage the bicycle;  Is durable and securely anchored;  Allows front-in or back-in parking; and,  Allows for the securing of a variety of bicycles, including children’s bikes, tandems, and recumbents.
<b>Unacceptable Designs</b>	Bicycle racks that are not acceptable are those that do not meet the criteria above. These include grid, “schoolyard,” or “wheel-bender” style racks that do not allow for the locking of both wheel and frame and “wave” racks, because they do not support the bicycle in two places.

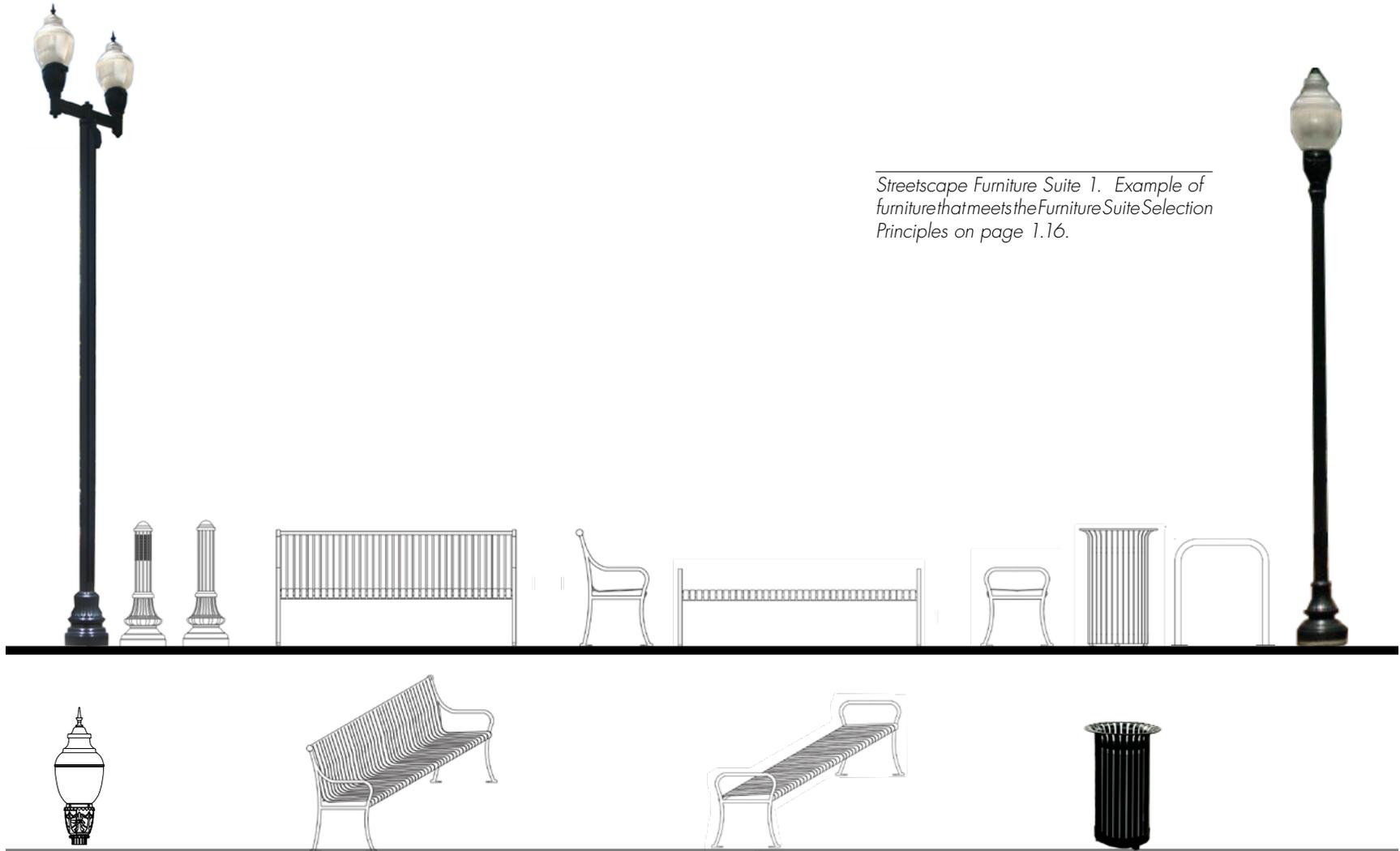
## Streetscape Furniture, continued

<b>Planters</b>	
<b>Location Requirements</b>	Approved by City on case by case basis
<b>Placement Requirements</b>	Permitted in Frontage Zone Planters are optional
<b>Minimum Dimensions</b>	24 inches high x 3 feet wide x 3 feet long
<b>Style / Type / Material</b>	Steel, aluminum or cast concrete
<b>Vaults</b>	
<b>Description</b>	Vaults are above grade projections or covered below grade and flush with the surface of the sidewalk, e.g. electrical transformers.
<b>Placement</b>	<p>Vaults shall be located on private property whenever possible. If, for some compelling reason, a vault may not be located on private property, a permit for placing a vault in public space may be granted if:</p> <ol style="list-style-type: none"> <li>1. The vault is located adjacent to ground floor retail in a commercial building and has a solid cover that is flush with the surrounding surface and matches the adjacent paving material.</li> <li>2. The vault is located in the public parking zone adjacent to a residential building and is concealed on all sides facing the right-of-way by a landscaped buffer.</li> <li>3. The vault is located in an alley and complies with building code requirements.</li> </ol> <p>Vaults shall be constructed so as not to interfere with sewers, water mains, gas mains, electric or telephone conduits, signal conduits, manholes, lamp posts, trees, or any other public or public utility works or improvements. On any sidewalk, the Pedestrian Through Zone should be free of vaults and vault covers that project above the pavement surface.</p>



An above grade vault.

# Streetscape Furniture, continued



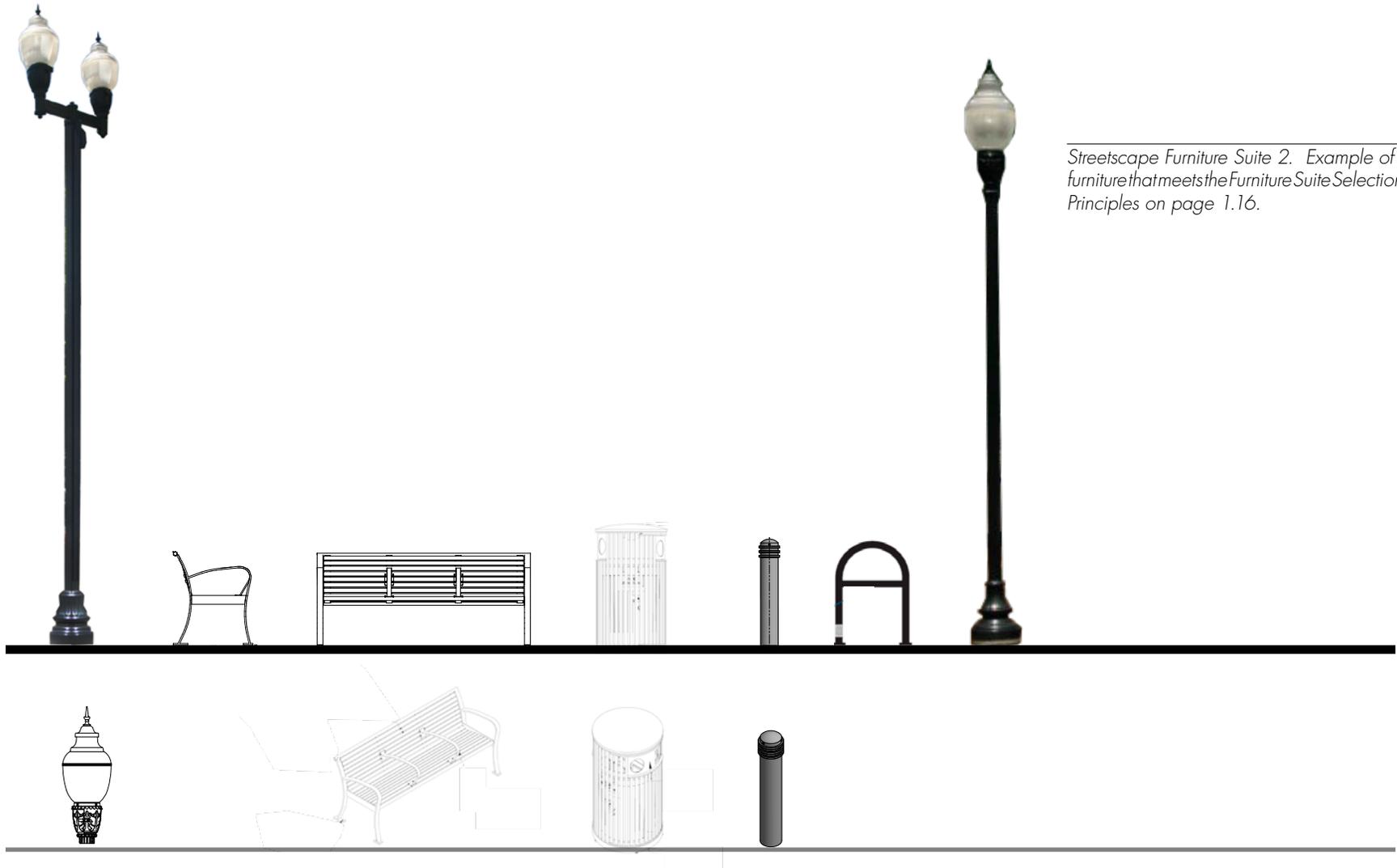
*Streetscape Furniture Suite 1. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.*

## Streetscape Furniture, continued



*Streetscape Furniture Suite 1. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.*

# Streetscape Furniture, continued



*Streetscape Furniture Suite 2. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.*

## Streetscape Furniture, continued



*Streetscape Furniture Suite 2. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.*

## Parklets and Cafe Seating

Parklets and café seating contribute to a vibrant urban culture and help to make downtown Springfield a more dynamic place to walk, socialize and dine. Both parklets and café seating are privately funded and maintained, but they serve as a public space for everyone. Café seating is a temporary dining area that occupies part of the public right-of-way and is located in the Street Furnishing Zone or the Frontage and Marketing Zone. It is often associated with a particular business or restaurant and can add seating capacity for its customers. In contrast with café seating, parklets convert on-street parking spaces into usable open space for the public. Both types of gathering spaces help activate a streetscape, adding pedestrian activity and enhancing economic development in the surrounding neighborhood. They can be elaborate structures or very simple, depending on the design and budget. Though they are considered temporary structures, they can offer year-round amenities. All café seating and parklets must be reviewed and approved by the City.

### Design Considerations

**Neighborhood Context:** Parklets and café seating arrangements work best in areas where people frequently walk and they can be a good way to add pedestrian space where sidewalks are narrow. Consider adjacent uses that might be complimented by the addition of a parklet or café seating area. Some examples include nearby food

carts, a farmer's market, a bike share station or a popular restaurant.

**Location on the Block:** Parklet locations should be chosen to keep sightlines clear for people on the streets and the sidewalks. See the City's program (forthcoming) for more information on location requirements. Maintaining good visibility is critical to a safe downtown for both pedestrians and drivers.

**Pedestrian Through Zone:** 6 feet minimum of unobstructed pedestrian passage in the Pedestrian Through Zone of the sidewalk. No element of the sidewalk café may obstruct the Pedestrian Through Zone.

**Durability of Materials:** It is important for sidewalk cafés to be equipped with quality furniture and fixtures that contribute to the safety and attractiveness of the public realm. Furniture and fixtures must be of sturdy construction, durable, maintainable, and able to withstand severe weather without blowing over. While a variety of tables, chairs and umbrellas are acceptable, the context of nearby buildings and downtown Springfield should be considered when selecting furniture and fixtures.



### Common Elements

- » Common elements of parklets include: built-in seating, tables, landscaping, areas for play and performance.
- » Common elements of sidewalk cafés include: tables, chairs, umbrellas, barriers, planters, waste receptacles and menu display

## On-Street Bike Corrals

Bike corrals convert on-street car parking spaces into bicycle parking, accommodating up to 12 bikes per single parking stall. This bike parking area frees up sidewalk space for pedestrians by providing a higher concentration of bicycle parking in the on-street parking area and it helps to promote multimodal transportation in the downtown area by placing corrals in convenient locations.

### Design Considerations

**Neighborhood Context:** On-street bike corrals should be placed in areas where there is already a concentration of bicycle and pedestrian activity and where automobile speeds are low. Corral placement can encourage bicycle activity and promote an active street culture and well as bring business to adjacent shops and restaurants. Consider proximity to nearby activities and destinations such as retail shops and civic buildings or popular restaurants and cafes.

**Location on the Block:** On-street bike corral locations should be chosen to keep sightlines clear for drivers and pedestrians. Good visibility and appropriate buffered edges are critical to maintaining a safe and pleasant bicycle parking experience. See the City's program (forthcoming) for more information on location and dimension requirements.



## Wayfinding Signage

Wayfinding signage contributes to a well-designed streetscape, helping to orient, direct and inform, as well as add character to a particular neighborhood or district. Wayfinding signage includes any sign with words, graphics, or maps that provides information about a place and is used to help orient and inform. It is a valuable component to the streetscape and is found in the public right of way. Signage helps visitors orient themselves to their surroundings, providing information about nearby amenities or points of interest, helping to direct pedestrians to places they are trying to go. It is a key component to navigating the city, contributes to a positive image and adds vibrancy and visual consistency to a streetscape.

In addition to navigation, signage contributes to the identity of a place and can highlight historically and culturally significant areas or showcase the identity of a community. It can serve as a landmark and add to the unique character of a place. A complete wayfinding design suite for Springfield's downtown should include multiple scales of signs directed toward different types of users including pedestrians, cyclists, and drivers.

### Types of Wayfinding Signage includes:

**Standalone Signs.** These are freestanding panels, or signs on posts that provide general awareness, often giving directional information about nearby attractions and orienting visitors.

**Street Attachment, Temporary Banners.** These are non-permanent signs that can be removed easily. Temporary banners might highlight an upcoming annual festival or simply relate to a particular neighborhood. They enhance neighborhood identity and add vibrancy to a community.

**Street Attachment, Neighborhood Identifiers.** These are signs that help create a positive community image and strengthen the identity of a place. They help to guide visitors along an area and could provide information sequentially. They might attach to preexisting street lamp or other street furniture in the public right of way and could be a permanent fixture.

Wayfinding signage is maintained and controlled by the City.

