

DOWNTOWN REVITALIZATION PLAN – PHASE ONE

DOVER FOXCROFT, MAINE

Prepared for:

**The Piscataquis County
Economic Development Corporation**

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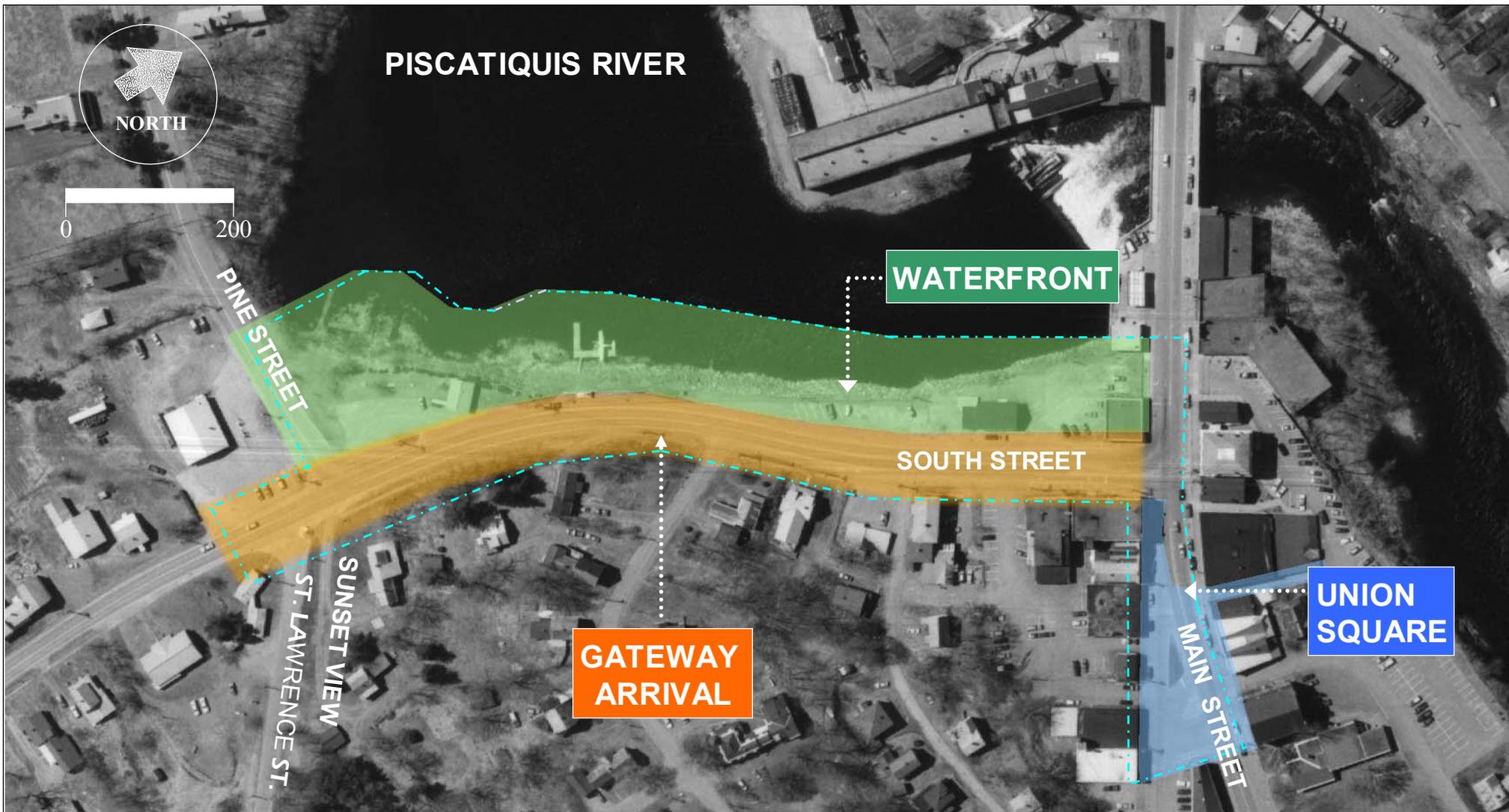
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GATEWAY ARRIVAL

PROGRAMMING AND INVENTORY/ANALYSIS

Goal

- A first impression that sets the mood and flavor for a clean, beautiful and environmentally conscious community that is attractive to business, investors, visitors, and residents.

Objectives

- Frame historic features and natural views of importance.
- Create a sense of transition and arrival.
- Develop a traffic sign and signal standard that is unique to Dover-Foxcroft.
- Address the issues of blight and slum throughout the gateway arrival corridor.
- Identify the downtown and business climate.
- Reinforce the desire for arts and culture in the City.

Design Elements

- Appropriately scaled site lighting.
- Plantings to frame views and buffer uses.
- Common traffic signs and lighting standards specific to Dover-Foxcroft.
- Curbed streets.
- Historic preservation measures.

Design Elements –Continued

- Transition site elements that signal “arrival”.
- Site and view sensitive utilities.
- Traffic calming devices – bump outs, street width etc.
- Bollards and vertical ID devices.
- Textured Pedestrian Crossings.



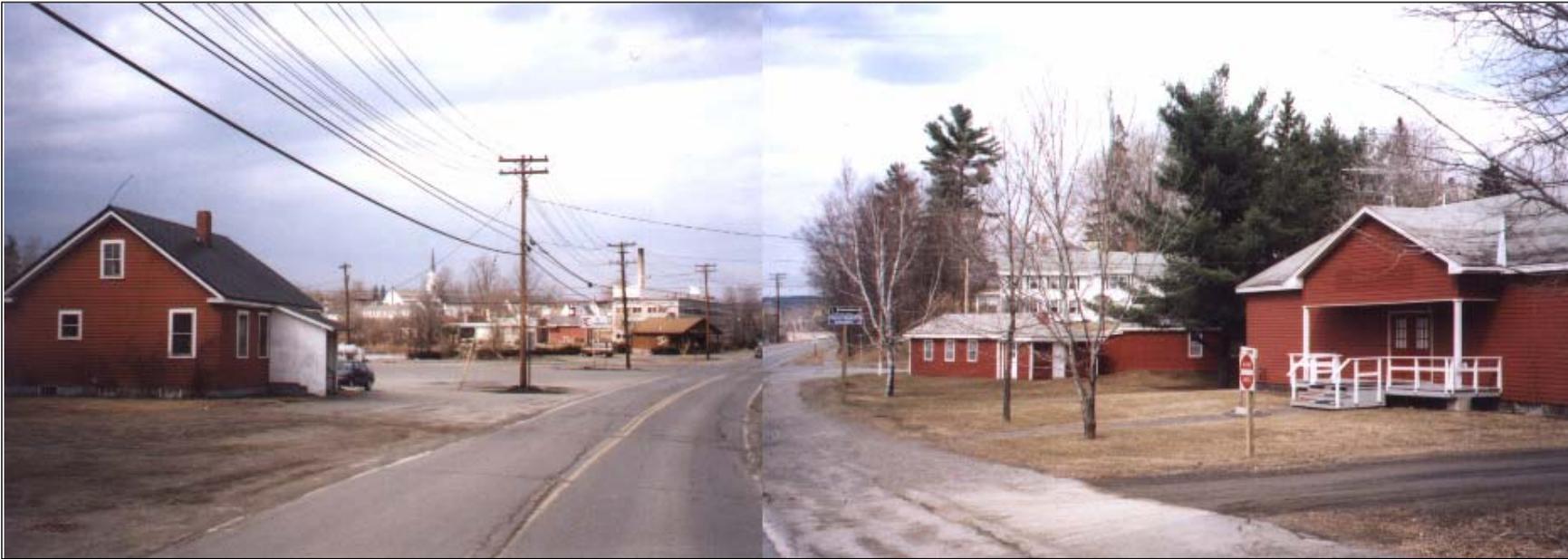
Inventory

- Historic, residential area.
- Roads are uncurbed with overland stormwater flow.
- Skyline is broken by mature deciduous trees and views to the riverfront and industry beyond are somewhat framed.
- Overhead utilities detract from arrival.
- Descent into gateway area provides a sense of transition.

Analysis

- Historic residential uses provide a transition zone from urban to rural and should be retained.
- A change to curbed roads at the gateway area will increase the sense of transition from rural to downtown.
- A tree maintenance and replacement plan would ensure that these gateway elements are preserved.
- Utility lines should be run underground or relocated at some point in time to relieve visual clutter.
- The industrial uses framed by the mature trees along Route 7 are a historical element of the City. Exterior renovation could make this a landmark into a focal point and item of interest on the horizon.





Inventory

- St. Lawrence St. and Sunset View are partially obscured from view by structures on corner.
- The Chamber of Commerce comes into view.
- Red, uniformly painted buildings begin to create a sense of space.
- Very wide roadway with undefined edge.
- No curbing.

Analysis

- Hidden drives present a dangerous condition.
- A signalized intersection would create a safer vehicle movement process and address some potential sight distance issues.
- Signalizing this intersection would also stop incoming Route 7 traffic and allow them to experience the proposed improvements to this westerly arrival into the Downtown.
- Curbs and defined sidewalk should be incorporated near this point.
- Utilities could be hidden with evergreen back drop if relocated to the right side of the road.



Inventory

- Expansive paved front yard area of Q. E. Robinson lacks definition and sense of arrival.
- Views to river.
- Vehicle speed narrows view window significantly.
- A. E. Robinson utilities and signage compete with river views.

Analysis

- Lack of defined entrances creates a sense of confusion for drivers as they arrive at this critical intersection.
- People must be aware of an infinite number of entry points from A. E. Robinson while also navigating a 5 way, non signalized, offset intersection.
- As a prime arrival point, visitors attention is drawn away from river views while trying to navigate this undefined intersection.
- Defined entrances, curbing, signage, textured pedestrian crossings, and plantings that buffer and focus views to critical focal points are recommended.



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Inventory

- Vehicular circulation lacks definition - no curbing, excessive turning radii, insufficient signage, unclear pedestrian routes.
- Mature vegetation in background.
- Overhead utilities detract from visual experience.

Analysis

- Roads and parking should be curbed.
- Define vehicle and pedestrian corridors.
- Site furnishings such as bollards, lighting, signage, and textured pedestrian crossings will help to define this intersection and begin to identify it as the first point in the transition in Downtown Dover-Foxcroft.



Inventory

- Vehicular circulation lacks definition.
- Change in grade begins to define space and transition.
- Pedestrian routes are unclear-note car stopped in crosswalk.

Analysis

- Roads and parking should be curbed.
- Define vehicle and pedestrian corridors.
- Site furnishings such as bollards, lighting, signage, and textured pedestrian crossings will help to define this intersection and begin to identify it as the first point in the transition in Downtown Dover-Foxcroft.



Inventory

- Steep grade with asphalt sidewalk to east and residential uses on and beyond.
- Masonic building peaks over the hill.



Analysis

- The steep grade rising to the east provides an excellent definition of the arrival and riverfront space.
- It also provides an excellent buffer to and from residential uses above.
- The rise in grade and steep slope adds to the sense of arrival to Downtown.
- This slope should be maintained where possible.
- Views to river and Chamber of Commerce become more expansive.
- There may be code issues with the elevated sidewalk and steep slope and a railing may be needed.
- The elevated sidewalk, while providing an excellent separation from vehicular traffic, is on the opposite side of the road from the river which may limit its functionality.



Inventory

- Dramatic views up river and across to the mill, bridge arch, dam, and historical buildings downtown.

Analysis

- Pleasing and historical views should be preserved and framed with plantings and architecture for viewing from both South Street and the riverfront area.
- Other views should be played down and buffered with plantings or buildings.

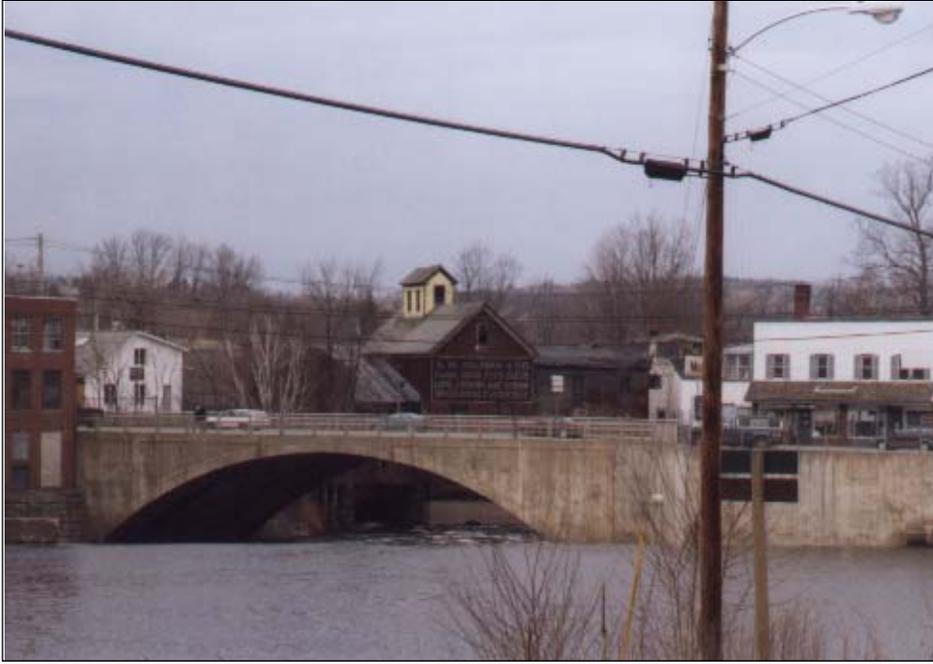


Inventory

- At the crest of the hill, the first real look at the Downtown Core is had.
- A strong focal point is created by the Masonic Building and the space defining vertical building elements of the True Value Hardware at the end of the street and the Mill and bridge on the left.

Analysis

- The Masonic building was studied in quite some detail during previous planning efforts because of its prominence as a focal point terminus to South Street.
- Every effort should be made to revitalize and restore this building as a historic downtown element. Streetscape plantings and overhead utilities should respect this historic structure.



Inventory

- Landmarks – High Street Bridge with historic architecture beyond, the Masonic building, and True Value Hardware.

Analysis

- These are critical viewpoints that should be focused upon and preserved.
- Utility line clutter is obvious and efforts should be made to relocate or run under ground.



Inventory

- Overhead utility lines continue on both sides of the roadway.
- An undefined gravel/asphalt area exists between South Street and the river extending almost all the way to the river bank. No defined entrances exist to the parking/open area.
- Driveways and road enters on the east side of South Street also lack definition and existing parking areas are vast open pavement areas with little visual or physical relief.

Analysis

- The redundancy of poles and lines should be reviewed and eliminated where possible.
- Aerial lines are perhaps the most visually intrusive utility and every attempt should be made to move them away from the riverfront or put them underground.
- Drive and parking access points need to be defined and controlled.



Inventory

- Architectural styles along the arrival corridor of South Street lack any cohesiveness.
- Renovations and additions that are not in keeping with the historical precedent of architectural styles in the area have been added to residential structures along the east side of the street.

Analysis

- Recommend a design review board and standard design guidelines to promote a commonality of architectural styles while allowing for individuality and diversity of architecture.



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Analysis

- Recommend a design review board and standard design guidelines to promote a commonality of architectural styles while allowing for individuality and diversity of architecture.

Inventory

Uses and Facilities

- Chamber of Commerce with minimal parking.
- Small boat launch area with no parking facilities.
- A.E. Robinson and related parking.

Vehicle and Pedestrian Circulation

- Pedestrian route identification could be stronger.
- Offset intersections and parking lots with no defined entry create visual overload for drivers.
- Multiple entry points creates an unsafe condition.
- Route 7 pedestrian crossing distance is excessive and not well defined.

Visual Assessment and Aesthetics

- First views of the Chamber of Commerce and waterfront areas but no sense of arrival.
- Views are focused towards the river, the dam and bridge, the Church Steeple beyond, the mural on the rear of Bob's Hardware, and the Chamber of Commerce and future riverfront uses by the steep slopes to the east and large stand of mature pines to the west.
- Multiple utility line routes are the main detractor from the arrival.
- Views to river and industry on North side.
- Slopes to East of Route 7 help define the space.

General Comments

- Hills to East and West form a natural focus on the intersection of Route 7, St. Lawrence, and Pine making it a logical point of arrival.

Analysis

Uses and Facilities

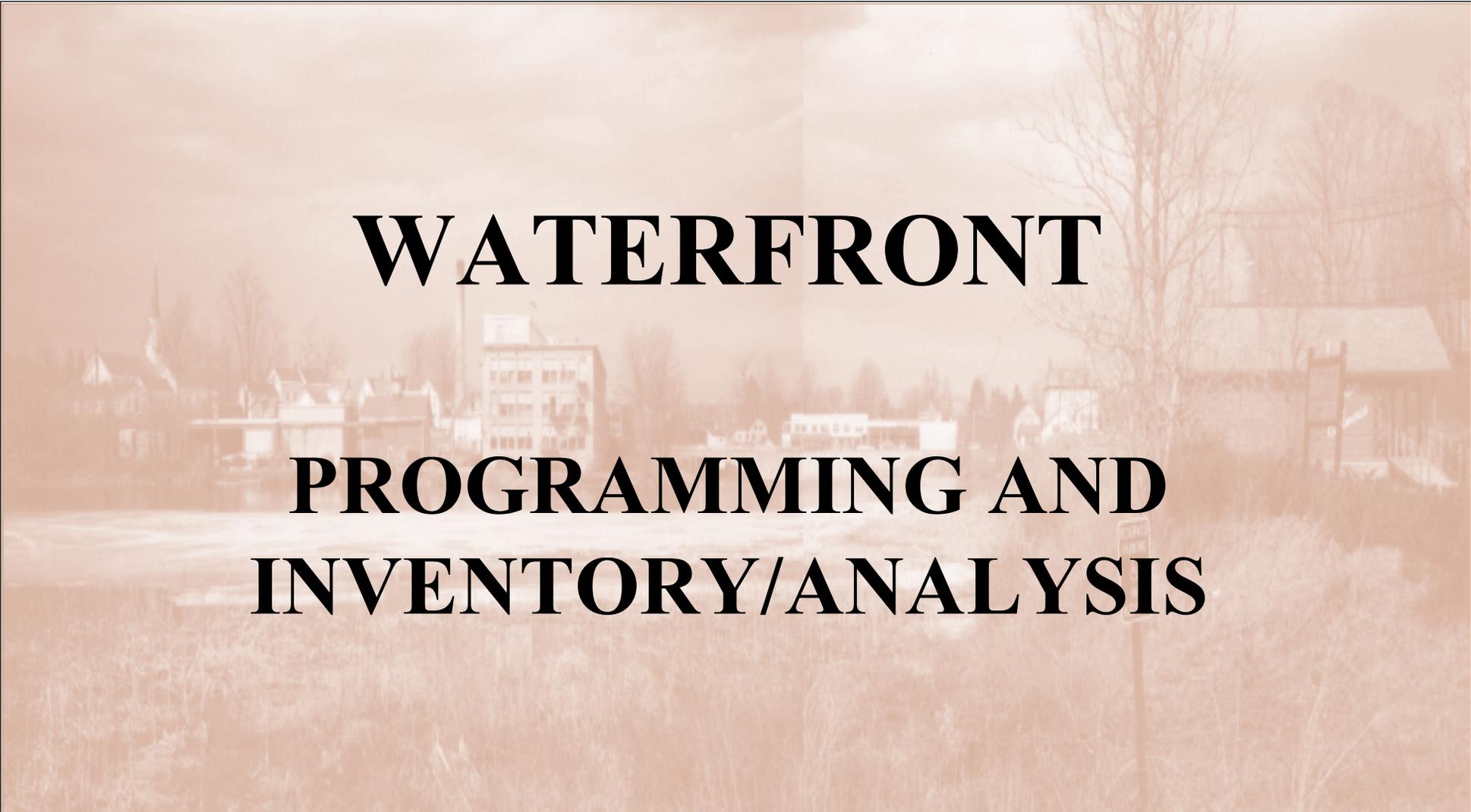
- The Chamber of Commerce is a logical arrival building and should remain in the gateway area and the boat landing visually and physically links the gateway with the waterfront.
- A.E. Robinson has expansive parking adjacent the gateway and in the foreground of the riverfront. Buffering and setbacks should be explored.

Vehicle and Pedestrian Circulation

- Paving material changes and textures, signage, and site elements will increase pedestrian route visibility.
- Offset intersections should be avoided, especially in a gateway condition when a heightened awareness of the arrival is desired. Entry points to Route 7 should be minimized to limit the number of circulation conflicts.

Visual Assessment and Aesthetics

- No views are framed.
- Utilities should be moved either underground or to less visually intrusive locations.
- Trees and under story plantings should be used to create spaces, buffer unlike uses, and frame important historic views.
- Site lighting is both an aesthetic and functional element. Provide safe light levels that don't overwhelm and glare.
- Railings and other devices are needed for safety along the banks of the river.
- A sense of transition and arrival needs to be developed at the intersection.



WATERFRONT PROGRAMMING AND INVENTORY/ANALYSIS

Goal

- Promote and expand cultural and recreational events, facilities, and programming to address the diverse needs and desires of the citizens in our community.

Objectives

- Create visual cues and wayfinding devices to create a sense of identity and place.
- Improve general aesthetic appeal by highlighting natural and historic features.
- Provide areas for homecoming.
- Increase the usability of the waterfront.
- Create public places for chance meetings, public events, and activities.
- Develop a common palette of waterfront site elements.
- Address the issues of blight and slum conditions along the waterfront.
- Provide of bike path connections.
- Clean up and aesthetics issues.

Design Elements

- Boat Ramp and Parking.
- Farmers Market Area.
- General gathering areas.
- Walking/Biking trails.
- Site furnishings.
- Site lighting.

Design Elements – Continued

- Safety items – railings etc.
- Maintenance facilities – water, power, etc.
- Drinking fountains.
- Display areas.
- Wayfinding elements – signage, common paving, etc.
- Parking areas.



Inventory

- Arrival to the Chamber site is undefined and unclear to both the parking area and the Chamber building.

Analysis

- While the building does present itself well to South Street, delineation of pedestrian vs. vehicular traffic is non-existent in the parking and arrival area.
- See, Arrive, Park, is the general sequence of arrival and this sequence needs to be employed at the Chamber.



Inventory

- There appeared to be no site lighting present short of that which may spill over from the street lighting on South Street which consist of utility pole mounted cobra style fixtures.



Analysis

In addition to providing a sense of security and welcome, site lighting acts as a common, identifying element in the site.

A common palette of site lighting, benches, bollards, etc. can element act as a signal to users that they are in a specific use area. Lighting should be an integral part of the site planning along the riverfront.



Inventory

- The existing boat launch ramp allows for one user at a time with a minimal area for stacking.
- No dock or loading area was seen.
- No lighting is present.
- No signage was evident.

Analysis

- This bank is a necessary grade change and erosion control device.
- As the riverfront become used with more frequency, safety must be of high importance.
- Railings and planting buffers can provide protection from accidents.
- Specific, controlled points should be developed for interaction with the water.



Inventory

- The existing asphalt parking provides approximately 11 parking spaces.
- No curbing is present and snow plow damage is evident.

Analysis

- Additional parking is needed to accommodate visitors to the market, festivities, and park.
- This parking may not need be on site.
- Curbing should be provided as it protects pedestrians, plantings, and pavement edge from breakdown.
- Snow storage areas need to be identified on the plans and to municipalities for snow removal purposes.



Inventory

- The Chamber of Commerce is in good shape and is located presenting itself to traffic arriving from Route 7 (South Street).

Analysis

- The front of the Chamber should be easily recognizable and identified from South Street. The Chamber represents the "business" end of the Downtown and as such the architecture and surrounding site amenities should reflect the values and ideals of the business community.



Inventory

- Planting consist of old apple trees that appear to be in fair condition, various deciduous shade trees, and a loose hedge of yew that are in fine shape.

Analysis

- The garden club should be given the opportunity to provide input into planting selection and maintenance. A certified arborist should be consulted as to the health and longevity of existing plant material to be preserved. every attempt should be made to preserve mature specimen trees and established shrub colonies as they are extremely difficult to replace.





Inventory

- A steep rip rap reinforced bank exists to the river side of the parking lot with naturalized plant species providing additional stability.

Analysis

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Inventory

- Existing undefined gravel parking.
- No defined pedestrian routes or meeting areas.
- Overhead utilities inhibit planting and views to the water and City beyond.

Analysis

- Parking areas should utilize curb cuts, paved parking, buffered pedestrian routes, site lighting, etc. to define their use as a public space.
- A high collision probability exists with no controlled vehicle movement.
- Gravel parking is susceptible to mud and dust and should be avoided.



Inventory

- Existing redemption center and associated undefined entry and parking areas.
- No planting or visual relief.
- Important views to bridge are disrupted.

Analysis

- Parking areas should utilize curb cuts, paved parking, buffered pedestrian routes, site lighting, etc. to define their use as a public /private space.
- A high collision probability exists with no controlled vehicle movement.
- Gravel parking is susceptible to mud and dust and should be avoided.
- There is a large area of underutilized land in this riverfront area.

Inventory

Uses and Facilities

- Chamber of Commerce with minimal parking.
- Small boat launch area with no parking facilities.
- Dover-Foxcroft Redemption Center.
- Chare & Kimball Oil Co.

Vehicle and Pedestrian Circulation

- No defined pedestrian routes.
- Vehicle circulation and parking areas are undefined and un-buffered from surrounding uses.
- It is unclear what parking is for what use.
- No defined entry/exit points with Route 7.

Visual Assessment and Aesthetics

- No views are framed and very few plantings exist.
- Multiple utility line routes.
- Insufficient site lighting for safety.
- Views to river and industry on North side.
- Slopes to East of Route 7 help define the space.
- No fence or railings along steep river banks.

General Comments

- Large areas of underutilized space.

Analysis

Uses and Facilities

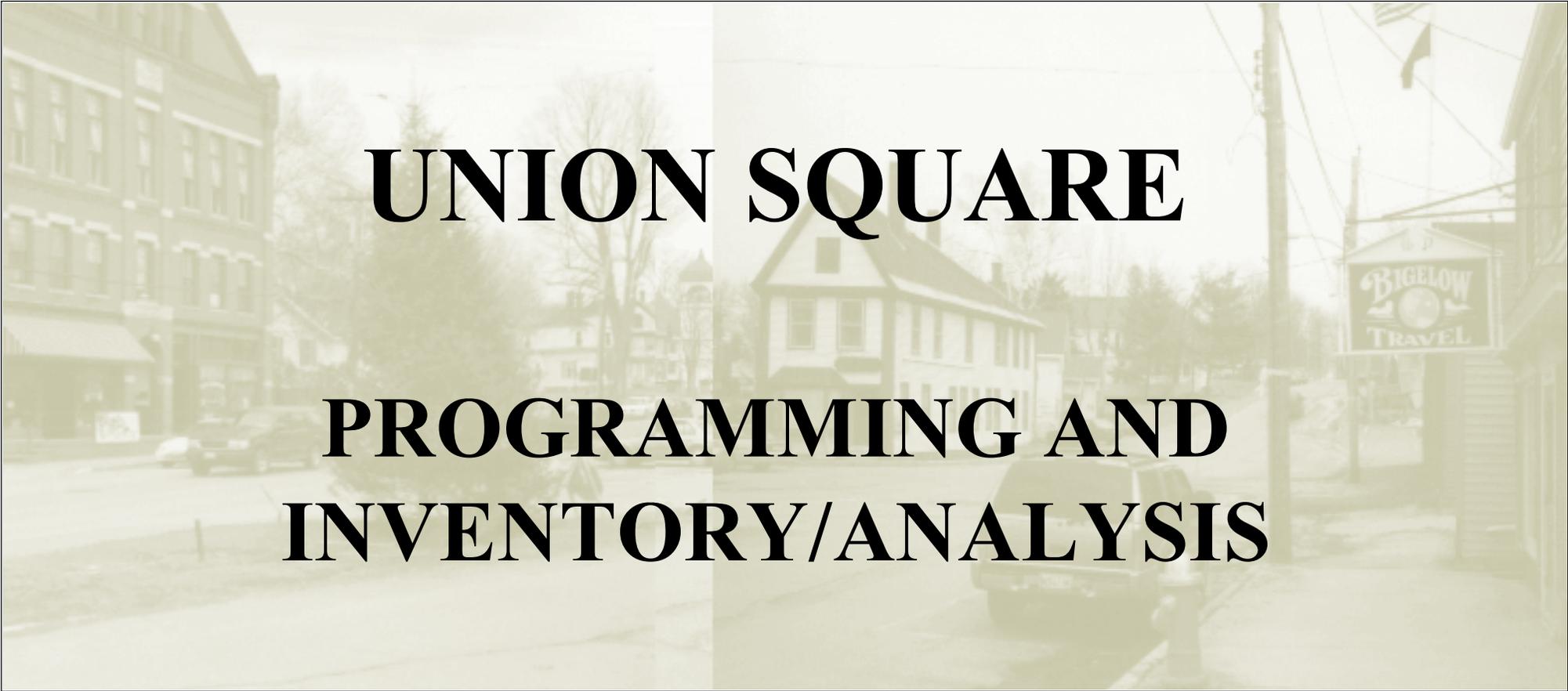
- If these uses are to remain, they need defined parking areas, including trailer parking.
- The redemption center and Oil Co. are part of the Downtown center and should take advantage of downtown parking as much as possible. The Redemption center is a fairly high traffic creator and may not be a compatible use with the waterfront.

Vehicle and Pedestrian Circulation

- Pedestrian spaces and circulation routes need to be defined in the waterfront area if it is to be a meeting and recreational space. A hierarchy of circulation means must be created.
- Curb cuts and defined, limited access points must be established along Route 7 and parking areas need to be buffered and strategically located to provide best relationships with related uses.

Visual Assessment and Aesthetics

- No views are framed.
- Utilities should be moved either underground or to less visually intrusive locations.
- Trees and under story plantings should be used to create spaces, buffer unlike uses, and frame important historic views.
- Site lighting is both an aesthetic and functional element. Provide safe light levels that don't overwhelm and glare.
- Railings and other devices are needed for safety along the banks of the river.



UNION SQUARE

PROGRAMMING AND INVENTORY/ANALYSIS

Goal

- A downtown center and meeting place that creates identity and sense of place which expresses and accommodates the mixed use nature of a thriving downtown.

Objectives

- Make pedestrian spaces and circulation routes a priority.
- Address traffic issues.
- Create defined pedestrian routes and minimize vehicle/pedestrian conflict points.
- Allow for fire truck movements.
- Provide service access to shops and restaurants.
- Create an equality of pedestrian uses and vehicle needs.
- Develop a sense of pride and community through community activities and events.

Design Elements

- Retail and events display plaza.
- Site lighting.
- Site furnishings.
- Plaza paving and seating.
- Pedestrian crossings.
- Vehicle intersections.
- Fire department access.

Design Elements – Continued

- Service and delivery facilities.
- Alley treatments.
- Signage and maps.
- Traffic calming devices.



Inventory

- Fairly wide streets with on-street parking. Excessive pedestrian crossing distances.
- Pedestrian signals are non-functional.
- Overhead utilities create visual clutter and un-kept appearance.
- Historical society building provides significant view terminus.
- No street trees.

Analysis

- On street parking is encouraged and provides scale transition.
- Overhead utilities should be moved to rear of buildings or underground.
- Bump outs would create a shorter crossing distance and develop traffic calming patterns in the downtown area.
- Views to historical society building should be preserved and focused.
- Street trees will add human scale to the streetscape, provide shade from summer sun and auto glare, and help clean the air of dust and debris.



Inventory

- The current union square consists of a grassed, uncurbed, median.
- Severe traffic pattern conflicts are apparent.
- Significant duplication of travel ways exists.
- The historic bank building and historical society building are significant landmarks.

Analysis

- Union Square should be expanded upon to become a true downtown meeting place.
- All downtown streets should utilize concrete or granite curbs as an urban element.
- The square should be an integral part of the downtown business environment.
- Traffic patterns and duplicative roads need to be realigned with respect to historic buildings and the fire department access.



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Inventory

- This existing alley is currently used by both vehicles and pedestrians alike.
- No site lighting is evident.

Analysis

- This space could become a pedestrian only access much as the one to the Northeast has become.
- Special paving and pedestrian scale site elements would identify it as a pedestrian only space.
- Lighting should be provided at industry safety standard levels.
- An alternate use would be for small seasonal shops to one side of the alley.

Inventory

Uses and Facilities

- Downtown Retail, Commercial, and Civic.
- Fire station and associated large vehicle requirements.
- Historic buildings.

Vehicle and Pedestrian Circulation

- Concrete sidewalks adjacent building façade.
- On-street parking.
- Painted pedestrian crossings.
- Major vehicle and pedestrian conflicts at intersection of Main St., Pleasant St., and River Street.
- Pedestrian crossing signal do not operate.
- Additional parking located behind retail facilities.

Visual Assessment and Aesthetics

- Historical society building is a main focal point.
- Masonic building is a main focal point.
- Views to river from Main Street are obscured by buildings.
- Mix of good and bad façade treatments on downtown buildings.
- Overhead utilities are a main distraction.
- No street trees or plantings.

General Comments

- While the downtown has not suffered the fate of uncontrolled growth, it suffers from a lack of identity and sense of “pedestrian and consumer” place.

Analysis

Uses and Facilities

- The downtown has a good mix of uses that needs to be built upon and given an identity.
- The fire station vehicle circulation needs create problems and requires a unique approach roadway alignment and pedestrian movements around it.

Vehicle and Pedestrian Circulation

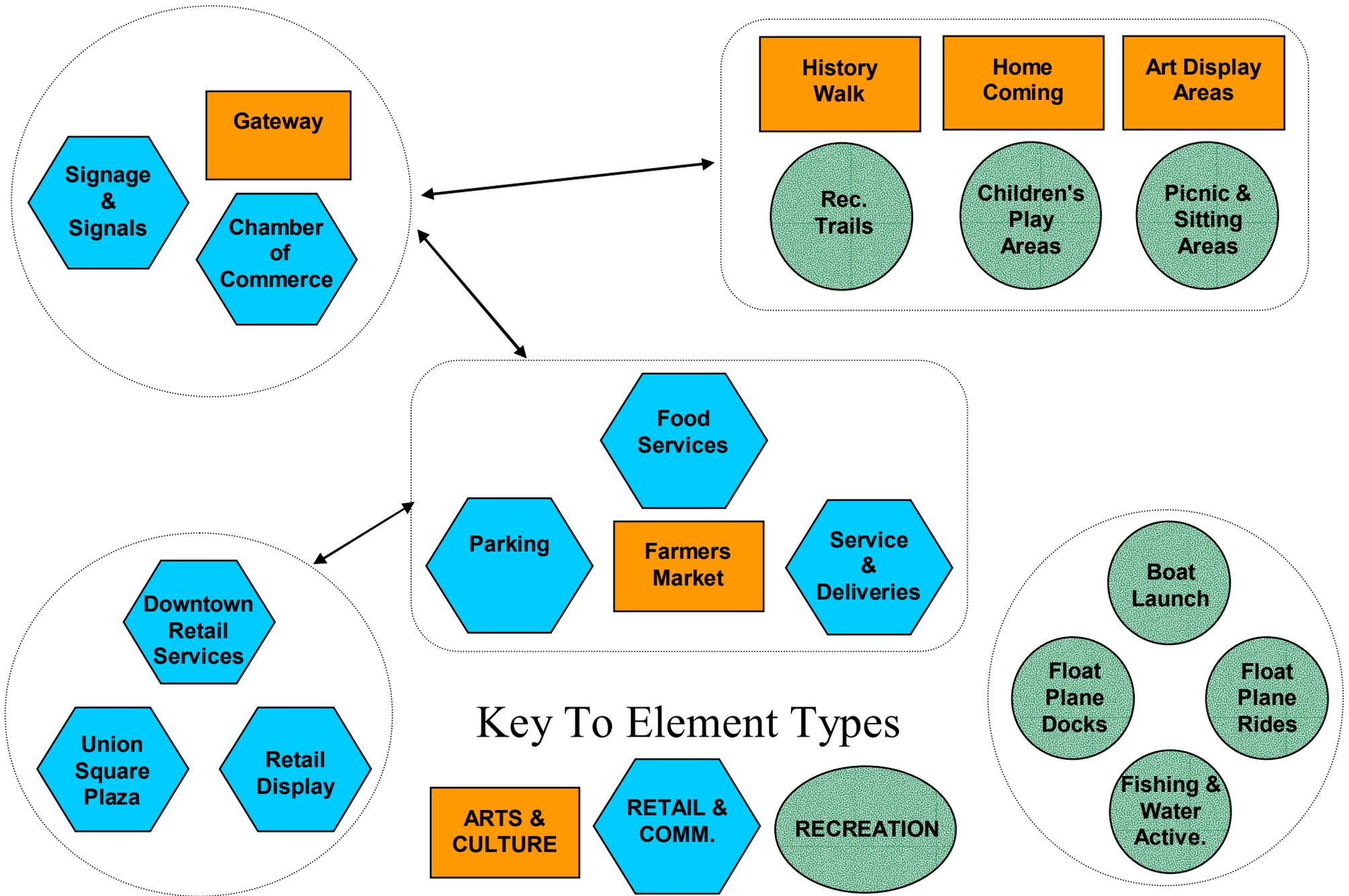
- Concrete walks and street curbing signifies a urban environment and the walk location provides good pedestrian/retail relationship.
- On street parking provides and excellent scale and buffer element to downtowns and is encouraged. It also provides a significant level of safety to pedestrians on the walks.
- The downtown should be a place of pedestrian activity with features that make that clear. Walks should be colored and stamped with pedestrian intersections clearly marked by vertical elements.
- Crossing signals need to operate and should incorporate audible as well as visual signals.

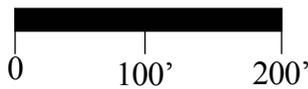
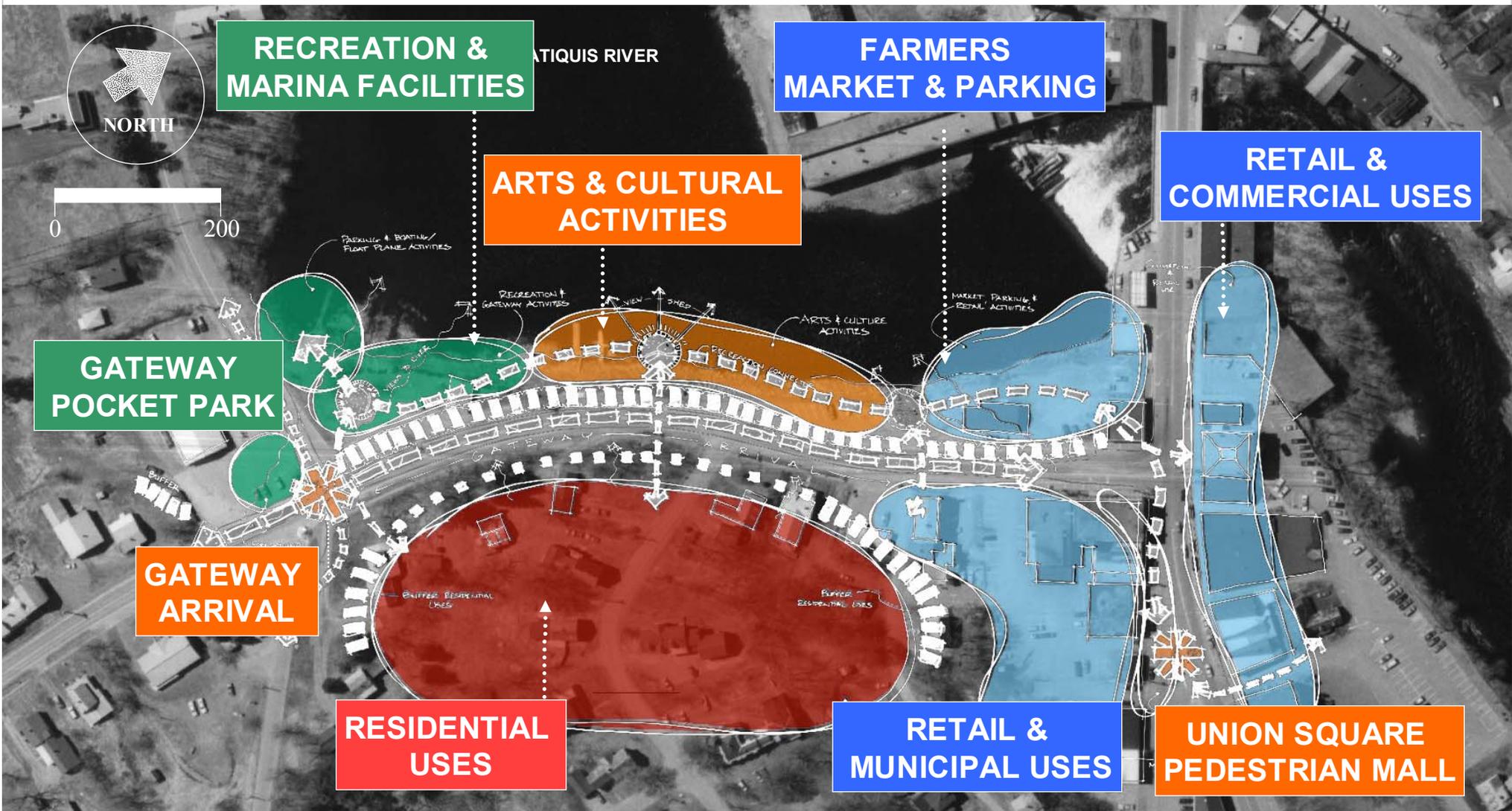
Visual Assessment and Aesthetics

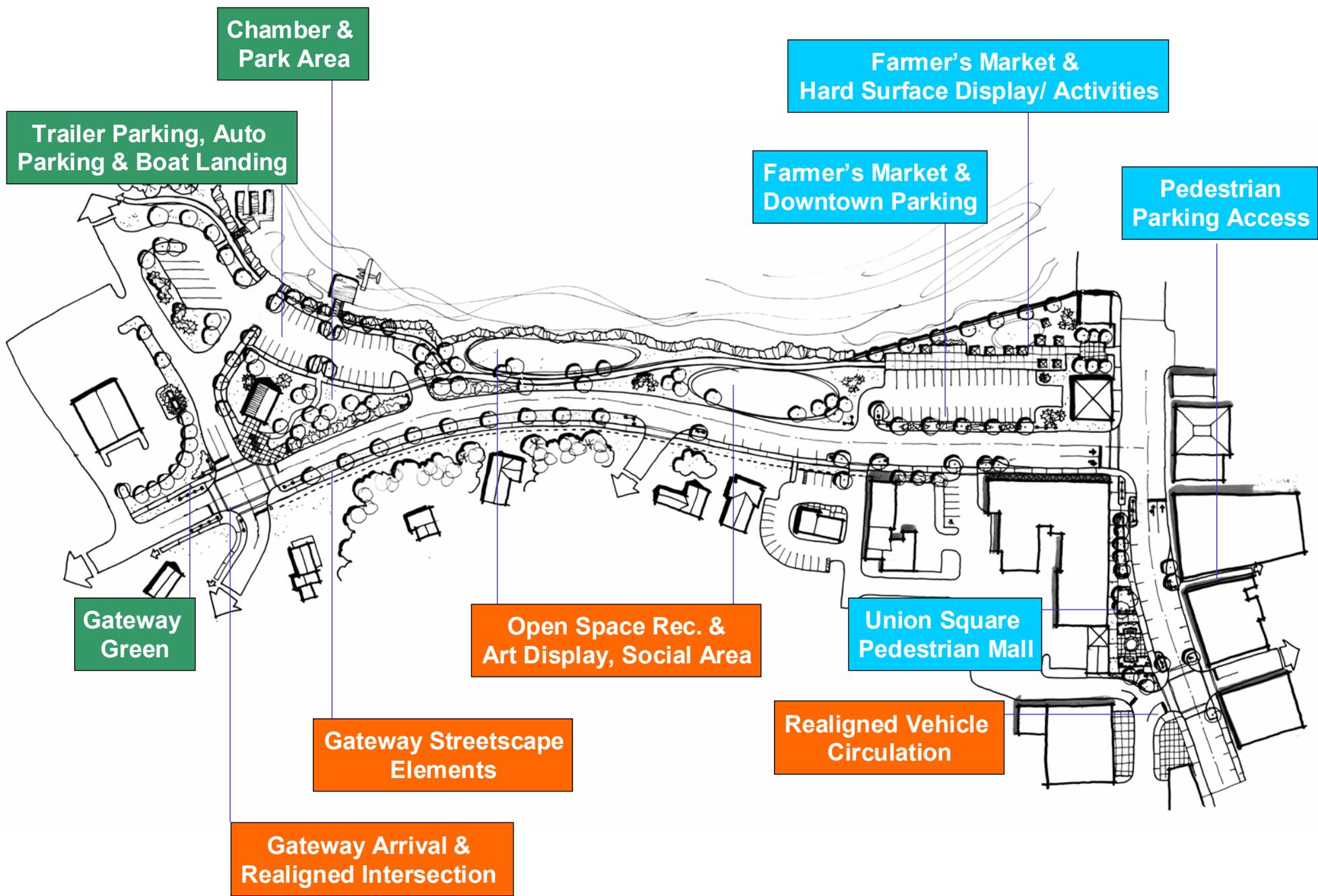
- Utilities should be underground in the urban environment.
- Site lighting should reflect the pedestrian and downtown use.
- Critical site lines should be preserved or created where possible.
- Design guidelines that encourage a tasteful and architecturally appropriate palette of building elements should be developed.

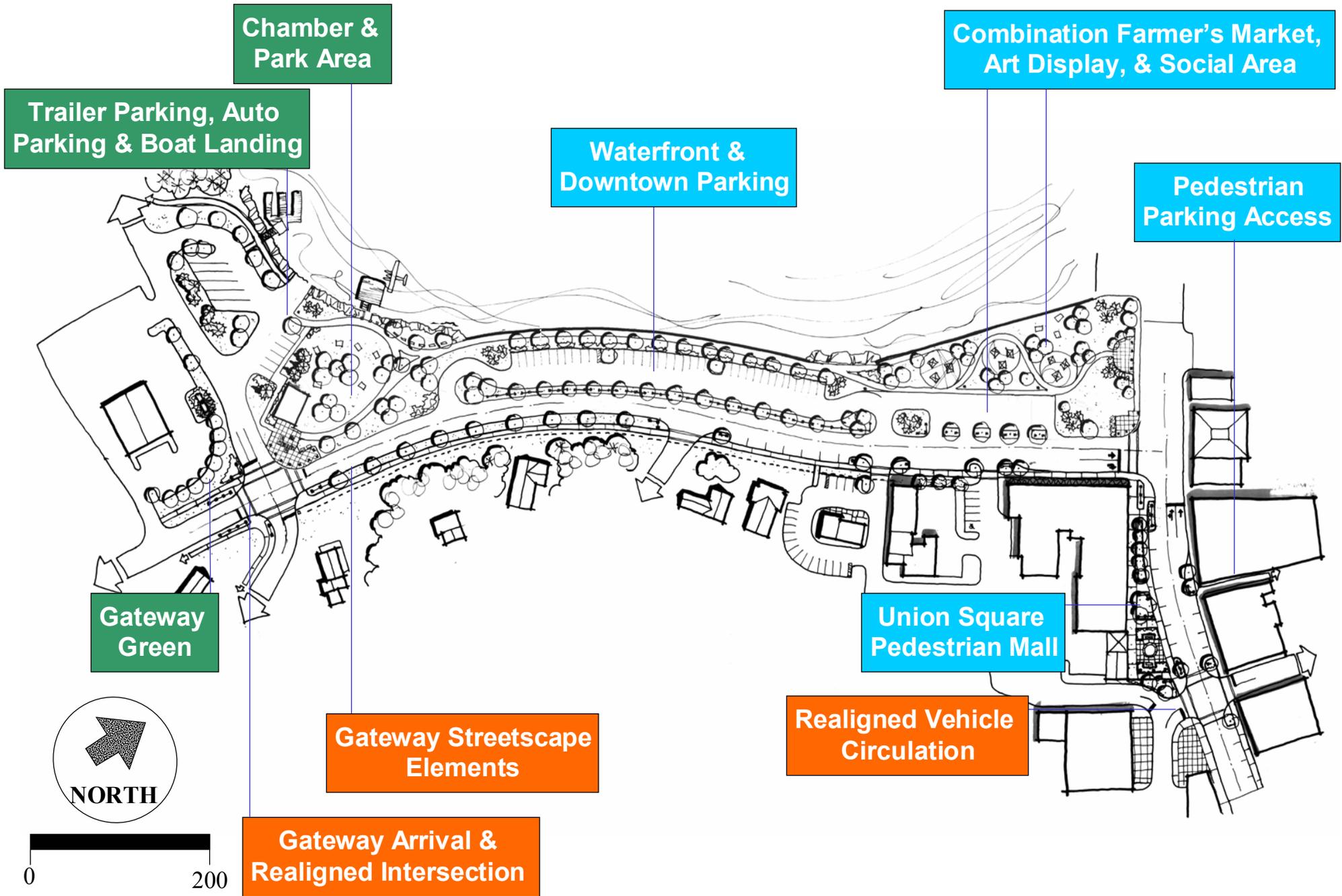


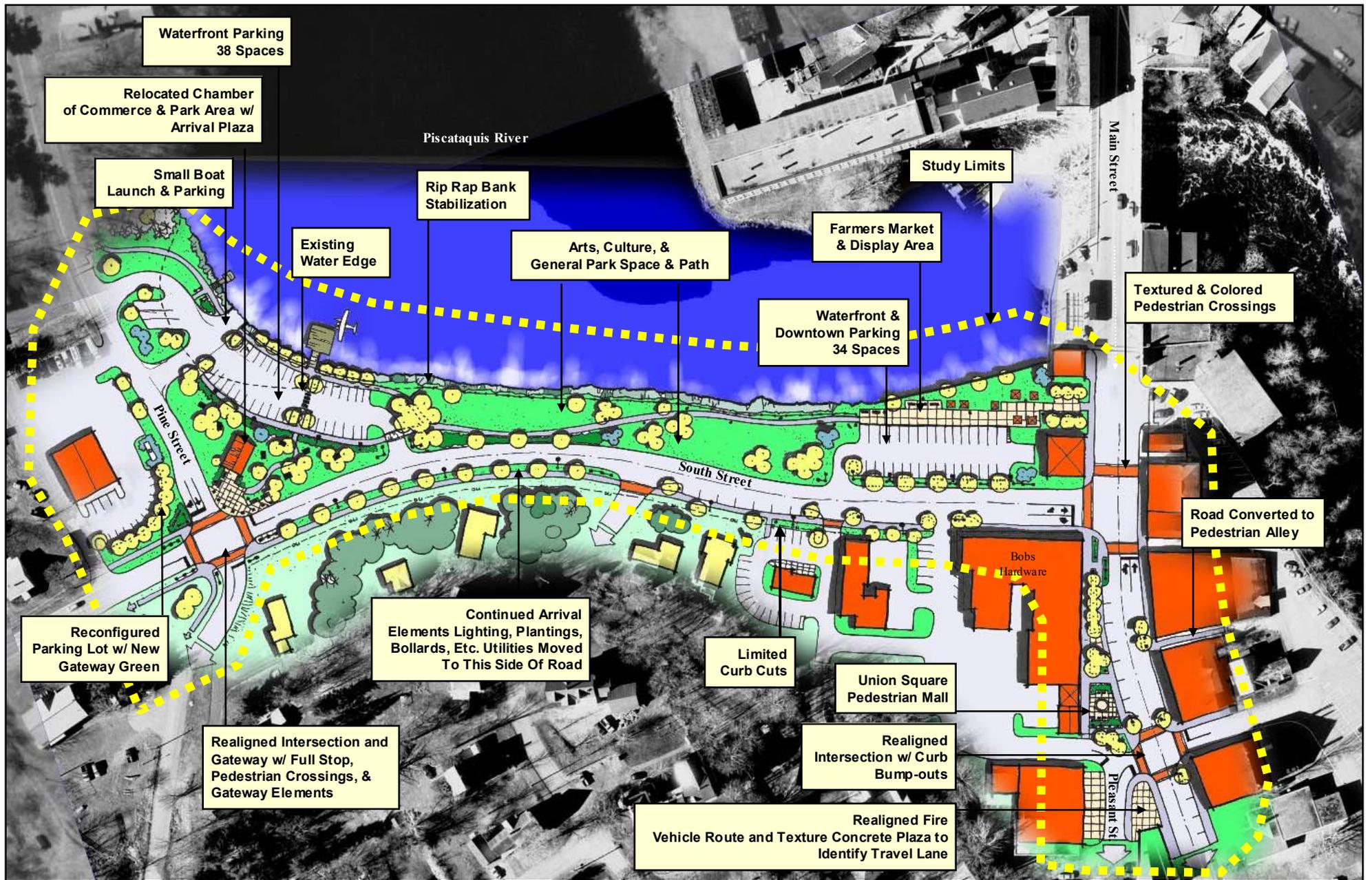
REVITALIZATION MASTER PLANS

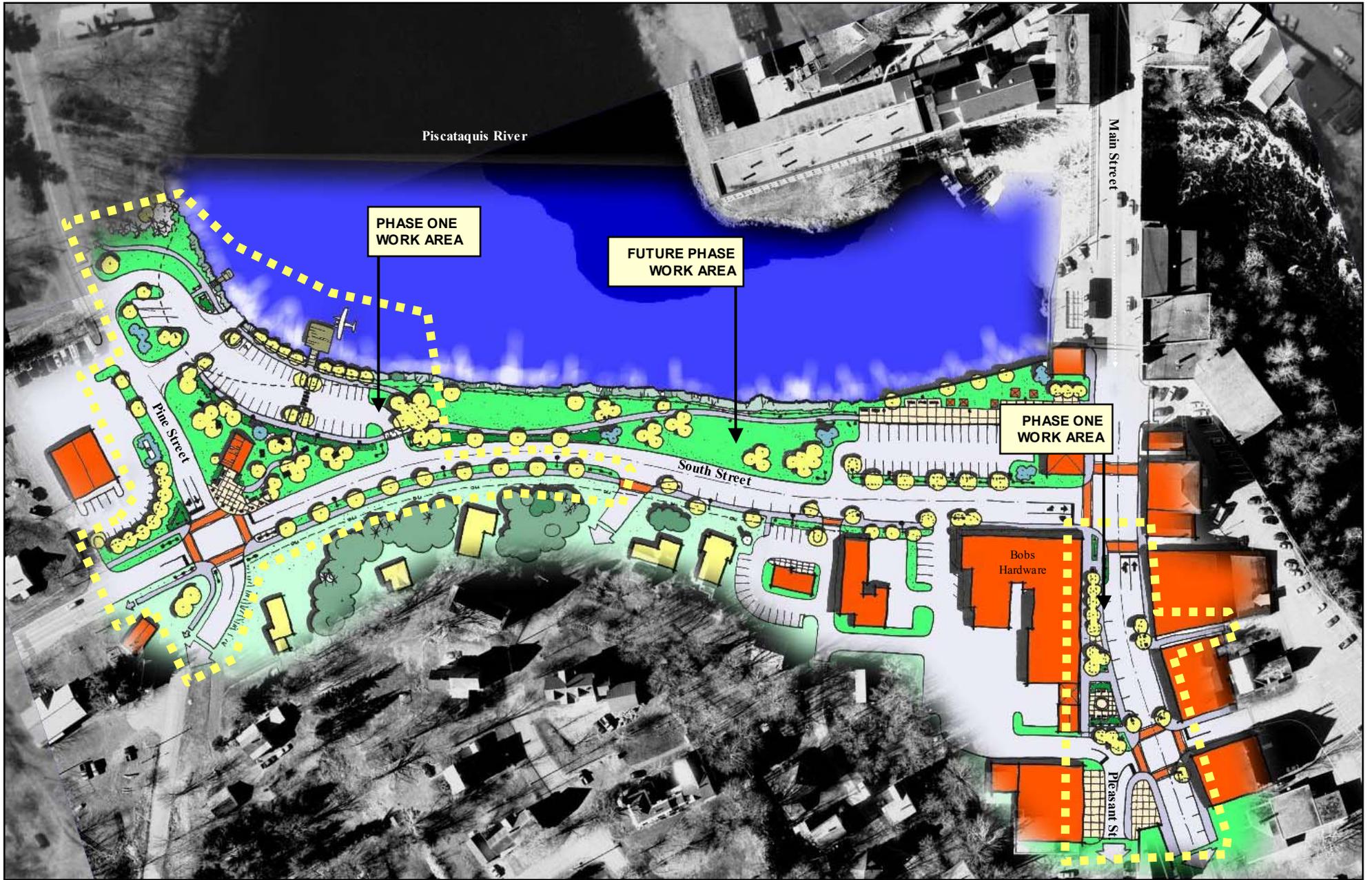






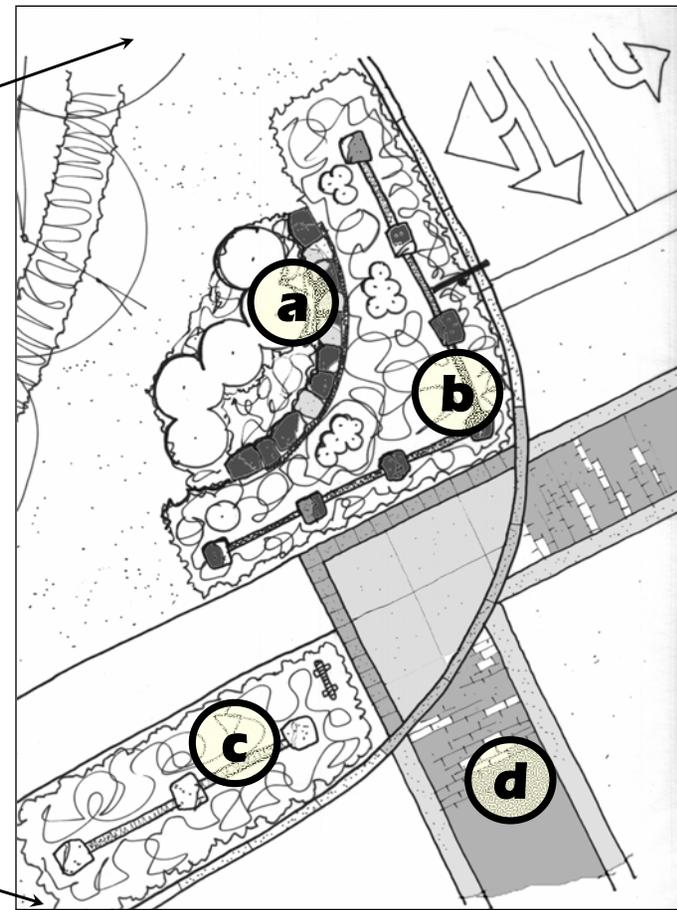








REVITALIZATION SITE ELEMENTS PALETTE



Gateway Signage – Stone or other – to be determined.



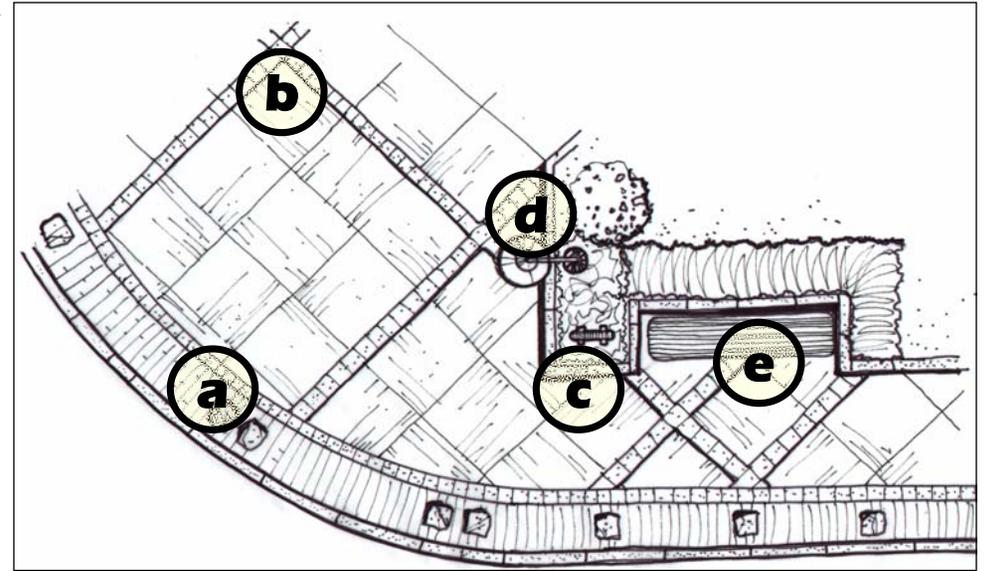
Granite Curb w/ Granite Planting Edge.



Granite Bollard and Chain or Pipe



Stamped and Colored Pedestrian Crossings



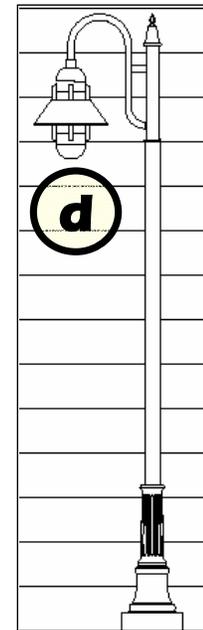
Granite Bollard and Chain or Pipe



Precast Pavers w/ edge and patterning.



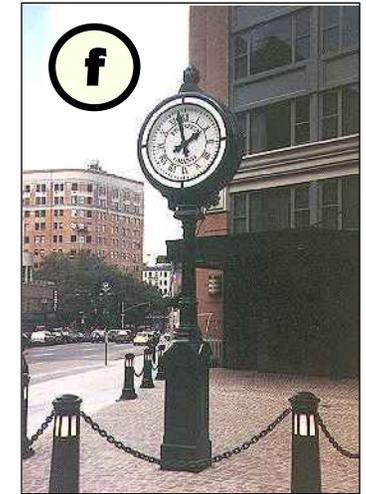
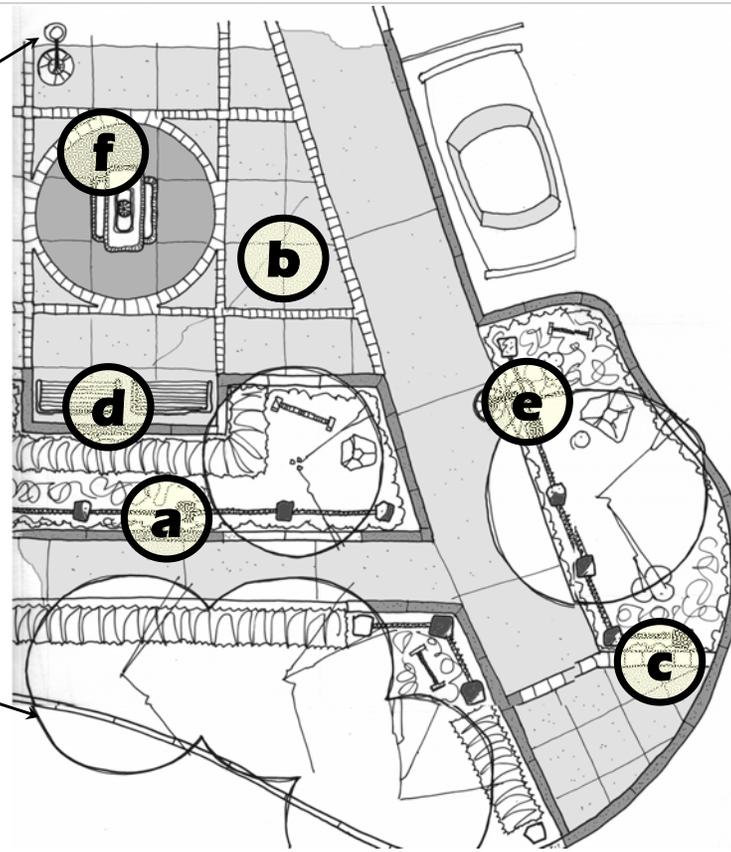
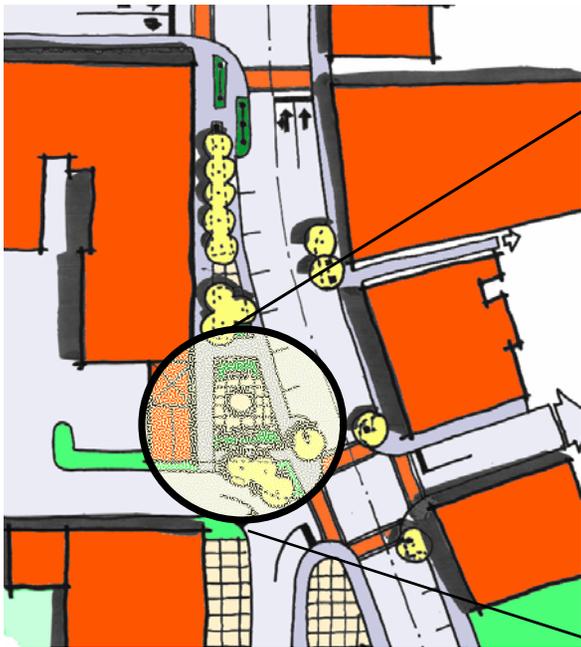
Granite Curb Planting Edge.



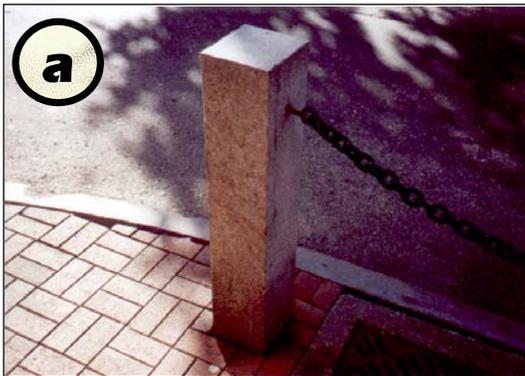
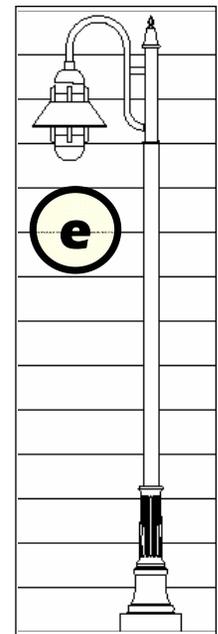
14' Pendant Lighting with Downcast Shield



Clean, Elegant Steel Benches



**Central Park Element –
Clock or Sculpture**



**Granite Bollard and
Chain or Pipe**



**Precast Pavers w/
edge and patterning.**

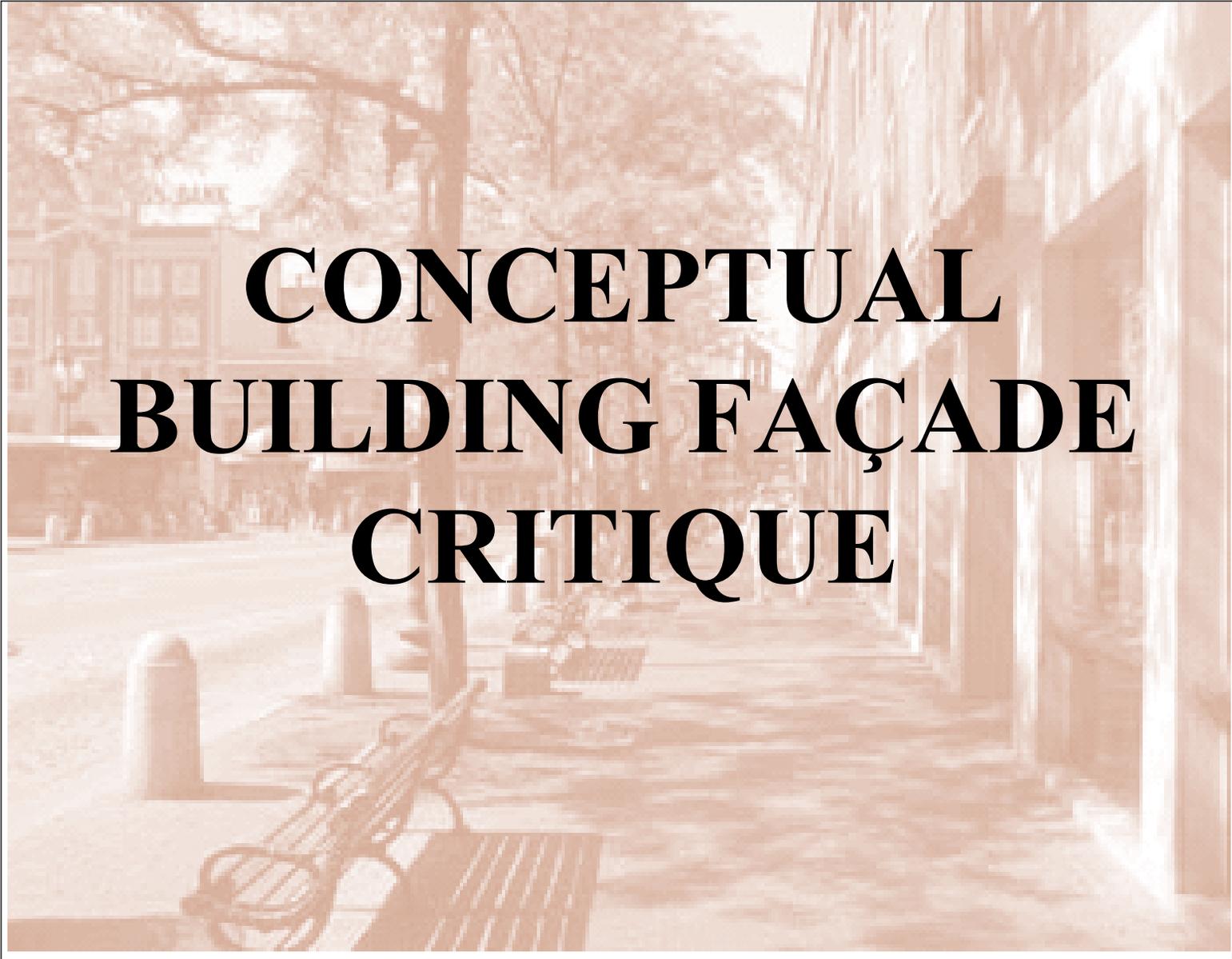


**Granite Curb
Planting Edge.**

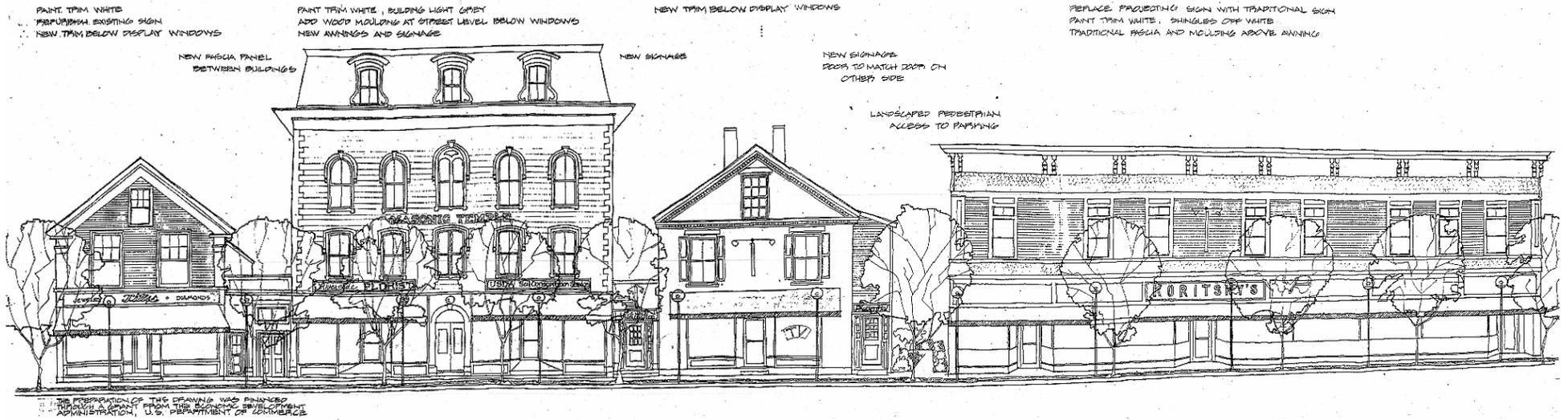


**Clean, Elegant
Steel Benches**

**14' Pendant Lighting
with Downcast Shield**



CONCEPTUAL BUILDING FAÇADE CRITIQUE



4 DOVER-FOXCROFT DOWNTOWN REVITALIZATION

ADAMS ASSOCIATES ARCHITECTS, INC.

NOTE:

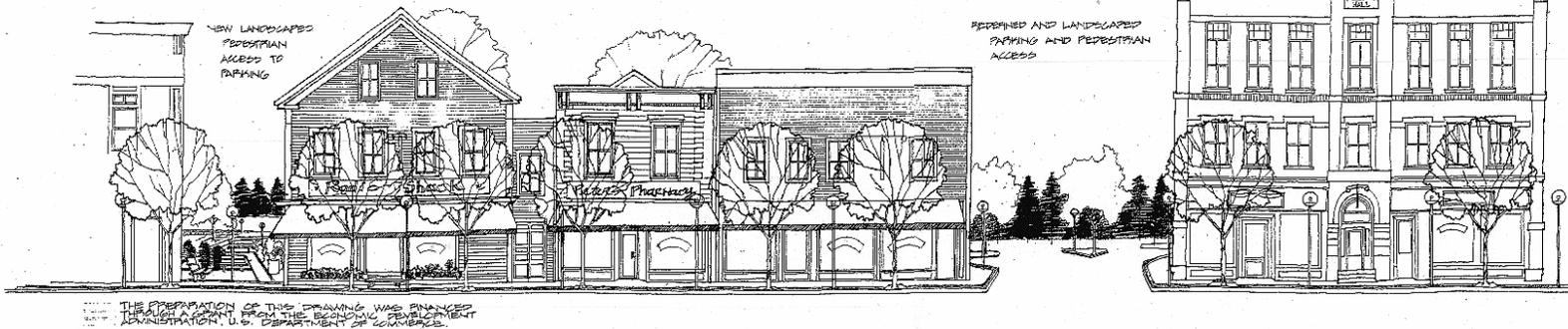
These images and descriptions are taken from a previous

NEW SIGNAGE
REPLACE SIDING AT STREET LEVEL WITH CLAPBOARD AND TRIM
FLOWER BOXES
PAINT BUILDING WHITE

REPLACE SIDING AT STREET LEVEL WITH WOOD TRIM AND MOULDING
NEW SMALL SCALE SIGN
BUILDING LIGHT GREY WITH MEDIUM GREY CORNER TRIM - OTHER TRIM WHITE

REPLACE EXISTING SIGN WITH PROJECTING TRADITIONAL SIGN
REPLACE EXISTING SIDING WITH CLAPBOARD TREATMENT, CORNICE AND TRIM
PAINT TRIM WHITE, BUILDING LT BLUE GREY

REPLACE VERTICAL SIDING AT STREET LEVEL WITH WOOD TRIM AND MOULDING

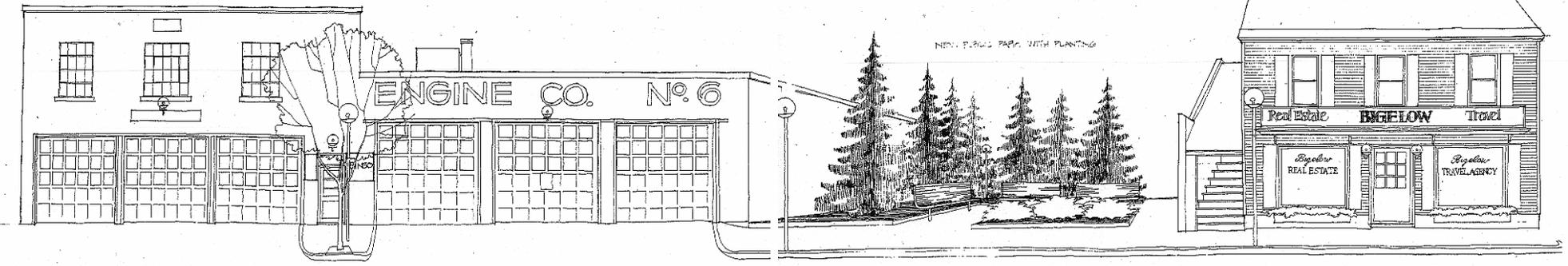


5 DOVER-FOXCROFT DOWNTOWN REVITALIZATION

ADAMS ASSOCIATES ARCHITECTS, INC.

NEW LETTERING TO IDENTIFY FIRE STATION
 NEW LIGHTING FIXTURES
 REDESIGNED BENCHES, ETC. SIGNS TO BE
 INTEGRATED WITH ROOF

PAINT TRIM WHITE
 PAINT STORM WINDOWS TO MATCH TRIM
 NEW SIGN
 FLOWER BOXES
 LIGHTING FIXTURES EACH SIDE OF DOOR
 RETAIN WINDOW SIGNAGE



THE PREPARATION OF THIS DRAWING WAS FINANCED THROUGH A GRANT FROM THE ECONOMIC DEVELOPMENT ADMINISTRATION, U.S. DEPARTMENT OF COMMERCE

6 DOVER-FOXCROFT DOWNTOWN REVITALIZATION

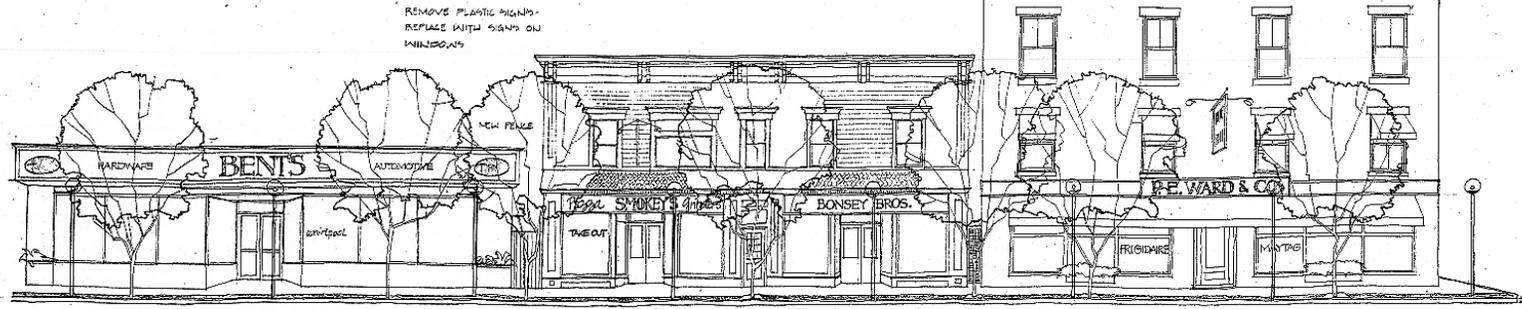
ADAMS ASSOCIATES ARCHITECTS, INC.

NEW SIGN INTEGRATED WITH
 TRADITIONAL CORNICE TREATMENT
 COVER PANELS ABOVE WINDOWS
 WITH WOOD TRIM
 BRICK PLANTERS AT CORNERS

REPAINT BUILDING TAN, REPAIR TRIM AND PAINT WHITE
 NEW MOULDING AND CORNICE ABOVE EXISTING WINDOW-
 TO MATCH OTHER WINDOWS
 NEW SIGNAGE REPLACE DOOR WITH TRADITIONAL STYLE
 PAINT STORM WINDOWS TO MATCH TRIM

REMOVE CLOTHESLINE PIPE OUT OF SIGHT
 ADD 6" AWNING AND PAINT ALL 4 A BRIGHT COLOR
 REMOVE APPLIANCE MISC. SIGNS - REPLACE WITH TRADITIONAL
 LETTERING ON WINDOWS OR SMALLER SIGNS
 NEW AWNING AT STREET LEVEL - BRIGHT COLOR TO MATCH AWNING ABOVE

NEW WOODEN SIGN WITH
 ILLUMINATION
 PLANTERS



REMOVE PLASTIC SIGNS -
 REPLACE WITH SIGNS ON
 WINDOWS

NEW PORCH

THE PREPARATION OF THIS DRAWING WAS FINANCED THROUGH A GRANT FROM THE ECONOMIC DEVELOPMENT ADMINISTRATION, U.S. DEPARTMENT OF COMMERCE

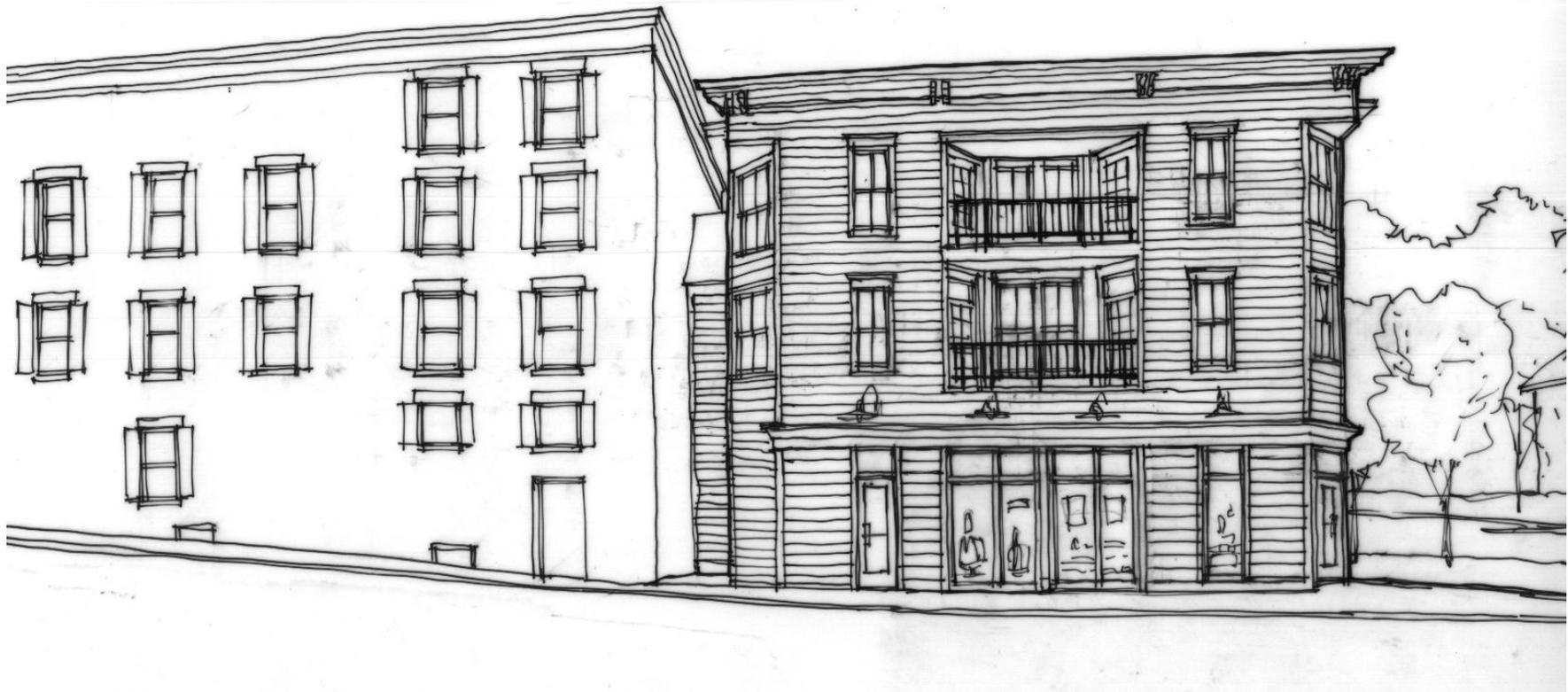
7 DOVER-FOXCROFT DOWNTOWN REVITALIZATION

ADAMS ASSOCIATES ARCHITECTS, INC.



Existing Structure

Multiple uncoordinated additions do not follow intent of architecture, i.e. window sizes and styles inconsistent, siding styles and colors inconsistent. General cosmetic deficiencies exist.



Renovated Structure

New paint, period style façade retained and restored, updated window treatments, consistency of siding material, etc. Non-period/original additions removed or updated to reflect original architectural intent. Original building lines are recreated and window display frontage maintained.



Existing Structure

Multiple uncoordinated additions do not follow intent of architecture, i.e. window sizes and styles inconsistent, siding styles and colors inconsistent. General cosmetic deficiencies exist.



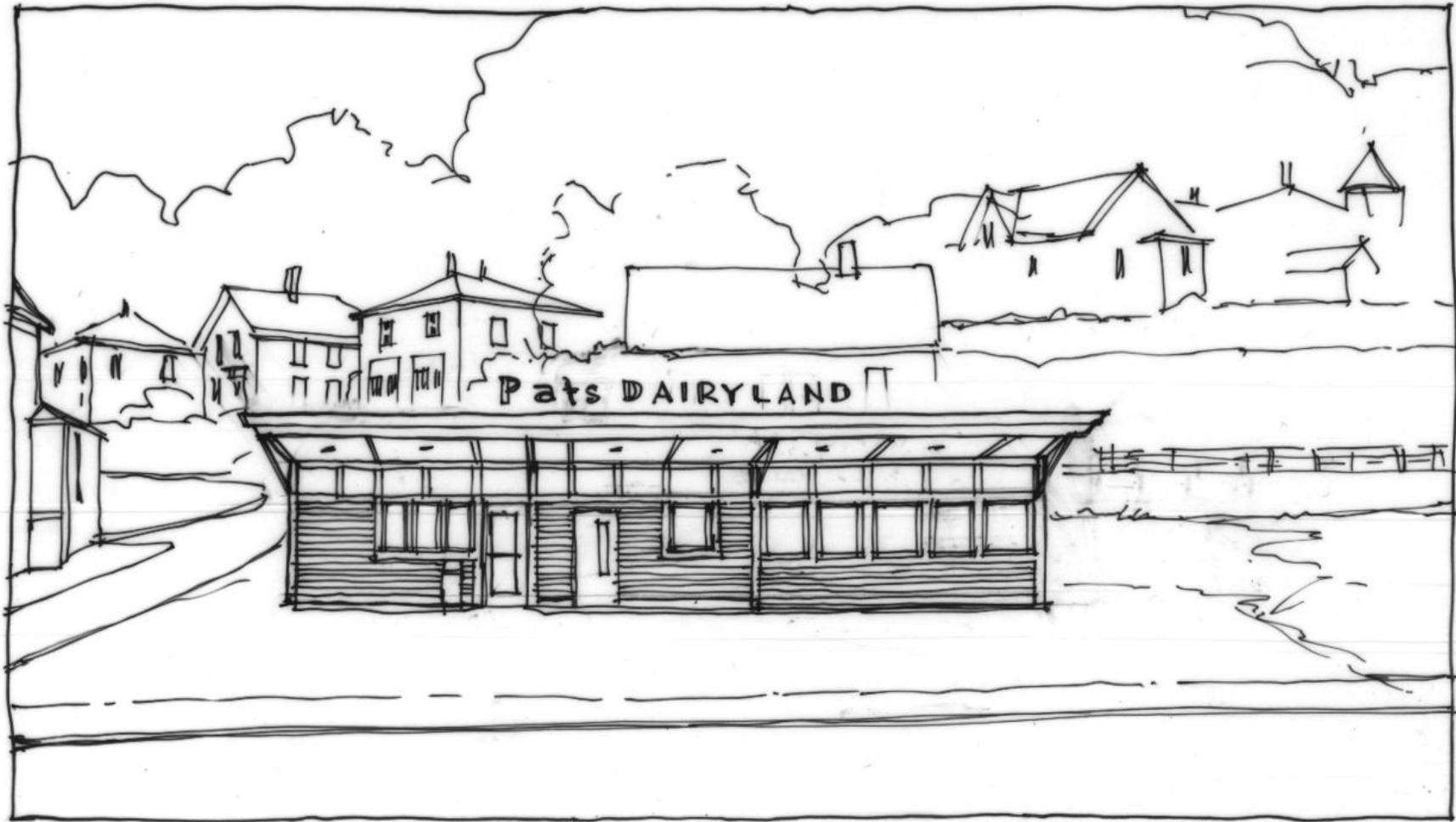
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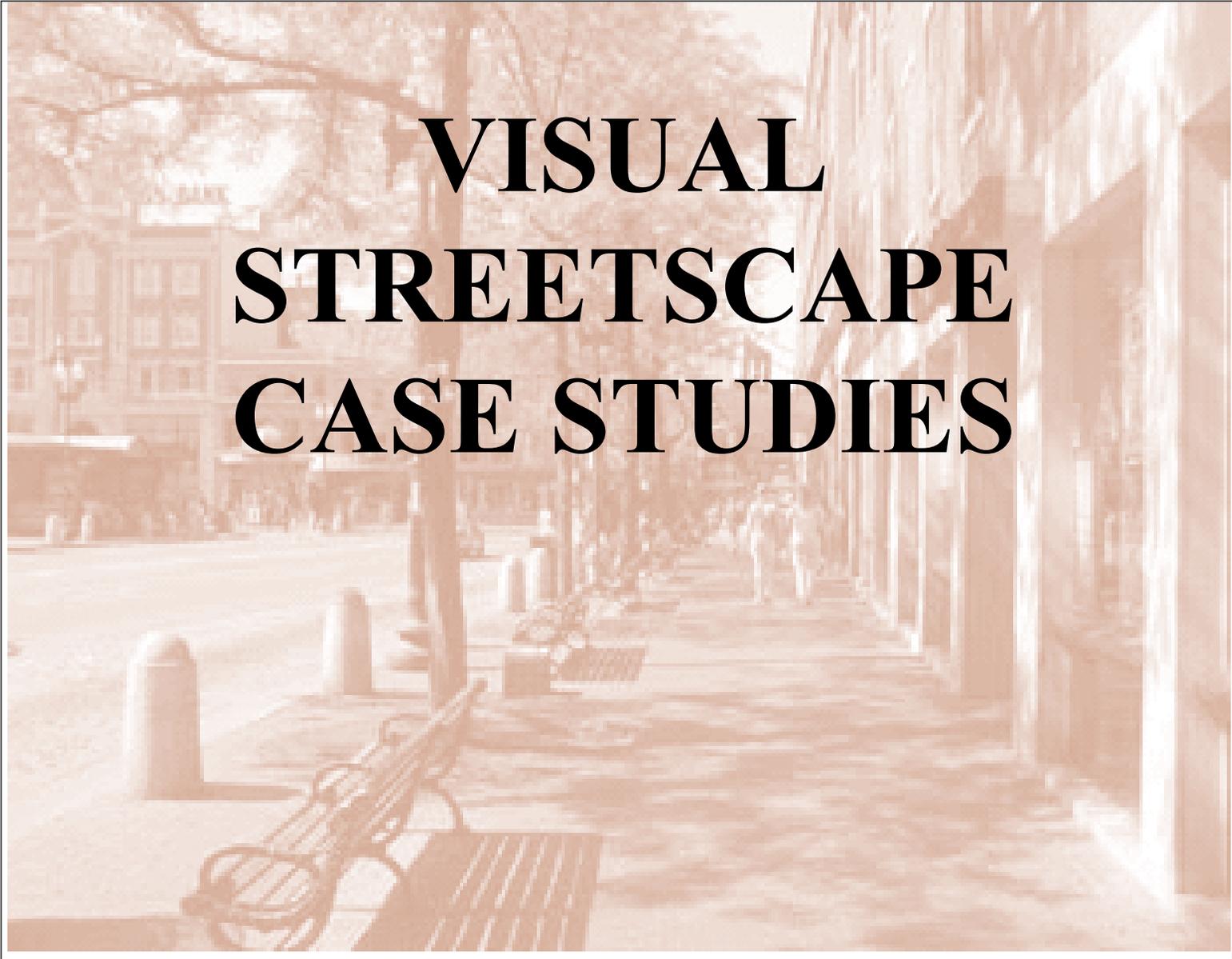
Existing Structure

Multiple uncoordinated additions do not follow intent of architecture, i.e. window sizes and styles inconsistent, siding styles and colors inconsistent. General cosmetic deficiencies exist and building lacks significant identity.



Renovated Structure

Provide consistent shed roof profile with "vintage" detailing; deep overhang, paneled and illuminated soffit, painted wood brackets. Consistent clapboard siding of appropriate small scale. Emphasize and relocate identity signage.



VISUAL STREETSCAPE CASE STUDIES

Sidewalks and Pedestrian Zone

- Pedestrian Scale Lighting
- Bollards
- Benches
- Plantings to develop space
- Paving Textures and Patterns to signify change



Crossing Techniques

- Easily Identifiable Routes
- Balanced Use Hierarchy
- Reasonable Crossing Distance
- Visual Cues – planting, textures, signage
- Provides sense of human scale



Neighborhood Centers Before

El Cerrito, CA: Shopping Center



Again, lack of spatial definition by plantings, buildings, or human scale site elements create an awkward, non-human scale. Sidewalks are present but largely unused due to openness and a feeling of vulnerability. Parking is unbuffered and unsightly.

CONGRESS
FOR THE
NEW
URBANISM

Neighborhood Centers Before

El Cerrito, CA: Shopping Center Ste



Reconfiguration of buildings puts parking in rear, provides direct relation of building entry to street, and creates a more human scale of space. Plantings, lighting, and paint markings add to the comfort of the street.

CONGRESS
FOR THE
NEW
URBANISM

Streets as Public Amenities



These residential buildings feel cold and the front yards are undesirable and unused due to lack of appropriate transition and buffering from the street.

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URBANISM

Streets as Public Amenities

Before



“After” condition demonstrates the impact and spatial definition created by mature trees, a small fence and minor building modifications.

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URBANISM

From This....



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URBANISM

A very intimidating intersection to the pedestrian. Vast, open stretches of pavement, no circulation definition to direct movement, and a non human scale environment create this hostile intersection.

To This....



CONGRESS
FOR THE
NEW
URBANISM

Add painted crossings, street front buildings, plantings to provide a sense of scale and this crossing becomes much more manageable and retains its vehicular efficiency.