
Downtown Streetscape Vision

HUNTSVILLE, ALABAMA

Design Development Master Plan

The City of Huntsville



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The City of Huntsville

Prepared by

*Smith Engineering Co.
LDR International, Inc.*

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1.0: Introduction

In October of 1991 LDR International, Inc. (LDR) was commissioned by the City of Huntsville to create a streetscape vision for the downtown core. That vision is presented here as the Streetscape Master Plan for Huntsville.

This Master Plan is the result of a collaborative vision-building process involving LDR, Smith Engineering Company, and selected public/private sector representatives serving on the Advisory Committee. The design process included a series of work sessions in which many concepts were presented, critiqued, and refined after work sessions involving all parties. An important goal of the process was to incorporate as many work session ideas as possible into the final design plan, making the result a consensus of the opinions of both the design team and the Advisory Committee.

The core is defined by Monroe Avenue to the North and West, Lincoln Street to the East and Williams Avenue to the South. The study also focuses on two key open spaces within the downtown (these are in addition to Big Spring Park, which is the subject of another design study): Historic Courthouse Square, and the Gateway Park site located at the I-565 Gateway Interchange.

The purpose of this study is to establish a hierarchical set of streetscape types which serve to represent Huntsville, organize movement and activity, and establish a strong and unified sense of identity and place for the entire downtown, within which individual streetscape types can have their own identity.

The goals of this study are to:

- Create an environment which will encourage local businesses and private developers to locate in the downtown;
- Provide a design which encourages a diverse mix of land uses and activities to draw people back to the downtown;
- Improve public health, safety and welfare in the downtown;
- Improve legibility through a hierarchical and thematic streetscape design;
- Encourage pedestrians to walk and sit by providing a safe, convenient, high-quality streetscape environment;
- Improve visual and functional character for both vehicular and pedestrian movement;

- Maintain a balance between convenient vehicular access and a quality pedestrian environment;
- Achieve a dignified setting through simplicity of design and respect for tradition; and
- Ease overall maintenance requirements so that all streetscapes can be given equal attention.

This document is a blueprint for the implementation of the streetscapes it envisions. The final phases of work involved selecting streetscape components that reinforced the overall approach and theme, as well as determining priority and phasing strategies for implementation.

1.0 Introduction

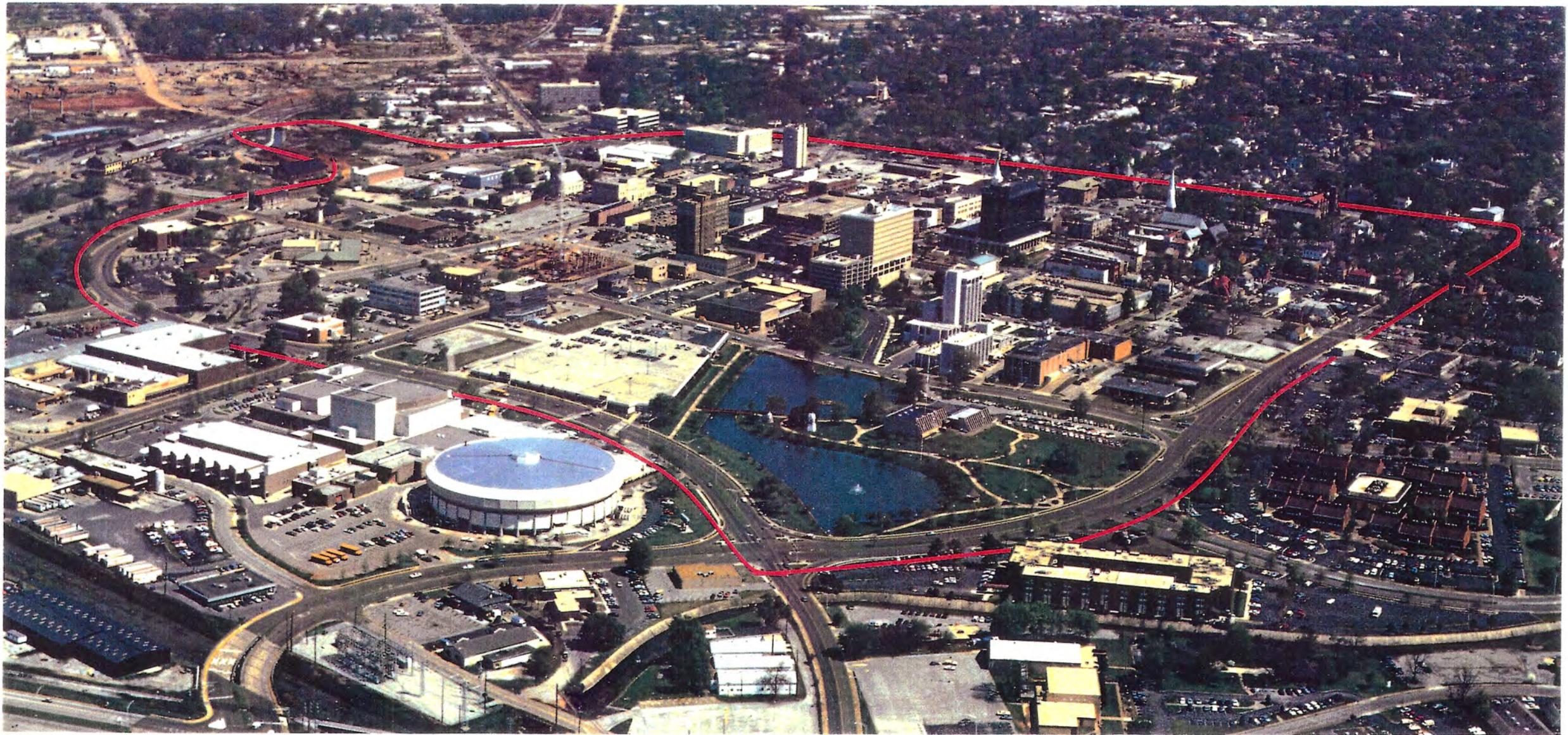


Exhibit 1. Aerial View of Study Area

1.0 Introduction

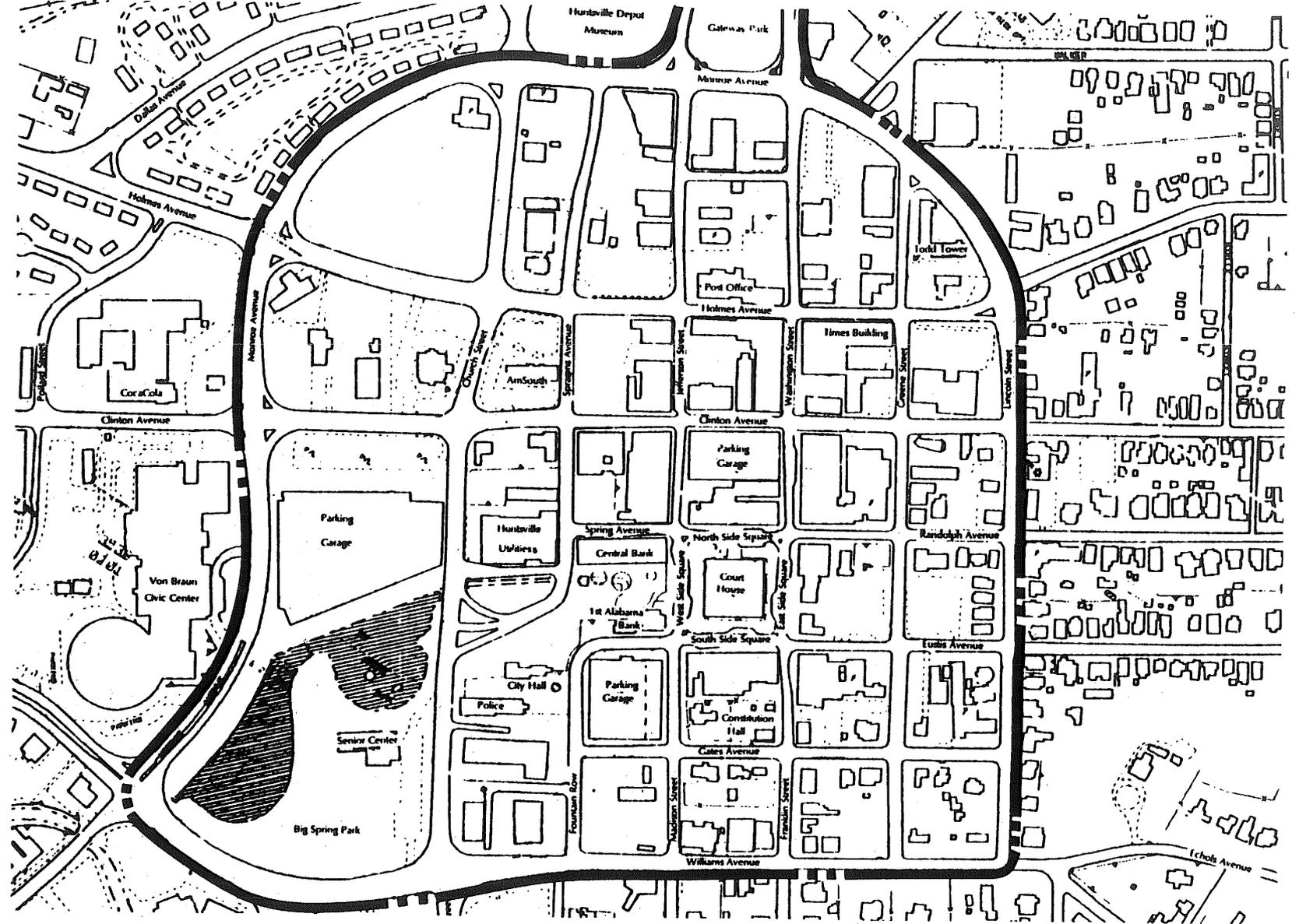


Exhibit 2. Study Area Boundaries

2.0: Inventory and Analysis

2.1 Introduction

In the process of establishing a framework for streetscape design in Huntsville, it was essential to look at how the downtown is used, by whom, and for what purpose, and also to understand the existing visual quality and potential of the streets and streetscape elements in the downtown.

Assessment of Existing Huntsville Streetscapes

The *Existing Streetscape Classifications*, Exhibit 3, illustrates the existing conditions and use of downtown streets. Washington and Jefferson Streets are "Traditional" downtown retail corridors, and at the present time these have the highest quality, newest streetscape improvements. Clinton Avenue and Church Street are also downtown corridors, but at the present time they have no streetscape improvements in place (with the exception of the New AmSouth block). Monroe Avenue, Lincoln Street from Holmes Avenue north, and Williams from Monroe Avenue eastward to Madison all have a parkway-like character with some areas of landscaped setback, but no improvements. The streets in the Twickenham District within the downtown have a high-quality environment and an historic residential character. There have been some streetscape improvements to this district, but they are not consistent. The rest of the streets within the downtown are local and service streets, and are at the present time largely without character or improvements.

Key

- Red - Traditional Downtown Retail Corridors with highest level of existing streetscape improvements.
- Blue - Major Downtown Corridor, no existing streetscape improvements except for the AmSouth Building block.
- Light Green - Parkway Character Corridor, some setback areas are landscaped but there are no existing streetscape improvements.
- Dark Green - Residential, historic, high quality environment with some existing streetscape improvements.
- Purple - Streets without character, often lacking buildings, extensive surface parking, and no streetscape improvements.
- Dotted Line - Route for trolley tour of Huntsville.

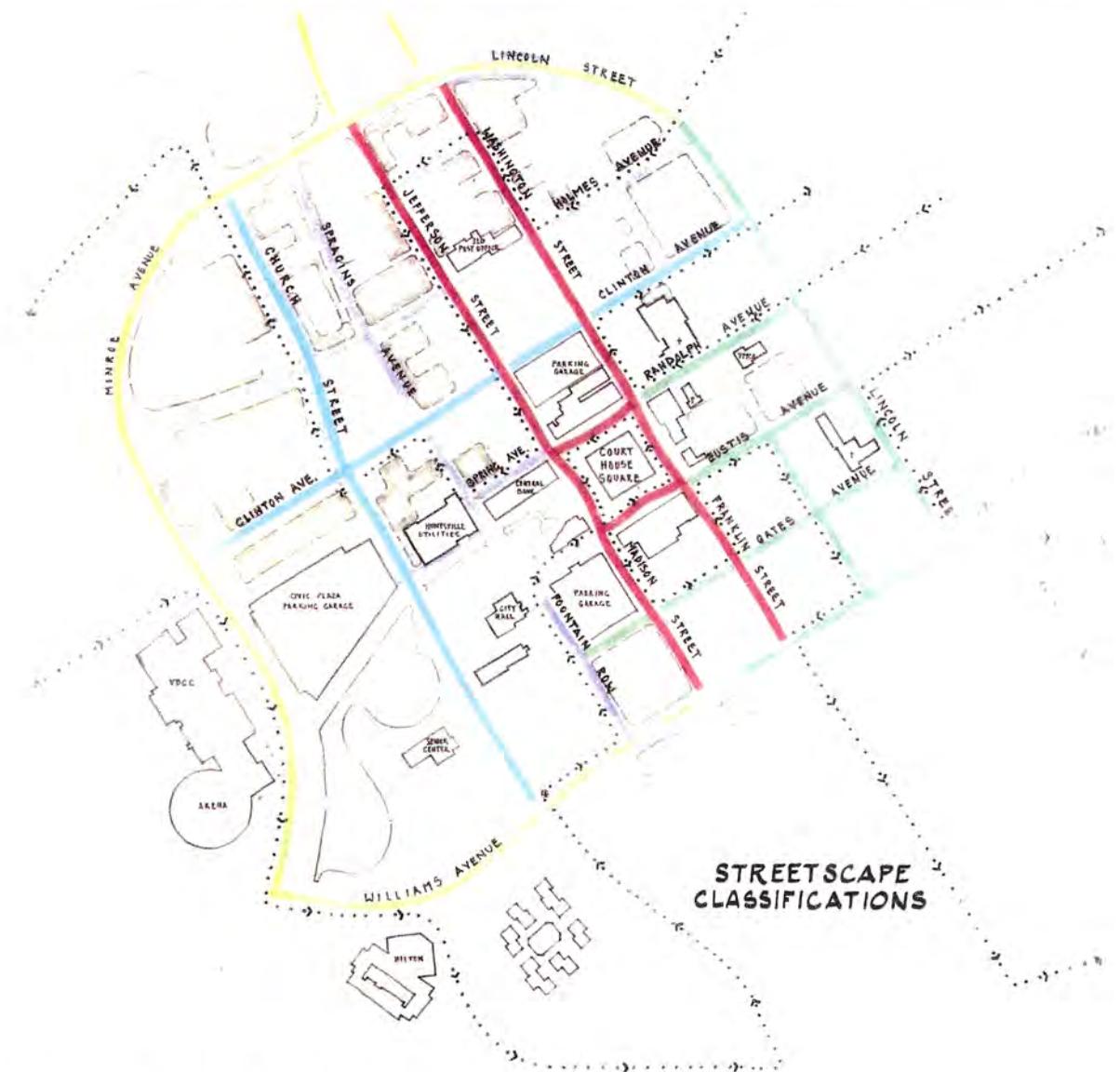


Exhibit 3. Existing Streetscape Classification Diagram

2.0: Inventory and Analysis

The second of the analysis diagrams, *Gateways and Attractions*, Exhibit 4, illustrates the major destinations within the downtown. These attractions are important to decisions about the potential hierarchy of roads and the importance of gateways. People travel to downtown to shop, to work, to visit government offices, to go to the civic center, or for entertainment. Gateways indicated in Exhibit 4 include the intersections of major roads with the ring road on the north, west, and south sides of the downtown. These are ranked in importance based on the perceived number of people they carry into the downtown from outlying areas.

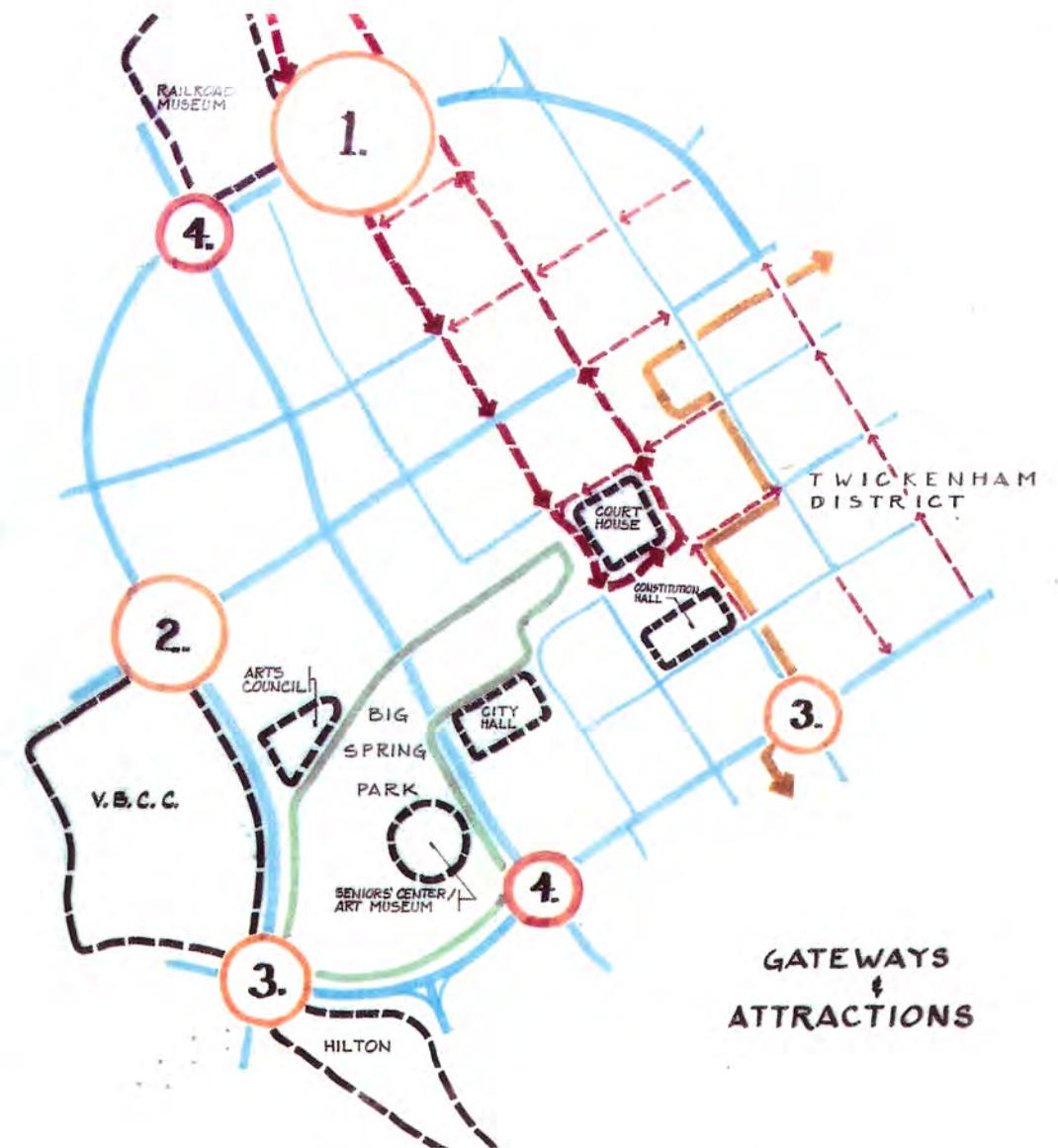


Exhibit 4. Downtown Gateways & Attractions Diagram

2.0: Inventory and Analysis

The *Framework Diagram*, Exhibit 5, moves beyond the analysis to begin refining the existing or potential character of downtown streets into a hierarchical system.

This diagram proposes four major "traditional" downtown corridors: the one-way north-south pair of Jefferson and Washington; Church Street, which is two-way north-south; and Clinton, which is one-way on a portion and two-way east-west on the remainder. Holmes Avenue also has the potential to be a major downtown image corridor with Clinton Avenue since they work together to move traffic in and out of Downtown Huntsville. Future development along Holmes Avenue will contribute to its role as an important corridor, however, the streetscape image may need to be set first for development to be encouraged.

The ring roads around the downtown are seen as potential parkways with attractive landscaped setbacks. The character of this parkway would change to reflect the adjacent uses. In the residential areas, existing attractive street trees would be complemented by slower speeds and a quality pedestrian environment. In the district to the southwest near the Von Braun Civic Center, the road would have an institutional/civic/office character. To the northwest, the road would provide spacious, well-landscaped setbacks to complement existing uses and set the stage for development of vacant parcels, as well.

This parkway treatment would also extend north from the ring road on Washington and Jefferson to I-565, creating an attractive entry statement into the City, and framing the land between the two roads, providing the opportunity to create a special "gateway park" in this prominent location. Other gateway opportunities are also indicated to the south and west in Exhibit 5. These gateways may be expressed through the use of signage and architectural features, as suggested later in this report.

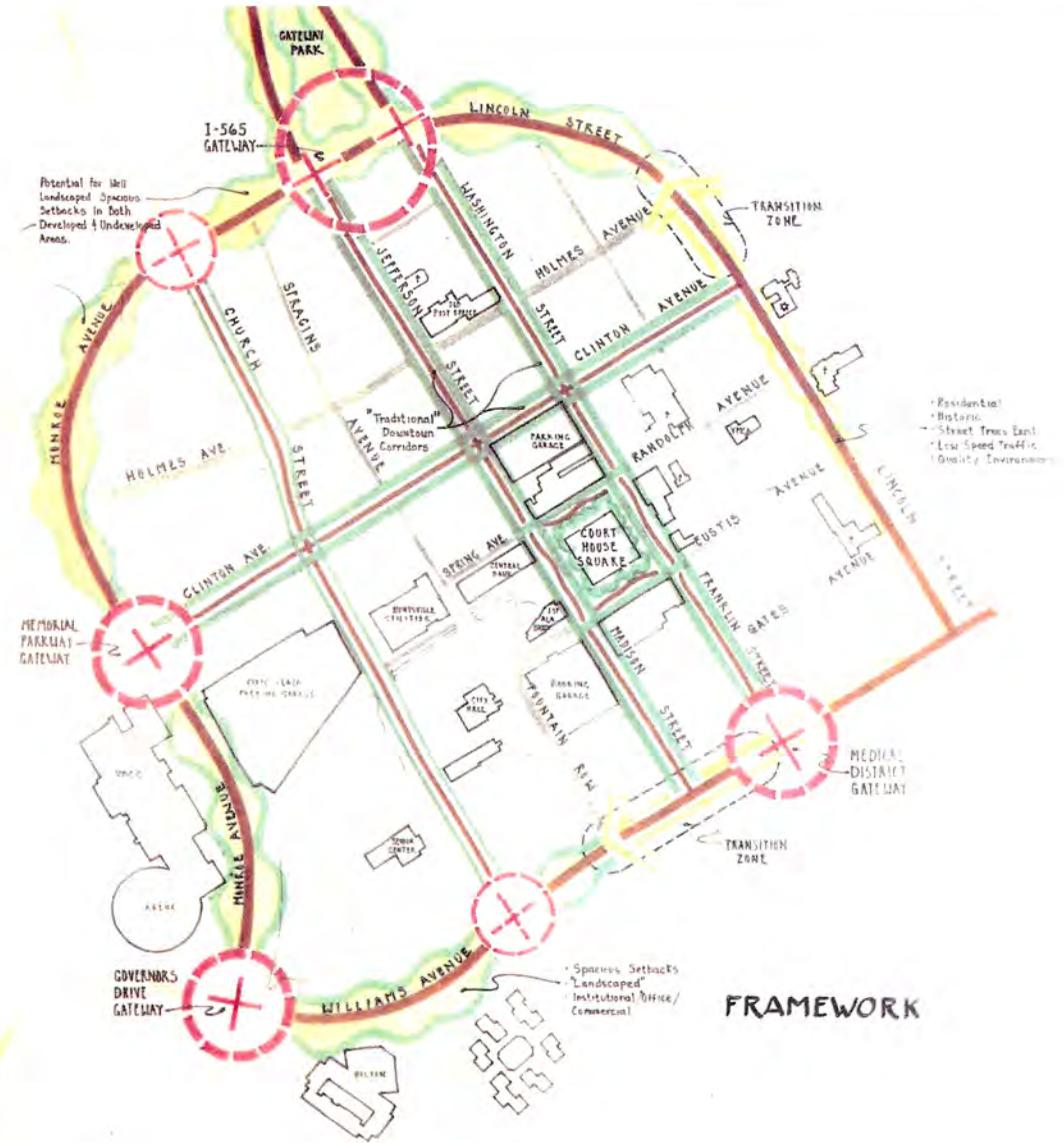


Exhibit 5. Streetscape Framework Diagram

2.0: Inventory and Analysis

Assessment of Existing Streetscape Elements

Before choosing appropriate streetscape fixtures for the downtown, it was useful to first evaluate the existing furniture in order to understand what works and what doesn't. A synopsis of this evaluation follows.

Benches: There are two types of benches in the downtown: concrete and wood-slat. The concrete benches are backless, hard and uncomfortable. The wood-slat benches are functional, but not aesthetically pleasing. They are also uncomfortable, and have no arms at the ends. In addition, they are made from soft woods, making them prone to vandalism.

Street Lights: The Sharp Cut-off fixtures used in many locations in the downtown are very efficient and a good choice because their simple design makes them "disappear," making them compatible with a variety of different streetscape "styles." The Cobra Head fixtures are more noticeable, and while serviceable, are somewhat dated. The retrofitted Colonial-style lights in the residential areas are out of scale with their poles, and because of this they appear awkward.

Pedestrian Lights: The Globe-type pedestrian lights are also dated in design, and their incandescent light source is not a good choice in terms of cost, efficiency, or visibility and, thus, security. The use of Colonial lanterns probably originated with the column lights in front of the First Alabama Bank. This or another

traditional style is appropriate and should be considered for wider use in the downtown, but with a more efficient light source than incandescent. The step lights in Courthouse Square have been rendered useless. These need to be replaced with breakage-resistant fixtures having polycarbonate lenses.

Trash Receptacles: Wood-slat free-standing receptacles are the standard used by Parks and Recreation. They are suburban in character, prone to vandalism and weathering, and their lack of a cover makes them unsightly. The light supported fixtures are too small for the demand, requiring daily service and plastic liners. The coarse aggregate receptacles are very functional but somewhat bulky in appearance. The coarse aggregate finish also contrasts sharply with the predominantly brick environment. These could best be moved to streets without receptacles in the early stages of implementation.

Bicycle Racks: Because there are no bicycle racks in the downtown, bicycles are now chained to other furniture and signage, creating problems for pedestrians and creating a cluttered appearance.

Brick Planters: Although these planters are good sources for seating and display during streetscape events, they are not often used for these purposes. In many cases they tend to be obstacles for the pedestrian and contribute to the overall cluttered appearance of the streetscape.

Paving: Existing brick paving in the downtown is all running bond and mortared with deep-set joints. The joints are a problem because they collect dirt and debris, and can be a safety problem because of the uneven surface. The running bond pattern is also at odds with the historic pattern, which was 45-degree herringbone.

On Holmes and Clinton Avenue the pavement has been skim-coated with colored concrete, and this surface is now spalling. These areas will need to be replaced.

Other areas are mostly concrete, and their condition varies widely depending on age and use.

Crosswalks: The biggest problem with crosswalks is that their condition and treatment is not consistent in the downtown. In some locations the crosswalks are brick; in some locations painted stripes are parallel to pedestrian movement; in others they are perpendicular. The problems with the brick crosswalks are the same as in other areas of brick paving, and the problems with the painted crosswalks are lack of consistent treatment and proper maintenance.

Curb lines: The yellow-painted curbs throughout the downtown are visually disturbing, and should be discontinued in areas where they are no longer necessary. However, if yellow lines are a necessary alternative to the visual clutter of "No Parking" signs,

2.0: *Inventory and Analysis*

they could be painted on the roadway next to the concrete gutter pan. This is less obtrusive and a common practice in Britain.

Landscaping: The plant materials utilized downtown are quite diverse, but without enough common elements to give a unified appearance. Many of the plantings also require a very high level of maintenance. There is a random character to downtown landscaping at the present time, and there are too many mid-story plants and shrubs that block visibility to storefronts.

Vehicular and Pedestrian Signage: Vehicular signage is often located too near cars (causing problems when car doors are opened), and they are not organized or grouped, causing visual clutter. Uniformity in color and graphic style is also lacking.

Public pedestrian signage is at this time limited to historic markers. These are uniform in appearance, but their placement and setting is not in keeping with their importance. The addition of pedestrian directional signage, maps, and kiosks would also aid in orientation within the downtown. The City should pursue the idea of developing and implementing a coordinated design for downtown signage.

News Dispensers: The news dispensers now in use are all single dispensers supplied by individual vendors, and resulting in a variety of styles, colors, and locations which creates visual clutter. It is recommended that

these boxes be grouped into units of four or more, and supplied by the city in a uniform style and color. An example of this is provided later in this report.

Disabled Accessibility: Pale blue painted ramps, curbs and parking spaces are visually overwhelming and detract from the streetscape environment. Although this approach is required by City ordinance, there are other acceptable solutions to these accessibility issues which would be compatible with the streetscape designs presented in this report. For example, ramps can now be paved with textured brick pavers for the visually impaired. Parking spaces can be identified by applying the Universal Accessibility Symbol to the asphalt paving. For parallel disabled parking, flush mounted curbs may be used in combination with accent bollards to ease access to the streetscape and eliminate instances of parked cars blocking existing ramps.

Streetscapes are viewed as public spaces which should be accessible to all because cities are seen as relatively flat environments. This is not the case in Huntsville. The majority of the city is flat, however, there are instances on Spring Street, Williams Avenue, Greene Street, and Lincoln Street where walks may exceed recommended slopes for accessibility.

When the Construction Document Phases of these and other streetscapes are completed on a site specific

basis, all efforts should be made to follow the Americans with Disabilities Act Accessibility Guidelines.

Dumpsters: The rules applying to the placement of private dumpsters within the downtown are presently inadequate, resulting in their placement directly against the public right of way in several locations. Rules for dumpsters should be made more stringent to require screening and placement away from major pedestrian and vehicular routes.

3.0: Open Space Design

3.1 Introduction

No two cities are identical, for each has its own unique qualities which make it special in some way. These qualities are found within an overall city fabric shaped by both buildings and the open spaces between. Attractive urban environments are created when these buildings and open spaces are designed to compliment one another and create an inviting setting.

The City of Huntsville realizes the value in identifying open space opportunities along with development opportunities when achieving a City Vision. The City is taking great steps toward enhancing their image by preserving Big Spring Park, Courthouse Square, and Gateway Park as green space resources for Huntsville citizens and visitors.

3.2 Big Spring Park

Big Spring Park is the cultural centerpiece for Downtown Huntsville. It serves as the front door to the Von Braun Civic Center, the stage for concerts in the park and the setting for the Panoply Arts Festival. It is Downtown Huntsville's most valuable open space resource.

In July of 1990, a Master Plan report was unveiled for Big Spring Park by LDR International, Inc. In this document, schematic plans were developed for the western parcel and design development plans were

developed for the eastern parcel. Currently, construction documents are being completed for the eastern portion with implementation soon to follow.

3.3 Courthouse Square

Courthouse Square is the heart of the Huntsville Streetscape system. A major objective for the streetscape design in Courthouse Square was to save as many of the mature, healthy trees as possible, and because of this, and for reasons of cost, the decision was made to work with and make minimal changes to the existing curvilinear curb alignment within the Square.

The streetscape treatment for Courthouse Square will extend onto all of Jefferson, and Washington Streets, and parts of Franklin, Madison, Eustis and Randolph Streets. The general intent of the design is for these streets to be the major image and commercial address streets for the downtown, to restore the character of a "Town Green", and to extend this "Green" character throughout the downtown. High quality brick paving and a high level of finish in paving details and furnishings are required.

In the Square itself, the treatment on the inside and outside of the block is different (see Exhibit 8). On the inside of the Square around the Courthouse, the feeling of a "Courthouse green" will be created by

minimizing paving (8-9' wide) and maximizing lawn areas. On the outside of the Square, a "retail green" will be created with a 12'-wide paved sidewalk next to the retail stores. The existing gazebos would be retained and refurbished, and connections from the sidewalk to crosswalks and service/drop-off areas have been added.

All sidewalks are brick set on a sand bed in a 45-degree herringbone pattern with a 16"-wide double header brick accent band. Existing shade trees would be augmented with new trees where gaps exist, and trees would be set in grates where there are areas of heavy pedestrian or service traffic. Between the paved areas are large areas of grass and trees. Areas less than 5' wide between the curb and the sidewalk have also been paved because of the difficulty of maintaining such areas in grass. At the intersections, continuous handicap ramps and flush curbs will be used to avoid small sections of curb which can trip pedestrians.

The existing column-mounted historic light fixtures on the west side of the Square were used as the model for the pedestrian fixtures in this streetscape. The remainder of the lights on that side of the street will be mounted on the proposed pergola to be built in conjunction with the Big Spring Park East improvements as well as the columns to the Central Bank Building. If this is not possible, the pole mounted, historic preservation lights recommended for

3.0: Open Space Design

the other sides of Courthouse Square should be used with a spacing of 50-60' on center.

Benches will be located in groups, and near high-traffic areas such as at street corners and near the gazebos. Trash receptacles, news dispensers, mailboxes and telephones will also be located near intersections for convenience and to minimize visual clutter.

Plant materials will include the existing mature trees supplemented by infill trees where needed for shade. A hedge is proposed for the base of the courthouse to screen the areas underneath the building where plants will not grow, and to visually "bring the building down to the ground." Ornamental trees from the brick planters (which will be removed) will be relocated at Courthouse entries to create accents and soften the concrete step walls.

The number of parking spaces within the Square will remain the same, although the spaces will be relocated to fall between pedestrian crossings in order to increase pedestrian safety and improve circulation.

Overall, the net impact of changes will be to improve circulation and reduce visual clutter while maintaining current traffic and parking patterns and increasing the amount of green space. The previous proportion of paving to green space was approximately 70%-30%, and that proportion has been reversed with the new plan.

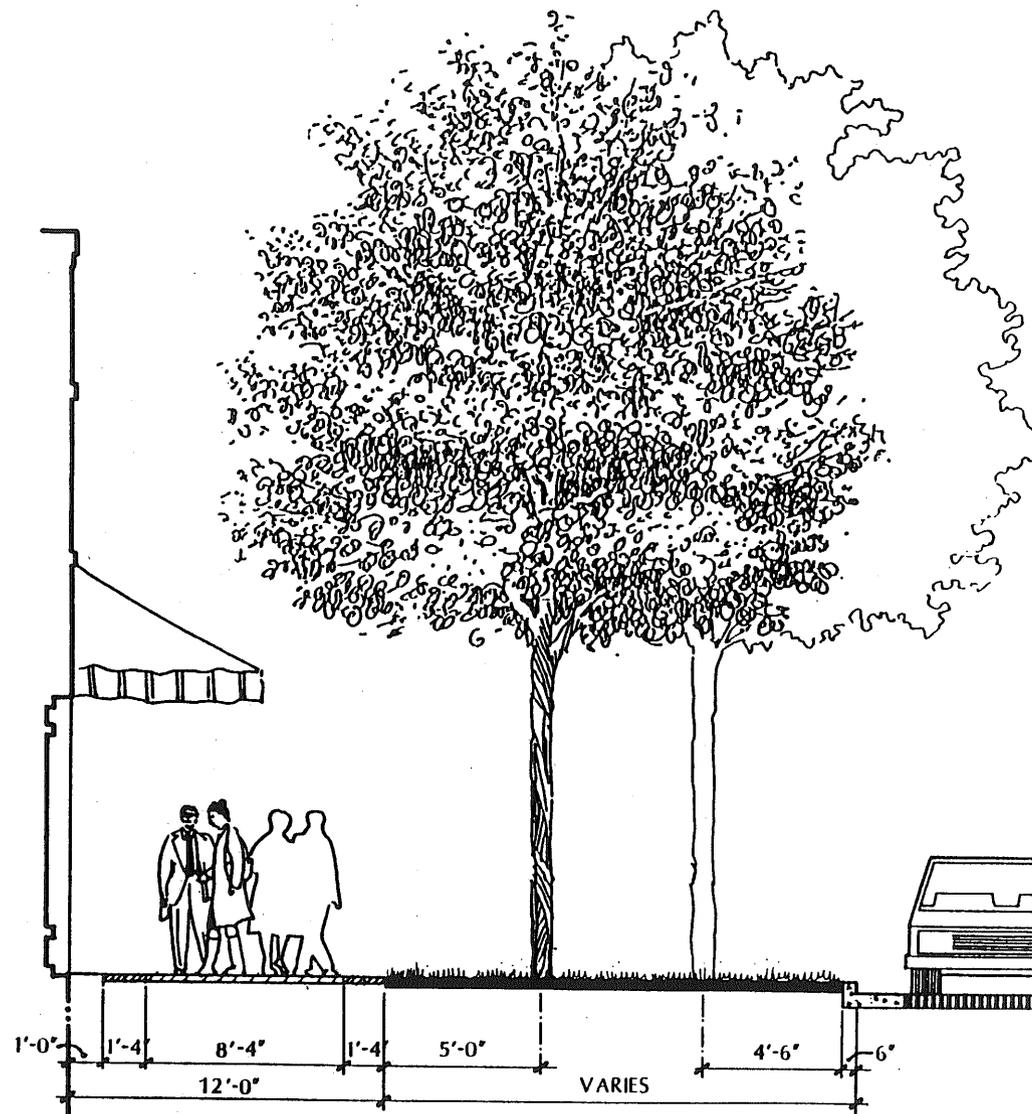


Exhibit 6. Courthouse Square "Retail Green" - Proposed Section

3.0 Open Space Design

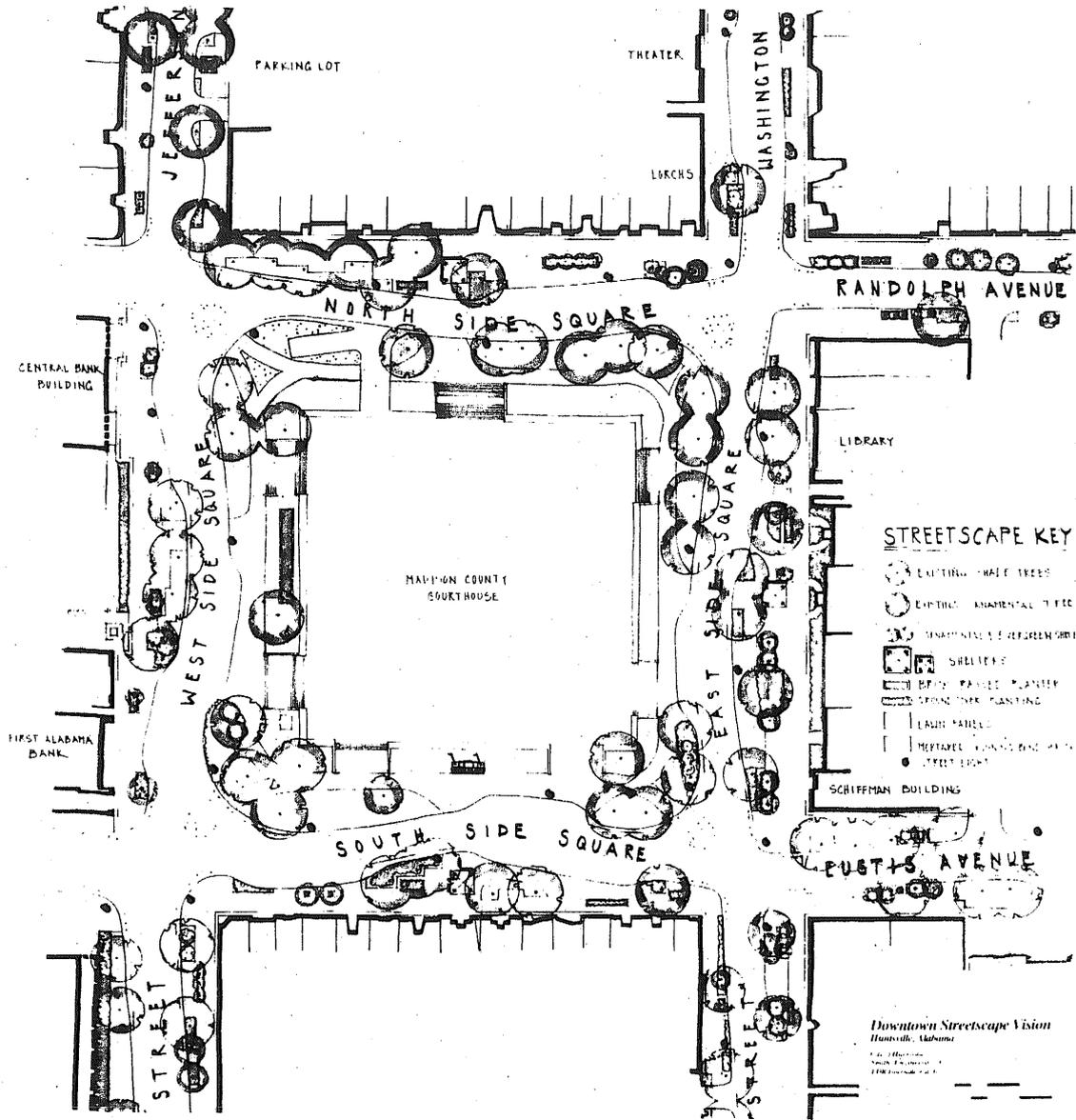


Exhibit 7. Courthouse Square - Existing Plan

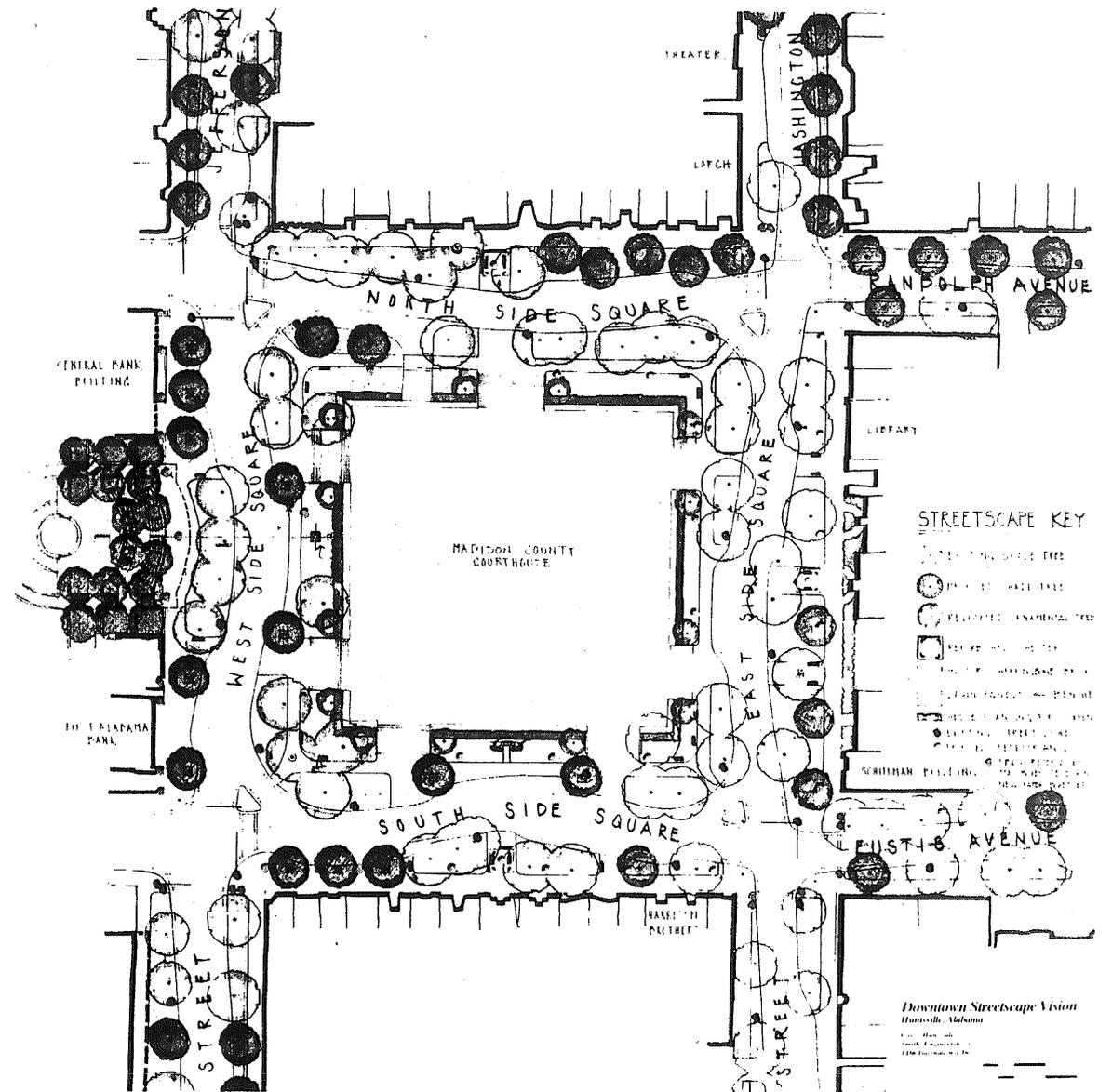


Exhibit 8. Courthouse Square - Proposed Plan

3.0 Open Space Design



Exhibit 9. North Side Square - Existing View



Retail Core Streets

Exhibit 10. North Side Square - Proposed Sketch

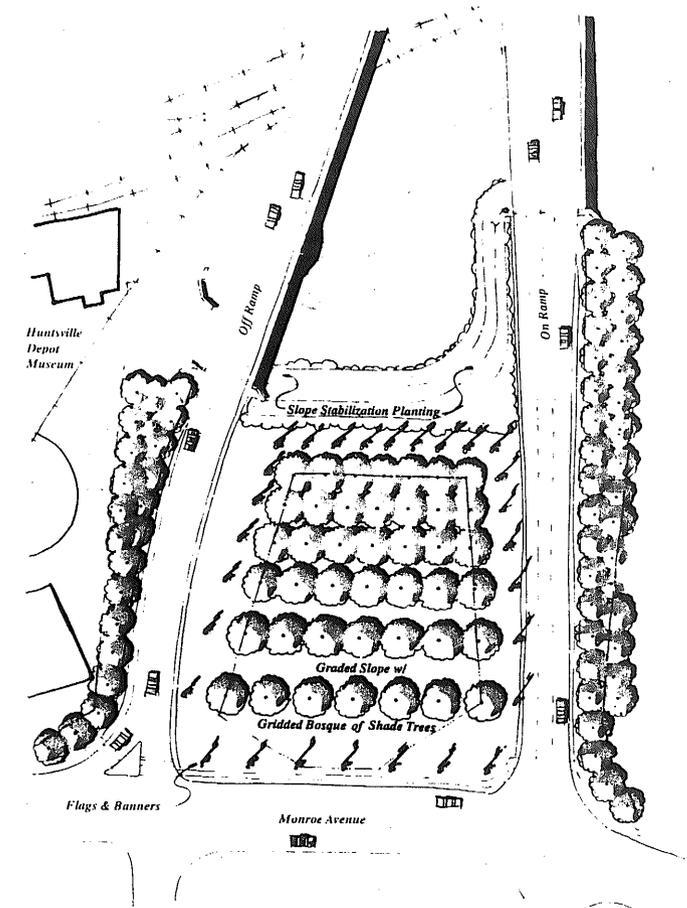
3.0: Open Space Design

3.4 Gateway Park

Gateway Park will be important because of its prominent location at the entry into Huntsville from the new elevated I-565. There are three concepts shown here for treatment of this site. One concept looks at the site as a temporary open space to be developed later and the other two concepts treat the site as permanent open space.

Before presenting these concepts, there are a few general conditions which are important to how the site is developed. First, the rights-of-way next to the highway ramps limit the size of any potential development on the site: after subtracting them, there are ± 2 acres of developable land left. Second, a railroad bed and a drainage canal cross the northern portion of the site, further limiting development. The Interstate and the ramps also severely limit access to the site, and reduce visibility. The City Planning Department has done a study of possible uses for the land under the I-565, and one of their recommendations was for parking. One possibility is that the land at the north end of the site could be used for parking or maintenance for the Railroad Museum. However, this use both limits the site and requires screening.

Concept A: This concept (Exhibit 11) illustrates the creation of an "urban forest," with trees lined up in geometric rows. The land would be sloped up at a constant rate from Monroe Avenue to create a visual screen for a proposed Depot maintenance area. Trees massed on the far sides of each ramp will screen uses on the other sides of the ramps and frame views of the downtown from the Interstate exit ramp. Flags and banners could be set along the edges of the park to create a bright entry statement. This concept creates a visual space, not a space to be used by the public.



Gateway Park
Concept A

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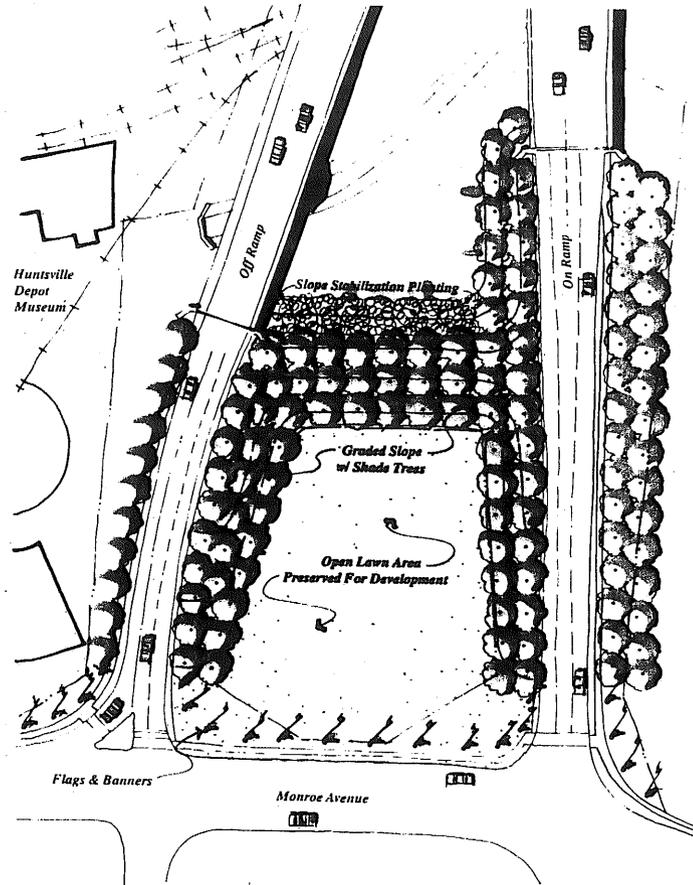


Exhibit 11. Gateway Park Concept A - Proposed Plan

3.0: Open Space Design

Concept B1: This concept creates a flat place for future development, with wooded edges to screen uses and focus views, as illustrated in Exhibit 12. The flat area is created by allowing steeper slopes on the edges of the site. Banners and flags could also be utilized in this concept, but only on the south edge of the site along Monroe Avenue.

Concept B2: This concept shows the later phase of the site as shown in B1, with development in place (Exhibit 13). A 10,000 square footprint building could be accommodated on the site, with parking for 100 cars. The parking could possibly be expanded to the north into the area proposed for Depot maintenance if alternate arrangements were made for this use. The building would be the focus of the site in this concept, but its size will be limited by the available parking.

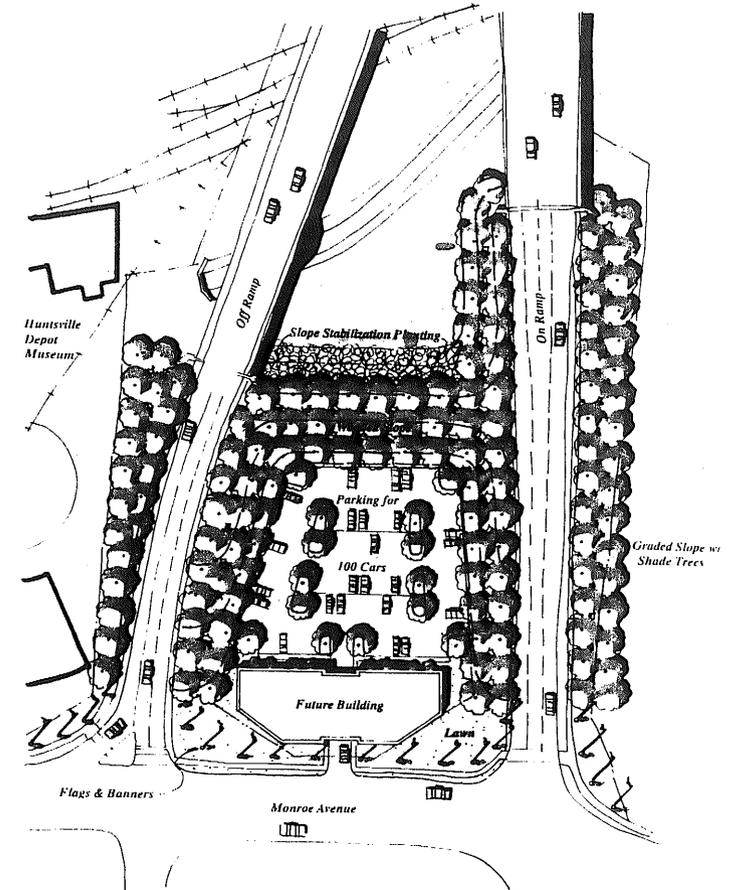


Gateway Park
Concept B1

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Exhibit 12. Gateway Park Concept B1 Proposed Plan



Gateway Park
Concept B2

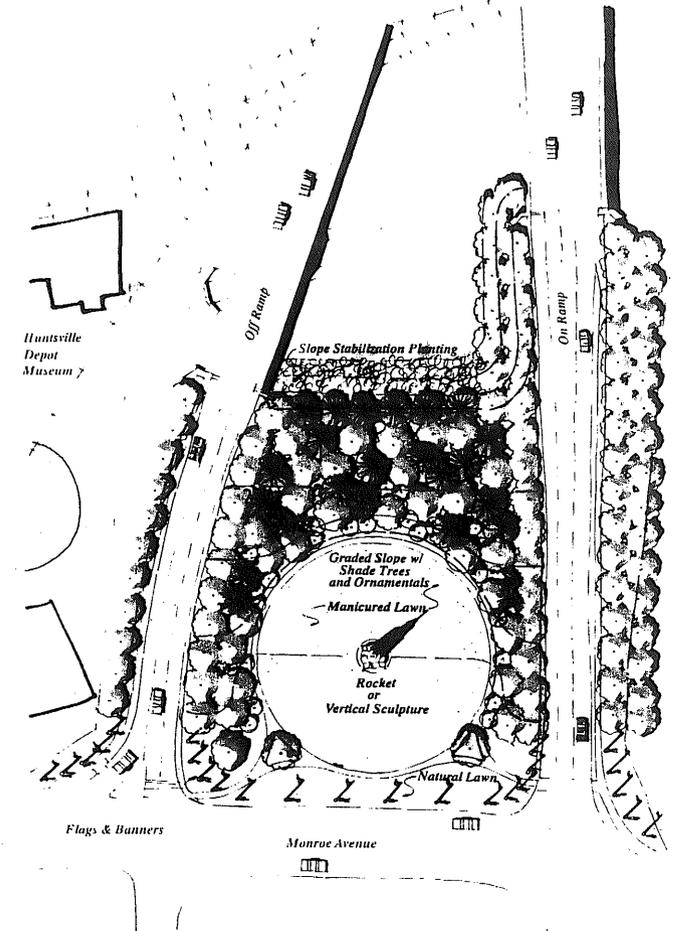
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Exhibit 13. Gateway Park Concept B2 Proposed Plan

3.0: Open Space Design

Concept C: This concept (Exhibit 14) shows wooded edges to focus views as in previous schemes. In addition, a vertical gateway element is recommended in the center of the site which would be visible from a distance in all directions and attract interest from potential visitors passing by on I-565. Flags and banners would also be located on the southern edge in this concept. This scheme, however, is more accessible and usable for pedestrians, offering paths and mixed native plantings for interest. This scheme would require little maintenance and would be passive in nature; inviting pedestrians and providing a strong visual amenity at the same time.



Gateway Park
Concept C

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Exhibit 14. Gateway Park Concept C - Proposed Plan

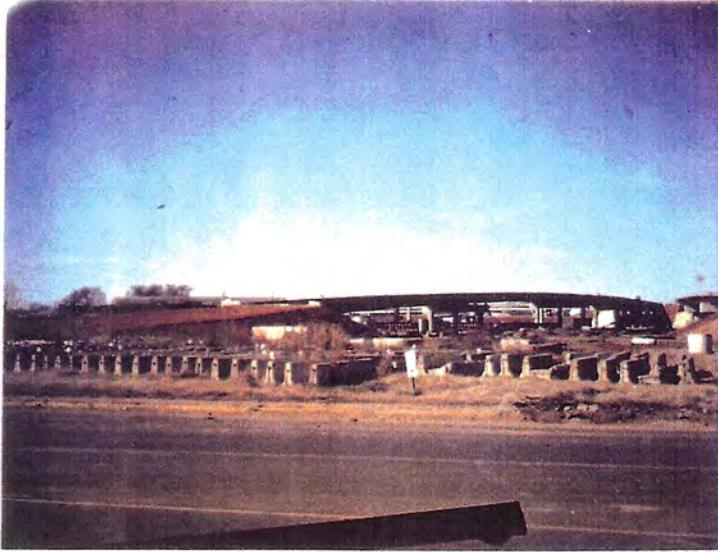
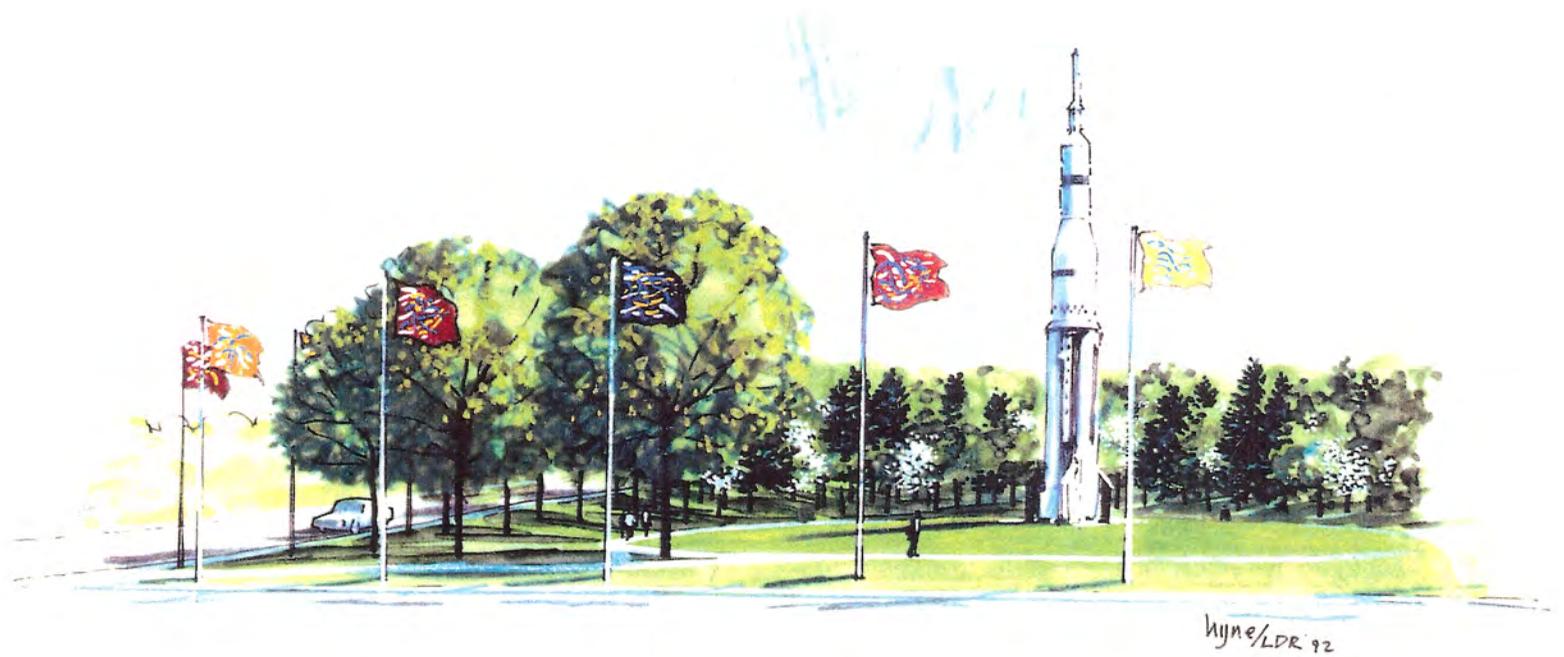


Exhibit 15. Gateway Park - Existing View



Gateway Park
Concept C

Exhibit 16. Gateway Park - Proposed Sketch

4.0: Streetscape Design Plan

4.1 Introduction

In designing the streetscapes, the decision was made to minimize curb changes, parking and traffic impacts, and thereby optimize the available funds to implement these streetscapes.

The streetscape classifications evolved based on analysis of such elements and issues as circulation patterns, approaches to the city, adjacent and proposed uses (based on the 1990 Master Plan), and special districts such as the retail core, Twickenham, and Old Town.

The following sections present each of the streetscape types, organized from most intensely detailed to least intense. Each section is organized with a brief introduction explaining the function of the street, followed by an explanation of each of the important elements of which it is comprised. Dimensions, when they are given, are minimums applicable to each concept. The actual width of the implemented streetscape will vary with existing conditions.

Note on Spacing of Streetscape Elements

In many of the streetscape concepts presented below, a 44-foot module is used for spacing streetscape elements. The logic behind this spacing is derived from the critical dimension of parallel parking spaces.

Each parallel parking space is 22' long, and streetscape elements have been placed to occur between parking spaces. This allows their placements where they will not interfere with car doors opening, and where they can be most easily seen.

Streetscape Design Standards

There must be a balance between beauty and safety when designing streetscape environments. There are often conflicts between these two issues, however, sensible designs which satisfy both can be implemented. In most cases where typical streetscape designs are proposed, they are presented with general guidelines which must then be tested on a block by block basis according to local codes. When conflicts are found, they are discussed and resolved to an agreeable standard.

The Huntsville Streetscape Vision is presented here as a master plan of typical streetscapes, which have been designed to be flexible and adaptable to the various block conditions found in Downtown Huntsville. This document is the design synthesis of the opinions of twenty-two steering committee members who represent Downtown Huntsville. The committee agreed that there are instances where the streetscape proposals may be in conflict with local policy, but that these conflicts would be resolved on a site by site basis. It was agreed that the overall theme and

approach were compatible with Huntsville and that the current standards would have to be studied and adapted if found to be inappropriate.

The *Streetscape Types Diagram* (Exhibit 17) has been provided as a guideline location map for each of the proposed streetscape types. This diagram outlines an approach which establishes a streetscape hierarchy while maintaining a consistent image along each of the street corridors, resulting in a legible, visionary environment for Downtown Huntsville .

4.0 Streetscape Design

Key:

-  Retail Core Streetscape
-  Address Streetscape
-  Civic Streetscape
-  Transitional Streetscape
-  Residential Streetscape
-  Parkway Streetscape
-  Service Streetscape

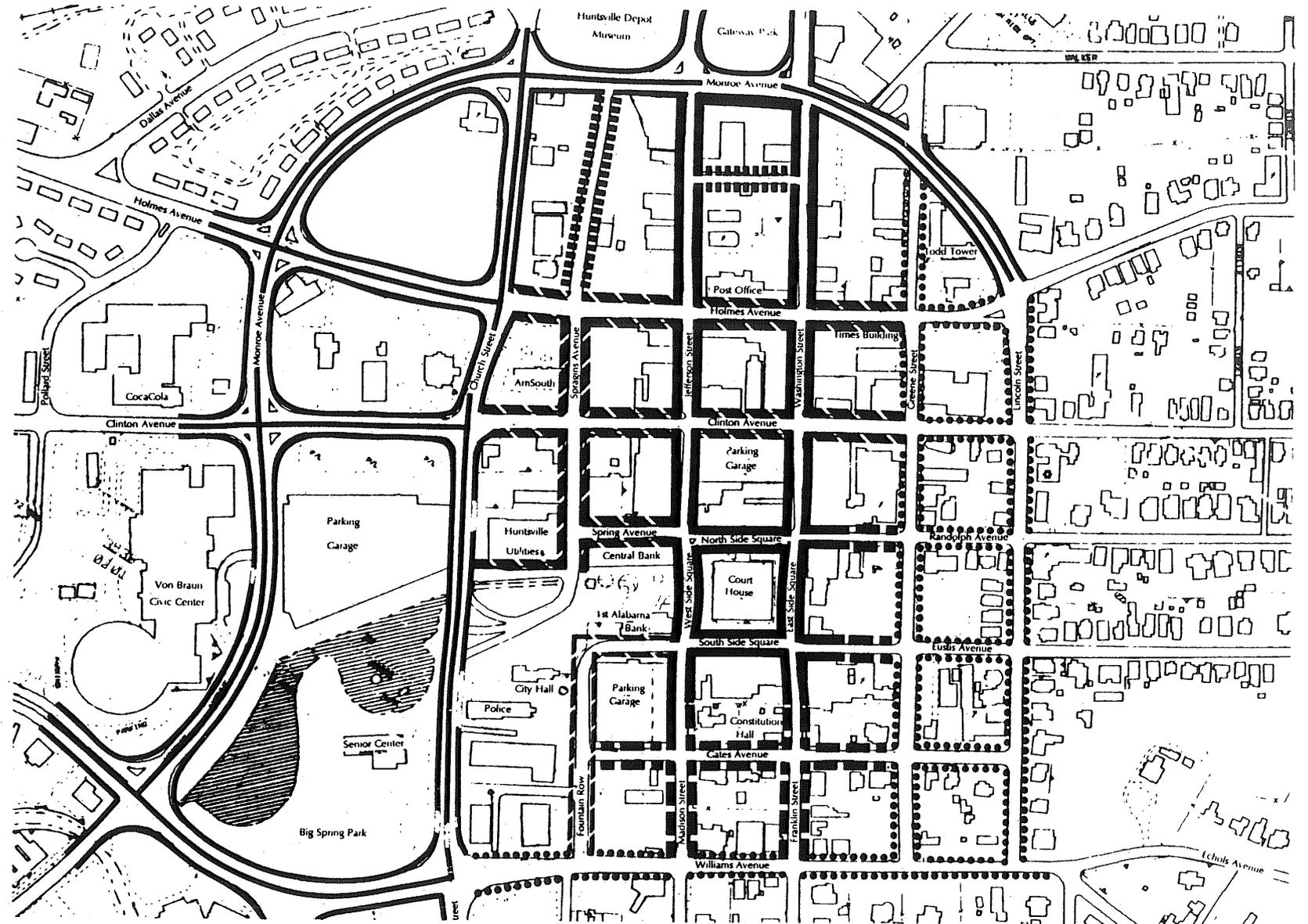


Exhibit 17. Streetscape Types Diagram

4.0: Streetscape Design Plan

4.2 Retail Core Streetscapes

The retail core is comprised of those streets which are an extension of Courthouse Square and discussed briefly in the section on Open Space. Washington, Jefferson, and parts of Franklin, Madison, Randolph and Eustis Streets are included in this category. The design intention is for these retail streets to have the highest level of finish and the highest quality image for shoppers, workers, and visitors.

Paving: Historic herringbone pattern in brick, with brick double header course edges (16"). As an alternative, the inner course of brick could become a brick coping around lawn planting areas if the header course edge is designed to follow the curblin and enclose the lawn area. 1'-wide (minimum) concrete header band next to buildings; will vary to adapt to varying setbacks, entrances, etc.

Landscaping: Lawn panels with trees, minimum dimensions 5' wide (or reverts to paving). Existing trees to be saved, and supplemented with new trees where needed to provide trees 30-40' o.c. This is an exception to the 22' module which does not work with existing parallel parking cuts in these areas. Existing understory planting and timber and brick planters to be removed.

Critical Dimensions: 10'-minimum sidewalks next to storefronts (12' around Courthouse Square Retail

Green). 6-8' access ways connecting parallel parking and service with sidewalks.

Parking and Service: Placement and amount remain the same.

Ramps and Crosswalks: Ramps will consist of a dropped curb for the full radius of the intersection. Crosswalks will be 15' wide with herringbone pattern brick within 18" concrete containment bands.

Street Lights: Existing sharp cut-off fixtures to remain; new infill lights where needed for placement every 150' on-center (o.c.) staggered across the street (i.e. every 75' on alternating sides). If an existing fixture is in conflict with pedestrian movement (i.e. ramps, crosswalks, etc.), it should be relocated as close as possible to its original location.

Pedestrian Lights: Historic Street Lights 50' on-center (o.c.) between street lights (i.e., two pedestrian lights between each set of street lights).

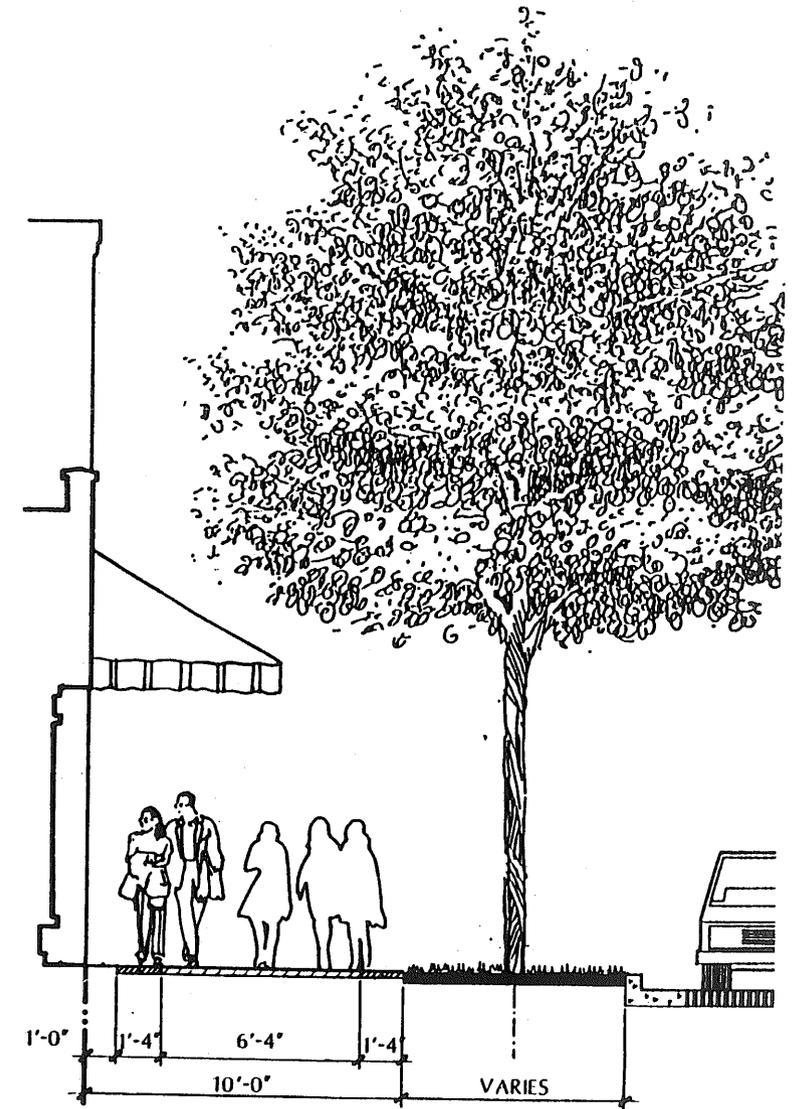
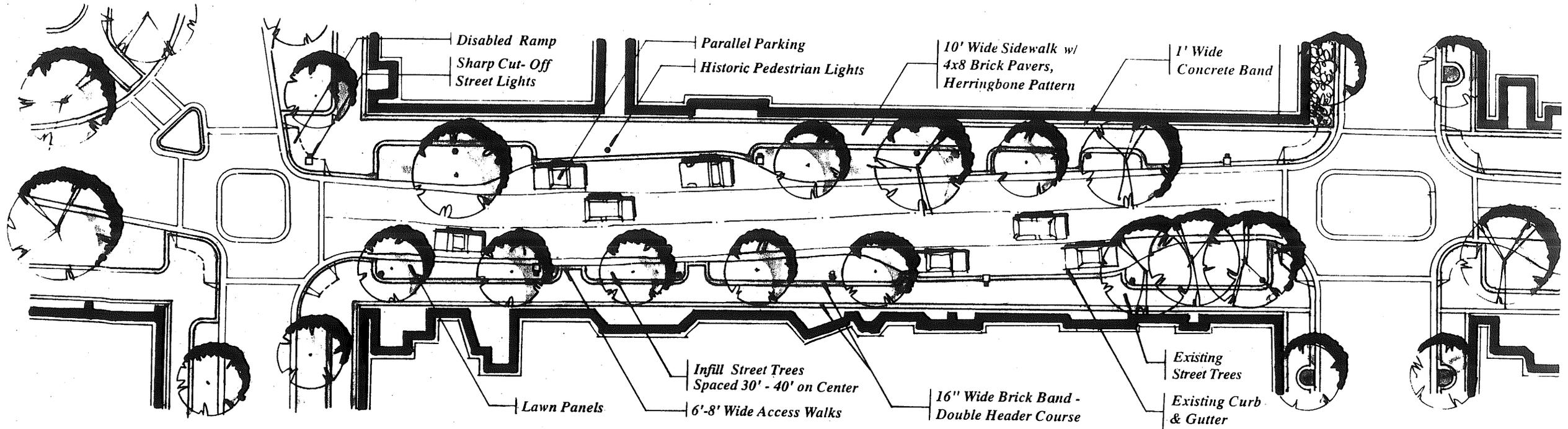


Exhibit 18. Retail Core Streetscape Proposed Section

4.0 Streetscape Design



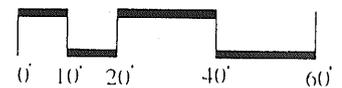
Retail Core Streetscape

Jefferson St., Madison St., Washington St.,
Franklin St., Randolph Ave., Eustis Ave.

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4.0 Streetscape Design



Exhibit 20. Washington Street - Existing View



Retail Core Streetscape
Washington St.

Exhibit 21. Retail Core Streetscape - Proposed Sketch

4.0: Streetscape Design Plan

4.3 Address Streetscapes

Address streetscapes are meant to complement areas slated for new development or areas where there is existing contemporary architecture. The character of these streets is derived from the retail streetscapes, but the materials and furnishings have been updated.

There are three alternative treatments for address streetscape. All might be used, and which would be appropriate for any given area of a street will be largely dependent on the width of the street. The three alternatives vary mainly in the following details:

- In Alternative A there are brick-bordered planting areas for trees and ground cover plantings;
- In Alternative B, there are all tree grates in the sidewalk.
- In Alternative C, which is recommended, there is a combination of grates and planting areas, with planting areas occurring near the intersections and grates in between.

Paving: 1'-wide concrete band against buildings. 16" brick header course edging (in Alternative A, the inside header course becomes a brick coping). Field alternatives:

- herringbone brick;
- 12" x 18" concrete pavers ("London" pavers) in staggered running bond pattern;

- poured concrete with staggered 4' x 4' score pattern.

Landscaping: Trees in planting beds or grates, 44' o.c. Groundcover in beds underplanted with bulbs.

Parking and Service: remain the same.

Ramps and Crosswalks: Ramps are as in Retail streetscapes. Crosswalks correspond to materials chosen and adjacent.

Street Lights: New street lights are needed for these streets. Sharp cut-off fixtures. Placement will correspond to 44' module (176' o.c., staggered 88' on each side).

Pedestrian Lights: These should be a contemporary style lantern fixture in harmony with the historic lantern lights used elsewhere, 44' o.c. between street lights.

Furniture: Placement of signs and other streetscape elements near the curb should be on the 44'-module mentioned at the beginning of Section 4.1.

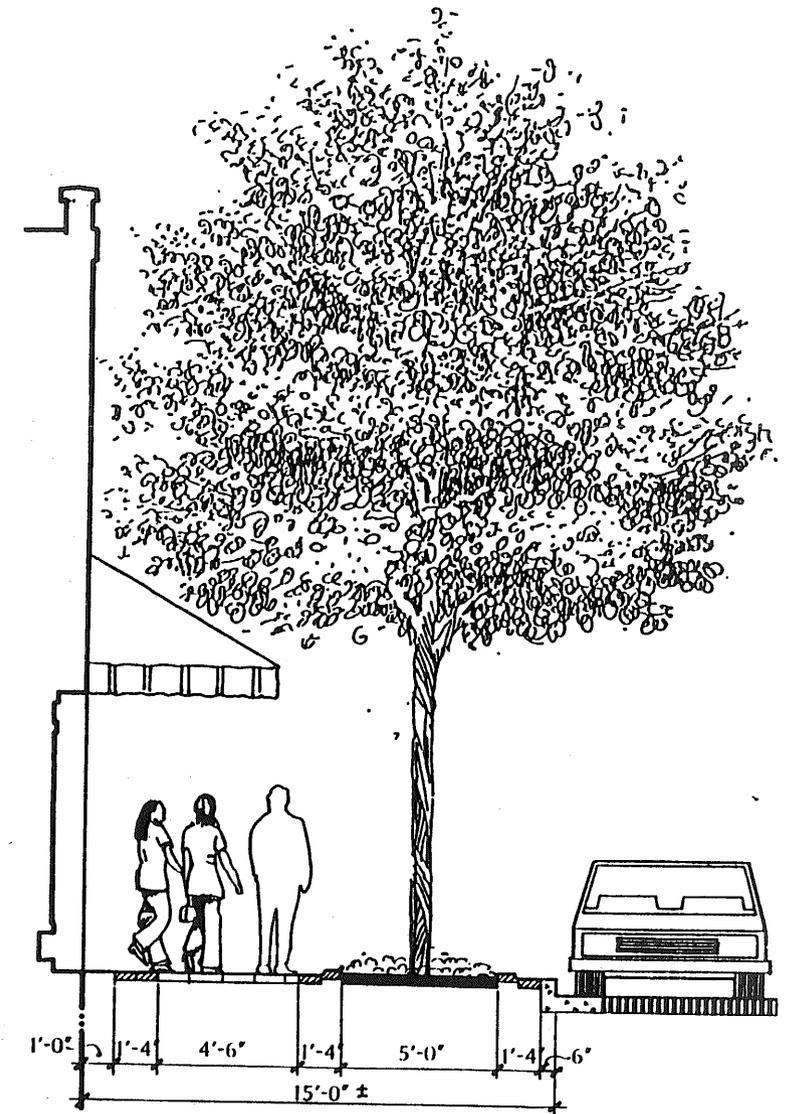
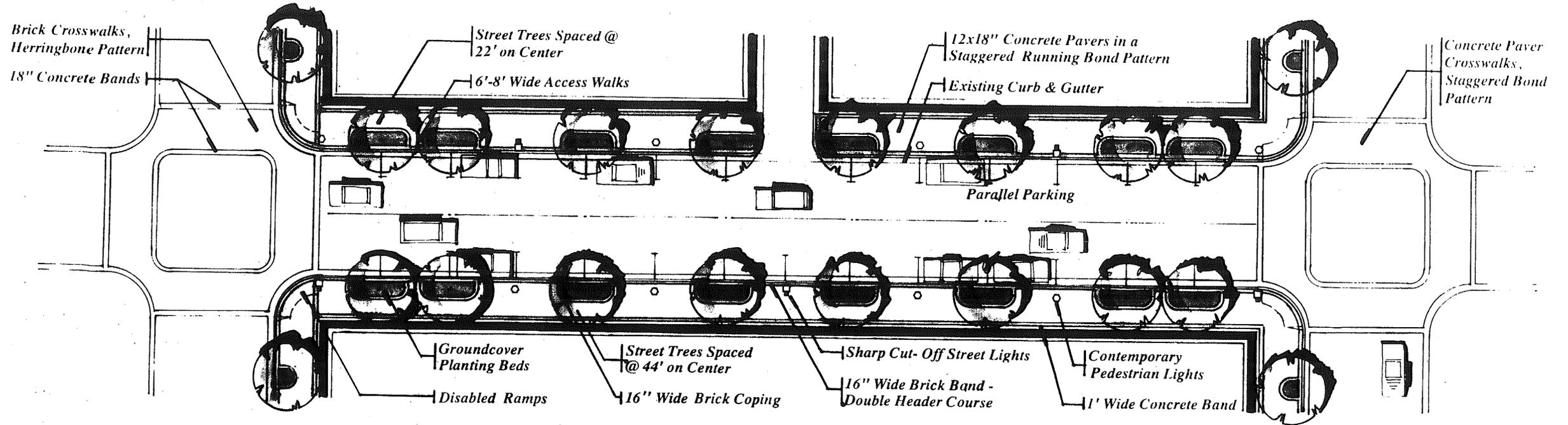


Exhibit 22. Address Streetscape Alternate A Proposed Section

4.0 Streetscape Design

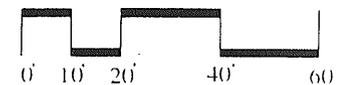


Address Streetscape – Concept A
 Holmes Ave., Clinton Ave., Spragins Ave., Spring St.

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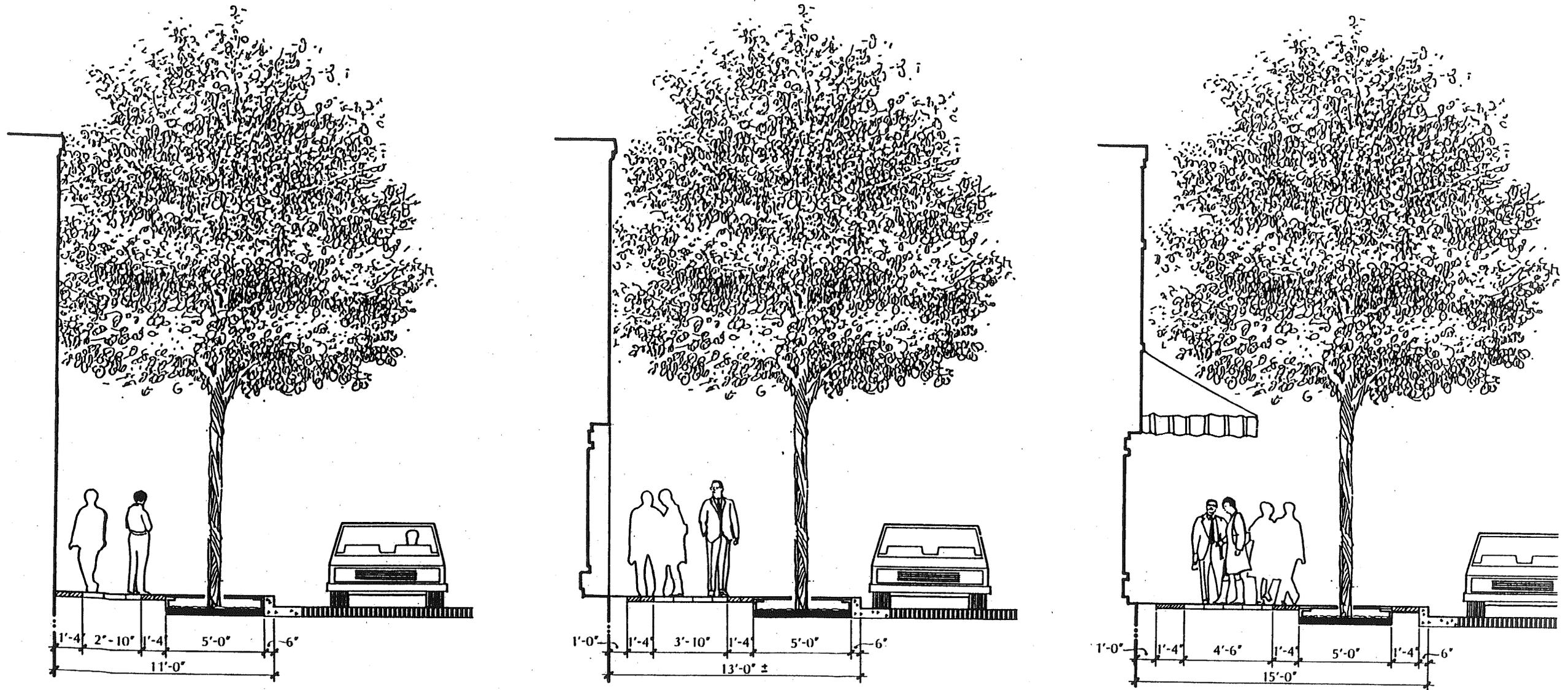
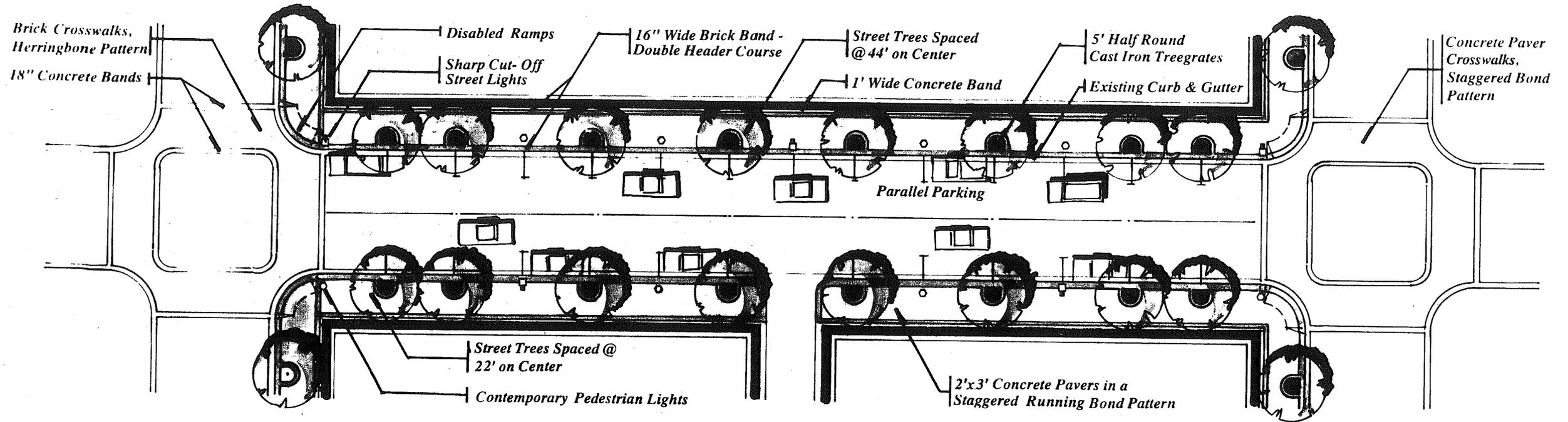


Exhibit 24. Address Streetscape Alternative B - Proposed Sections for Various Sidewalk Widths

4.0 Streetscape Design

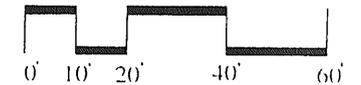


Address Streetscape – Concept B
 Holmes Ave., Clinton Ave., Spragins Ave., Spring St.

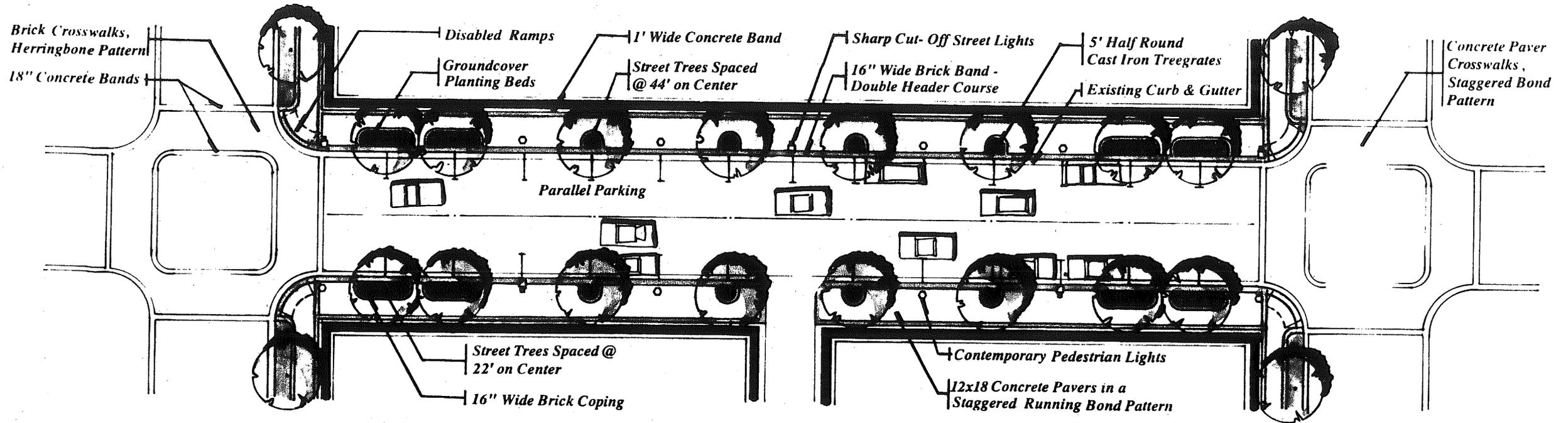
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4.0 Streetscape Design

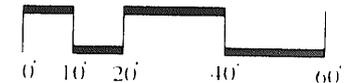


Address Streetscape – Concept C
Holmes Ave., Clinton Ave., Spragins Ave., Spring St.

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4.0 Streetscape Design



Exhibit 27. Clinton Avenue - Existing View



Address Streetscape
Clinton Ave.

Exhibit 28. Address Streetscape - Proposed Sketch

4.0: Streetscape Design Plan

4.4 Address Streetscape for Clinton Avenue Parking Garage

On Clinton Avenue the Address streetscape treatment has been adapted to respond to the special conditions there, in particular the parking garage with the colonnaded walkway on the south side of the street.

This is one of the few streets where the curb alignment has been changed in order to straighten the road. However, the number of lanes remains the same. To accomplish this, the service area on the north side of the street has been replaced by a sidewalk with mountable curbs and reinforced sidewalks to allow this area to serve as both service area and sidewalk.

Elements which differ from other address streets include the following:

Paving: Field material will be as chosen for other address streets. Banding is a 16" header course of brick around grates on north side, and planting beds (with coping) on south side.

Parking and Service: See note above. Service area may need to incorporate smaller dimension pavers (if these are to be used for this streetscape) in order to handle loads.

Landscaping: 8-10' wide planting beds on south side of street, with trees 30' o.c. (i.e. between every other

column on the parking garage). Half-round tree grates on north side of street, with safety spacing on grate openings (3/8" or smaller) because of the narrow dimension of the sidewalk.

Street Lights: The existing lights along the garage should remain, or could be replaced with the recommended contemporary fixtures mounted on the wall on the south side, and pole-mounted on the north side.

Special Elements: Hanging banners from the facade of the garage is recommended to brighten up this monolithic facade. The hard canopies on the north side of the street should, if possible, be replaced with canvas awnings to soften the street and provide additional color.

Other elements remain the same as the typical Address Streetscape.

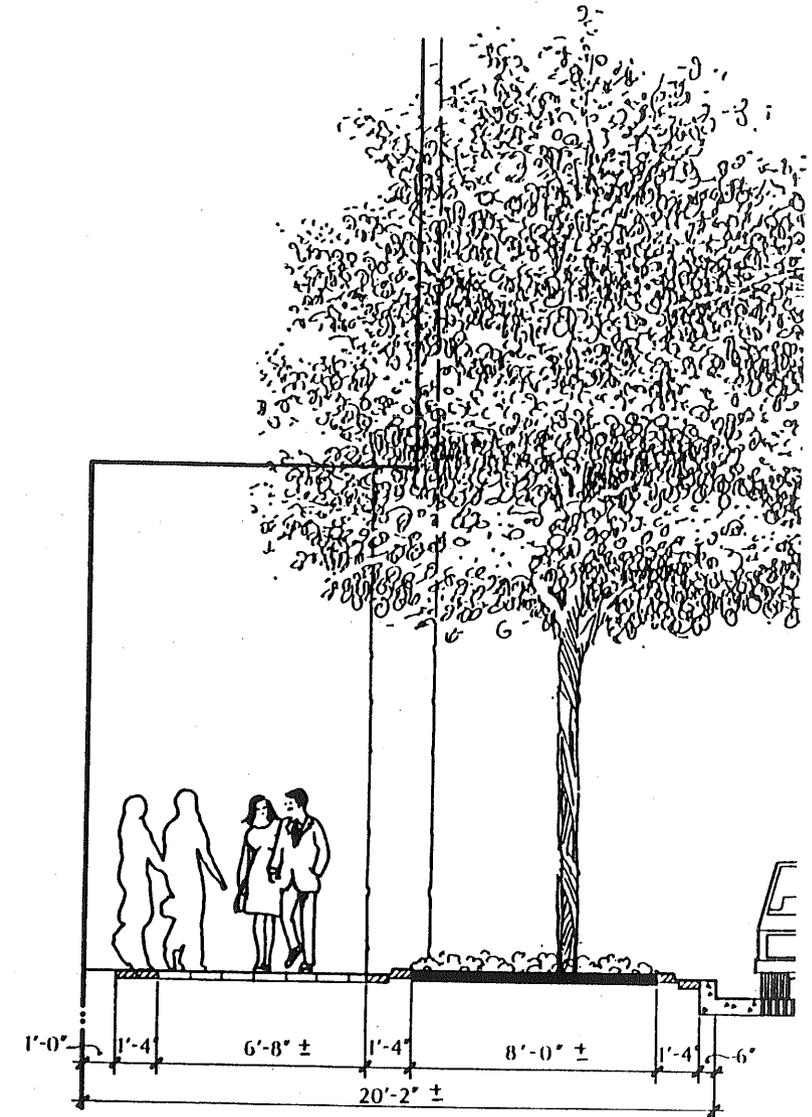
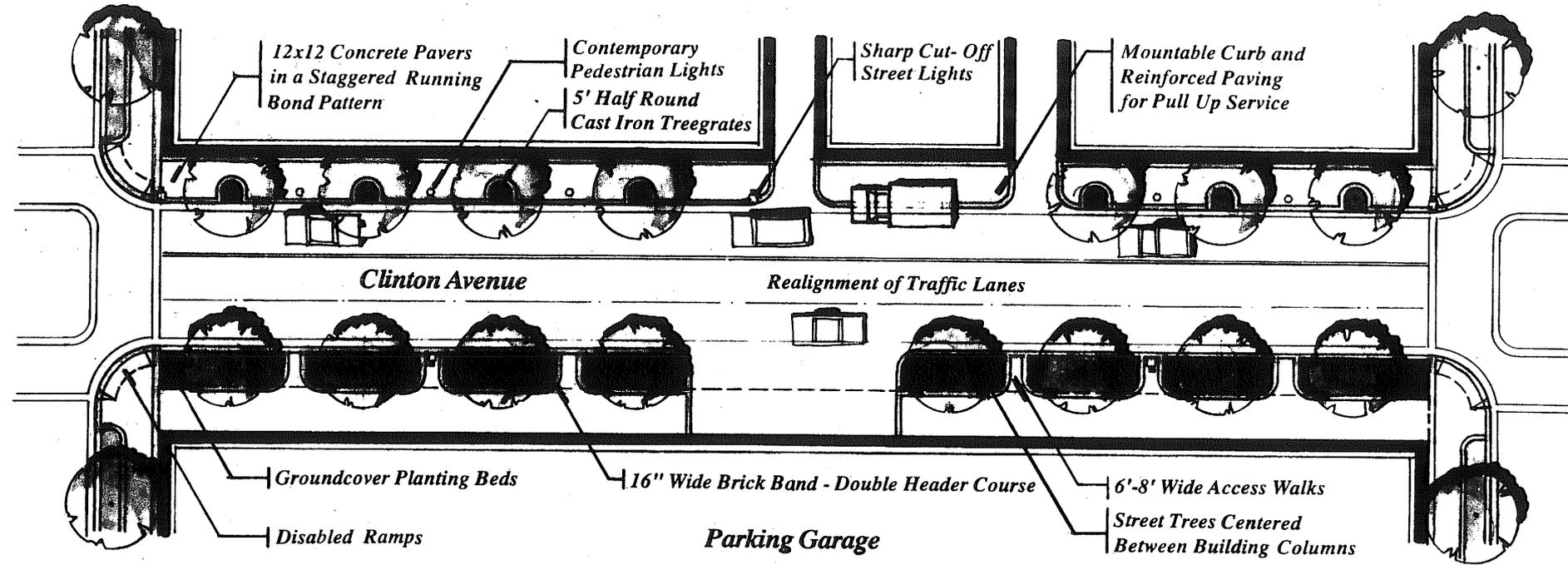


Exhibit 29. Address Streetscape Clinton Avenue
Parking Garage - Proposed Section

4.0 Streetscape Design



Address Streetscape
Clinton Avenue Parking Garage

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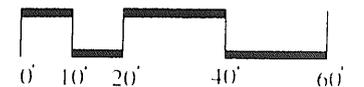


Exhibit 30. Address Streetscape Clinton Avenue Parking Garage - Proposed Plan

4.0 Streetscape Design



Exhibit 31. Clinton Avenue Parking Garage
Existing View



*Address Streetscape
Clinton Ave. Parking Garage*

Exhibit 32. Address Streetscape Clinton Avenue Parking Garage - Proposed Sketch

4.0: Streetscape Design Plan

4.5 Civic Streetscape

The Civic streetscape is essentially the same as the Address streetscape, but expanded outside the R.O.W. to include land in the building setbacks along Fountain Row and Williams Avenue. It was felt this treatment was warranted because the concentration of civic buildings in this area and the correspondingly high level of pedestrian traffic demands a more formal civic setting. This treatment will in effect create another open space for the city.

Paving: Same as other Address Streets, although if a less costly field material is chosen for other streets, brick is still recommended for this one. If brick, herringbone pattern. 16" header course as on other streets, flush around grates and with coping around planting areas.

Landscaping: Lawn panels on the west side with staggered rows of trees 25' o.c. Trees in grates along curb 44' o.c.

Special Features: A new entry court has been created for City Hall to bring pedestrians from the street to the existing plaza. Between the two walks, a new open lawn panel creates opportunities for colorful plantings and a focal feature in the center.

Critical Dimensions: In addition to a 13-15'-wide sidewalk next to the curb, there is a 10' wide

secondary walk next to the buildings on the west side, separated by a 30'-wide lawn panel.

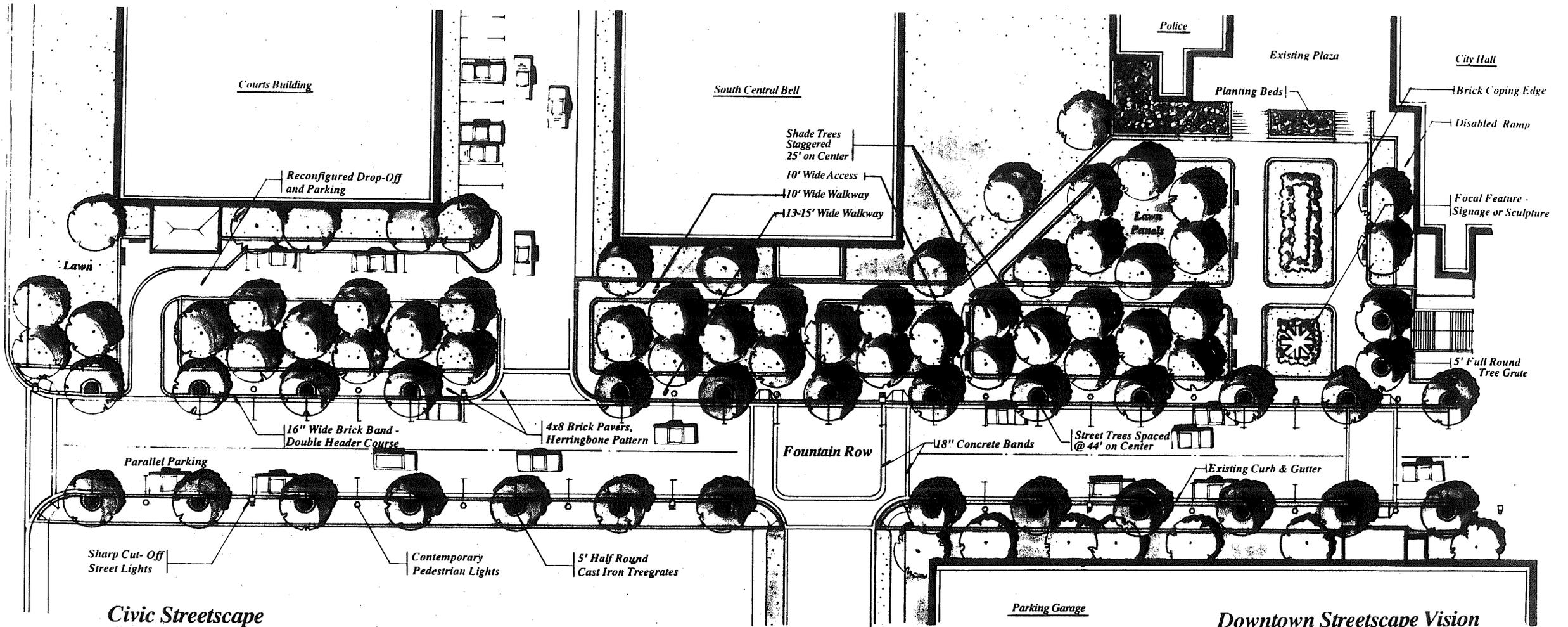
Parking and Service: A new parking area and drop-off has been designed for the Courts Building. Parking has been reconfigured to allow more green space, more effectively linking City Hall with the Courts by the creation of a greenway between them.

Ramps and Crosswalks: New brick crosswalks with concrete banding are proposed for all major pedestrian crosswalks along this street (at the parking garage, Fountain Row and Gates, and Fountain Row and Williams).

Street Lights: New street lights are needed for these streets. Sharp cut-off fixtures. Placement will correspond to 44' module (176' o.c., staggered 88' on each side).

Pedestrian Lights: These should be a contemporary style lantern fixture in harmony with the historic lantern lights used elsewhere, 44' o.c. between street lights.

4.0 Streetscape Design



Civic Streetscape
Fountain Row

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Huntsville, Alabama

City of Huntsville
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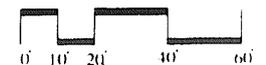


Exhibit 33. Civic Streetscape - Proposed Plan

4.0: Streetscape Design Plan

4.6 Transitional Streetscape

Transitional streetscapes create a linkage and a transition between the downtown retail streets and residential streets. The materials should be the same as the downtown retail streets, but the width of the sidewalks will be 6' instead of 10', and access walks from the curb will be 4' wide.

Paving: The paving will be brick in a herringbone pattern with a 8"-wide brick header course. In addition, a 16"-wide double header course will be placed behind the curb (giving 2' total with the curb) to allow passengers to disembark from their cars without the necessity of stepping on the grass.

Landscaping: Grass panels will occur between access walks, with trees centered in the panels at 44' o.c.

Critical Dimensions: Access walks will also occur at 44' o.c., to fit in with the 44' parking module.

Parking and Service: Parallel parking on 44' module. Service, if needed, should fit within these constraints.

Ramps and Crosswalks: Dropped curb full radius of curve. Materials of crosswalk will depend on intersecting streets. (See Crosswalk Design Section 5.3)

Street Lights: Sharp cut-off fixtures only, 150' o.c., staggered. Historic pedestrian lights may be used as well if so desired.

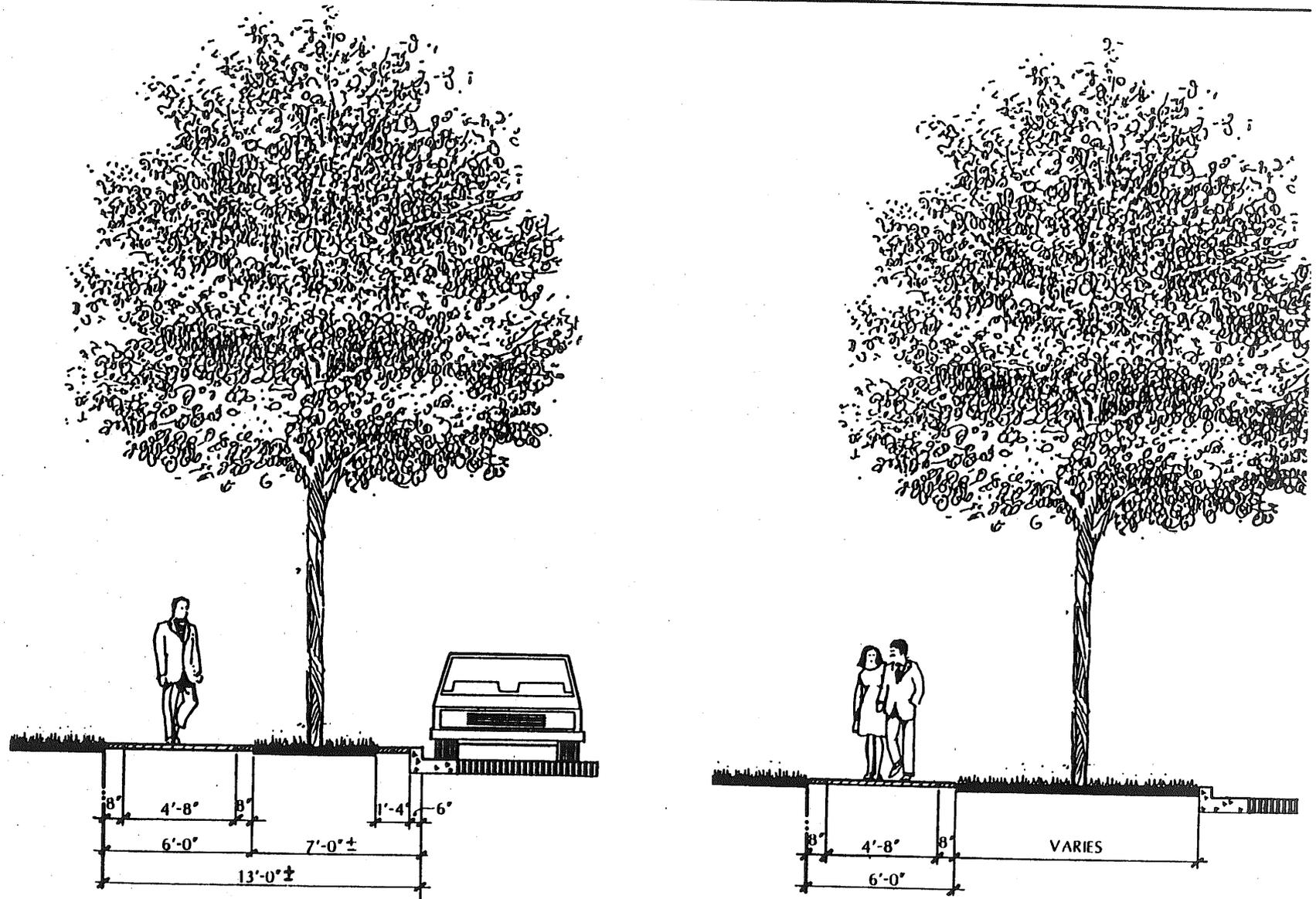
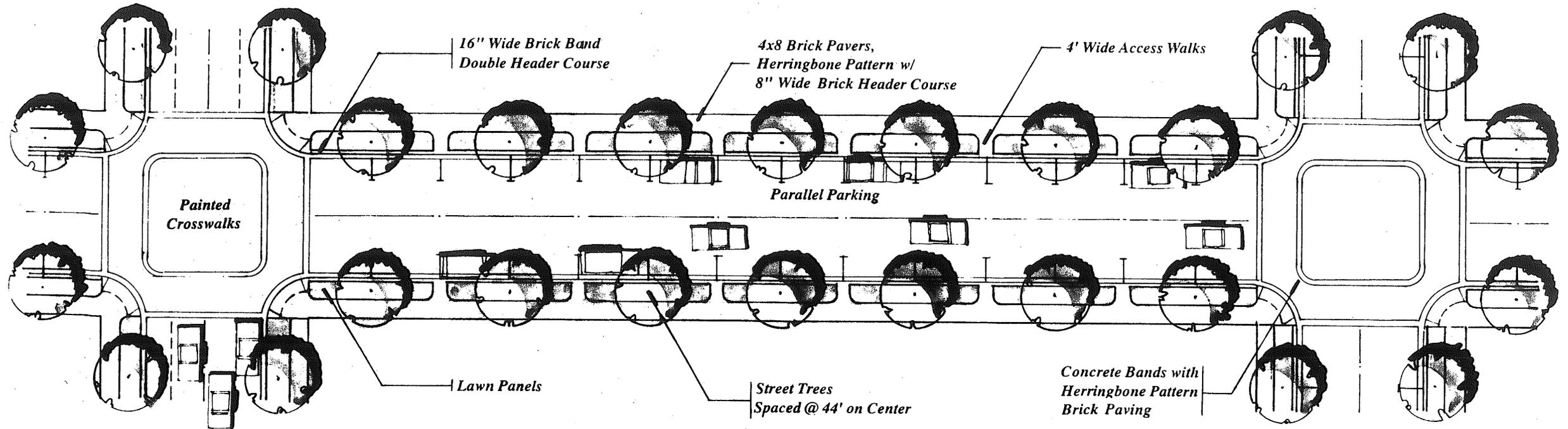


Exhibit 34. Transitional Streetscape
Proposed Sections with and without parking

4.0 Streetscape Design



Transitional Streetscape

Madison St., Franklin St., Randolph Ave.,
Eustis Ave., Gates Ave.

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Huntsville, Alabama

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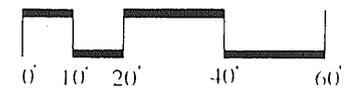


Exhibit 35. Transitional Streetscape - Proposed Plan

4.0: Streetscape Design Plan

4.7 Residential Streetscapes

This streetscape is essentially the same as the Transitional streetscapes, except the paving is concrete, and the walks are narrower.

Paving: Concrete; 5' wide, with 4' wide access walks on 44' module; 1' wide concrete band next to curb.

Landscaping: Planting areas with grass and trees 44' o.c., except where buildings abut the R.O.W., where half-round tree grates would be used instead.

Crosswalks: Painted, except where these streets intersect with more elaborate streets.

Other elements remain the same as on Transitional streets.

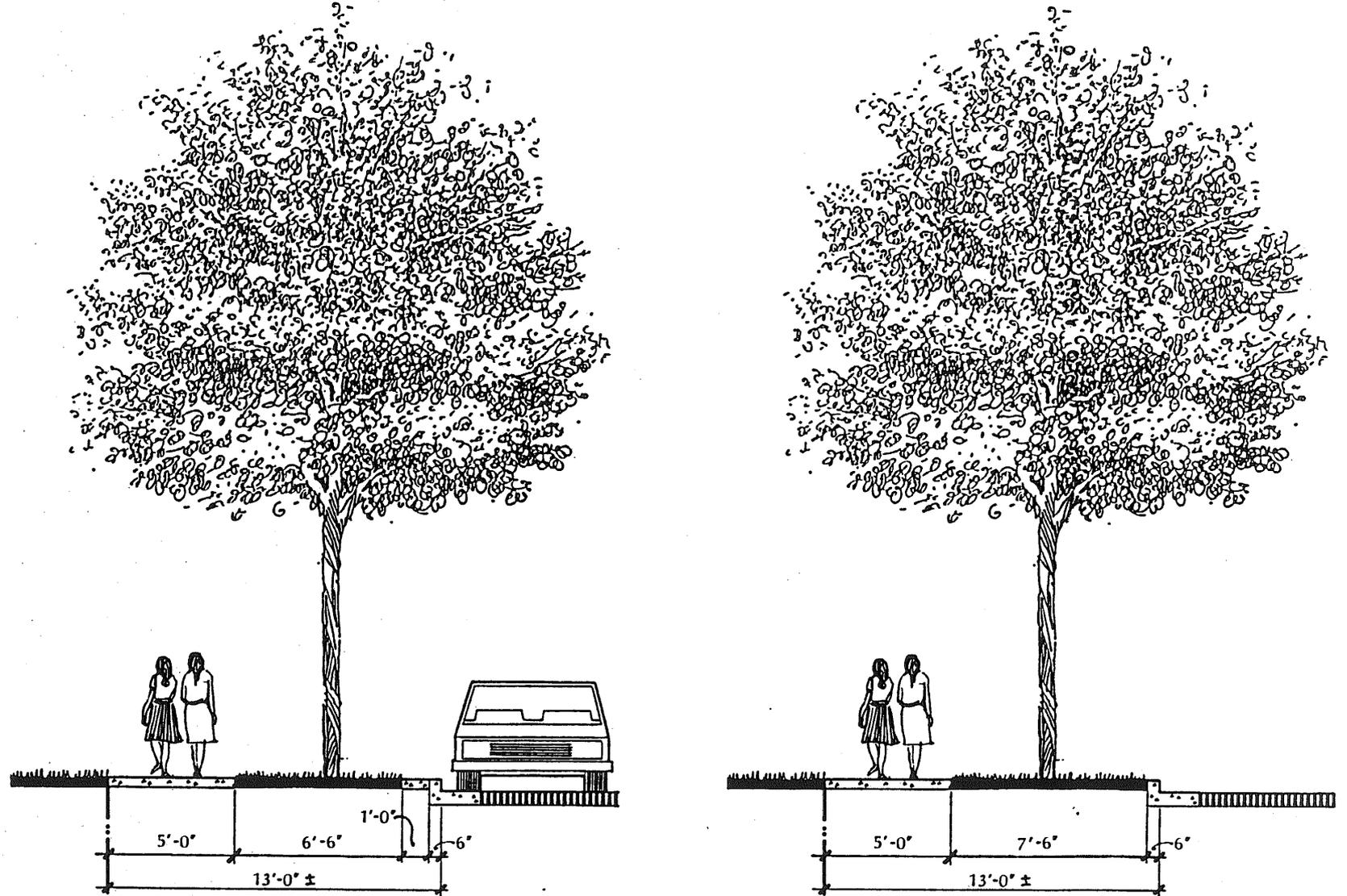
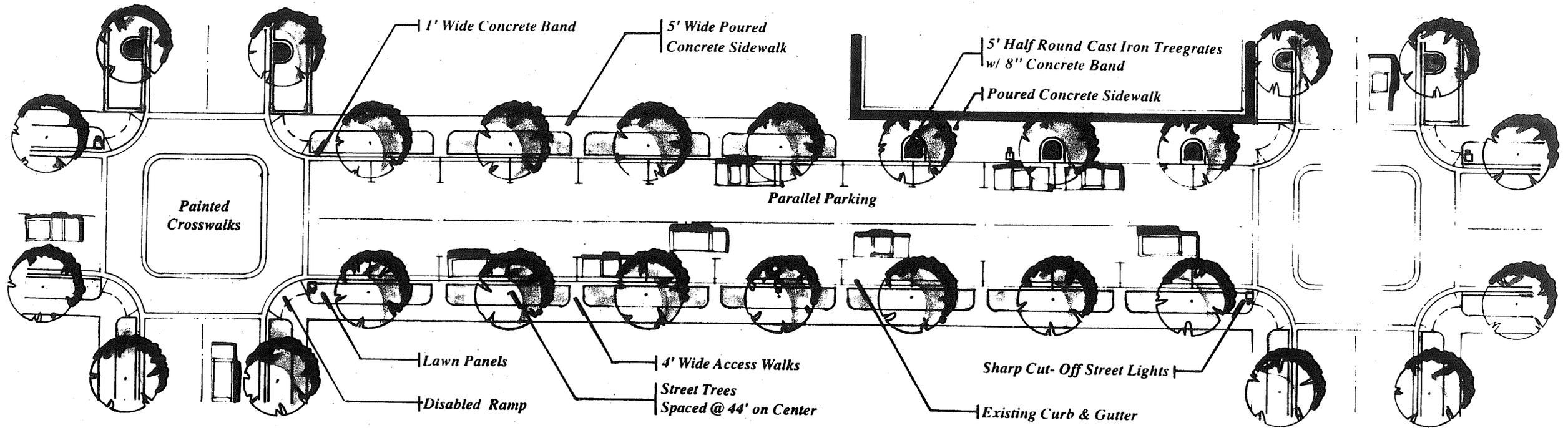


Exhibit 36. Residential Streetscape
Proposed Sections with and without parking

4.0 Streetscape Design



Residential Streetscape

*Lincoln St., Greene St., Holmes Ave., Clinton Ave.,
Randolph Ave., Eustis Ave., Gates Ave., Williams Ave.*

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4.0 Streetscape Design



Exhibit 38. Greene Street - Existing View



Residential Streetscape
Greene St.

Exhibit 39. Residential Streetscape - Proposed Sketch

4.0: Streetscape Design Plan

4.8 Parkway Streetscapes

The parkway streetscapes are meant to create a green setting to serve as an entry statement into the downtown, and to complement and soften the development which occurs or is planned along its edges.

Paving: The concept utilizes existing concrete sidewalks wherever possible, supplementing them with additional 5'-wide walks when necessary.

Special Features: The existing center turn lane becomes a median with grass and trees spaced 30'-40' o.c. Islands and medians at intersections should have handicap ramps and 5' sidewalks added. The remainder of space in these turning islands should be planted with ground cover and bulbs for easy maintenance and unimpeded views.

Landscaping: Grass and trees in median as noted above. Also, recommended planting of a row of street trees outside the street R.O.W., 30'-40' o.c. staggered 5'-10'. Ornamental trees are recommended as accents at entries and for screening. A 3-5'-wide hedge 2½-3' high is required to screen parking from the public R.O.W. The AASHTO and City Sight Distance Requirements should be reviewed and followed upon further detailed streetscape design.

Ramps and Crosswalks: Ramps should be added wherever necessary, although it is understood they may not be a dropped curb for the full radius of the curb because of the many special conditions. Painted crosswalks should be added at all intersections and vehicular entrances.

Street Lights: Sharp cut-off fixtures 150' o.c., staggered.

Pedestrian Lights: None

Further design and/or review for areas outside of the R.O.W. may be needed on a site-by-site private development basis to complete the desired image for the parkway streetscape.

4.0 Streetscape Design

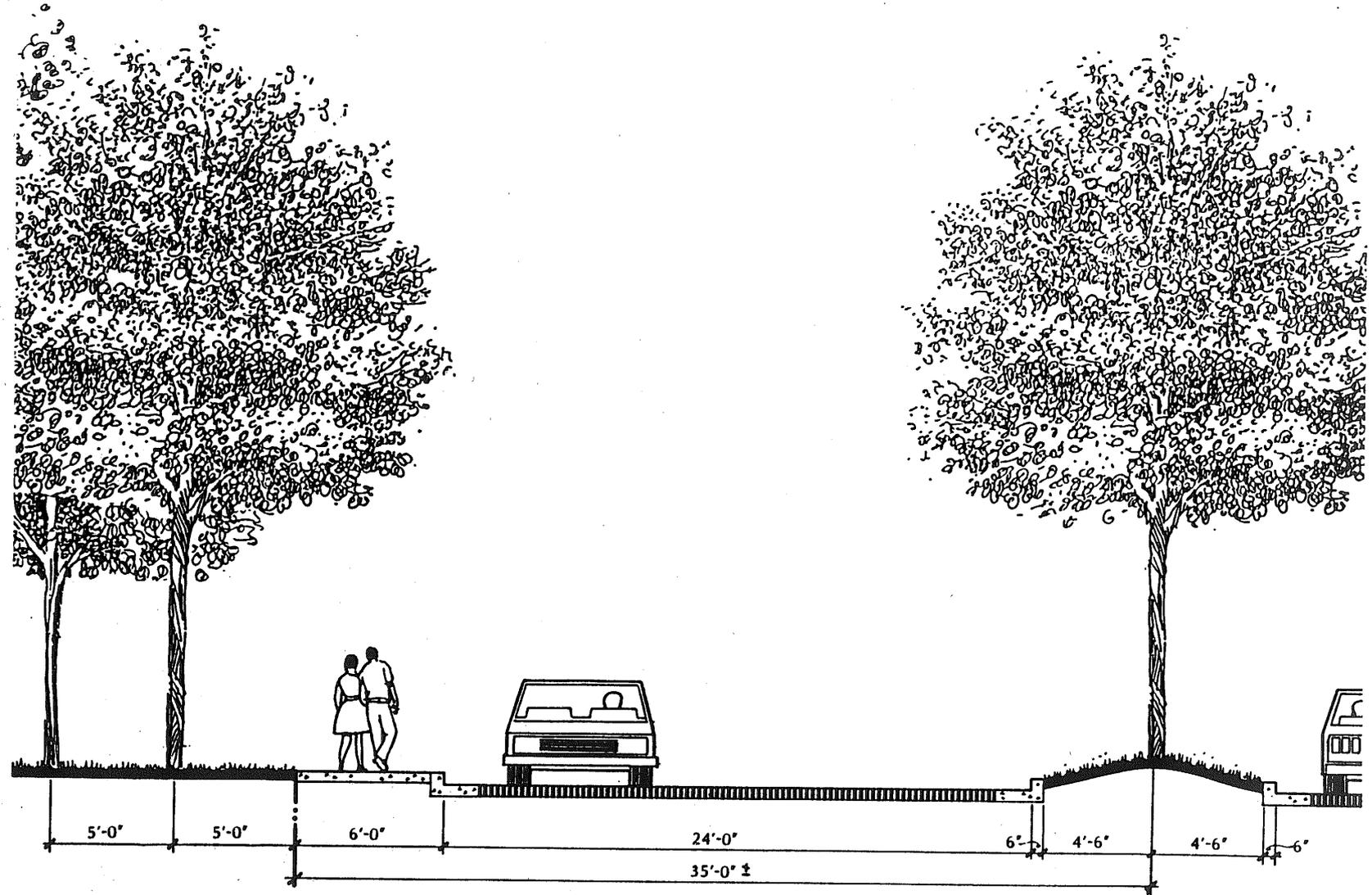


Exhibit 40. Parkway Streetscape - Proposed Section

4.0 Streetscape Design

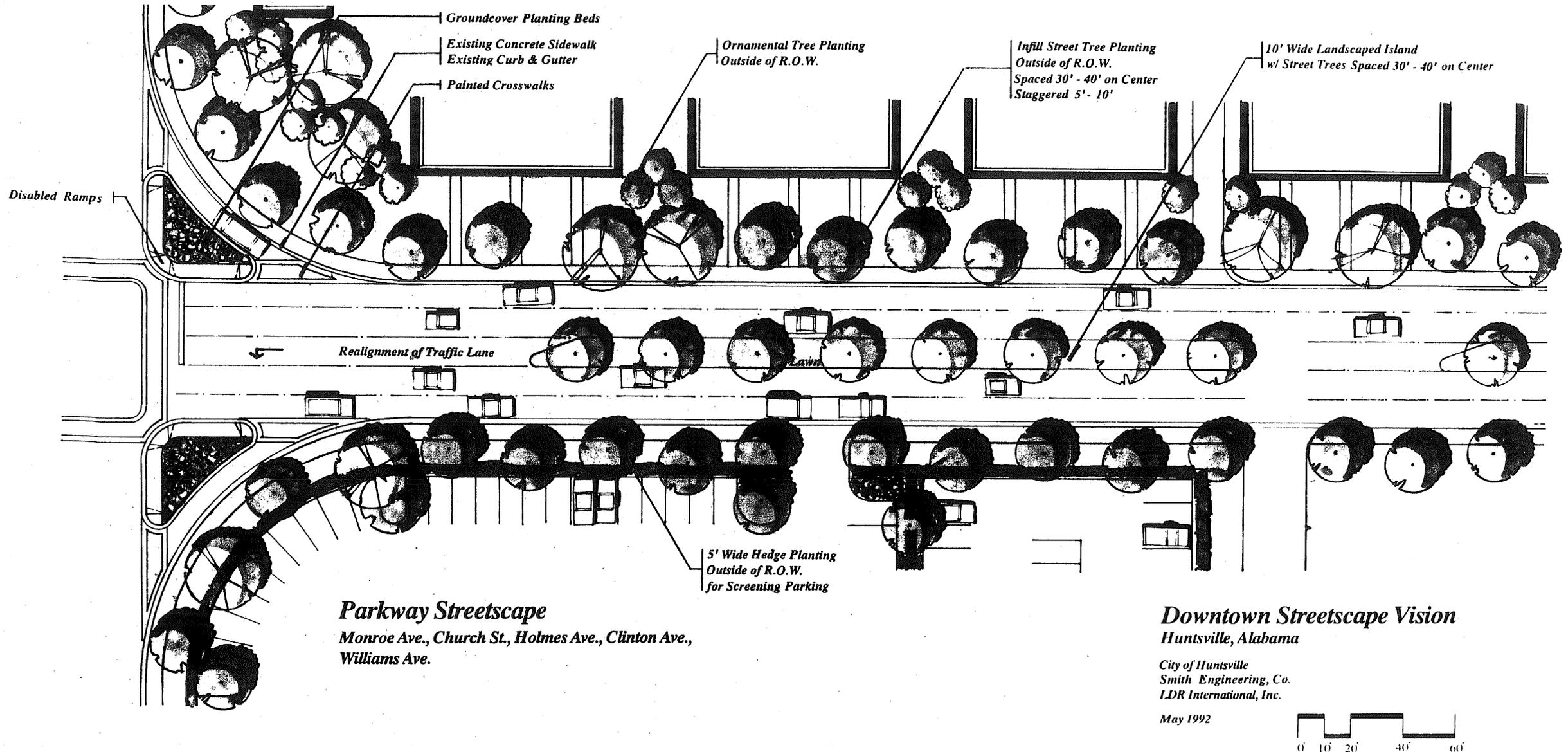


Exhibit 41. Parkway Streetscape - Proposed Plan

4.0 Streetscape Design

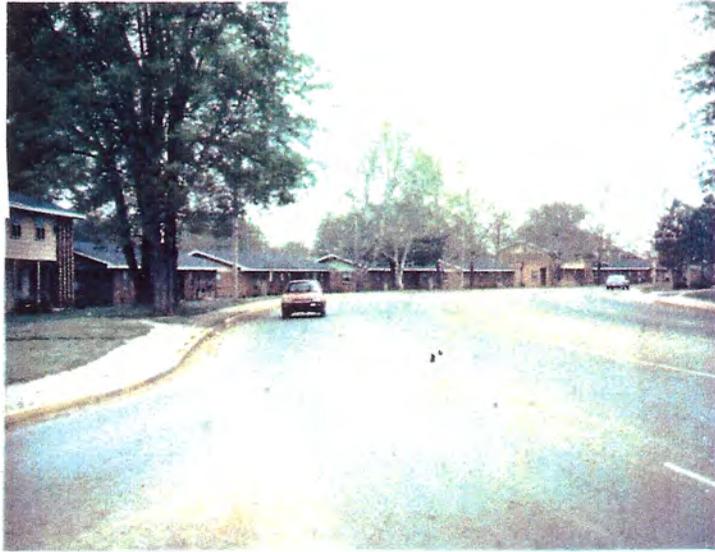


Exhibit 42. Monroe Avenue - Existing View



Parkway Streetscape
Monroe Ave.

Exhibit 43. Parkway Streetscape - Proposed Sketch

4.0: Streetscape Design Plan

4.9 Service Streetscapes

Service streetscapes are mostly intended to provide access to parking. The treatment is therefore minimal, that is, in keeping with the rest of the streetscapes, but more spare. However, even though these streets are service-oriented, it is important for the safety of the pedestrian to be taken into account, since many pedestrians' first impressions of the city will begin here.

Paving: All concrete. Existing 5-6' walks to remain wherever possible.

Landscaping: 3-5' evergreen hedge, 2½-3' high, to screen parking along R.O.W. Street trees planted 30-40' o.c. (depending on space between entries). Trees should be planted behind the hedges, not in line with them.

Parking and Service: It is important that all parking areas along these streets have entries clearly defined with curb cuts and allow sufficient setbacks to accommodate screening and the planting of street trees. Service must be set back from the R.O.W. and screened.

Ramps and Crosswalks: In addition to the required ramps and crosswalks at intersections, ramps and painted crosswalks should be provided across all parking entries to emphasize the importance of safe pedestrian movement to motorists.

Street Lights: The existing cobrahead fixtures should be replaced with sharp cut-off fixtures, or, if this is not possible, the existing fixtures should be staggered on both sides of the street instead of on one side.

Pedestrian Lights: None.

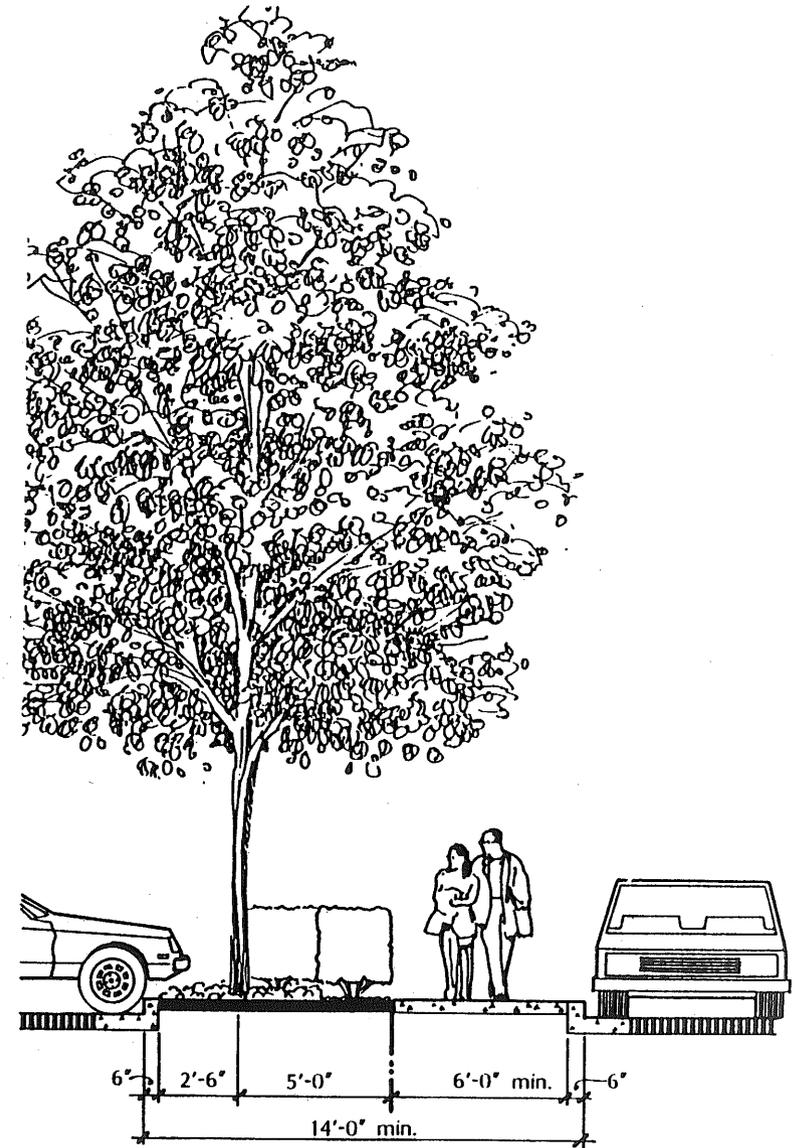
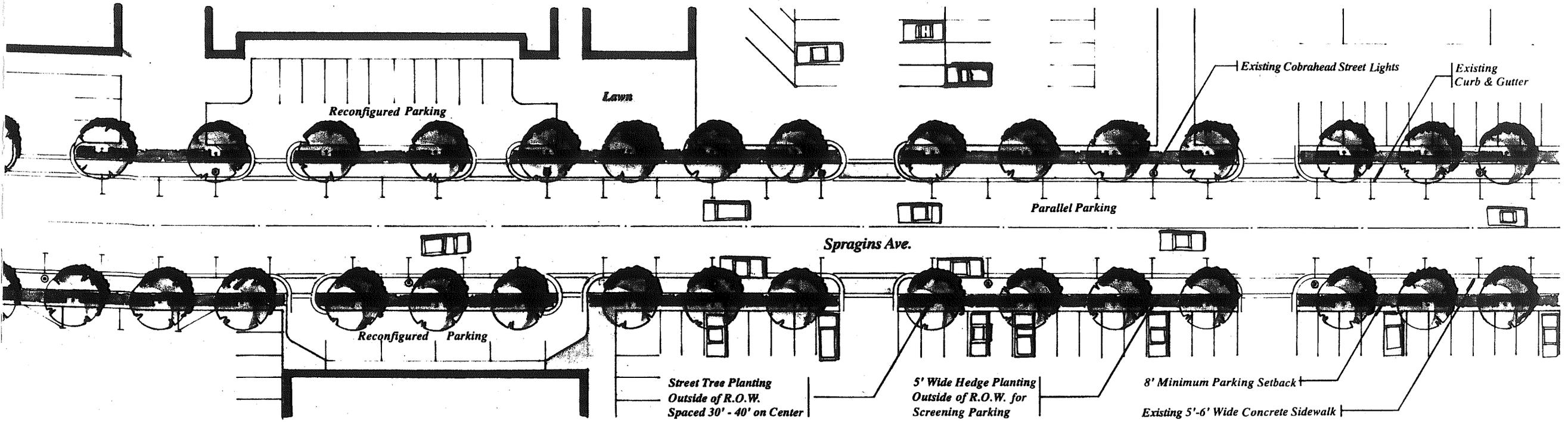


Exhibit 44. Service Streetscape - Proposed Section

4.0 Streetscape Design

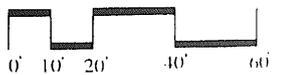


Service Streetscape
 Spragins Ave., Meridian St.

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 Huntsville, Alabama

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4.0 Streetscape Design



Exhibit 46. Spragins Avenue - Existing View



Service Streetscape
Spragins Ave.

Exhibit 47. Service Streetscape - Proposed Sketch

5.0: Streetscape and Open Space Elements

5.1 Introduction

The detail elements of a streetscape play a vital role in creating a desired theme or sense of place in the downtown environs. The elements to be considered are paving, crosswalks, lights, benches, trash receptacles, tree grates, planters, news bins, bicycle racks, drinking fountains, shelters and plant material. These elements can be chosen as a stock item or they can be custom designed, depending on the desired look and budget. No matter which direction is chosen, very careful study must be taken when organizing the family of streetscape elements to be used.

Streetscapes should be thought of as long term investments and their quality should not be compromised by budget. Streetscape elements should be chosen for their overall response to design, cost, structural stability and durability. The elements presented in this section have been selected with these qualities in mind as well as past experiences with similar models or manufacturers. They are intended to serve as guidelines for comparison with local manufacturers offering the same or similar streetscape elements. With these comparisons, the City will then determine the adopted standards for implementing Huntsville's Streetscape Vision.

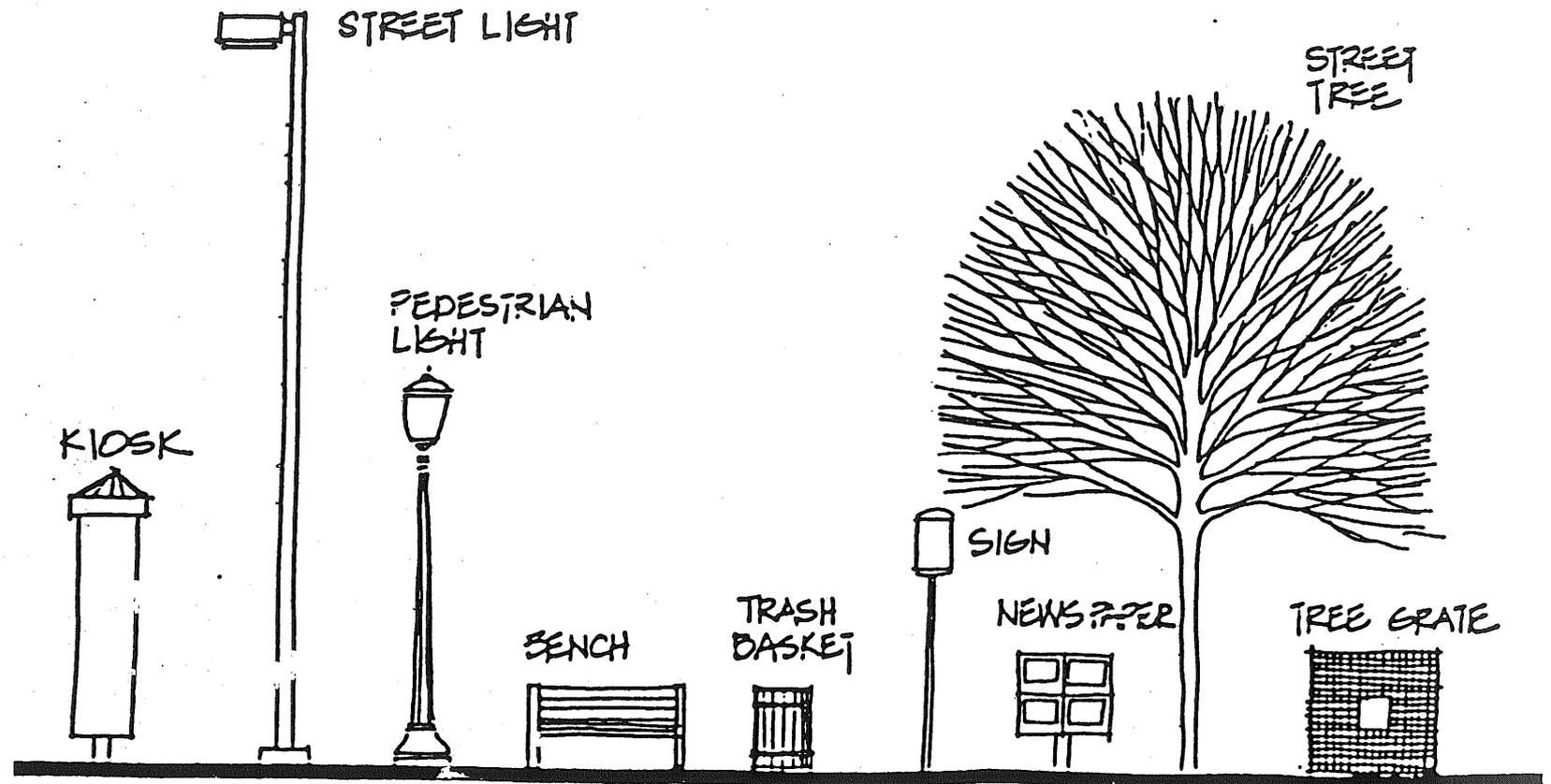


Exhibit 48. Family of Furniture

5.0: Streetscape and Open Space Elements

5.2 Paving Design

Special sidewalk treatments such as the use of bricks or concrete pavers, add color and interest to a streetscape environment. Masonry pavers (if properly set) are cost effective over the long term because of their durability and ability to be removed and reset. With concrete sidewalks, the constant need for access to utilities in commercial areas frequently results in unsightly concrete patching. The level of quality in the streetscape environment can be greatly enhanced through the introduction of special paving, especially along retail streets like Jefferson/Madison and Washington/Franklin Streets and special areas such as Courthouse Square and Gateway Park.

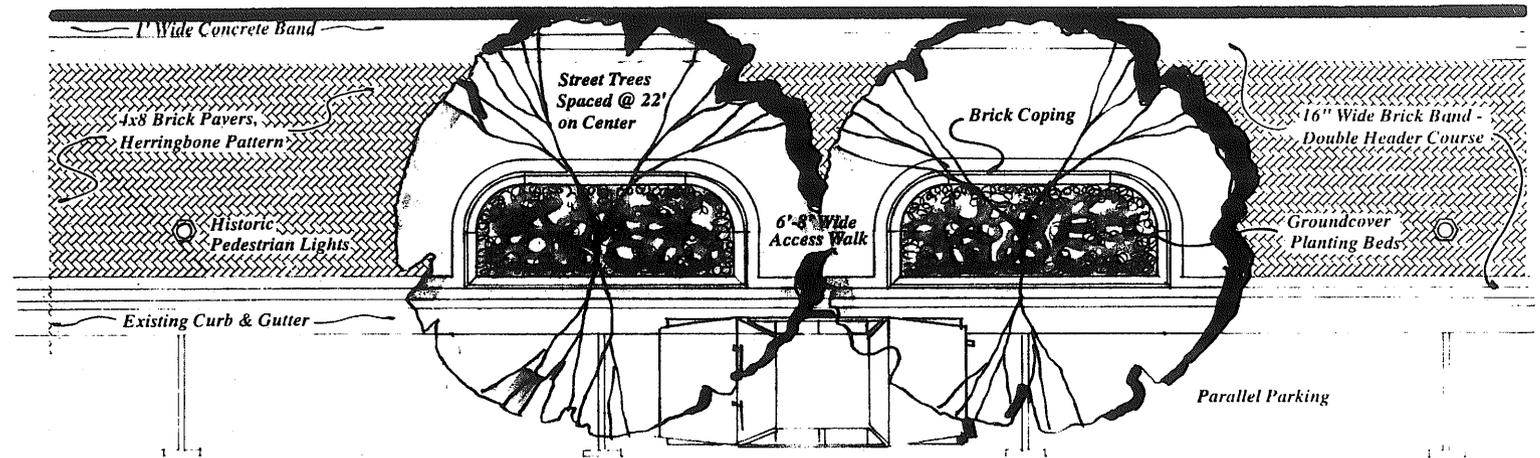
Brick Paver Recommendations

Construction - Sand set brick pavers laid in 45 degree herringbone pattern with double header course brick accent band

Type and Manufacturer - 4x8 Extruded brick, Glen Gery Brick Corp or an approved equal.

Location - Courthouse Square, Retail core Streetscapes, Civic Streetscape and Transitional Streetscapes. (Possibly other areas if budget allows)

Color - K and W Old Smoky



Typical Paving - Concept A
Holmes Ave., Clinton Ave., Spragins Ave., Spring St.

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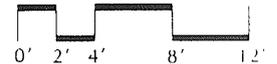


Exhibit 49. Paving Alternative A - Proposed Plan

5.0: Streetscape and Open Space Elements

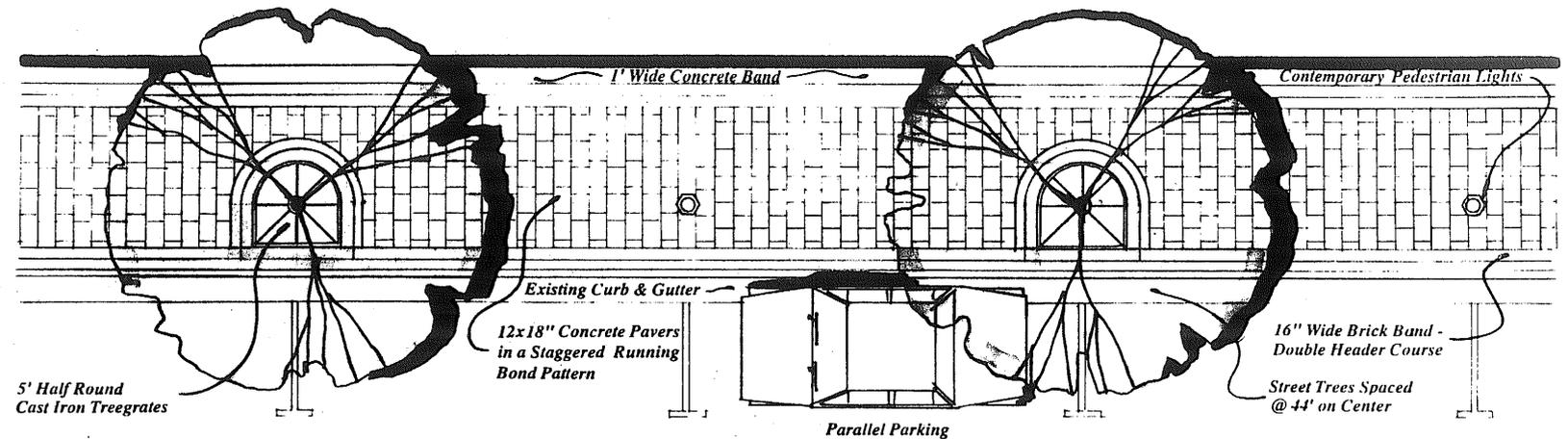
Concrete Paver Recommendations

Construction - Sand set concrete pavers laid in one-half or one-third staggered running bond pattern. Pavers should be full depth in size and set (butt-joint) without mortar to allow removal and replacement.

Type and Manufacturer - 12"x18" Chamfered concrete paver, Hanover Prest-Paving Co or an approved equal.

Location - Address Streetscapes. (Serves as an alternative for the Civic Streetscape)

Color - Natural Buff with tudor finish or an approved equal.

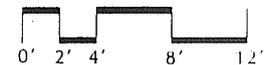


Typical Paving - Concept B
Holmes Ave., Clinton Ave., Spragins Ave., Spring St.

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5.0: Streetscape and Open Space Elements

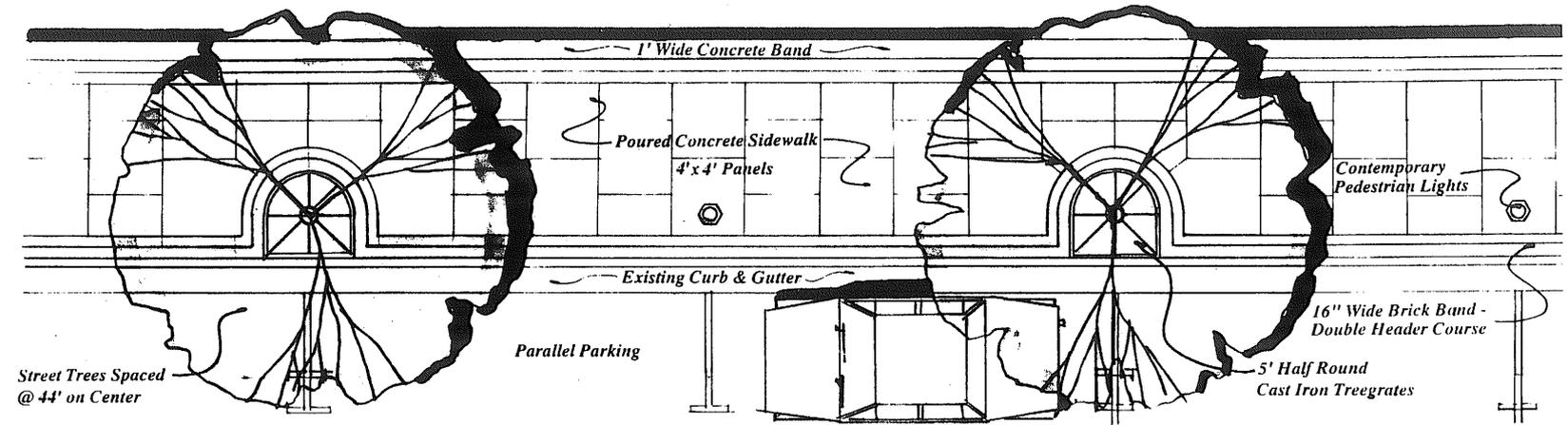
Poured Concrete Recommendations

Construction - 4" to 6" thick concrete slab on compacted 4" to 6" gravel base in pedestrian areas only. In areas where vehicles will be crossing the streetscape, a thicker reinforced concrete slab and gravel base is recommended. On Address Streetscapes the concrete walk will be scored and jointed in 4'x4' panels laid in a staggered running bond pattern. Walks on Residential, Parkway and Service Streetscapes will be scored and jointed in either 5'x5' or 6'x6' panels depending on the proposed width of the sidewalk.

Type and Manufacturer - Poured in place concrete. Panels to be broom finish with smooth, troweled edges. Local Huntsville manufacturer should be used.

Location - This is an alternate for Address Streetscapes and a standard for Residential, Parkway and Service Streetscapes.

Color - Natural, Buff or an approved equal.



Typical Paving - Concept C

Holmes Ave., Clinton Ave., Spragins Ave., Spring St.

Downtown Streetscape Vision

Huntsville, Alabama

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Exhibit 51. Paving Alternative C - Proposed Plan

5.0: Streetscape and Open Space Elements

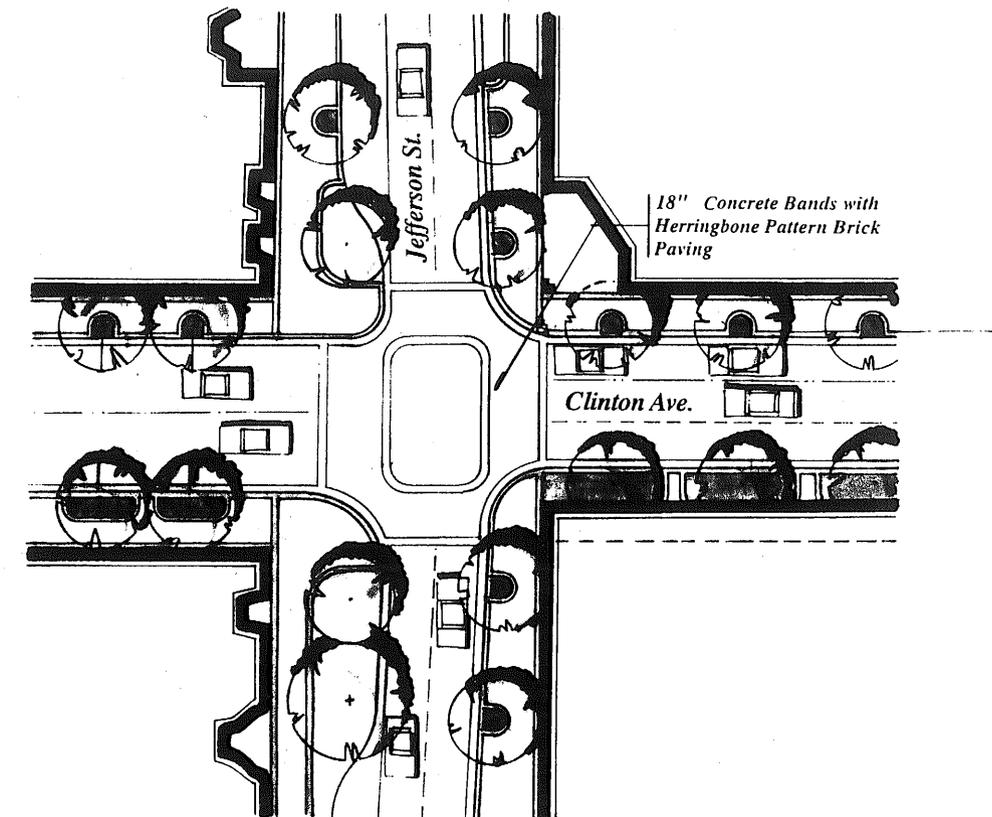
5.3 Crosswalk Design

Pedestrian crosswalks in the Downtown study area should be consistent in layout and design, however, the materials used for implementation may differ between crossings. The typical crosswalk shown to the right has been designed as a framework for either brick, concrete or painted crosswalks. The bands may be either constructed of concrete or painted and the field may be laid in brick, concrete pavers, poured concrete or asphalt.

The surface treatment of crosswalks will vary depending on the types of streets of which it is comprised. In areas where a more elaborate streetscape crosses one that is less so, treatment should respond to the more elaborate of the two. Thus, where a brick streetscape crosses a concrete streetscape, the crosswalks should be brick.

The dimensions for crosswalks may also vary from street to street. It is generally desirable to align the outer limits of crosswalks with the building facades of the two intersecting streets. The inner limits of the crosswalks are then defined by adopting standard dimensions for crossing widths (ranging from 10 to 15' or equal to the sidewalk width). This approach allows the streetscape to continue visually across the road. However, this method does not always work due to misaligned building facades, curvilinear streets or streets that are misaligned. Such is the case with the typical crosswalk shown to the right. The right side has been laid out according to the methods outlined above. The left side, however, has been derived by starting with the curbline and working back with standard dimensions. Crossing widths should be maximized wherever possible to increase their visibility from automobiles.

All final crosswalk designs should be reviewed for their compliance with the Americans with Disabilities Act Accessibility Guidelines.



Typical Crosswalk Treatment
Intersection of Jefferson St. and Clinton Ave.

Downtown Streetscape Vision
Huntsville, Alabama

*City of Huntsville
Smith Engineering, Co.
LDR International, Inc.*

May 1992

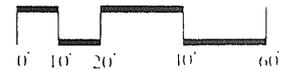


Exhibit 52. Typical Crosswalk - Proposed Plan

5.0 Streetscape and Open Space Elements

Key:



Brick herringbone pattern crosswalks with concrete edge borders



Concrete paver or scored concrete crosswalks



Painted crosswalks

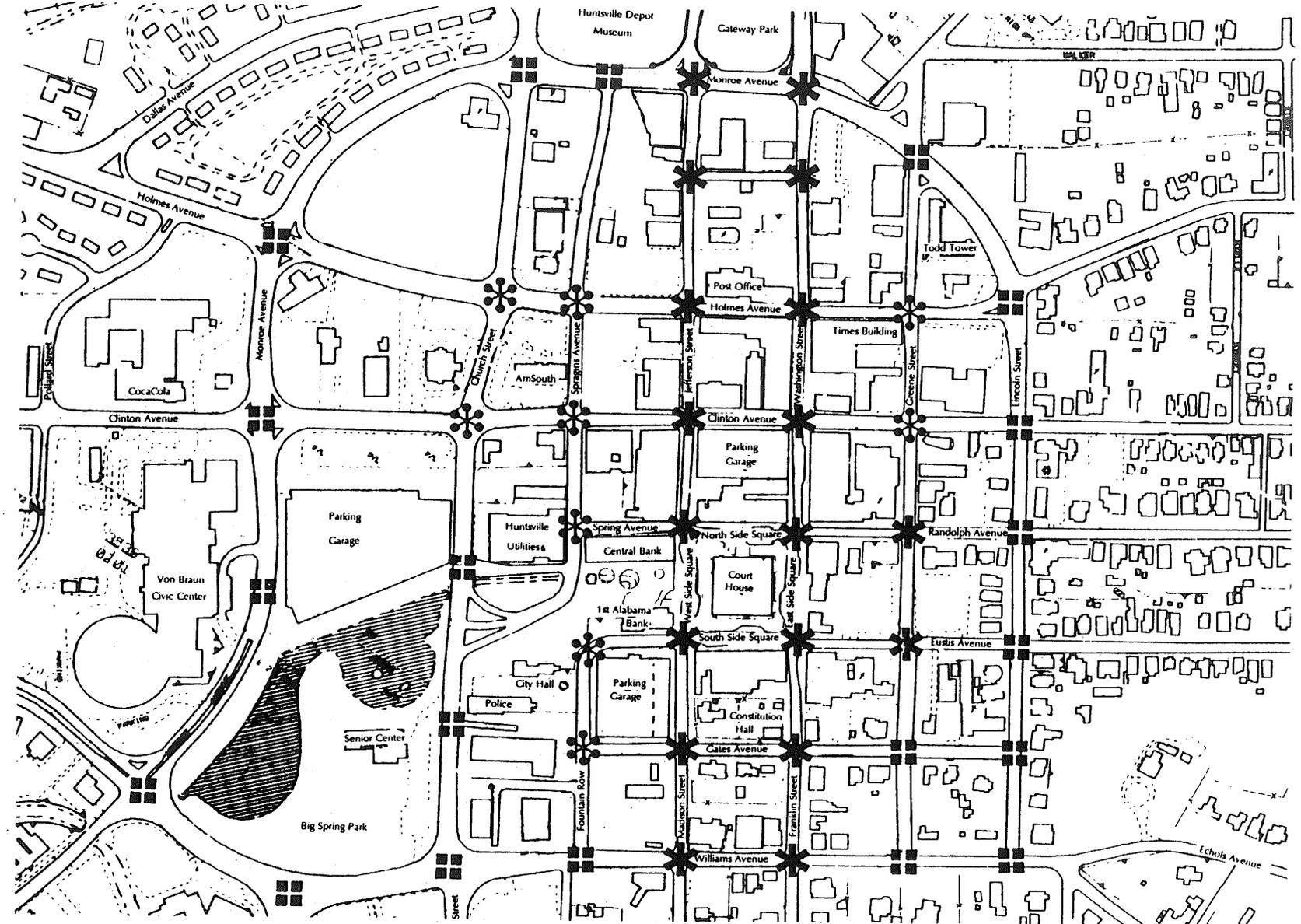
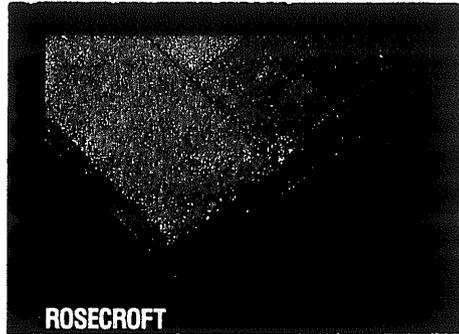
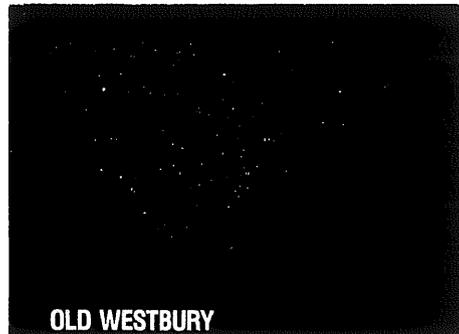


Exhibit 53. Crosswalk Types Diagram

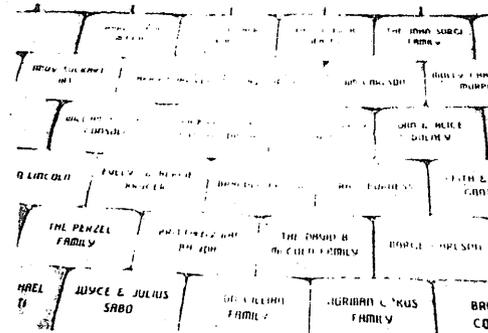
5.0 Streetscape and Open Space Elements



Proposed Brick Paving Colors



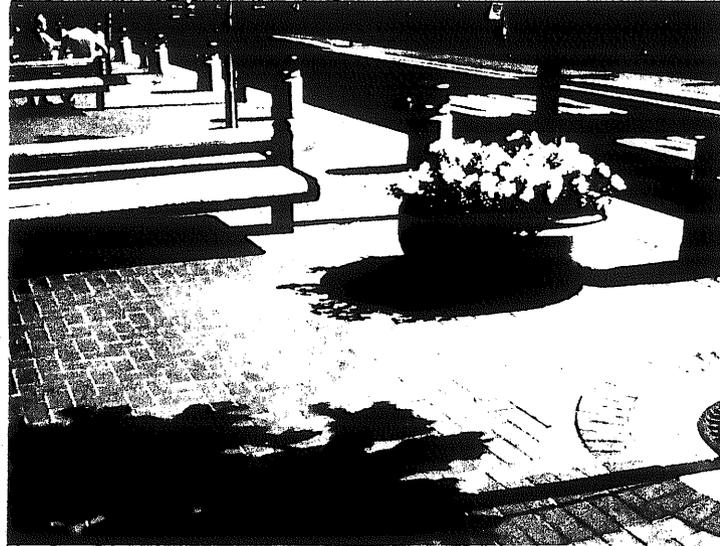
Proposed Brick Accent Band Colors



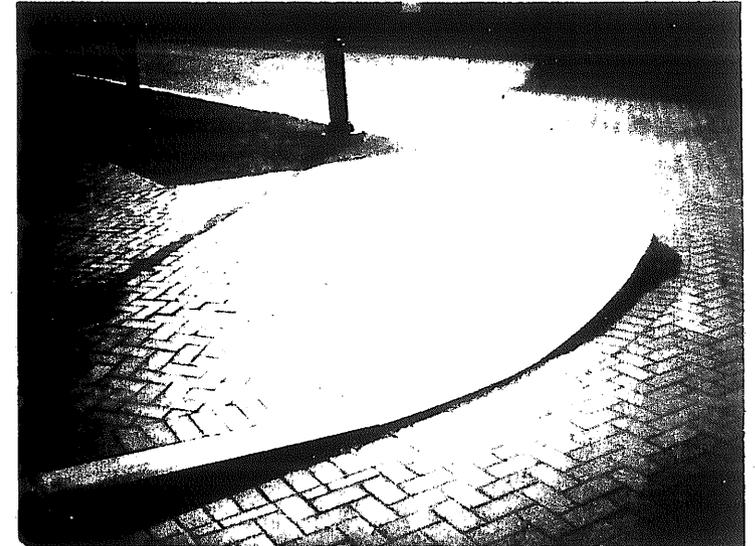
Paving from Brick Sales Fundraiser



Proposed Concrete Paver Pattern



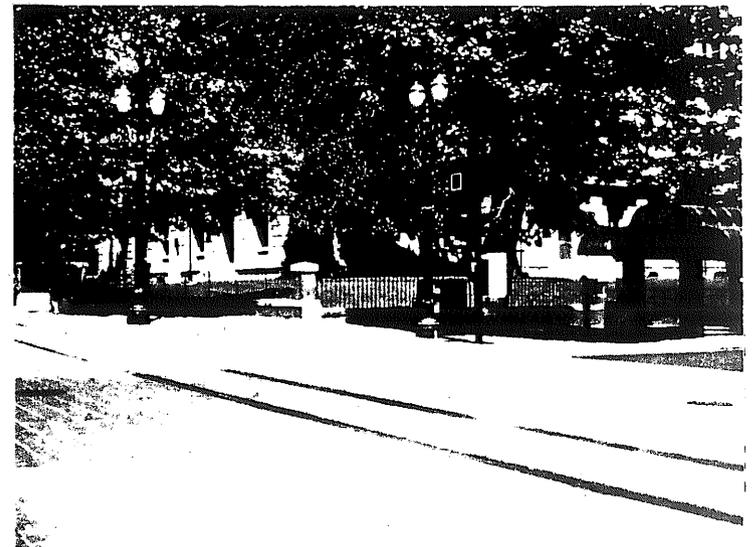
Brick Paving with Contrasting Band



Brick Paving with Same Color Band



Concrete Paver Walks with Brick Edging



Brick Crosswalks with Concrete Bands

5.0: Streetscape and Open Space Elements

5.4 Streetscape Furniture

Introduction

Streetscape furniture should be uniform throughout the downtown. This will help to give visual consistency and reduce maintenance and stockpiling of spare parts. The family of street furniture will include the following:

Street Lights	Bicycle Racks
Pedestrian Lights	Bollards
Benches	Drinking Fountains
Trash Baskets	Dumpster Enclosures
Tree Grates	Shelters & Kiosks
Inground Planters	Plant Materials
Newspaper Kiosks	Signage

General Recommendations

- Streetscape furniture should be limited to a single "palette" and apply to the entire downtown.
- Select only strong and durable elements. The extra cost for quality will ultimately provide savings over the life expectancy of cheaper fixtures.
- Furniture and landscaping should have an adequate setback from the curb to avoid damage from trucks and automobiles.

- There should be a single standard color for all streetscape furniture. All metal parts should be painted with this color. The color can be applied on-site, but for best results, units may be ordered from the factory with a baked enamel finish.
- The family of streetscape furniture should be adapted for use in parks and open spaces.
- Open space within private developments should be required to use the same street furniture in their site plans.
- Avoid cast aluminum fixtures because of their low salt tolerance and special paint requirements.

Streetscape Furniture Color

Color offers the opportunity of creating fresh impressions, and strengthening a streetscape scheme. Adopting a new color, to be used on all streetscape furniture, will help provide continuity in the downtown. The use of a single universal color will simplify maintenance and coordination between different agencies when specifying new furniture.

The new color should be dark with a glossy, rather than matte finish. Dark green, dark blue or black are the most effective colors to use in a traditional streetscape environment. With a special color formula, furniture can be painted at the factory, or where appropriate, painted on site. Color chip suggestions

have been provided below for consideration when deciding the Huntsville adopted standard color.

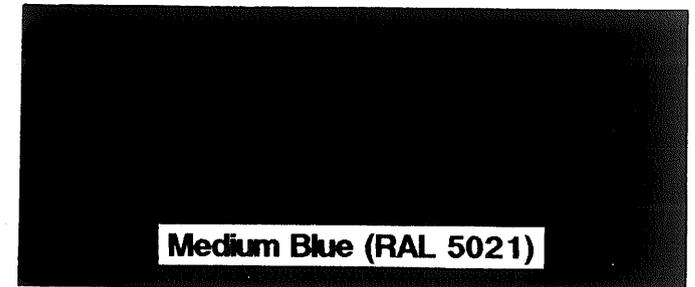
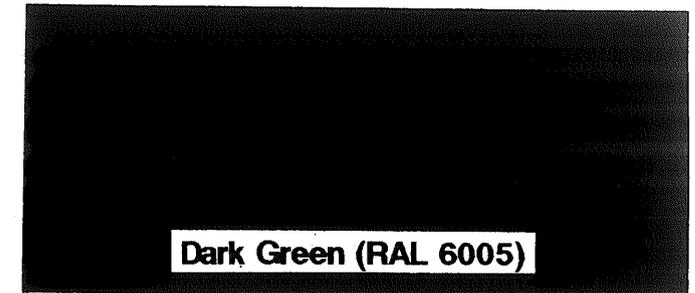


Exhibit 55. Streetscape Furniture Color Recommendations

(Source: "Holophane Architectural Finishes"
Publication No. HL-1112 7/91)

5.0: Streetscape and Open Space Elements

5.5 Lighting

Adequate lighting is essential to both the business community and residents, because it increases visibility, and thus security.

A pilot program for rehabilitating and fitting existing poles provides one satisfactory solution, but this issue should be studied in detail. What are the costs of upgrading the current fixtures and adding additional fixtures, versus the cost of replacing them? Are the current fixtures placed correctly and in sufficient numbers to give adequate light for street and pedestrian needs? Is the cost of additional and/or replacement fixtures prohibitive because they are customized? What is the life expectancy of the existing poles compared to new ones?

The following are general requirements and recommendations that should be met when placing street and pedestrian fixtures.

5.5.1 Street Lights

Street lights are generally 30'-35' in height, and are used at intersections and midblock to bring adequate light levels at important traffic decision points. Design and appearance should be simple and unobtrusive. They are not part of the sidewalk setting and attention should not be drawn to them.

Recommendations

- **Construction** — Aluminum pole and luminaire with polycarbonate protective lens shield.
- **Model and Manufacturer** - Soft Form Fontana Models, Sterner Lighting Company or an approved equal.
- **Location** — As indicated on typical layout for each streetscape type.
- **Color** — Conform to Downtown Huntsville adopted standard, applied at factory.
- **Bulb** -- 400 Watt metal halide for white light.

5.5.2 Pedestrian Lights

Pedestrian lights are generally set on 12' poles at 50' to 80' intervals. Besides providing adequate ambient lighting for pedestrians and the street, they are a very important decorating design element. The design of pedestrian lights should give a strong direction to the theme and character for the area.

We recommend a light with simple but traditional references. The lantern fixture on a fluted column can be compatible in a variety of settings and is appropriate to the downtown theme.

Recommendations

- **Construction** — Cast iron or cast aluminum pole and base with polycarbonate or glass lens panels.
- **Model and Manufacturer** — (1) Edgewater pole and Winchester luminaire by Spring City Manufacturer or (2) North Yorkshire pole by Unique Solutions and Granville luminaire by Holophane or (3) an approved equal.
- **Location** — Standard setback from curb, align between parked cars if possible, 50' to 80' on center. See typical layout for each streetscape type.
- **Color** — Conform to Downtown Huntsville adopted standard, applied at factory.
- **Bulb** -- 175 watt metal halide for white light.

5.0: Streetscape and Open Space Elements

5.6 Benches

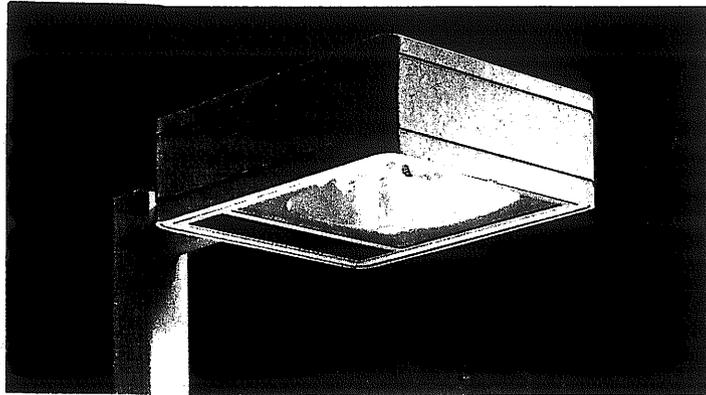
Benches offer a place to rest, wait and watch. Placement should depend on need and not interfere with pedestrian movement. Because of the prevalence of narrow sidewalks, this eliminates immediate use on a majority of streets except for a few locations (see below). More opportunities for benches may develop, but benches should be placed separately and only where there is evident need.

Recommendations

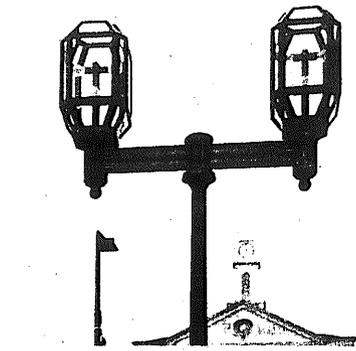
- **Construction** — Benches with contoured wood seats are the most comfortable and are not subject to changes in temperature as are metal and masonry. The frame or end members should be heavy metal for quality and durability.
- **Model and Manufacturer** — In recent years the availability of quality benches has increased. There are standard models on the market which are compatible with the downtown theme and would be half the cost of a custom design. The Timberform Restoration Bench 2118-6 or approved equal is recommended for areas with historic character, while the Timberform Restoration Bench 2120-6 or approved equal is suggested for contemporary applications.

- **Location** — Historic Benches: Courthouse Square; Big Spring Park; and Retail Core Streets where adequate space allows. Contemporary Benches: Gateway Park, within Fountain Row Open Space; and Address Streetscapes where space allows.
- **Color** — Metal end pieces should conform to Downtown Huntsville adopted standard, applied at factory.

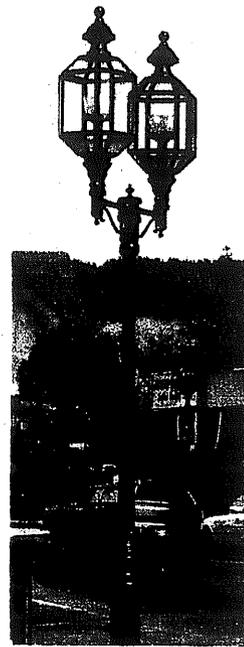
5.0 Streetscape and Open Space Elements



Contemporary Fontana Street Light



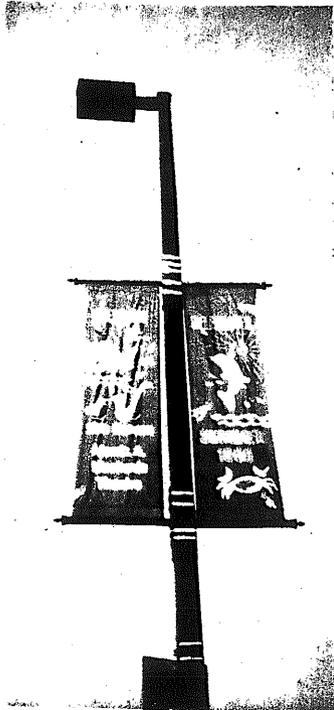
Contemporary Winchester Luminaire



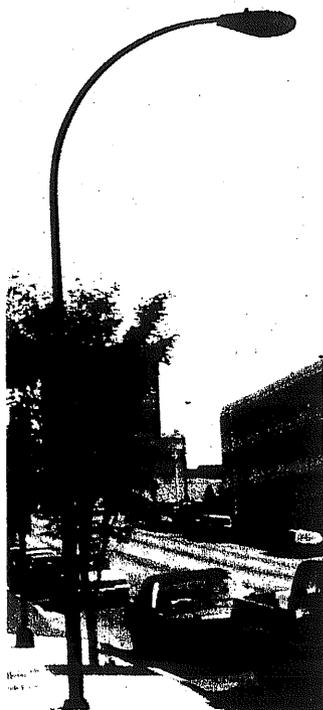
Historic Winchester Luminaire



Historic Restoration Bench 2118-6



Banner Arms



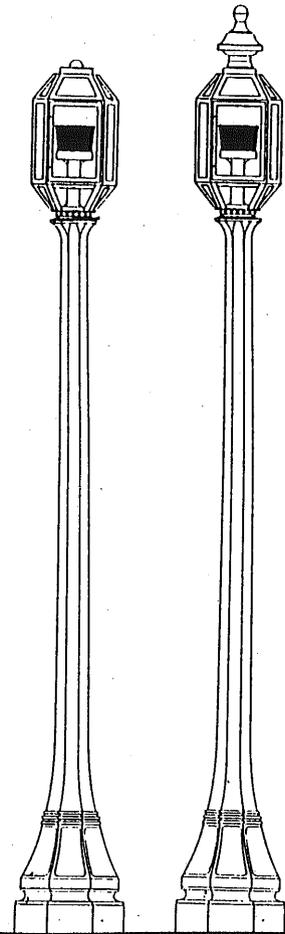
Cobra Arm Pole



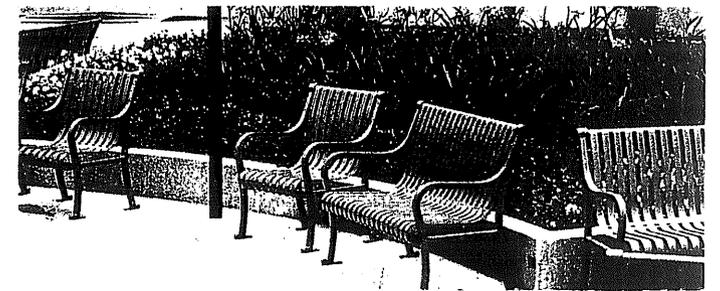
Edgewater Pole



Recommended Scale of Pedestrian Lights



Contemporary Restoration Bench 2120-6



Alternative Contemporary Metal Bench

5.0 Streetscape and Open Space Elements

Key:

-  Sharp cut-off streetlights with historic pedestrian lights
-  Sharp cut-off streetlights with contemporary pedestrian lights
-  Sharp cut-off fixtures only (historic pedestrian fixtures may be added on East Side Residential Streets if desired)
-  Upgraded cobrahead street lights

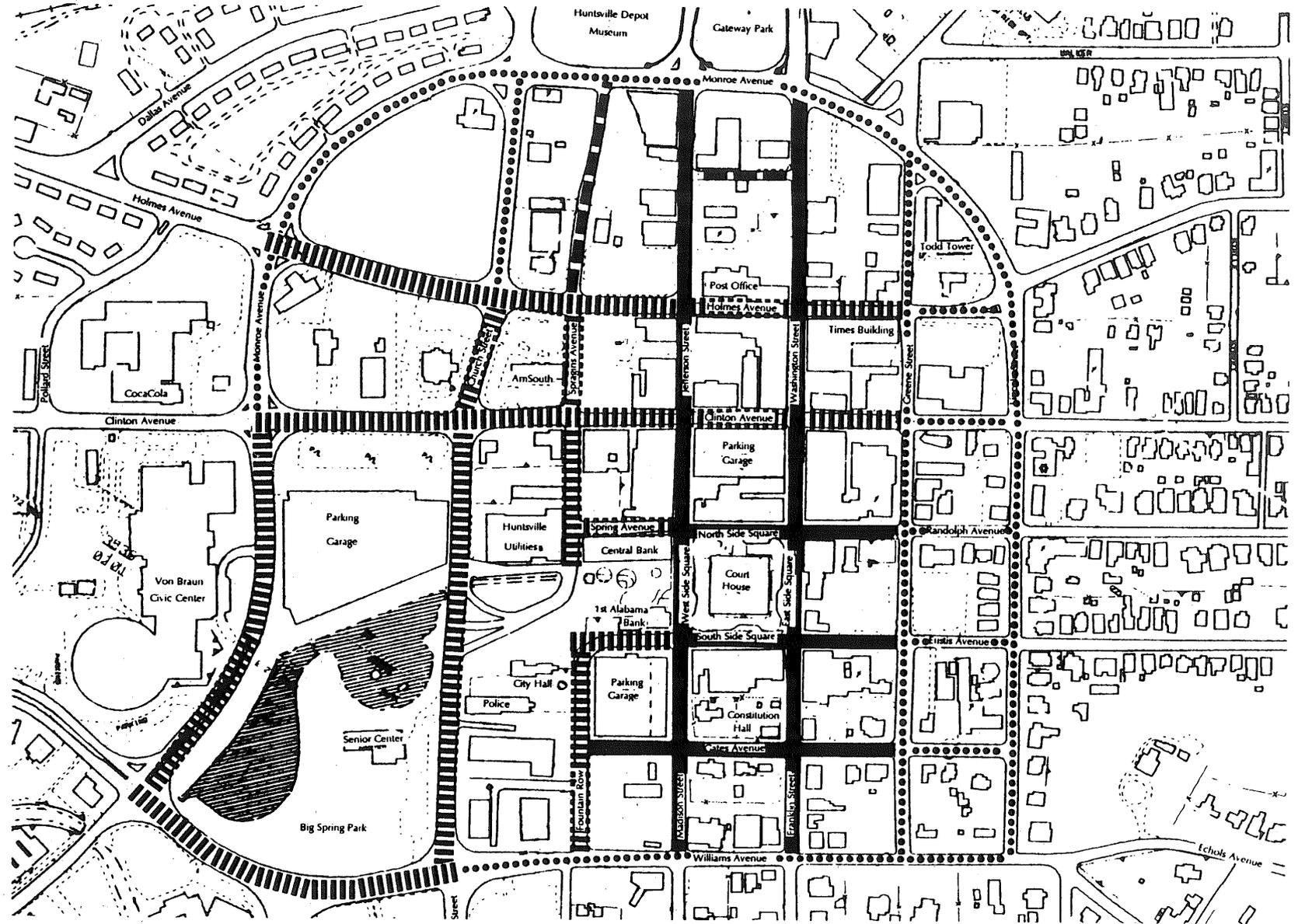


Exhibit 57. Lighting Types Diagram

5.0: Streetscape and Open Space Elements

5.7 Trash Receptacles

This often overlooked fixture can play a very important role in the quality of the streetscape environment. If baskets are available, the public will use them. Properly designed, they can be an attractive sidewalk element. The introduction of a name or logo into the design can help personalize the streetscape.

Recommendations

- **Construction** — Baskets of metal strap or rods containing a basket or liner have proven to be the most durable.
- **Model and Manufacturer** — There are several appropriate ready-made baskets available which are attractive yet would be more economical and durable than a custom unit. The Ironside Bethesda series by Victor Stanley fits this criteria and is recommended for Downtown Huntsville or an approved equal may be used.
- **Location** — Baskets should be placed where people stop or congregate, such as intersections and bus stop areas where seating is available. Also consider baskets near food take-outs. They should not be placed where they interfere with pedestrian movement.

- **Quantity** — One at each corner and at mid-block bus stops should be the minimum. Additional locations would be near food take-outs and gathering points.
- **Color** — Conform to Downtown Huntsville adopted standards, applied at factory.

5.8 Tree Grates

Tree roots, especially on young trees, need protection in areas where pedestrian traffic is heavy. Without such protection the soil becomes compacted and the tree dies from suffocation.

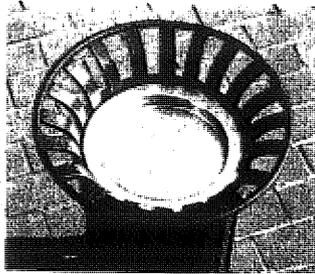
Tree grates are only recommended where sidewalk dimensions or pedestrian movement prohibit the use of larger planting beds, such as in front of the bank building service areas on West Side and South Side Square. Large planting beds are the preferred planting environment (discussed in next section), however, when tree grates are necessary in the downtown then special construction is recommended. The streetscape should be designed so that the sidewalk is suspended over a continuous planting trench in which the soil has been amended and irrigated. This method of construction will provide a healthier environment for the tree roots, thus increasing the urban life span of the street trees.

Recommendations

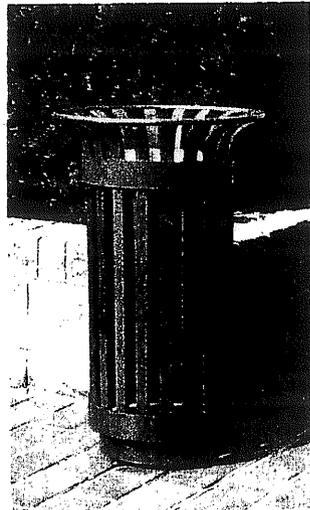
- **Construction** - The tree grates should be cast iron and the openings should be no more than 3/8" in width to prevent tripping and to keep debris out of the pit.
- **Model and Manufacturer** - The Starburst series 1 & 2 by Ironsmith or an approved equal is recommended for contemporary applications on the Address Streetscape and Civic Streetscape. For historic areas such as the Retail Core and Courthouse Square, the Conquistador series by Ironsmith or an approved equal is recommended.
- **Location** - As indicated on typical layout for Address Streetscape, Civic Streetscape and Courthouse Square.
- **Color** - Conform to Downtown Huntsville adopted standard, applied at factory or on site.
- **Design** - A standard tree grate design should be adopted by the downtown and used for all new trees and existing trees where appropriate.
- **Trees** - Should be a minimum of 3 1/2" caliper in size.

available in 36" x 36" or 48" x 48" or 72" x 72" in some cases as large as 90"

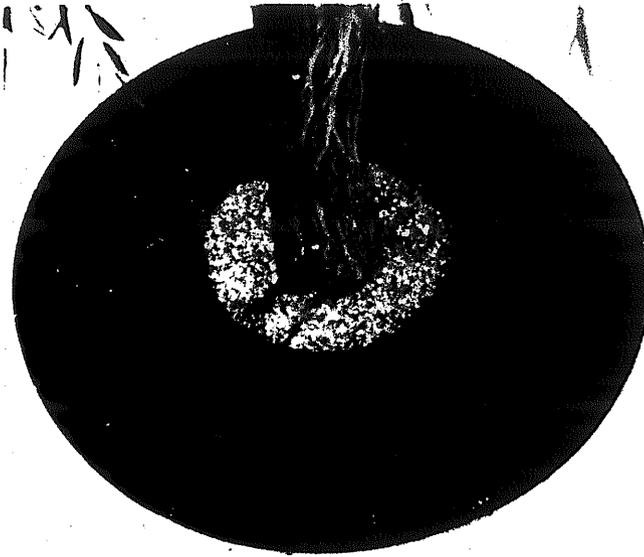
5.0 Streetscape and Open Space Elements



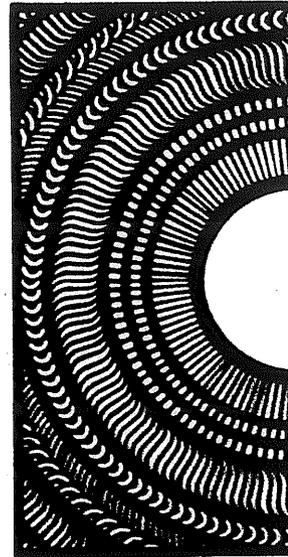
Bethesda Ash Can



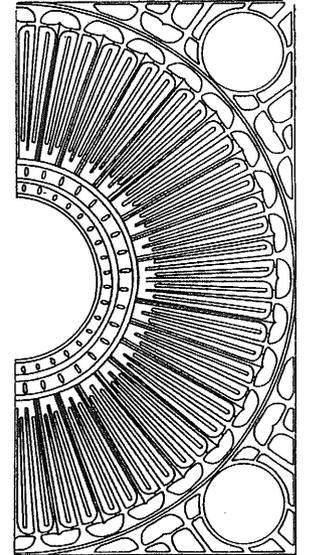
Bethesda Ash Can



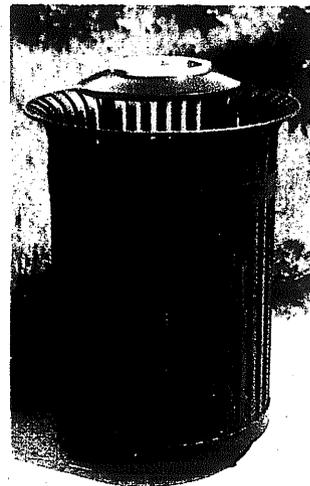
Conquistador Series Tree Grate



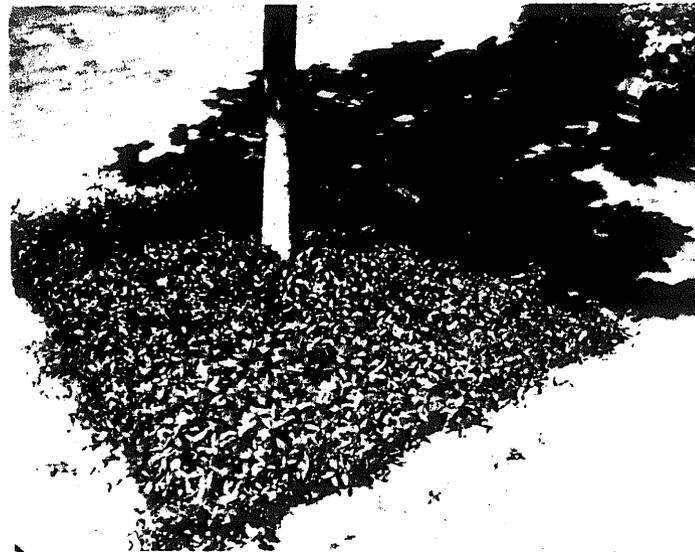
Alternative Tree Grate



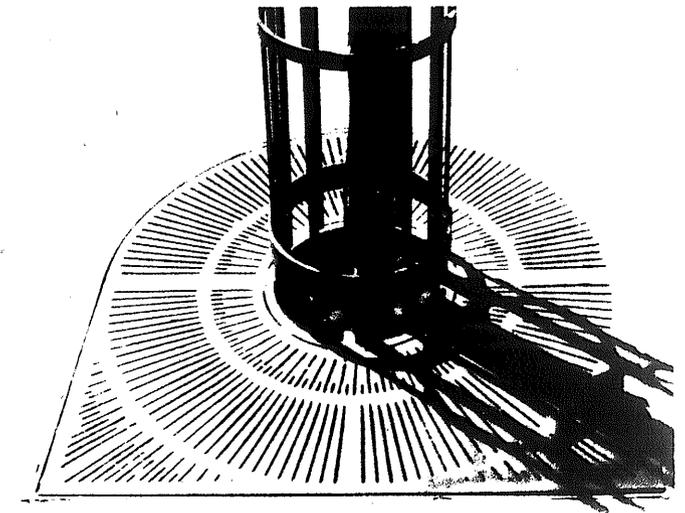
Bethesda Tree Guard



Bethesda Trash Receptacle



In-Ground Planters with Brick Copings



Starburst Series Tree Grate

Exhibit 58. Trash Receptacle, Tree Grates, and In-Ground Planter Images

5.0: Streetscape and Open Space Elements

5.9 Planters

As mentioned previously, in-ground planters are the preferred alternative to tree grates for newly planted street trees. The planting bed concept provides for a greener streetscape environment while improving water absorption, lessening the risk of compaction and providing room for root growth. People are discouraged from walking through the planters by elevating them slightly with a coping edge and planting with ground cover or low shrub masses (1' high max). If groundcovers are used, they can be underplanted with seasonal bulbs to provide color with a minimum of maintenance.

The in-ground planters should only be used in areas where a walkway minimum of 8' from building face can be maintained. If planting beds are used on narrower walks, pedestrians will feel confined and may disregard the planter boundaries by walking through them. In these situations it is better to use tree grates.

Recommendations

- **Construction** - Mortared in place specialty brick coping.
- **Model and Manufacturer** - Coping brick, Glen Gery Brick Corp or an approved equal.

- **Location** - As shown on typical layout for Address Streetscape
- **Color** - K and W Old Smoky with mortar color to match.

5.10 Newspaper Elements

Organizing several individual newspaper dispensers of various sizes, shapes, colors and locations into one attractive unit will greatly improve the street image.

Recommendations

- **Model and Manufacturer** — Coin-operated Modular Newsrack with freestanding pedestal, EB49C, EB Metal Industries, Inc., or an approved equal.
- **Construction** — Sheet metal housing with polycarbonate window.
- **Location** — Refer to existing dispensers; generally near intersections, bus stops and gathering points and convenient to curb-side stopping zone for those in automobiles.
- **Color** — Conform to Downtown Huntsville adopted standard, applied at factory.

5.11 Bicycle Racks

Bicycle racks are often times left out of streetscape plans because they are not seen as being an essential item. They are in fact an important item, but they must be strategically placed where they will be used, yet not impede pedestrian movements. There have been numerous occasions where bicycles have been chained to other pieces of street furniture due to a lack of bicycle stands. This is not only visually unappealing, but more importantly it is difficult to keep the streetscape furniture looking nice. Providing bicycle stands will help minimize this maintenance problem.

Recommendations

- **Construction** - Rolled Steel
- **Model and Manufacturer** - Original Cycloops model with 3 to 5 loops, Timberform (Alternative: Super Cycloops Model, Timberform) or approved equal.
- **Location** - Courthouse Square, City Hall, Parking Lots and Big Spring Park.
- **Color** - Conform to Downtown Huntsville adopted standard, applied at factory.

5.0: Streetscape and Open Space Elements

5.12 Bollards

In Downtown Huntsville there are many places where parallel parking for the disabled is provided. This is difficult to design for on a one way street system, like Courthouse Square, because you must design access for people getting out of either side of the car on either side of the street. Currently the disabled visitor must maneuver their way to a 3-4' wide handicapped ramp which is, more times than not, blocked by another vehicle.

Disabled curbside access can be improved through the use of flush mounted curbs in combination with cast iron bollards. In this scenario a standard curb would transition down to a flush band for the length of the disabled parking area to provide easy access to the sidewalk from multiple points. In conjunction, bollards would be placed on this band at 10' to 15' intervals to prevent parking on the sidewalks.

Recommendations

- **Construction** - Cast Iron with reinforced concrete core and footing.
- **Model and Manufacturer** - Newburyport bollard, Spring City Manufacturing Co. or an approved equal.
- **Location** - In parallel parking pull-off areas for the disabled throughout the Downtown.

- **Color** - Conform to Downtown Huntsville adopted standard, applied at factory.

5.13 Drinking Fountains

Drinking fountains should be simple in design and located in areas of high pedestrian activity. They are generally used in urban parks and streetscapes which double as festival areas during parts of the year. They will certainly be a welcomed addition to the streetscape environment during hot summer days.

Recommendations

- **Construction** - Cast iron, stainless steel and brass parts.
- **Model and Manufacturer** - Anti-freezing M-30, by Murdock Inc. or an approved equal. The M-43 Pedestal Mount by Murdock Inc. or an approved equal is recommended for disabled use.
- **Location** - Courthouse Square, Civic Plaza and any other potential public gathering spaces in the Downtown.
- **Color** - Conform to Downtown Huntsville adopted standard, applied at factory.

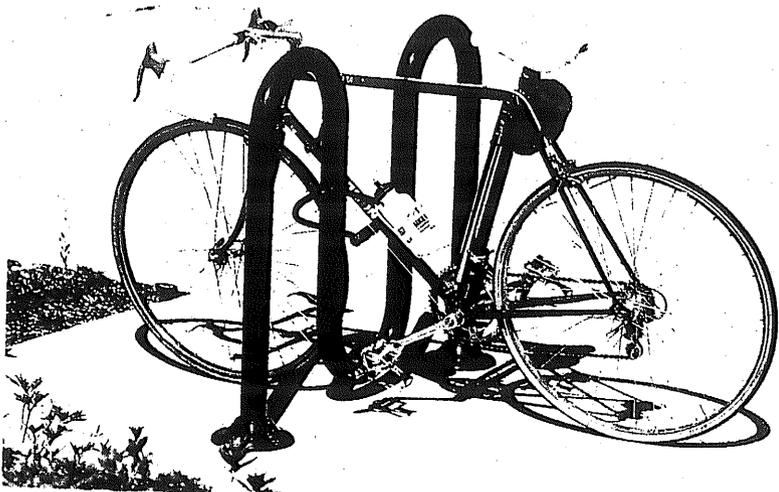
5.14 Dumpster Enclosures

Garbage dumpsters are a functional necessity in our downtowns, yet they are a visual eyesore on our streetscapes. Such is the case in Huntsville as well. The dumpster enclosure on Washington Street should remain, however, the wooden doors should be replaced with more ornate steel swing gates, painted to match the streetscape furniture color. The dumpsters which are located in private parking lots and are abutting the public R.O.W. should be moved to the back of the parking lot. If this is not possible due to truck accessibility problems, the City should require the property owner to implement one of the two enclosure types outlined below.

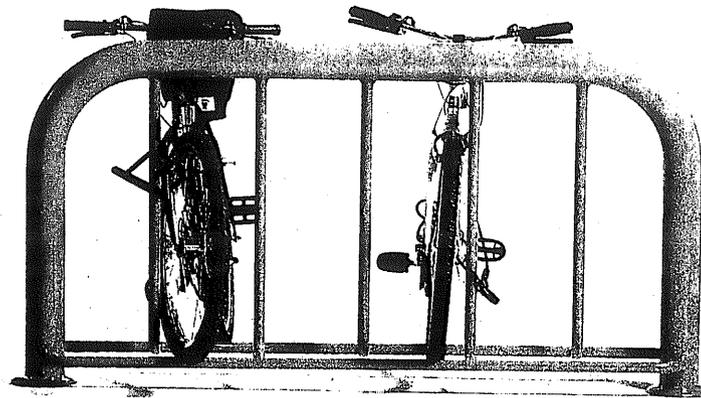
Recommendations

- **Construction** - Brick wall enclosure with ornamental, steel swing gates. (Alternative: Ornamental steel wall enclosure with ornamental steel swing gates).
- **Model and Manufacturer** - Easton or Attleboro Gate and Fence Design, Monumental Iron Works or an approved equal.
- **Location** - Use for any dumpsters located adjacent to, in view of or within the public rights of way. (ie. Washington Street North of Courthouse Square)
- **Color** - Conform to Downtown Huntsville adopted standard, applied at factory.

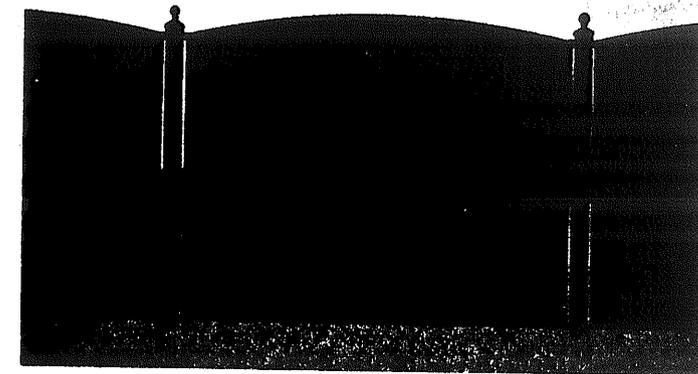
5.0 Streetscape and Open Space Elements



Original Cycloops Bicycle Stand



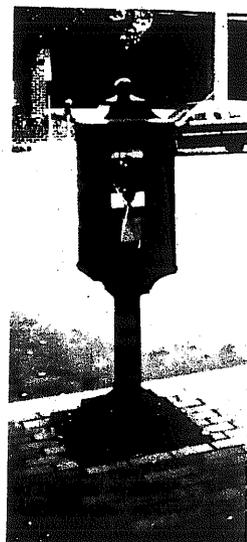
Alternative Super Cycloops Bicycle Stand



Easton Fence Enclosure



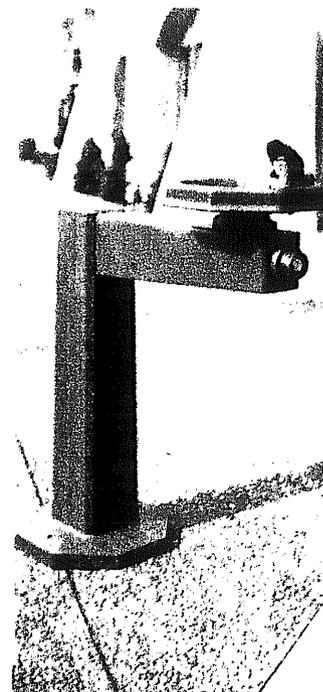
Clustered News Stand



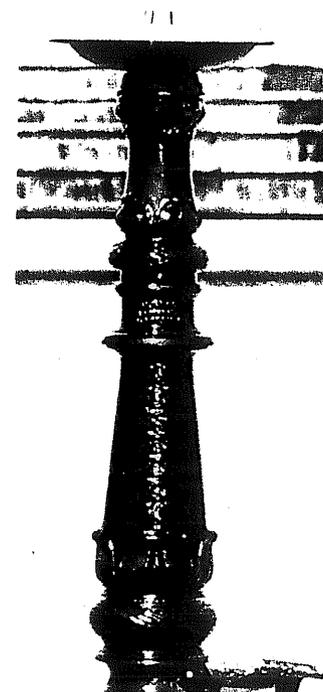
Telephone Stand



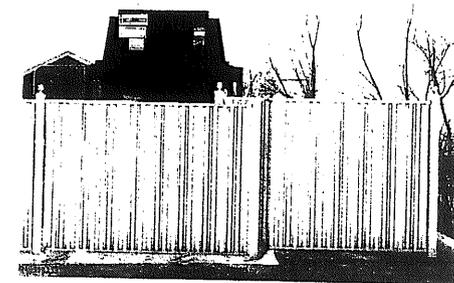
Cast Iron Bollard



M-43 Drinking Fountain



Alt-1776 Fountain



Attleboro Fence Enclosure



M-30 Drinking Fountain

5.0: Streetscape and Open Space Elements

5.15 Shelter Renovation

The existing shelters in Courthouse Square are currently unused by the majority and serve only to shelter trash receptacles, message boards, telephones, and mailboxes. Concrete benches have been provided, but the space is so cluttered that its not inviting to visitors. These shelters have tremendous potential as gathering places for tour shuttles, brown bag lunches or just pleasant places to sit. The hope is to transform these deserted, deteriorated structures into active gazebos within a restored town square green setting. Listed below is a series of design recommendations to guide this transformation.

Recommendations

- Repaint all deep raked mortar joints with concave mortar joints. Mortar color to match brick color.
- Remove existing shingle roof and replace with standing seam metal roof. Color to conform to Downtown Huntsville adopted standard, applied at factory.
- Remove all existing streetscape elements, including telephones, within shelters.
- Make all cornice and lintel changes as shown in the Shelter Renovation sketch (Exhibit 61) or an approved equal manner.
- Install ceiling and lantern luminaire for nighttime safety. Luminaire should be compatible with Winchester Luminaire proposed for historic pedestrian fixtures in Courthouse Square, if Winchester Luminaire cannot be retrofitted for use.
- Install limestone facia to create bases for each of the brick columns. Limestone should have a minimum thickness of three inches.
- Install brass finial or weathervane on metal roof which has been designed and approved for the intended theme.
- Install two Timberform Restoration Series benches #2118-6 or an approved equal. (See Exhibit 56)

5.0 Streetscape and Open Space Elements



Exhibit 60. South Side Square Shelter - Existing View



Exhibit 61. Shelter Renovation - Proposed Sketch

5.0: Streetscape and Open Space Elements

5.16 Plant Materials

Introduction

Plants play a vital role in softening and scaling our pedestrian environments. Choosing a palette of plant materials to be used is largely based on desired effects, adaptability and maintenance budget.

The plant materials palette chosen for Huntsville is relatively simple, consisting of shade trees, ornamental trees, evergreen trees, shrubs and groundcovers. Each of these have been used to create large landscape gestures rather than intricate, maintenance intensive plantings. Below is a listing of recommended plant materials for the Huntsville Streetscape Vision.

Deciduous Shade Trees

- * White Ash
- * American Beech
- Chinese Elm
- Thornless Honeylocust
- American Linden
- Littleleaf Linden
- *• Red Maple
- *• Sugar Maple
- * Red Oak
- Sawtooth Oak
- *• Southern Red Oak

- Water Oak
- * Willow Oak
- * Pecan
- * Tulip Poplar
- Green Vase Zelkova

Evergreen Trees

- * Carolina Hemlock
- * Eastern (Canadian) Hemlock
- * Virginia Pine (Scrub Pine)
- * Shortleaf Pine

Ornamental and Flowering Trees

- *• Crabapple
- *• Crapemyrtle
- *• Flowering Dogwood
- *• Washington Hawthorne
- *• Redbud
- *• Allegheny Serviceberry
- *• Downy Serviceberry

Hedges

- Glossy Abelia
- Mentor Barberry
- Wintergreen Barberry
- Compact Winged Euonymous
- Chinese Holly
- Japanese Holly
- Compact Pfitzer Juniper
- Anglojap Yew
- Japanese Yew

Groundcover

- Lilyturf
- Pachysandra
- Common Periwinkle
- Purpleleaf Wintercreeper

- * Gateway Park use
- Streetscape & Courthouse Square use

5.0 Streetscape and Open Space Elements

Key

-  Preserve mature trees and introduce compatible shade trees for consistency in the Downtown Core. Transplant existing ornamental trees from brick planters to the Madison County Courthouse entrances.
 Shade Trees - Red Oak, Sawtooth Oak, Water Oak
 Ornamental Trees - Japanese Maple, Magnolias
-  Introduce shade trees which have an upright tree form, since sidewalk widths and canopy growth zones will be potentially narrow in these areas. Continue the use of this tree form in the Parkway Streetscape sections of Clinton Avenue and Holmes Avenue. The trees used in the medians may be a different species, however, the same upright tree form should be used for maximum traffic visibility. Also, establish evergreen groundcovers in areas where in-ground, brick edged planters are used.
 Shade Trees - White Ash, Littleleaf Linden, Green Vase Zelkova
 Groundcovers - Pachysandra, Common Periwinkle, Purpleleaf Wintercreeper, Low growing Junipers
-  Introduce medium sized shade trees to compliment the existing small scale office buildings and residences. One type of tree need not be used on all of the streets, since they have no common relationship with one another.
 Shade Trees - Chinese Elm, Thornless Honeylocust, Red Maple, Willow Oak
-  Preserve mature shade trees and compliment with majestic, large crowned street trees as an extension of the Parkway Streetscape through the Twickenham and Old Town villages. Encourage the use of ornamentals as private property enhancements, rather than residential street trees.
 Shade Trees - American Linden, Sugar Maple, Southern Red Oak
 Ornamental Trees - Dogwoods, Magnolias, Allegheny Serviceberry
-  Preserve mature shade trees and compliment with majestic, large crowned street trees, to create a parkway loop which will promote Huntsville as a "green" city. Strengthen the linear parkway image by using ornamental, understory plantings to screen undesirable views and compliment architectural facades. Low growing, spreading shrubs having a sustainable height of 30" should be used to screen ground level utilities and parking lots.
 Shade Trees - American Linden, Sugar Maple, Southern Red Oak
 Ornamental Trees - Crapemyrtle,
 Shrubs - Compact Winged Euonymous, Compact Pfitzer Juniper, Japanese Yew

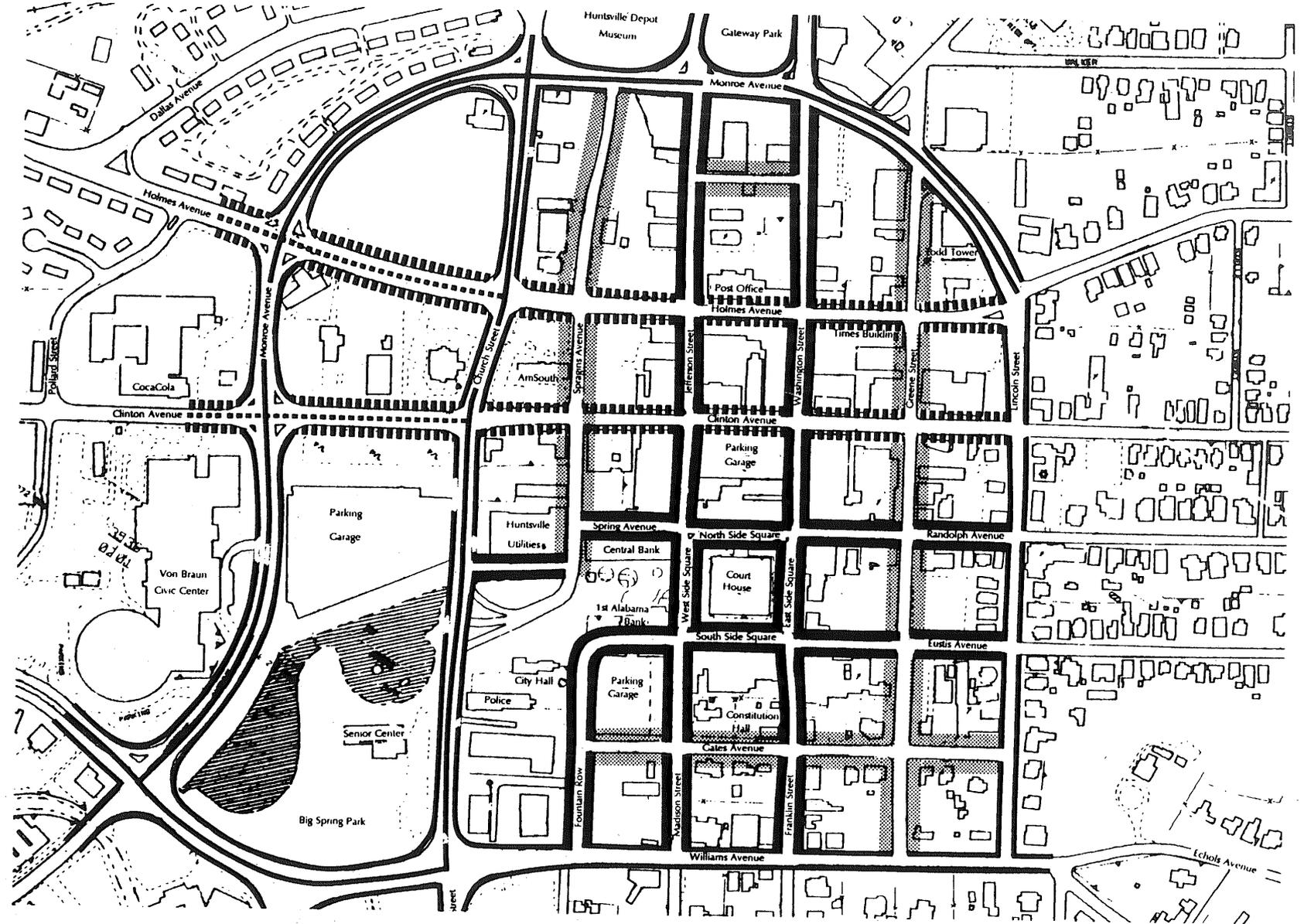


Exhibit 62. Plant Type Diagram

5.0 Streetscape and Open Space Elements

5.17 Site Access

Site entrances and exits need to be carefully examined for potential conflict between vehicular and pedestrian movement on streetscapes. Multiple curb cuts on a street interrupt the continuity of the streetscape environment and the visitor's walking experience. Parallel parking can no longer satisfy the daily parking demands generated by downtown business, thus separate surface parking lots are built to satisfy the demand for individual buildings. The end result is a seemingly random pattern of gaps in the urban fabric.

Ideally, the desirable solution for site access would use alleys as entrances to centrally located, shared parking lots, with the option of having one entry/exit per block face. These curb cuts would be aligned across the street from one another, where feasible, for increased visibility of merging traffic and cross-walks would be painted to call attention to the pedestrian. Shown in the Vehicular Access Diagram (Exhibit 63) are places in Downtown Huntsville where this solution could be implemented, either in part or whole, to contribute to an enjoyable streetscape environment.

Key:

-  Minimize curb cuts in these areas. Parking lots should be limited to 1 curb cut per block face when possible.
-  No curb cuts are necessary in these areas because parking can be entered from side streets; remove when possible.
-  Attempt to align vehicular access points across the street from one another at these locations; use right in/right out access where possible.
-  Curb cuts located closer than desirable to intersection; relocate access away from intersection or use alley when provided.
-  Areas subjected to curb line adjustments.

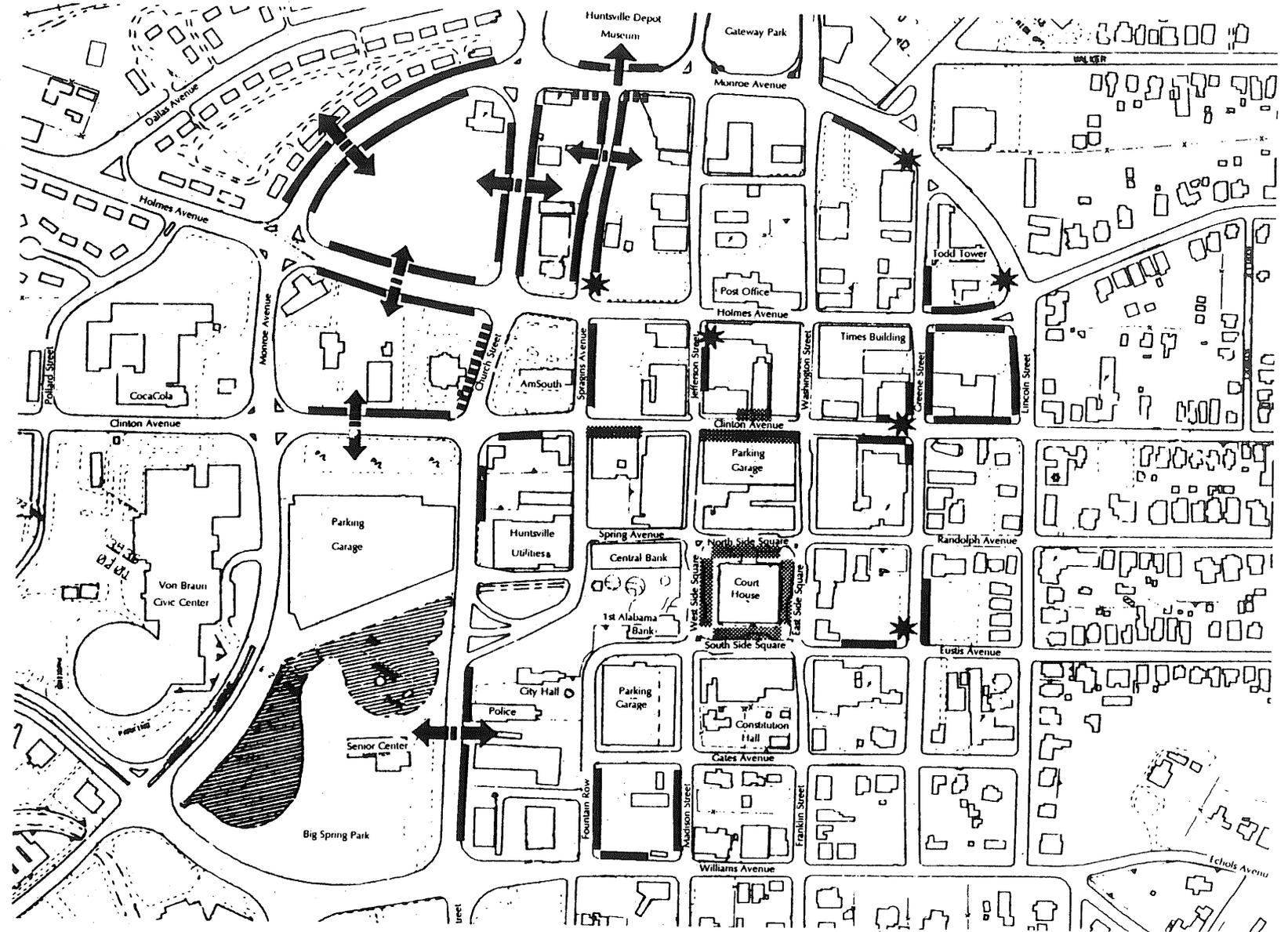


Exhibit 63. Vehicular Access Diagram

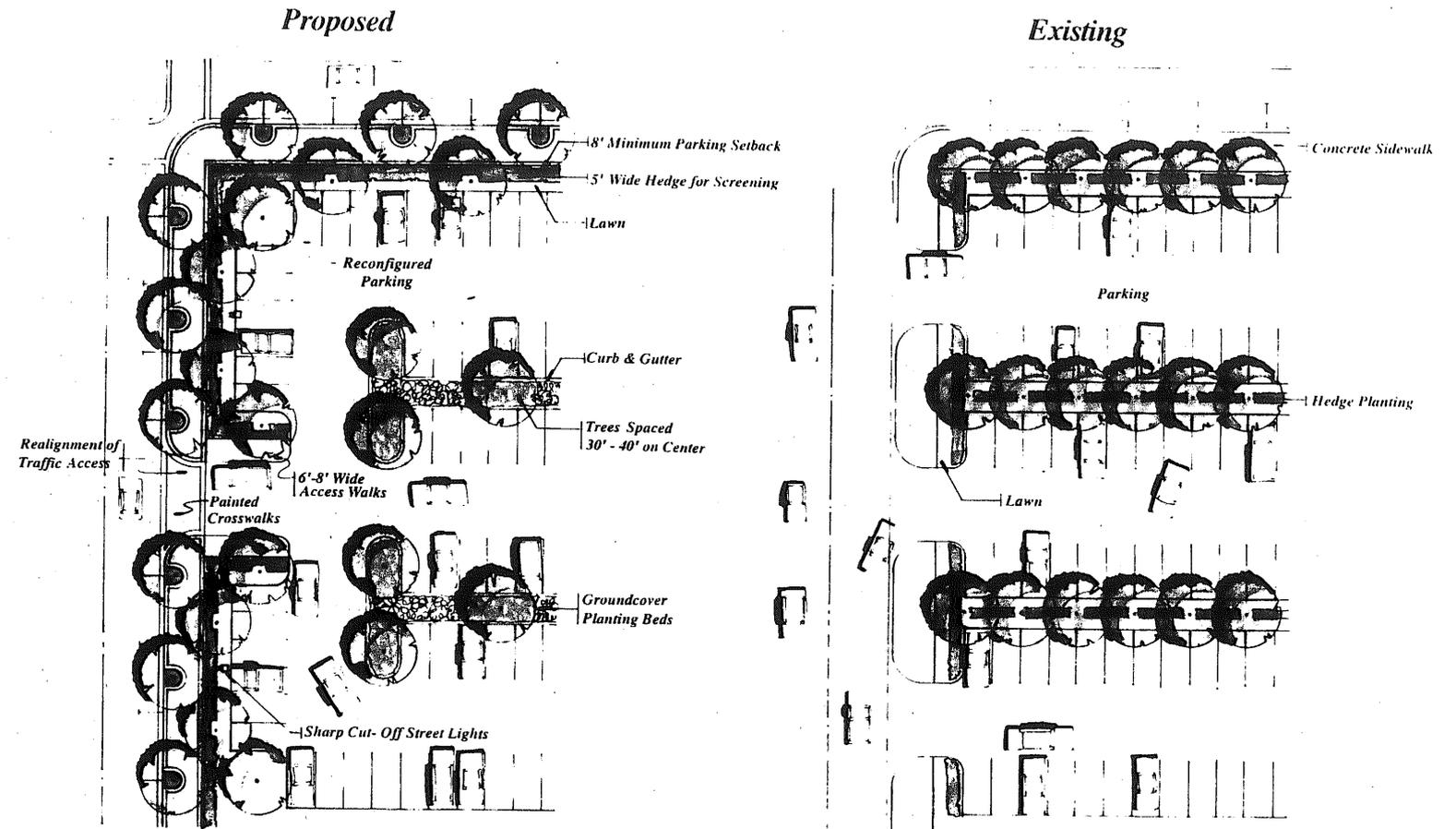
5.0: Streetscape and Open Space Elements

5.18 Parking Treatment

Parking lots, if properly designed and screened, can contribute to urban character and provide an attractive pedestrian environment. A low evergreen hedge or masonry wall will screen wheels, bumpers and paving, thereby eliminating the harshest visual aspects of the parking lot while also providing for surveillance and security.

Recommendations

- All surface parking should have adequate landscape screening. There should be a 15' optimum setback from the parking lot landscape screen to the curb to provide adequate streetscape treatment.
- The landscaping bed for the parking lot screening should be a minimum of 8' wide and contain a continuous evergreen hedge or masonry wall with a maximum height of 30". Curb cuts should be kept to a minimum, generally one per block face. See Service Streetscape Proposed Section (Exhibit 44) for further information.
- All parking lot entrances should be marked with painted pedestrian crossings.



Typical Parking Treatment

Downtown Streetscape Vision
Huntsville, Alabama

City of Huntsville
Smith Engineering, Co.
LDR International, Inc.

May 1992



5.0 Streetscape and Open Space Elements

Key:

-  Currently no parking lot screening provided; propose new hedges, shade trees and/or walls for screening.
-  Parking lot screening currently in place but needs to be upgraded to be effective.
-  Good adequate screening in place; good example of hedges, walls, setbacks and subtle berming.

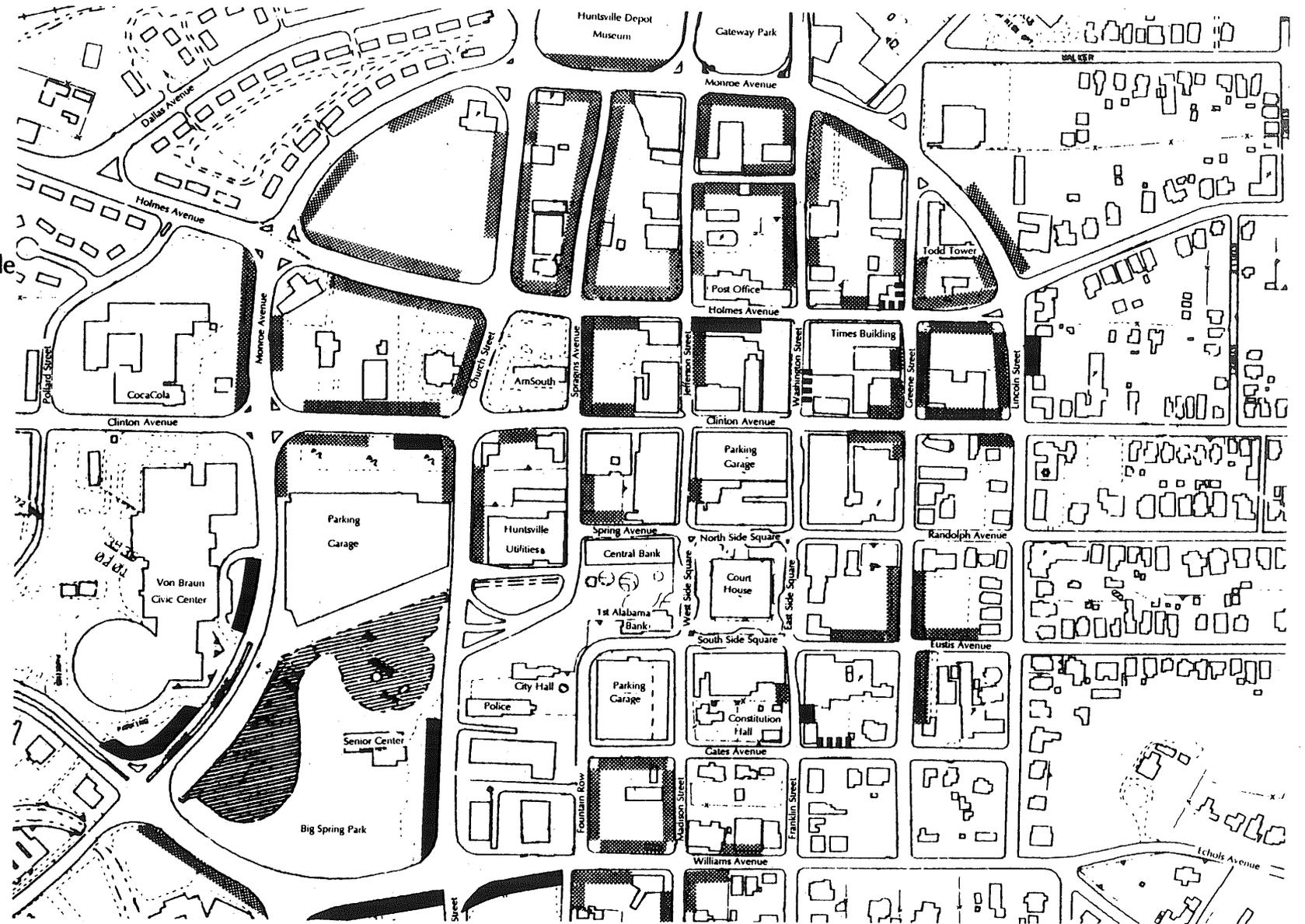


Exhibit 65. Parking Improvements Diagram

5.0: Streetscape and Open Space Elements

5.19 General Image Improvements

In the time between this report's production and the implementation of the first phase of streetscape, many items should be targeted as image improvements for Downtown Huntsville. Some of the items outlined in the image improvements diagram (Exhibit 66) may take longer to accomplish than others, however, all of them should be put into action as opportunities arise.

Key:

-  Overhead utility lines to be placed underground.
-  Broken parking gate arms to be replaced.
-  Steep walks with railings and retaining walls to be redesigned.
-  Unnecessary curb cut made in addition to parallel parking lane.
-  Service area to be moved or screened.
-  Railings to be removed; slope to be regraded.
-  Retaining walls to be removed and regraded.
-  Dumpsters to be moved or screened.
-  Transformers to be moved or screened.
-  Shelters to be renovated.

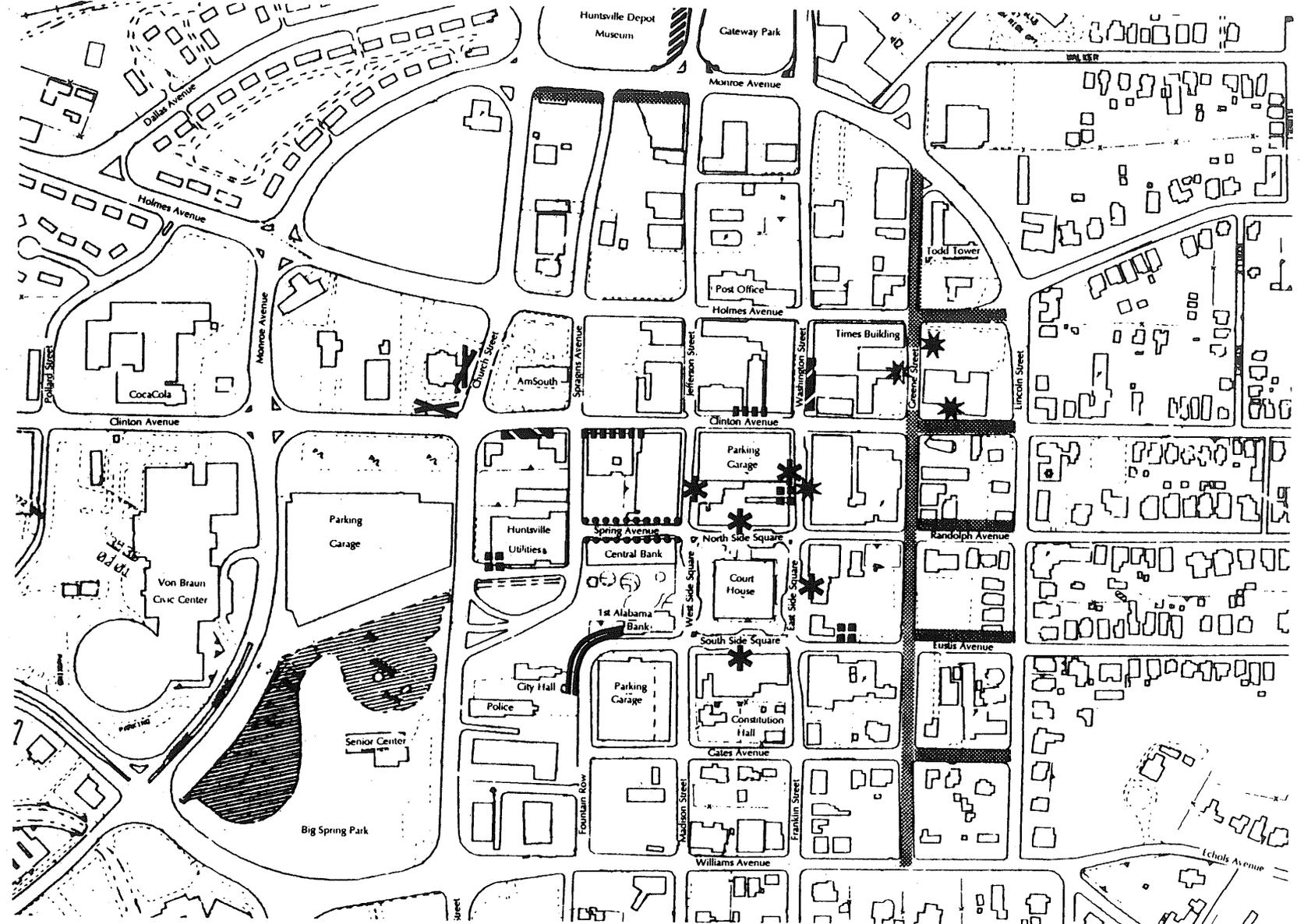


Exhibit 66. Image Improvements Diagram

5.0: Streetscape and Open Space Elements

5.20 Facade Renovation Guidelines

Guidelines for exterior renovation are needed to provide a basis for coordinating individual efforts to create a positive downtown image and a quality pedestrian environment. These guidelines can also serve as an educational tool which promotes private re-investment interest.

First, it is important to develop a shared understanding of the positive design characteristics of downtown's existing architecture and of the general principals for renovation success. Basic principles for the renovation of commercial buildings are to:

- Strengthen the architectural integrity and design unity of individual facades;
- Create storefronts which add interest, activity and comfort to the street environment; and
- Emphasize compatibility in design, materials and colors to make adjacent buildings read as a separate unit.

The starting point in creating a unified blockface, and in organizing the diversity of architectural styles and details on a given street, is an understanding of the building facade's design framework. This framework is composed of two major elements: the storefront and the upper facade.

5.20.1 The Upper Facade

The upper facade consists of (1) the cornice and fascia which cap the building front; (2) the building's upper stories; (3) the windows which give articulation and interest to the upper architecture; and (4) the piers which extend to ground level to visually support the facade and frame the storefront.

The more massive, solid architecture of the upper facade gives the building its feeling of substantiality and expresses its architectural quality and character. As a result, the design treatment, materials and conditions of the upper facade play an important role in defining the architectural style of the building and in relating it to neighboring buildings in the block face.

Cornice and Fascia: A cornice or fascia creates a strong roof line and gives a finished appearance to the building facade. Where they have been removed these elements should be restored to re-emphasize the original design intent of the structure. The new cornice or fascia should be designed in proportion with the overall mass of the building.

Wall Materials: Original wall materials should be cleaned and repaired and all exposed mechanical equipment, unused electrical apparatus or sign supports removed. Inappropriate applied surface materials such as metal paneling, tile and stucco should also be removed and the building's original wall

surface and detailing restored wherever possible. Special attention should be given to the removal of storefront surface materials which extend onto the piers and walls of the upper facade. Such applied treatments violate the integrity of the original architecture and weaken the essential balance between the two principal facade components. Where new materials and colors are applied to surfaces which cannot be restored or to buildings which are architecturally undistinguished, they should be selected to coordinate with neighboring structures and to complement the design of the storefront.

Windows: Original upper story windows should be restored to create a sense of scale and to add articulation and visual interest to the upper facade. The reintroduction or reglazing of the facade's original upper story windows will have a dramatic impact in restoring the architectural integrity of many commercial buildings. The proportions of the restored windows and the rhythm of the window pattern should replicate the original facade design as closely as possible.

Piers: The piers which frame the storefront and visually anchor the upper facade play an essential role in creating the unified architectural framework which organizes the street level's visual diversity. Where these piers have been eliminated or reduced in size, the architectural definition of the facade will be weak and the upper architecture inadequately balanced. The piers' width and spacing should give support to

5.0: Streetscape and Open Space Elements

the facade. Piers which segment the storefront are recommended on wide buildings to improve proportional balance. To emphasize the piers' integral role in defining the architectural character of the upper facade, they should be treated with the same surface material.

5.20.2 The Storefront

The street level storefront is defined by the upper facade's piers and the sign frieze which separates the storefront's display windows and entrance from the upper architecture. This lower portion of the facade provides visual and physical access to the business located within and is the area in which the individuality and identity of that business can best be expressed. The storefront is the focus of the facade, providing the visual interest and sense of activity which make the street interesting and inviting. The storefront acts as a unifying element within the blockface by creating strong horizontal elements, including continuous display windows, a consistent sign frieze and colorful awnings which link buildings together.

Display Windows: Renovation of the lower facade should emphasize the open character of the storefront and its contribution to the street by maximizing the amount of window area provided within the frame created by the sign frieze and the piers of the upper facade. The storefront should read as an open area

and an active visual focus which contrasts with the solid mass of the upper facade. A continuous band of storefront display windows at street level will help to enliven the street environment and will also act as an important unifying element within the blockface. Display windows should never be filled or covered. Those which have been altered should be restored to their original dimensions.

Entrances: The entrance should be the focal point of the storefront. On more traditional buildings, recessed entrances are often used to give greater definition to the storefront and provide some overhead protection. Where entrances are flush with the display windows, awnings can be used to create the same effect. Entrance doors should include glass panels to maximize the visibility of the store interior. The style of the door and its hardware should be compatible with the design character of the commercial storefront; the use of stock residential doors should be avoided. Where entrances to upper stories are located adjacent to the storefront, they should blend into the framing architecture so that they read as secondary elements.

Awnings: Awnings are a simple, inexpensive but highly effective tool for improving the retail facade and creating a positive image. They provide a vehicle for introducing color, variety and interest to the streetscape and add to the comfort of pedestrians by providing overhead protection from sun and rain. Awnings should be used to focus attention on the

storefront and create a strong horizontal element which is repeated along the block face. Awnings should be attached directly to the building without requiring columns or poles on the sidewalk for support.

Side and Rear Elevations

Where they are visible from streets, parking lots and other public use areas, side and rear elevations have a significant impact on downtown's visual character and image. While many of these exposed elevations lack the design quality and finish of the front facade, they can be improved to present a more attractive and organized appearance.

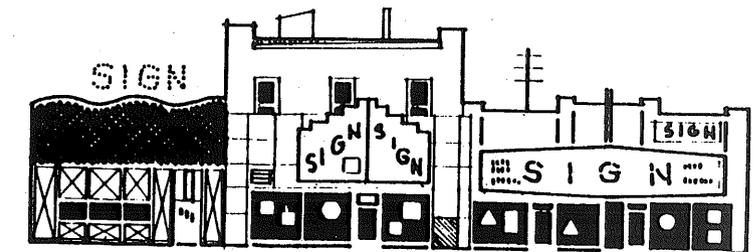
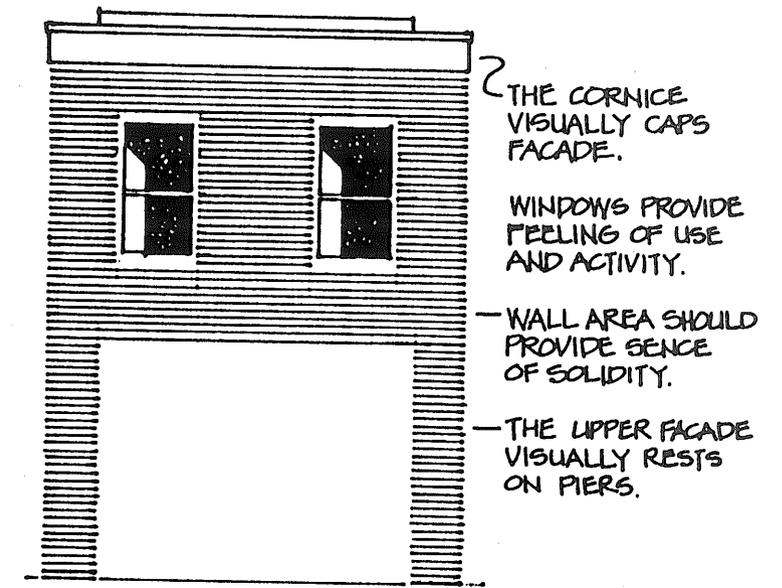
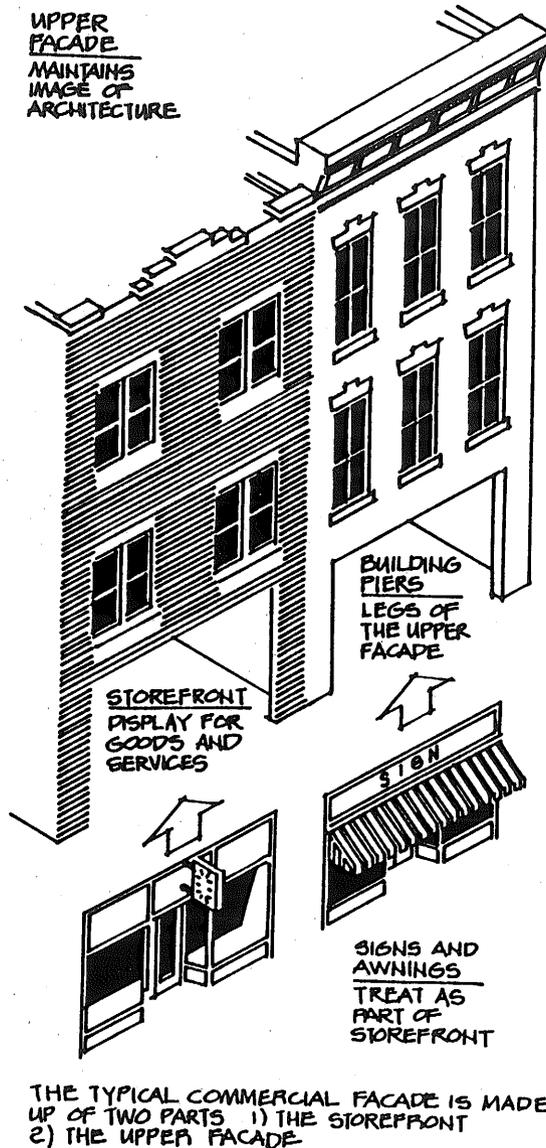
Corner Buildings: Because corner buildings set the tone for an entire block, it is especially important that the design treatment of the renovated storefront turn the corner to maintain streetscape continuity. On corner buildings, the original design of side elevations facing the street usually replicates the architecture of the front facade. Guidelines for the storefront and upper facade should be applied in renovating these elevations.

Unfinished Side Elevations: Unfinished side elevations, visible from the street, should also be addressed in renovation planning. These elevations can be upgraded by removing or screening exposed

5.0: Streetscape and Open Space Elements

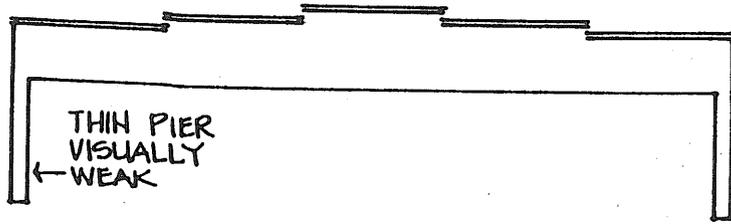
mechanical equipment and extending some of the front facade's wall materials, color or detailing onto the side elevation. Where windows cannot be introduced, large unbroken wall surfaces can be painted with graphics to add interest. These graphics are usually most effective when they are contained within an area of neutral color.

Rear Elevations: Where parking is located behind downtown buildings, rear elevations become important secondary entrances. They should be designed to create an inviting appearance and identity which is recognizably related to the front facade. At a minimum, all wall surfaces should be clean and in good repair. Trash containers, service and storage areas should be well screened and carefully maintained. Blocked windows should be re-opened; an attractive entrance door, business sign and lighting should also be added to give the rear facade customer appeal. Awnings, display windows and landscaping can also enhance rear elevations.

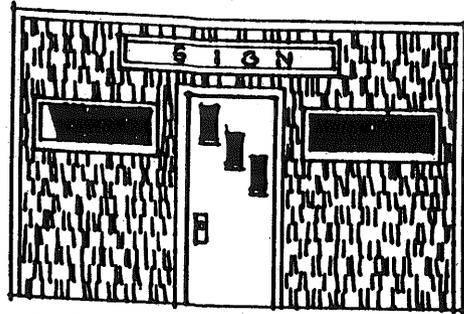


VISUAL CONTINUITY THROUGH COMPATIBLE AND
COORDINATED DESIGN, MATERIAL AND COLOR.

5.0 Streetscape and Open Space Elements



UPPER FACADE VISUALLY LACKS SUPPORT.



INAPPROPRIATE

FILLING IN SHOW
WINDOWS IS NOT
RECOMMENDED.

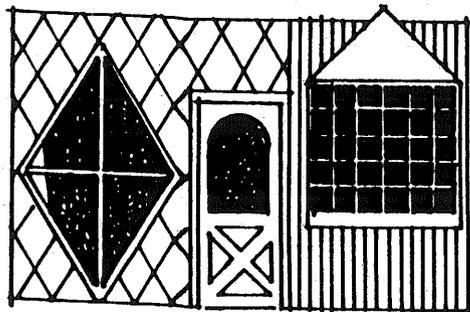
RESIDENTIAL DESIGN
OF ENTRANCE.

MATERIAL INCOM-
PATIBLE WITH THE
UPPER STORY.

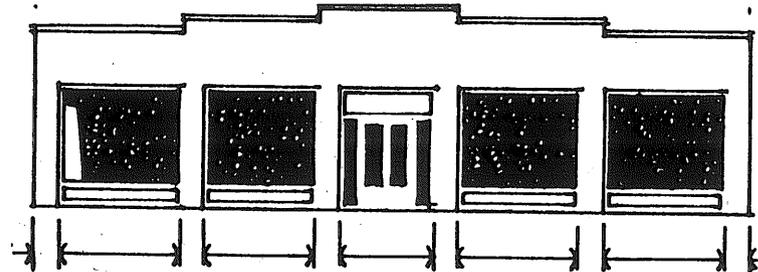
STOREFRONT LACKS
RECESSED
ENTRANCE.

AVOID AKWARD
SHAPES AND
DESIGNS.

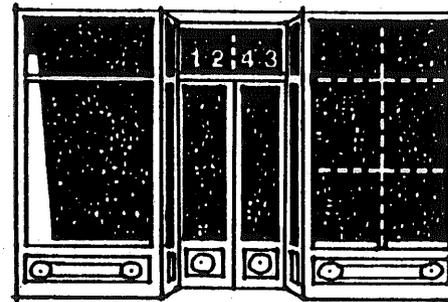
AVOID NATURAL
ALUMINUM AS A
TRIM COLOR



INAPPROPRIATE



ON LONG FACADES, MASONRY PIERS SEGMENTING
THE STOREFRONT, WILL VISUALLY SUPPORT THE
UPPER FACADE.



TRADITIONAL
STOREFRONT

STREET NUMBER

TRANSOM WINDOW
OVER ENTRANCE.

SHOW WINDOW
MULTI-PANE IN
OLDER BUILDINGS.

ORNAMENTATION
USE OF EXOTIC
MATERIALS.

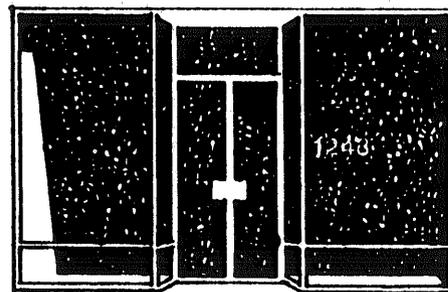
RECESSED ENTRANCE

THIN DIMENSION OF
WINDOW SASH AND
DOOR JAMB.

MAXIMUM AMOUNT
OF SHOW WINDOW.

ANODIZED METAL
FRAMING THROUGH-
OUT STOREFRONT.

SHOW WINDOW
EXTENDS TO
SIDEWALK.

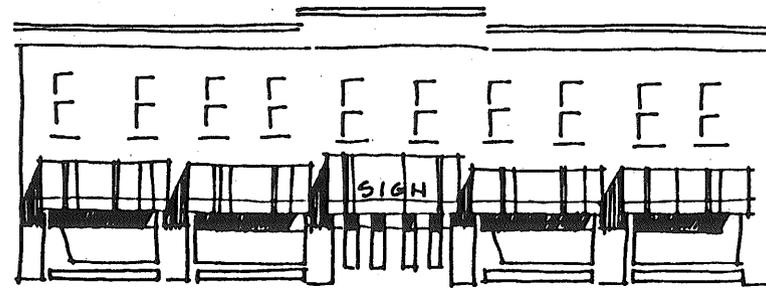
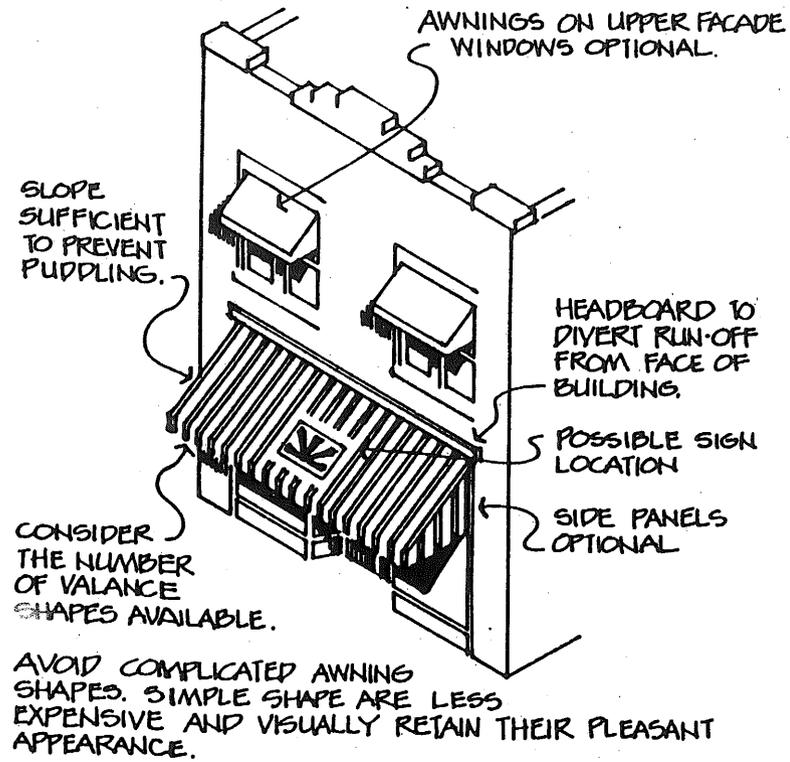


CONTEMPORARY
STOREFRONT



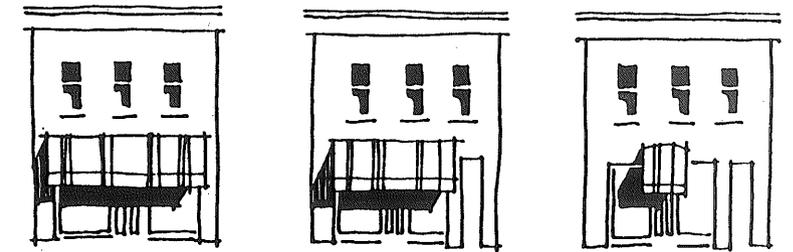
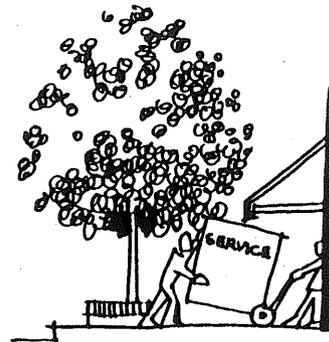
AWNINGS CAN IMPROVE THE PHYSICAL AND
VISUAL COMFORT OF PEDESTRIANS.

5.0 Streetscape and Open Space Elements

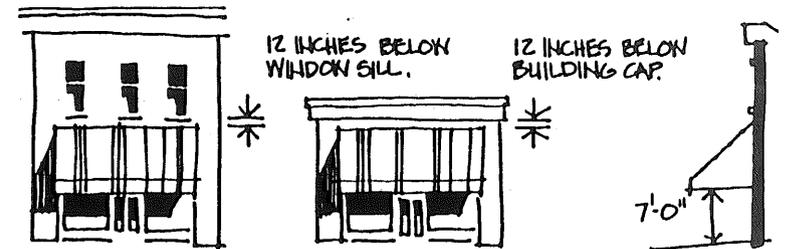


ON LONG HORIZONTAL BUILDINGS, SEGMENTING AWNINGS AT EACH SHOW WINDOW WILL HELP PROVIDE VISUAL INTEREST.

AWNINGS SHOULD NOT INTERFERE WITH PEDESTRIAN MOVEMENT, LANDSCAPING, OR STREET HARDWARE LOCATED WITHIN THE SIDEWALK AREA.

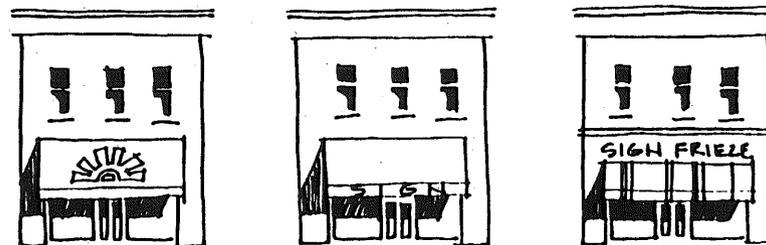


FULL LENGTH
STOREFRONT
ENTRANCE
POSSIBLE AWNING LENGTHS



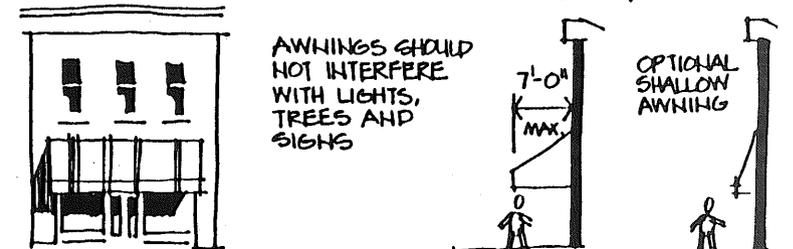
MULTI-STORY
SINGLE STORY
MAXIMUM AWNING HEIGHT 12 INCHES BELOW SECOND FLOOR WINDOW SILL OR 12 INCHES BELOW BUILDING CAP.

SECTION VIEW
MINIMUM HEIGHTS ABOVE SIDEWALK: 7 FEET FOR RETRACT 8 FEET FOR FIXED.



GRAPHICS
AWNING SIGN
PLAIN AWNING

AWNINGS CAN PROVIDE ADDITIONAL OPPORTUNITIES FOR SIGNS AND GRAPHICS AND ACT AS A FOCAL POINT.



MAXIMUM AWNING DEPTH 7 FEET FROM BUILDING FACADE

5.0: Streetscape and Open Space Elements

5.21 Facade Signage Guidelines

Of all the design elements used in commercial architecture, signs have the strongest impact on the quality and appearance of individual buildings and the streetscape as a whole. Although signs can be designed and located to complement building architecture, they are often a major contributor to visual chaos.

The sign's primary functions are to identify a business, to contribute to its image and to indicate the goods and services it offers. To successfully achieve these purposes, a sign must be eye-catching without being offensive. It must make its point without too many details or words; it must not be so abstract that its message is ambiguous. Each sign should complement the architecture of the building on which it is located and serve as a unifying element in the block face.

Graphic simplicity and compatibility with the existing architecture are the basic principles of designing an effective and attractive system of signs. The following design guidelines help to show how the sign's components -- size, location, materials, color, lettering and illumination -- can be used to create a positive identity for individual businesses and the City.

Location: On traditional multi-story commercial buildings, signs fit most naturally on the lintel or sign frieze which separates the ground level storefront from

the upper facade. In this location, the sign serves as a boundary between the two major facade components and helps to strengthen their definition. Wherever possible, signs within a blockface should be located at approximately the same height to create a unifying element.

Size: Each sign should be sized in proportion to the storefront and the building facade as a whole. Signs should never be allowed to obscure or overwhelm the basic architectural character of the building. A ratio of two square feet of sign area for each linear foot of building frontage is a good rule of thumb in determining appropriate sign sizes.

Materials: The major consideration in selecting sign materials is compatibility with the building's overall architectural character. Many materials which convey a low quality image, such as plastic panel signs, should be avoided.

Color: Bright colors are entirely appropriate for signs, but the use of too many colors should be avoided. Generally, no more than three colors should be used in any single sign.

Projecting signs can add vitality to the visual environment if they are in scale with the pedestrian. There should be only one projecting sign per shop and should not exceed 12 square feet in area. They should not be located any higher than 12" below a

second story window and should not project more than 4' from the building face.

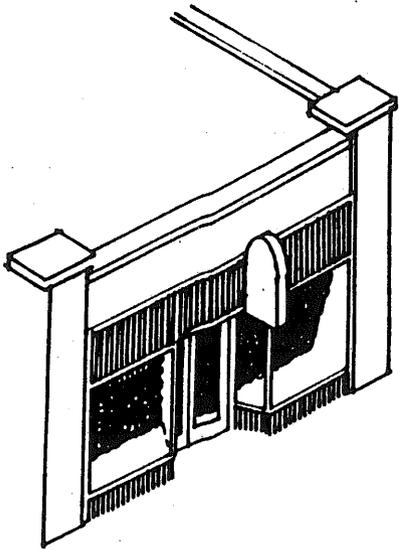
Message: The words used on a sign should be limited to the name of the business and other pertinent information related to its operation; the sign should not be used for product advertising. Simplicity is the key to legibility and elegance. Bold simple lettering styles and the use of recognized symbols are most effective.

Illumination: Signs may be lit internally or indirectly. Signs with flashing or moving lights should not be permitted.

5.0 Streetscape and Open Space Elements



THERE ARE THREE WAYS TO INCORPORATE FLAT SIGNS INTO COMMERCIAL FACADE DESIGN. (1) WITHIN THE STOREFRONT, (2) ABOVE THE STOREFRONT IN THE SIGN FRIEZE, (3) FREE STANDING LETTERS.



SMALL PROJECTING SIGNS ARE EFFECTIVE FOR ATTRACTIVE NOTICE OF PEDESTRIAN SHOPPER.

CUBE SHAPE SIGN MAY OFFER A CONTEMPORARY APPEARANCE.

BANNERS CAN BE AN ATTRACTIVE ADDITION TO STOREFRONTS.

ADD FACE AREA OF LETTERS TO BACKGROUND AREA TO CALCULATE ALLOWABLE "SIGN AREA"

S I G N

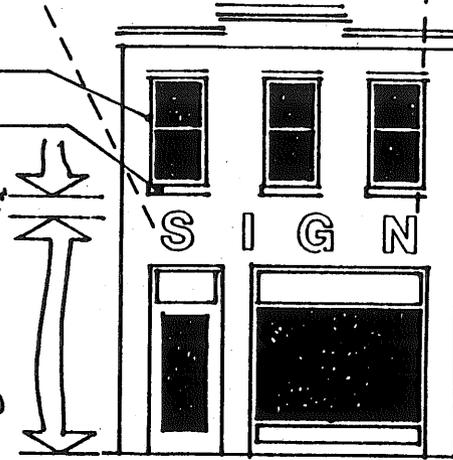
SECOND STORY WINDOW

WINDOW SILL

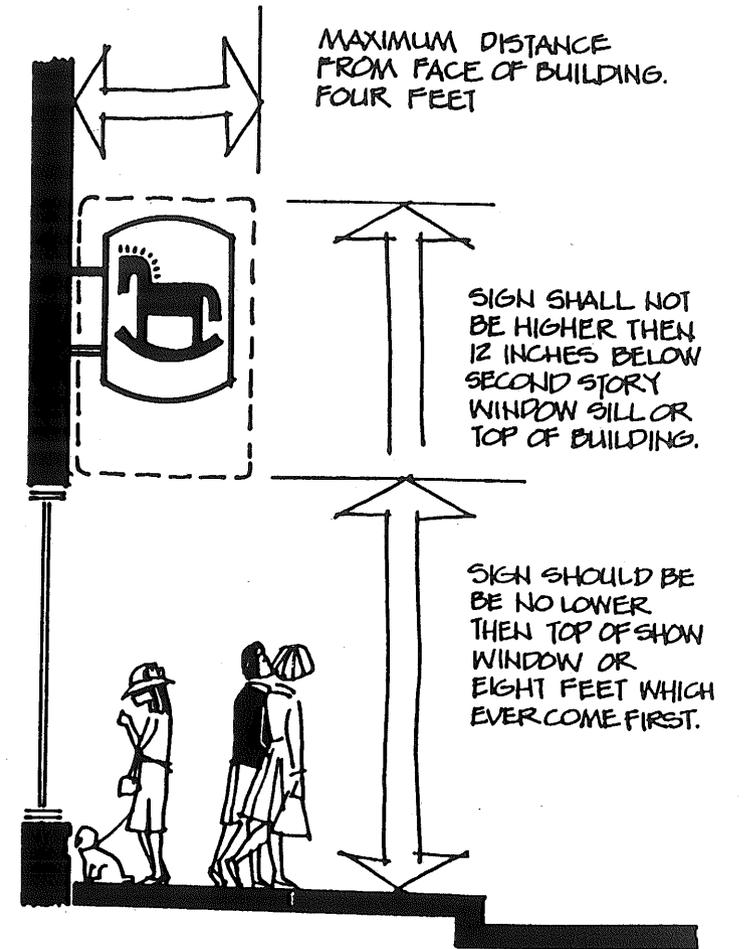
12"

MAXIMUM HEIGHT FOR SIGN LOCATION.

SIGN AREA: (HEIGHT x LENGTH) NOT TO EXCEED LENGTH OF PROPERTY FRONTAGE MULTIPLIED BY TWO.



PROPERTY FRONTAGE



MAXIMUM DISTANCE FROM FACE OF BUILDING. FOUR FEET

SIGN SHALL NOT BE HIGHER THEN 12 INCHES BELOW SECOND STORY WINDOW SILL OR TOP OF BUILDING.

SIGN SHOULD BE NO LOWER THEN TOP OF SHOW WINDOW OR EIGHT FEET WHICH EVER COME FIRST.

ONLY ONE PROJECTING SIGN PER BUSINESS SHOULD BE PERMITTED.

5.0: Streetscape and Open Space Elements

5.22 Public Signage Guidelines

Public signs, because of their piecemeal implementation, proliferation, and engineered fabrication, clutter Huntsville's appearance. Each set of signs are placed without regard for their surroundings. Attachment of signs to existing lamps and poles detract from their appearance. Signposts are numerous and are often out of vertical alignment. The following rules will help organize public signs and enhance the visual environment.

Recommendations

- **Uniformity** — The recommended pole for all signage is a simple square, straight steel pole (2" - 4" depending on height). The pole should conform to the Huntsville standard color.
- **Placement** — Signs should have standard locations and be placed far enough from the curb to prevent damage from cars and trucks backing up. Signs should be placed so that they are not visual or maintenance obstacles.
- **Consolidation** — Reduce the number of signs and sign posts by pairing and clustering signs.
- **Identity** — Develop a signage standard which will distinguish Huntsville signs from the ordinary utilitarian appearance of public signs. Develop a silhouette design for the top and bottom of standard signs. This will soften the sign profile and provide an impression of quality.
- **Attachment** -- signs should be placed on sign posts. If signs are to be attached to lamp poles, use a bracket which projects the sign away from the post. Do not bolt through the sign center into the post.

- **Alternatives** -- look for ways to reduce or consolidate the number of signs. For example, curbs or roadway lines painted in special colors to distinguish parking areas have been used successfully in many communities instead of signs.

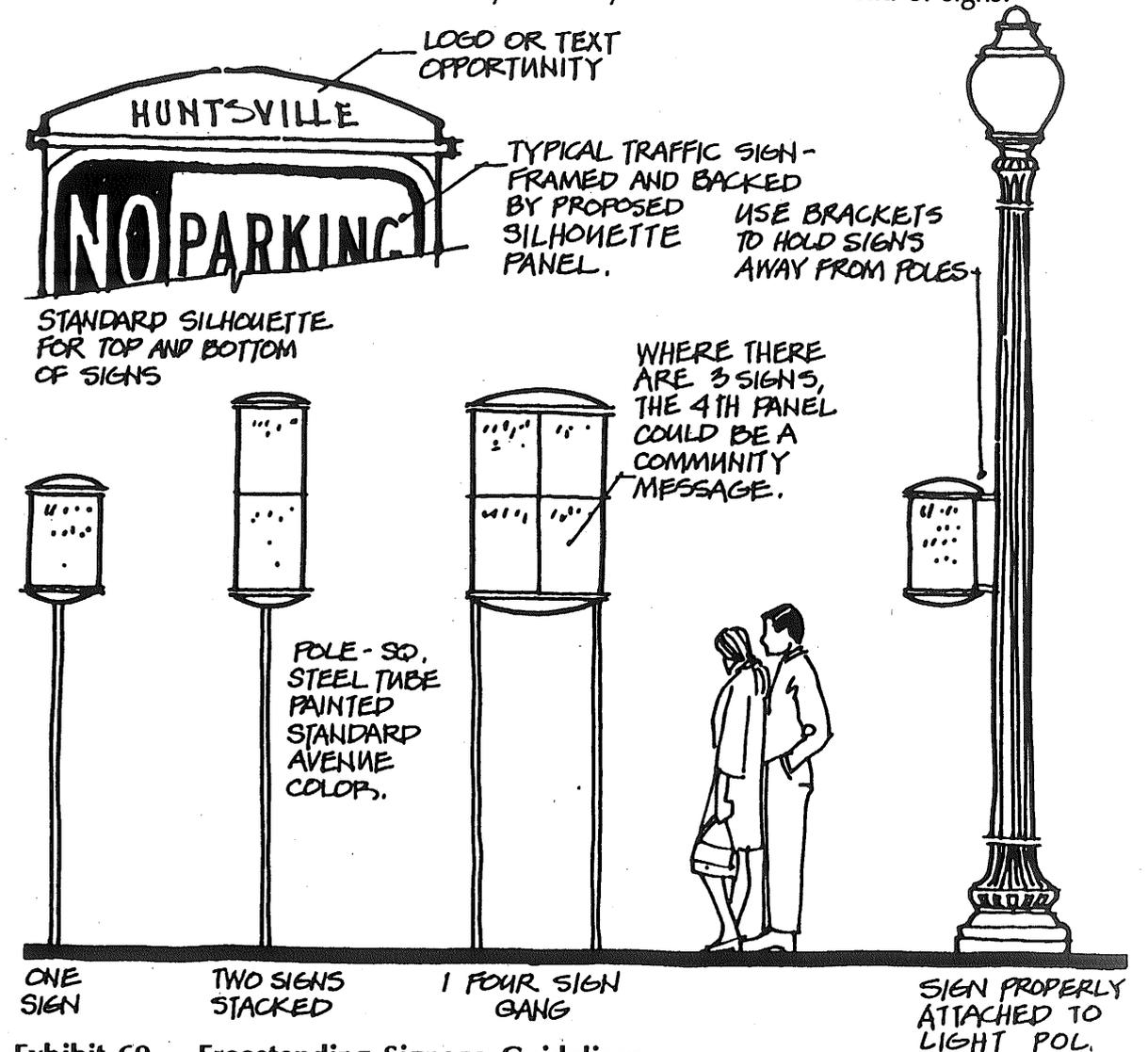


Exhibit 69. Freestanding Signage Guidelines

5.0 Streetscape and Open Space Elements

Key:

-  Gateway banners
"Welcome to Huntsville"
-  Huntsville banners for retail core
-  Courthouse Square District banners
-  Constitution Hall Village banners
-  Twickenham District banners
-  Old Town District banners
-  Huntsville Depot Museum banners
-  Von Braun Civic Center banners
-  Big Spring Park and Panoply banners

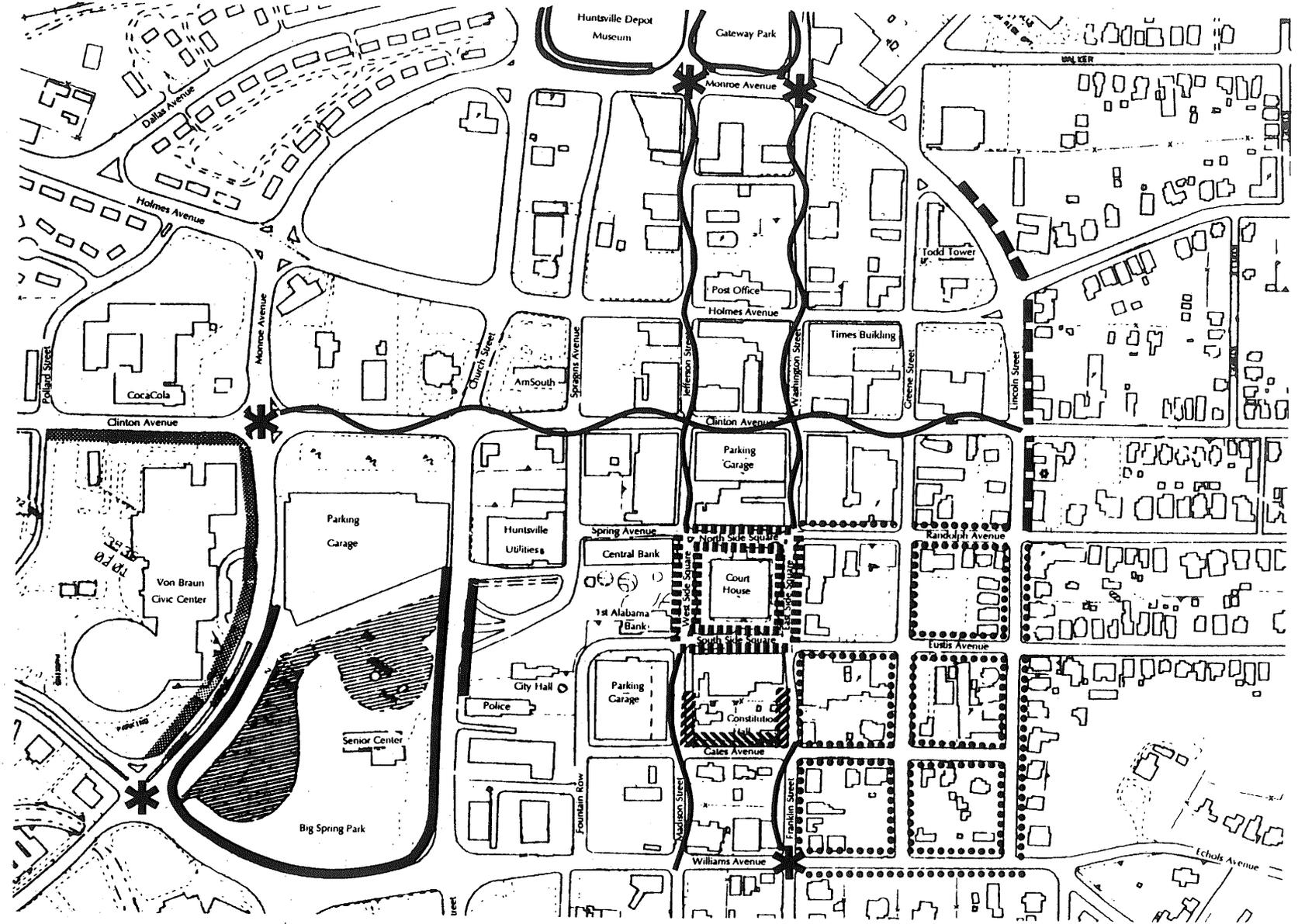
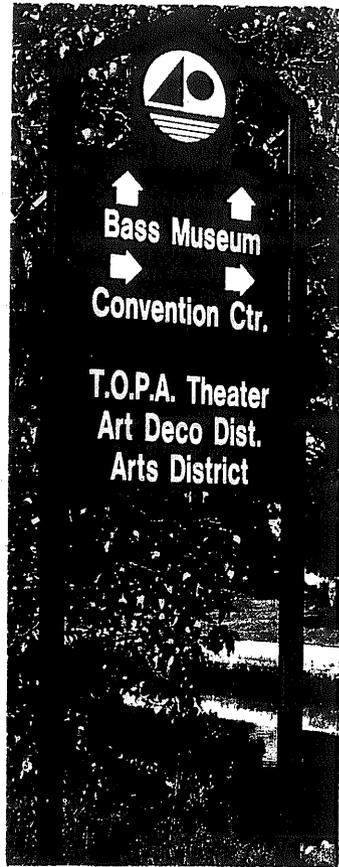


Exhibit 70. Banner Districts Diagram

6.0 Streetscape and Open Space Priority



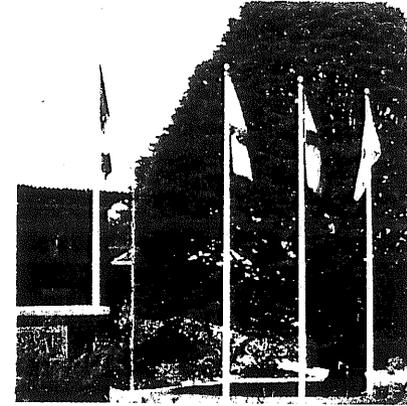
Flush Facade Sign



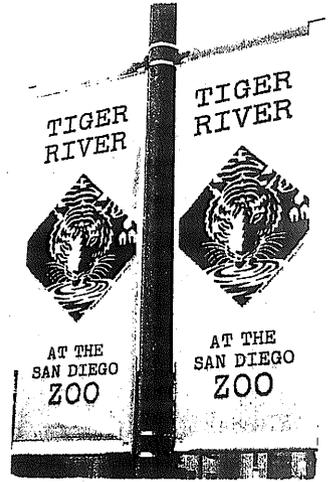
Vehicular Signage



Pedestrian Signage



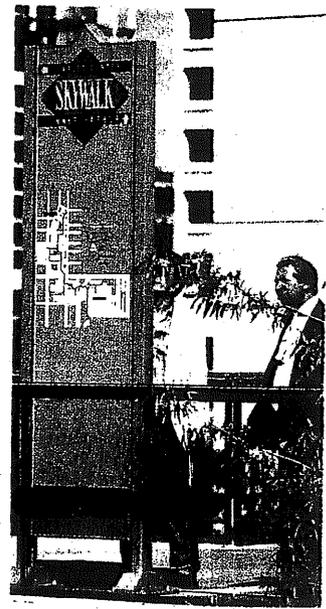
Gateway Flags



Attraction Banners



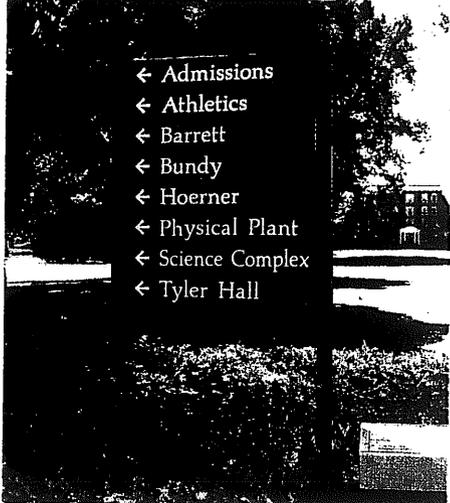
Mounted Facade Sign



Information Kiosk



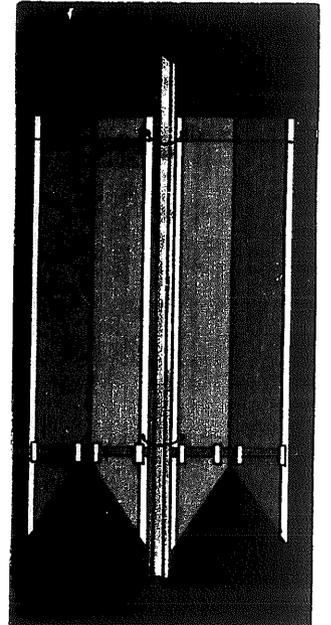
Regulatory Signage



Interchangeable Signage



Seasonal Banners



Color Banners

Exhibit 71. Freestanding Signage Images

6.0 Streetscape and Open Space Priority

It is important to point out that the Streetscape Master Plan is designed to be a flexible document that can be adapted to fit conditions as they arise. The following decisions on streetscape priorities were based on the current conditions and redevelopment activities found in Downtown Huntsville. If in fact the private sponsorship is found for any one piece of streetscape, that piece should be implemented regardless of the priority it has been given in this document. However, to the extent possible, streetscapes slated to be publicly funded should be implemented in the order of priority presented below. Publicly funded streetscapes need to be carefully phased to create an immediate impact on the visitor's experience, the city's image and economic growth. However, if unique opportunities for federal/state funds become available for a particular publicly funded segment, those should be pursued and implemented regardless of the priority listed below.

The streetscape priorities for Huntsville have been based on the following questions:

1. Which streetscapes pose a risk to the public health, safety and welfare due to deterioration, poor design or poor construction?
2. Which streetscapes have the greatest potential for enhancing the city's image?
3. Which streetscapes need the least and the most improvements?

4. Which streetscapes have the greatest potential for new development, both public and private?

5. How can the streetscape improvements be best divided into relatively equal work projects?

The first priority area includes Courthouse Square, Gateway Park and Monroe Street improvements from Lincoln Street to the Von Braun Civic Center. Courthouse Square has been chosen for its immediate need for a safer walking surface and its growing use for City events. Just as Courthouse Square serves as the nucleus to this Streetscape Master Plan, Gateway Park plays an equally important role as the keystone to the streetscape framework. With its front door on I-565, Gateway Park is the visitor's first impression of Downtown Huntsville. This impression should be continued down Monroe Avenue to the Von Braun Civic Center because many convention visitor's currently take this route. Doing these projects first will provide the anchors from which other streetscape projects can radiate and grow.

The second priority areas involve the key corridor approaches into Downtown Huntsville from its peripheral roadways. Jefferson Street is the Downtown gateway street for visitor's arriving by way of I-565, while Clinton Avenue serves as the gateway to Downtown from Memorial Parkway.

The third priority area targets the corridors leading out of the City to the peripheral highways. Washington Street is the route of departure for visitor's leaving by

way of I-565, while Holmes Avenue works as the return loop to Memorial Parkway, by way of Clinton Avenue.

The fourth priority should focus on streets which serve as local collectors leading from Downtown Huntsville to the North and the South. Church Street and Greene Street both serve in this capacity. Church Street connects Downtown with the Northwest commercial area and the Medical District to the South, while Greene Street links Downtown with the Dallas Mills District to the Northeast.

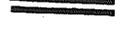
The fifth priority area concentrates on the streetscapes extending from Courthouse Square to the East and the South.

The sixth priority area includes those streetscapes which are backdoor and service oriented. Spring Street, Spragins Avenue and portions of Meridian Street are not commonly used by the everyday resident or visitor to Huntsville. Implementing Streetscape in the early stages on these streets is not likely to encourage new development in the Downtown, however, after new development occurs on surrounding streets, they will play a more important role deserving of streetscape.

The seventh priority includes those streetscapes which present a good image for Huntsville as they exist, but should be implemented in the future to complete the unified theme for Huntsville's Streetscape Vision.

The eighth priority area singles out one street, Fountain Row, as the focus. A good portion of this streetscape was recently implemented prior to this design study. Although the City Hall Plaza does not reflect the design theme presented in this document, it should be left in place until its removal has bearing. The Fountain Row blocks immediately adjacent to Civic Plaza could be implemented during a higher priority period if there is a desire to implement an earlier civic gesture.

Key

-  First Priority
-  Second Priority
-  Third Priority
-  Fourth Priority
-  Fifth Priority
-  Sixth Priority
-  Seventh Priority
-  Eighth Priority

Although there is no right or wrong answer to the phasing of the streetscape, the approach outlined above is a practical approach to an effort which will take many years to fully implement. Within that time period, many situations could arise to redirect the course of this master plan. For this reason, it is important to emphasize that this master plan is designed to be flexible among individual streets, yet firm in its comprehensive vision for Huntsville. Its implementation will surely benefit the City of Huntsville, both aesthetically and economically, in future years to come!

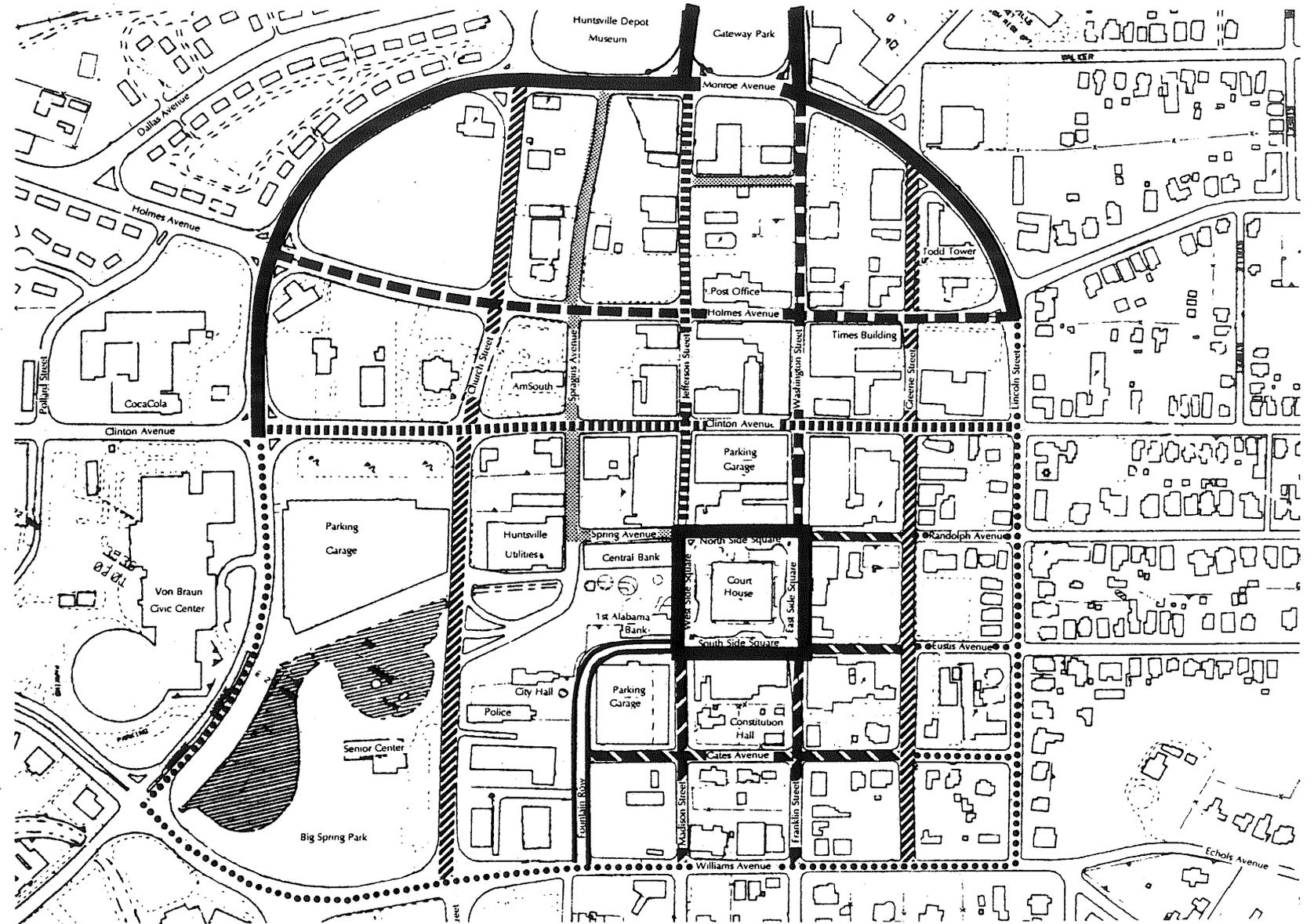


Exhibit 72. Streetscape Implementation Priority Diagram

Acknowledgements

Huntsville Streetscape Vision Advisory Committee

Bobby Allen	Department of Transportation
C.D. Black	Director of Public Works
Russell Brown	Chairman, City Planning Commission
Bubba Conner	Chairman, Hearts of Huntsville Association
Ron Evans	Von Braun Civic Center
Dallas Fanning	Director of Planning
Jerry Galloway	Director Community Development
Ken Gipson	Director Parks and Recreation
Harvilee Harbarger	Huntsville Beautification Board
Mayor Steve Hettinger	Administration
Johnny Johnston	Executive Director, Downtown Redevelopment Authority
Harvie Jones	Jones & Herrin Architecture & Interior Design
Rick Liles	Administration
Peter Lowe	G. W. Jones
Allison Miles	Junior League of Huntsville
Bill Pippin	Huntsville Utilities
David Pope	Madison County Engineer
Missy Ming Smith	Madison County
Ed Starnes	Member, City Planning Commission
Dana Tatum	Constitution Hall Village
Dennis Thompson	Department of Transportation
Drew Tutt	First Alabama Bank
Newton Vaughan	Director Natural Resources

Consultants

The LDR International Team consisted of:

Don Hilderbrandt as Project Director
Keith Weaver as Project Manager
John Bassert as Project Designer
Allison Platt as Project Advisor

The Smith Engineering Team consisted of:

Billy Smith as Project Director
Mike Donnelly as Project Manager

List of Exhibits

1.0 Introduction

- Exhibit 1. Aerial view of study area
- Exhibit 2. Study area boundaries

2.0 Inventory and Analysis

- Exhibit 3. Existing Streetscape Classification Diagram
- Exhibit 4. Downtown Gateways and Attractions Diagram
- Exhibit 5. Streetscape Framework Diagram

3.0 Open Space Design

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- Exhibit 7. Courthouse Square - Existing Plan
- Exhibit 8. Courthouse Square - Proposed Plan
- Exhibit 9. North Side Square - Existing View
- Exhibit 10. North Side Square - Proposed Sketch
- Exhibit 11. Gateway Park Concept A - Proposed Plan
- Exhibit 12. Gateway Park Concept B1 - Proposed Plan
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- Exhibit 14. Gateway Park Concept C - Proposed Plan
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- Exhibit 20. Washington Street - Existing View
- Exhibit 21. Retail Core Streetscape - Proposed Sketch
- Exhibit 22. Address Streetscape Alternative A - Proposed Section
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- Exhibit 25. Address Streetscape Alternative B - Proposed Plan
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- Exhibit 29. Address Streetscape Clinton Ave. Parking Garage - Proposed Section
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- Exhibit 34. Transitional Streetscape - Proposed Sections

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- Exhibit 66. Image Improvements Diagram
- Exhibit 67. Facade Restoration Guidelines
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6.0 Streetscape and Open Space Priority

- Exhibit 72. Priority Diagram