PROPOSED IMPROVEMENTS

Proposed Improvements

Streetscape Improvement Summary

The streetscape improvement recommendations within this Pattern Book represent best practices and standards for the city to follow as streetscape improvements are implemented over time within the Business Improvement District (BID). The boundaries of the BID have been expanded to include more of the downtown as well as other areas of development near the downtown.

The BID has been broken down into four types of streetscape. Each type consists of a different hierarchy for the streetscape. Seven prototypes were then established, four mid-block and three intersection, that will guide the design for each type. These prototypes will give the city direction for implementing future improvements throughout the downtown.

Accessibility Compliance

Any areas within the BID that are not in compliance with current accessibility standards will need to be updated as the plan is implemented. Items such as curb ramps and cross slopes must be modified where necessary. Curb ramps must be constructed with detectable warnings and to meet slopes as outlined in the accessibility code, and the cross-slopes on the accessible route of sidewalks cannot exceed two percent.

Street Trees, Planters, and Tree Grates

Existing street trees should be evaluated by an arborist and trees that are in good condition should remain. Those that will need replacement should have their location assessed for proximity to other vertical elements such as light poles and distance from other trees. The optimal spacing between trees should be between 25' and 35' and the distance from light poles should be 15' minimum.
Trees at intersections should be at least 30' from the right-of-way line or property line on the side of the street intersection closer to an automobile driver (near side). Street trees should be at least 20' from the right-of-way line or property line on the side of the street intersection farther from the automobile driver (far side). Street trees should be at least 10' from the edge of a residential or commercial driveway.

Where space allows, trees should be planted in larger, curbed planters that will increase soil volume and limit the amount of infiltration of runoff from deicing salts. Irrigation should still be utilized in planters. Where space is limited and curbed planters are not an option, continue to use tree grates. Tree grates are to be ADA compliant and as large as possible to increase soil volume. Two sizes of tree grates are proposed, 4' x 8' and 5' x 10'. Where the sidewalk is without a paver banding behind the curb and is less than 9' wide, the 4' x 8' tree grate should be utilized. Where the sidewalk is without a paver banding behind the curb and is larger than 9' wide, the 5' x 10' tree grate should be utilized. Where the sidewalk includes a paver banding behind the curb and is less than 11' wide, the 4' x 8' tree grate should be utilized. Where the sidewalk includes a paver banding behind the curb and is greater than 11', the 5' x 10' tree grate should be utilized. If it is desired to limit the number of tree grates along the street, a tree well system should be used.

Plantings

The City currently has an annual planting program in place for the raised planters throughout the BID. This program should remain in place to accommodate for the new decorative planters. The curbed planters should be planted with a mixture of shrubs, perennials, and grasses.

Paving and Crosswalks

The level of paving throuhgout the BID corresponds to the Heirarchy Type. For Type 1, unit pavers are recommended for the entire sidewalk cross section. In Type 2, concrete sidewalk with paver banding behind the curb is recommended. The recommended paving for Type 3 should be either concrete or concrete with a paver banding behind the curb. The following prototypes outline specifically where pavers and concrete sidewalks are proposed.

The crosswalks should be consistent throughout the downtown area and consist of unit pavers to match the streetscape. The unit pavers should be set on concrete/asphalt underlayment with concrete banding. The exception, until such time that the city takes possession, is Lincolnway where the right-of-way is currently controlled by INDOT. Until such time that the city takes possession, no changes are recommended to be made to the crosswalks along Lincolnway. Once the city takes possession of this road, the crosswalks should be upgraded as stated above.

Site Furnishings

The existing street furnishings are proposed to be replaced throughout the BID. Bike racks are recommended to be placed in locations that do not conflict with other streetscape elements and in locations to discourage riding on sidewalks. Benches should be placed to avoid uncomfortable situations where users will have their backs to travel routes or will be located on a slope. Benches are recommended at intersections in place of seat walls. Trash receptacles are recommended at all intersections and along midblocks. The number of trash receptacles along midblocks should be adjusted according to the use along the street. It would not be recommended to use trash receptacles along midblocks in residential areas.

Tables and chairs have been identified in the prototype illustrations. The style should be approved by the city. Individual businesses that wish to supply tables and chairs should provide them.

Lighting

The existing pedestrian lights throughout the BID should be replaced. The design guidelines assume that the lights are staying in the same location but spacing may need to be adjusted based on updated engineering and photometrics.

Pedestrian lights are proposed to be a 14' Belmont pole from Stresscrete and the light fixture should be an acorn fixture like the Hometown fixture from Sternberg. The fixture type again may be adjusted based on engineering and photometric requirements. The fixture should include a cutoff shield or photometrics that distribute most of the light into the street and not the adjacent buildings.

Roadway lights are also included in case future engineering requires a larger pole in certain locations such as intersections. The pole would be 30' Belmont pole from Stresscrete with a decorative arm and teardrop fixture.

Decorative Fencing

Ornamental fencing should be used in conjunction with planting along parking lots that are adjacent to the streetscape. Fencing should be 4' high powder coated black ornamental with openings as needed. No gates are recommended due to accessibility and maintenance. Where there is not enough space to allow for a planting bed, the ornamental fence should still be utilized unless it conflicts with vehicles parked in the adjacent lot.

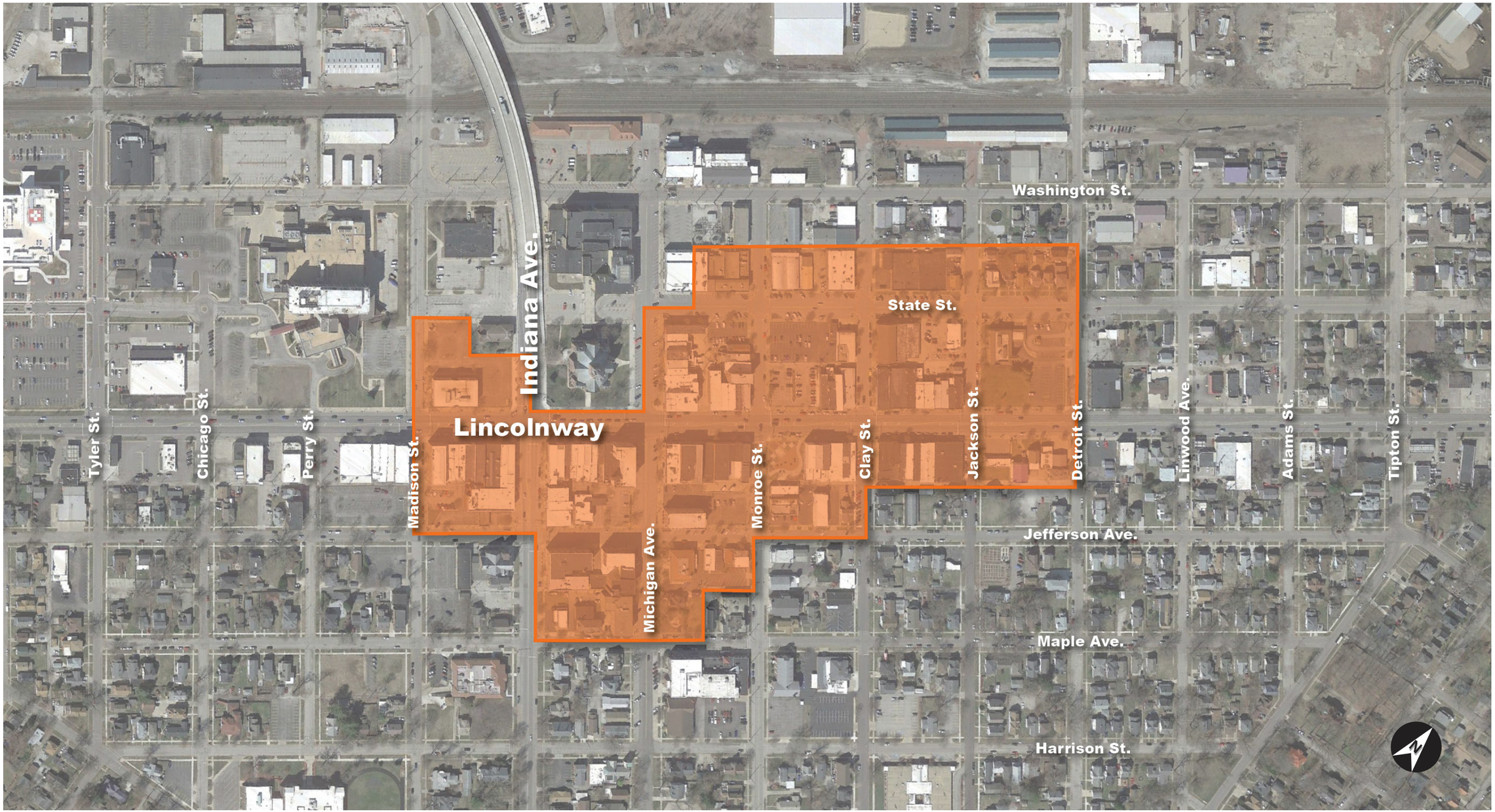
Pavement Markers

The current Maple leaf pavement markers identifying the entrance to businesses should be replaced. It is recommended that the pavement marker design be updated to better reflect the city and it's existing "Livin' the Lake Life" brand.

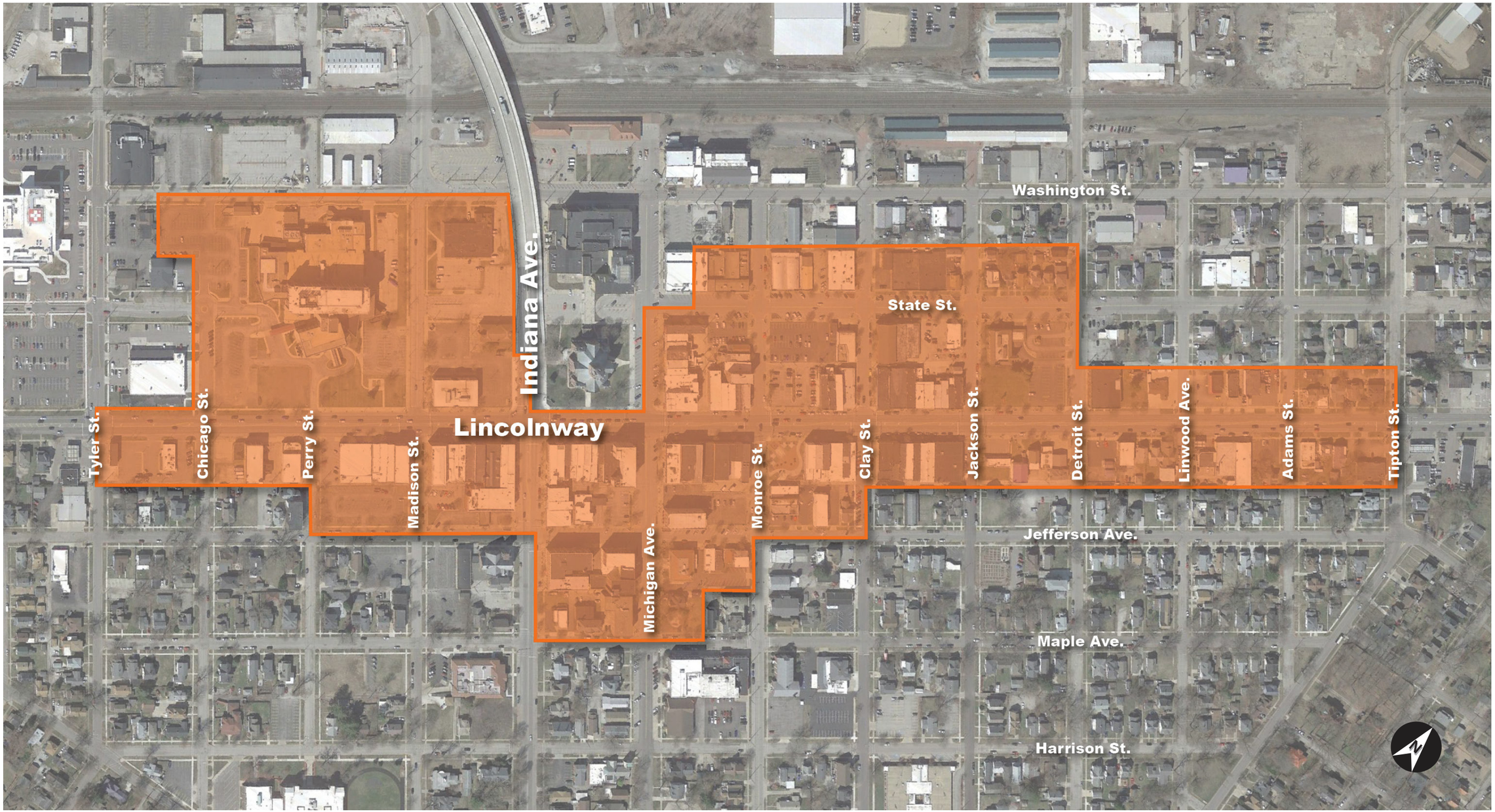
Snow and Ice Melt

In order to protect the pavement and plant material, it is recommended to use calcium chloride for snow and ice melting. Calcium chloride is safer for plants and pavement. It also melts snow and ice at a lower temperature.

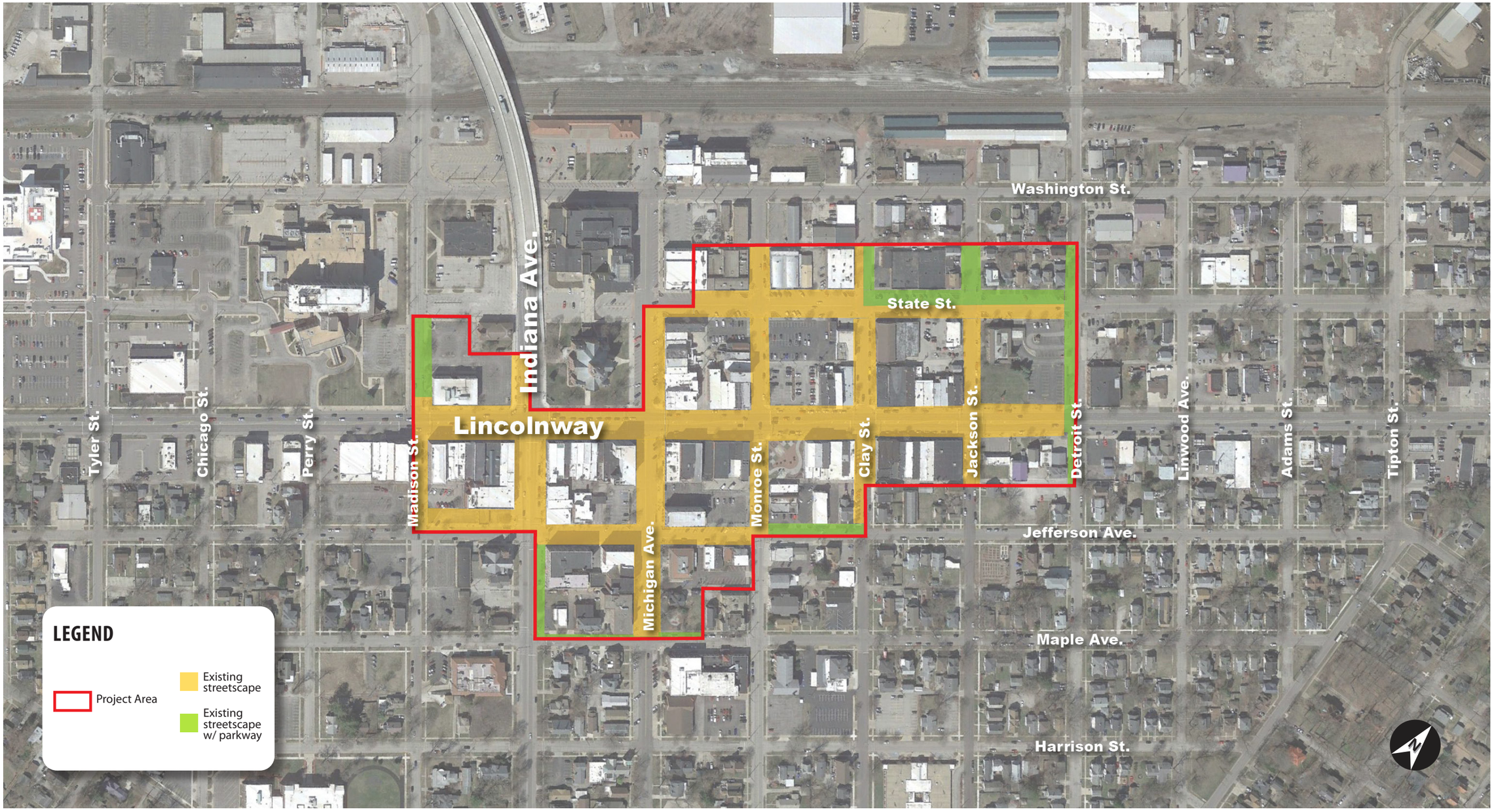
Existing Business Improvement District Boundary Map



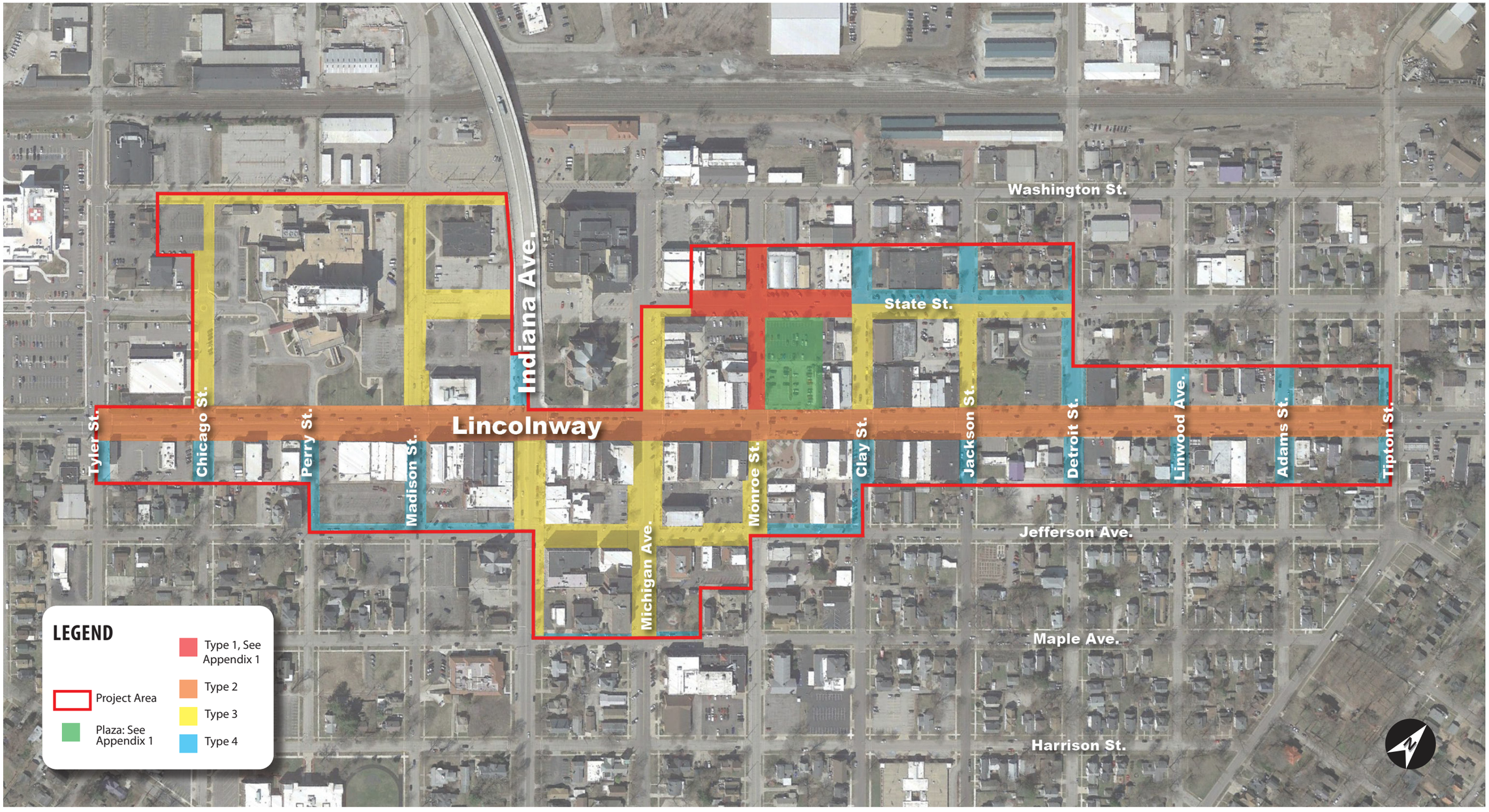
Future Potential Existing Business Improvement District Boundary Map



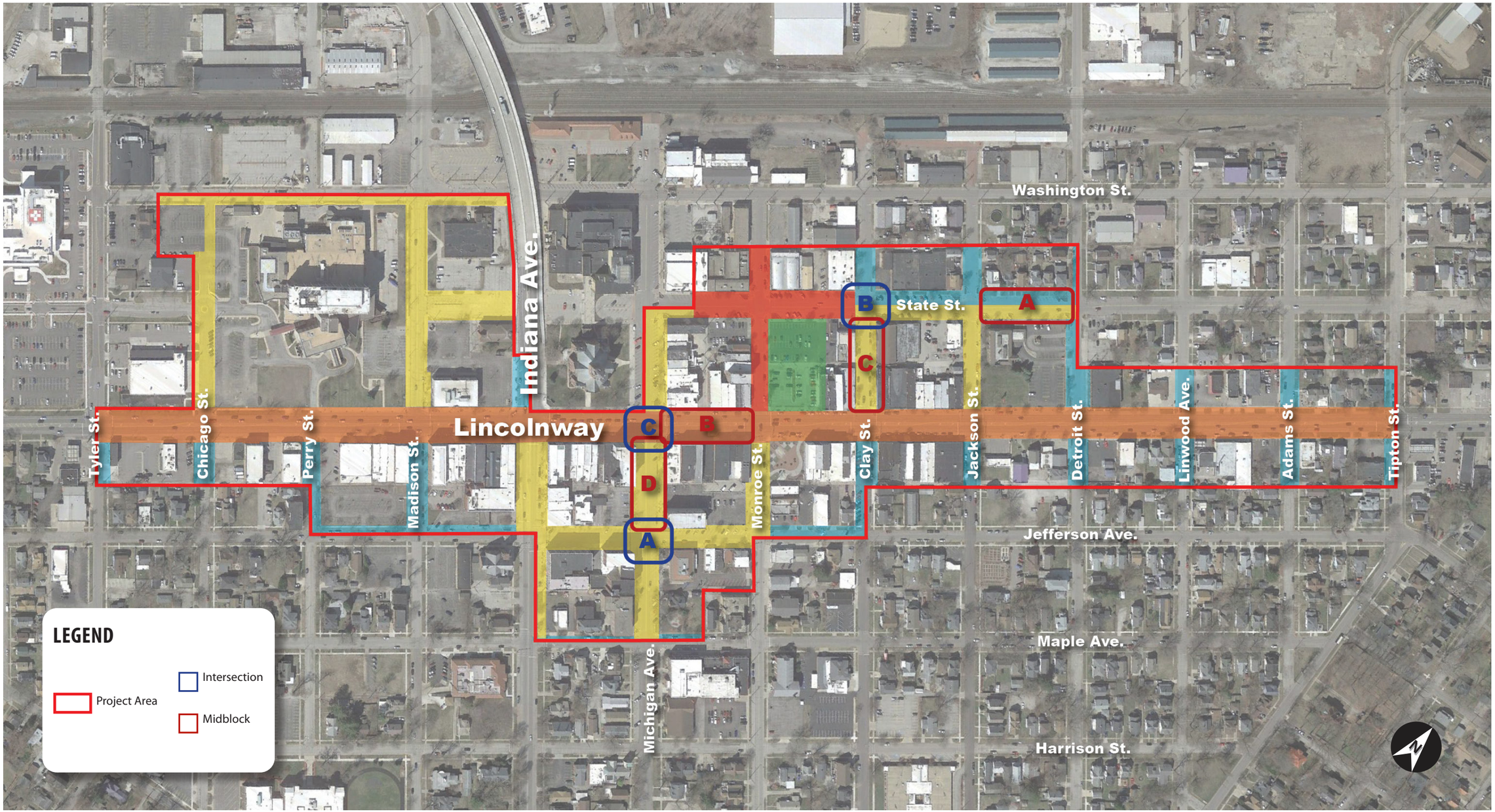
Existing Conditions

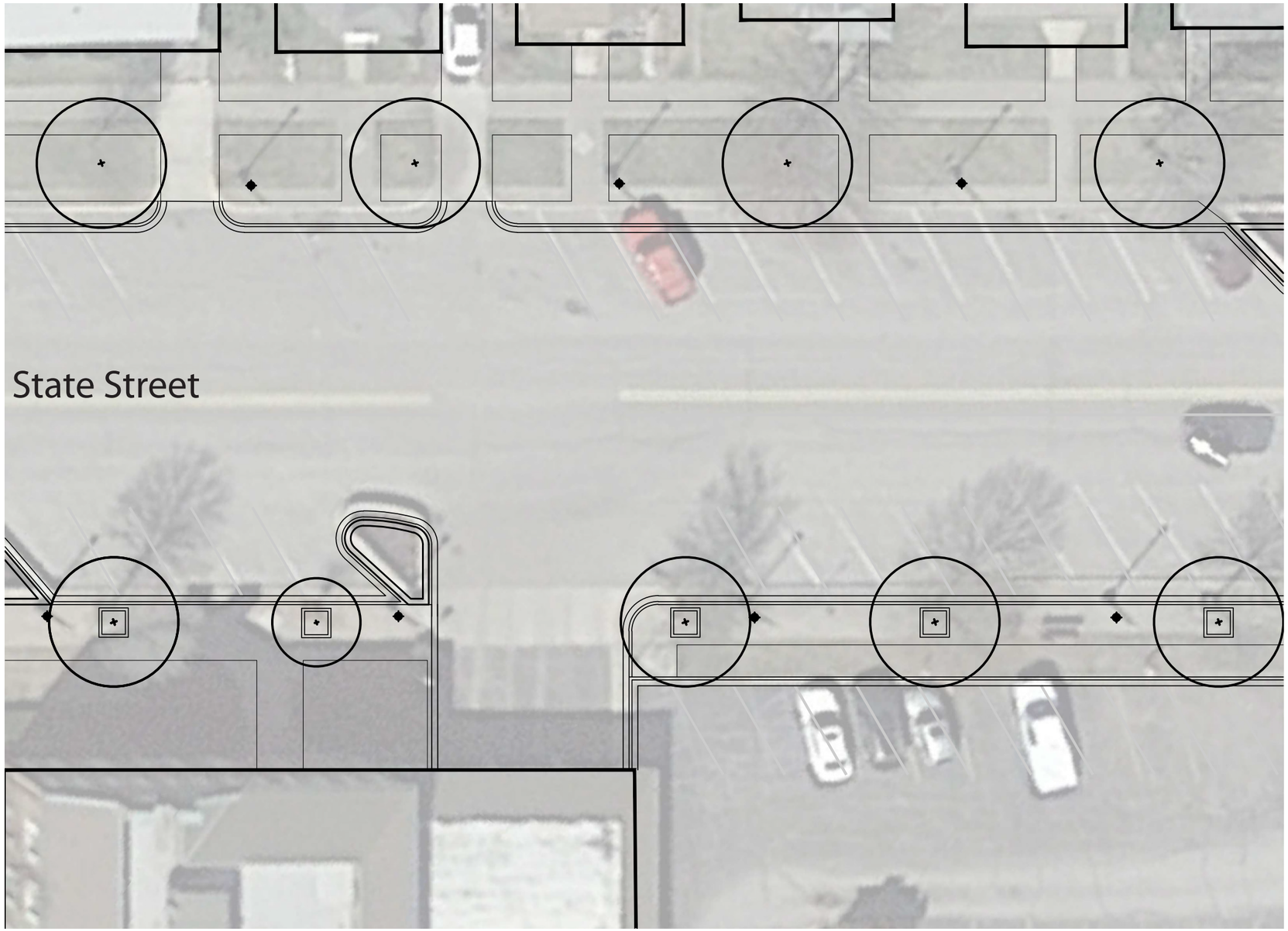


Proposed Streetscape Heirarchy

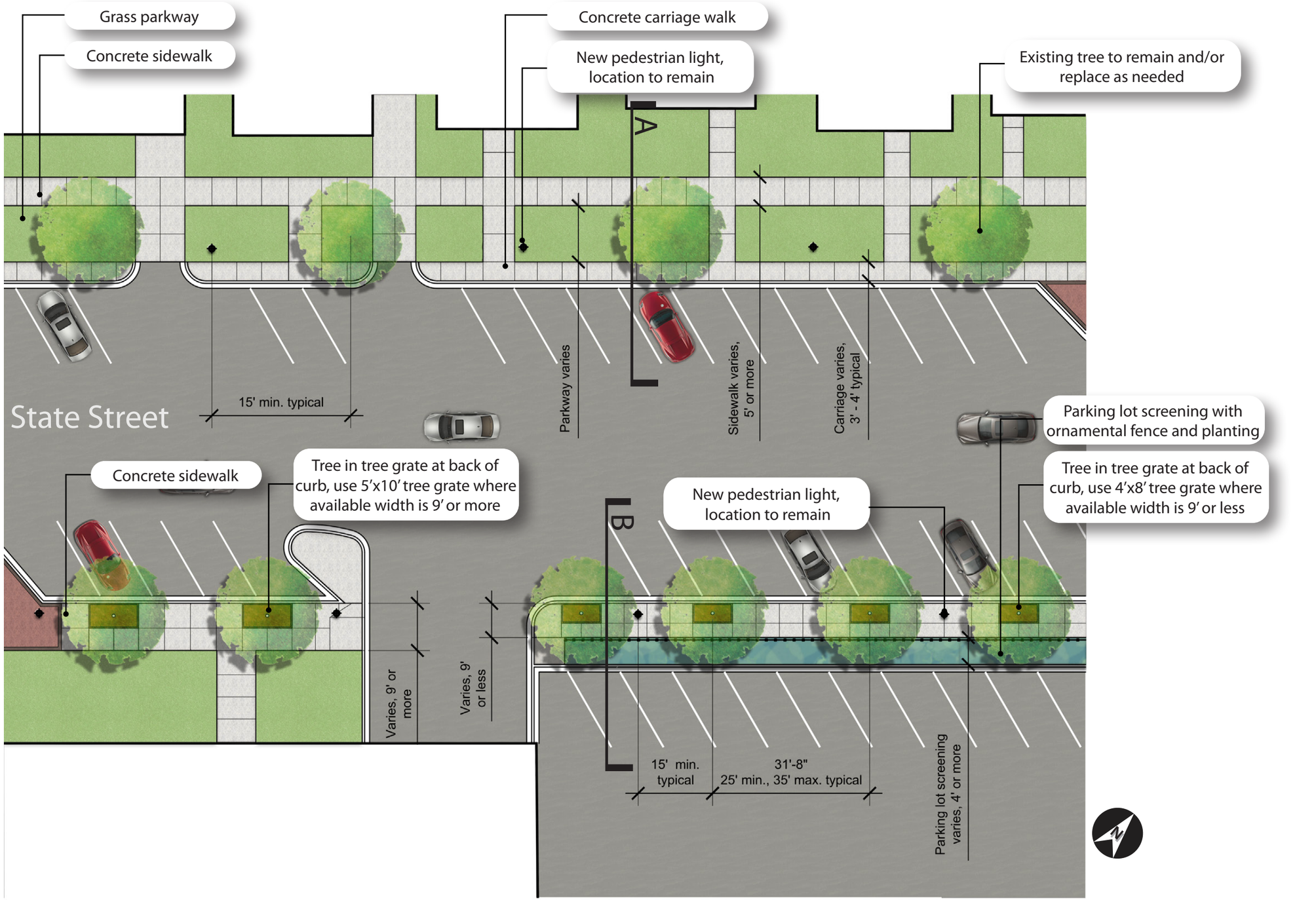


Intersection and Mid Block Prototypes





Existing Conditions - Midblock A

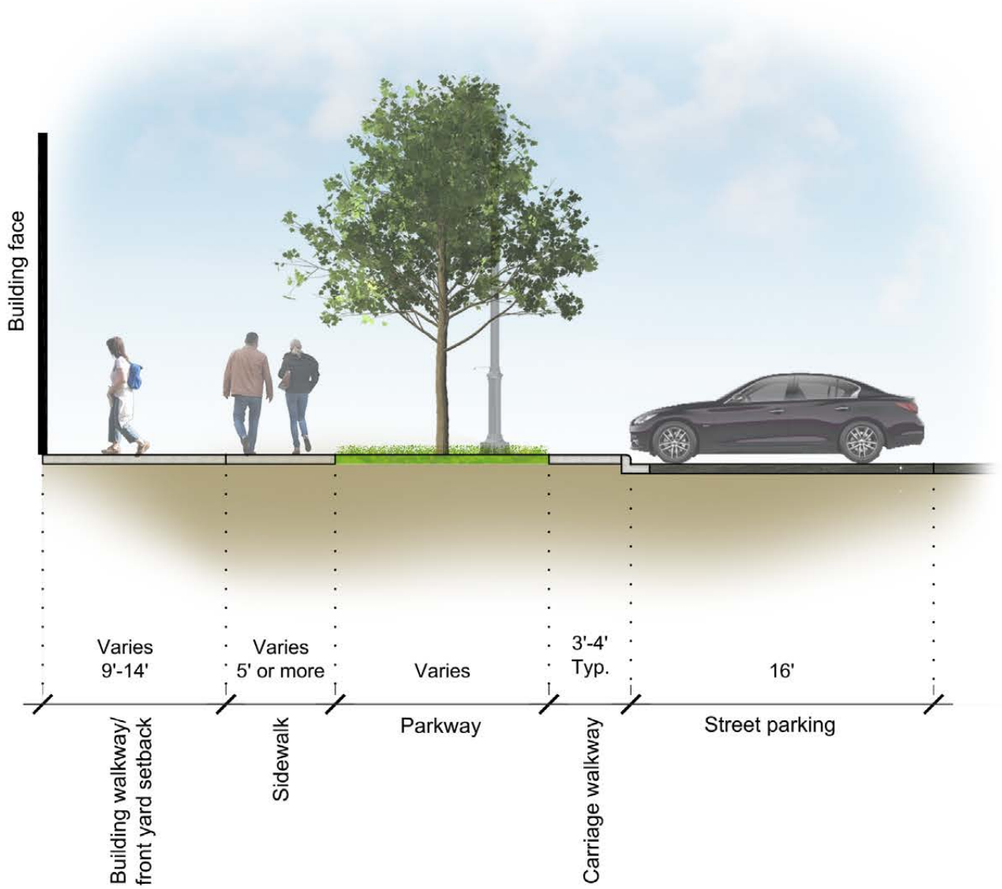


Proposed Prototype - Midblock A

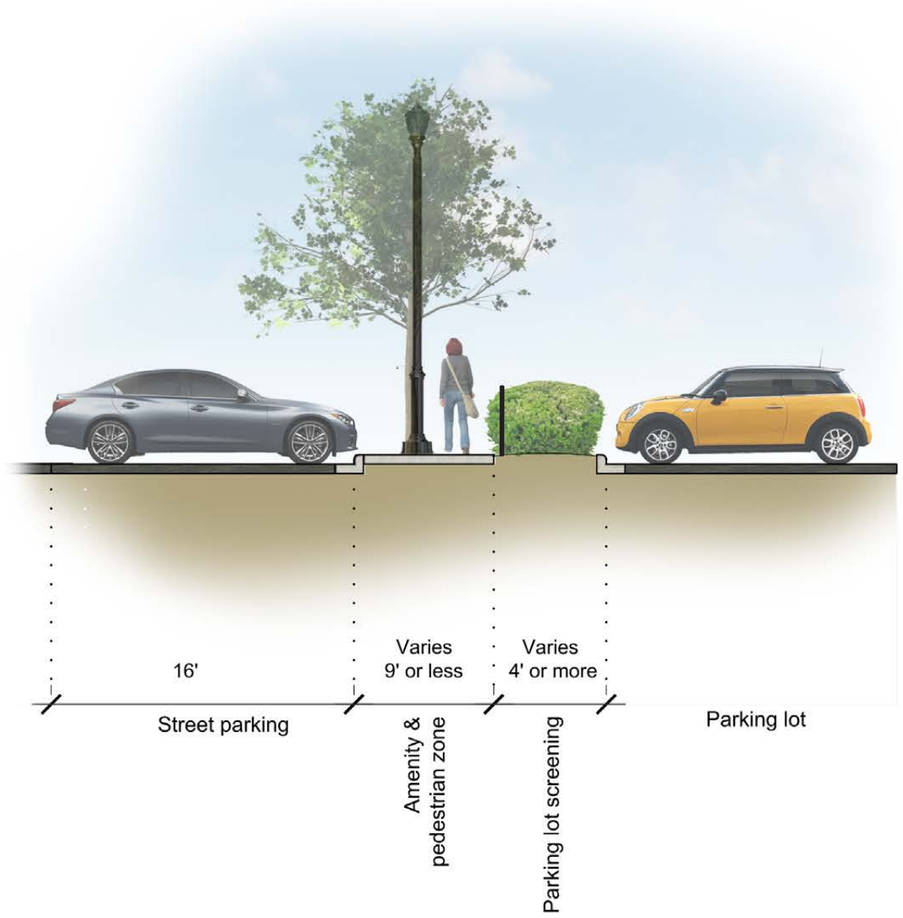
A

Refer to map on page 19

Applicable Streets: Portions of State Street, Jefferson Avenue, Tyler Street, Chicago Street, Perry Street, Madison Street, Indiana Avenue, Clay Street, Jackson Street, Detroit Street, Linwood Avenue, Adams Street, and Tipton Street



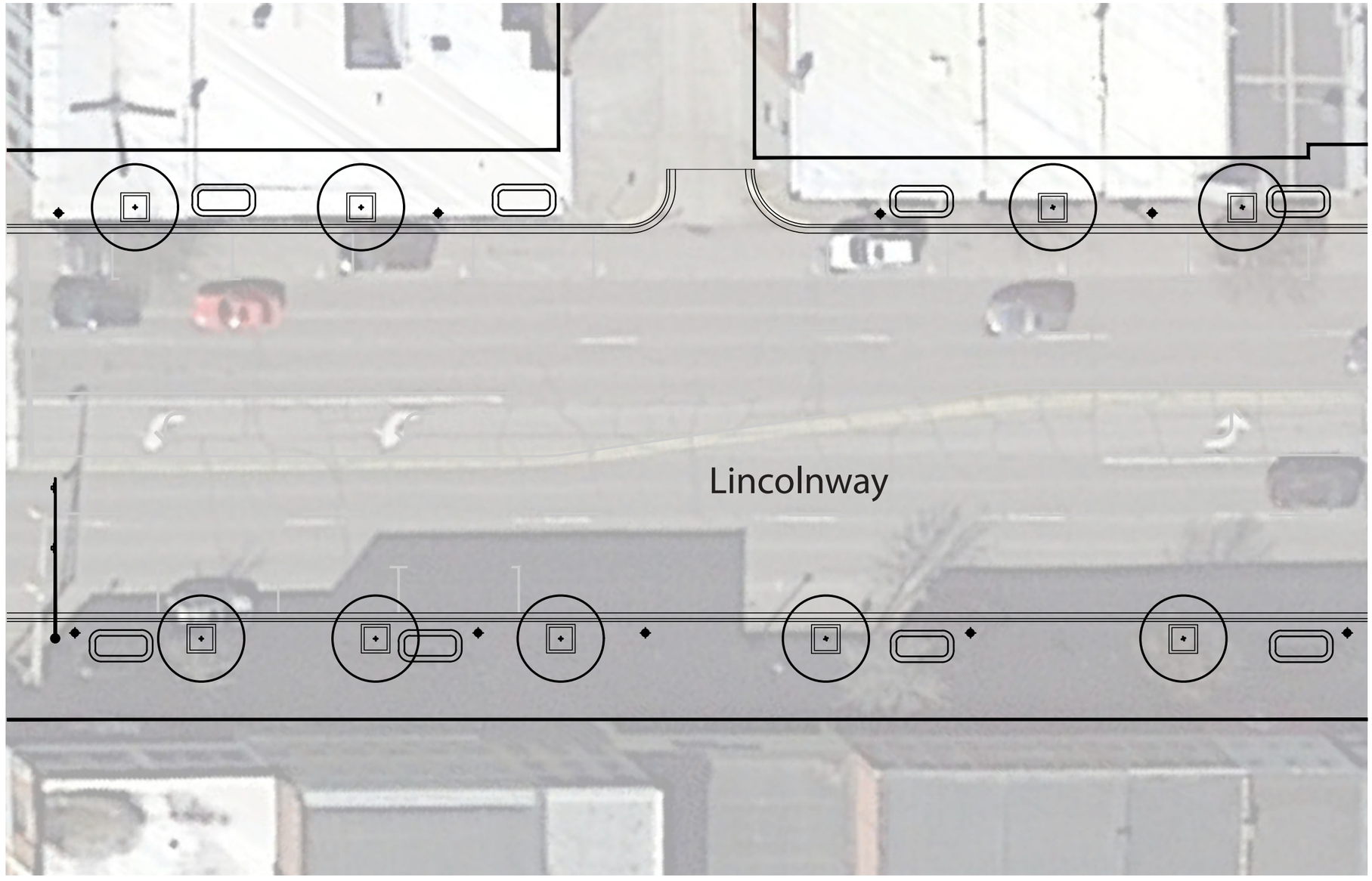
Section A



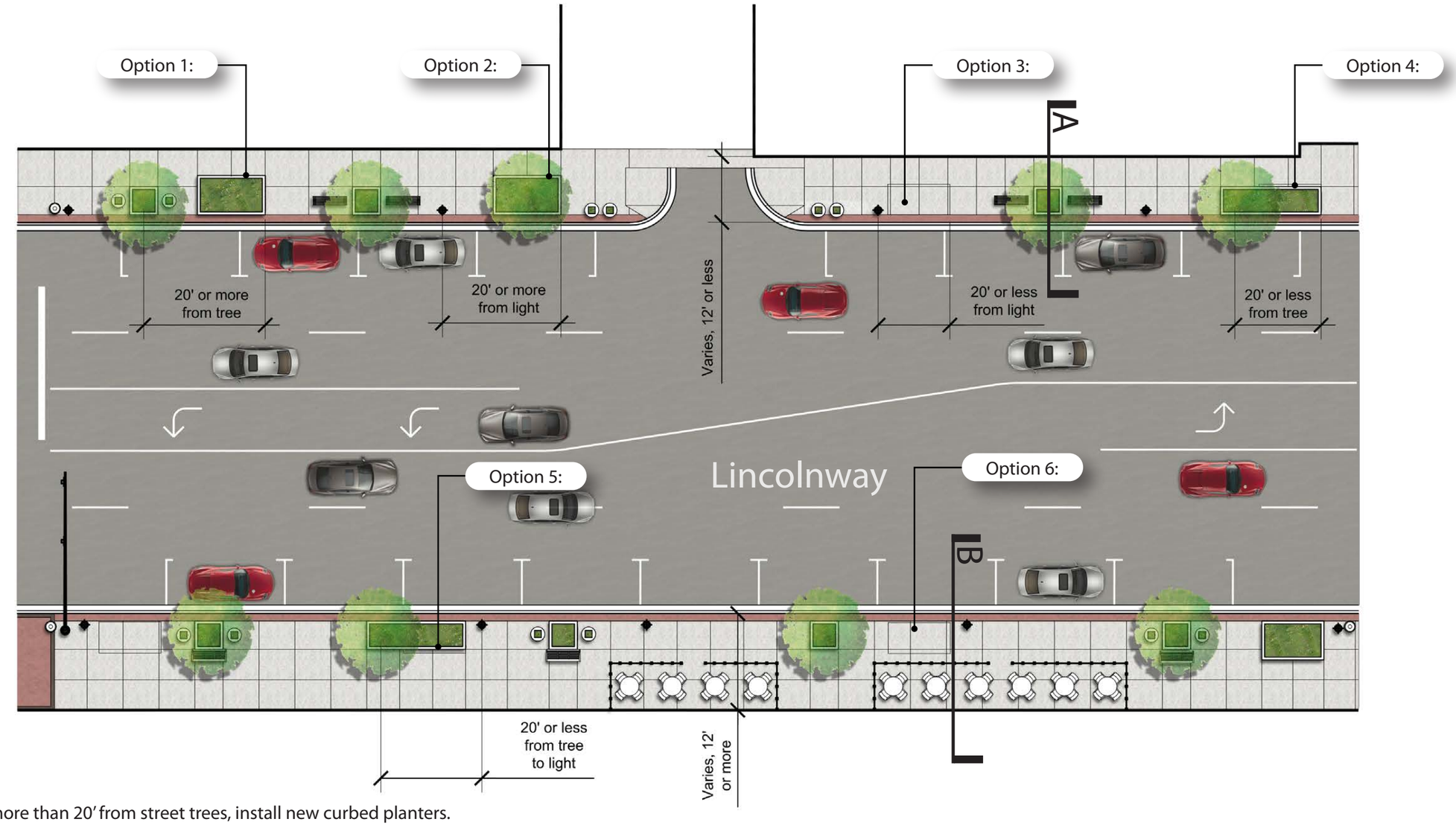
Section B

Proposed Prototype - Midblock A - Typical Sections

Existing Conditions - Midblock A



Existing Conditions - Midblock B



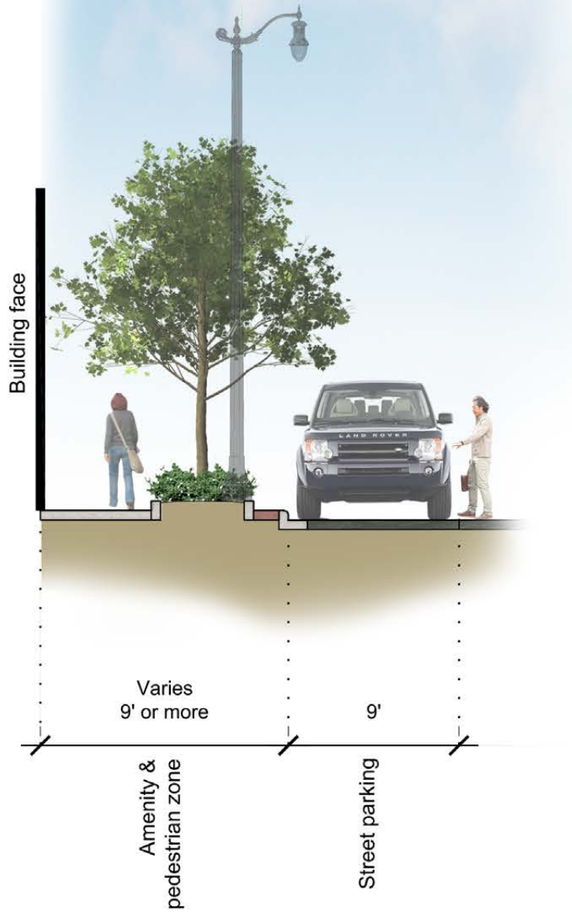
Option 1: In spaces more than 20' from street trees, install new curbed planters.
Option 2: In spaces more than 20' from street trees, install new curbed planters with shade trees.
Option 3: In spaces less than 20' from lights, remove existing planters, and repair concrete as needed.
Option 4: In spaces less than 20' from street trees, remove tree grate, install new curbed planters around existing street tree, and repair concrete as needed around new planter.
Option 5: In spaces less than 20' from lights, remove tree grate, install new curbed planters around existing street tree, and repair concrete as needed around new planter.
Option 6: In spaces where outdoor seating is specified, remove existing planters, and repair concrete as needed.

Proposed Prototype - Midblock B

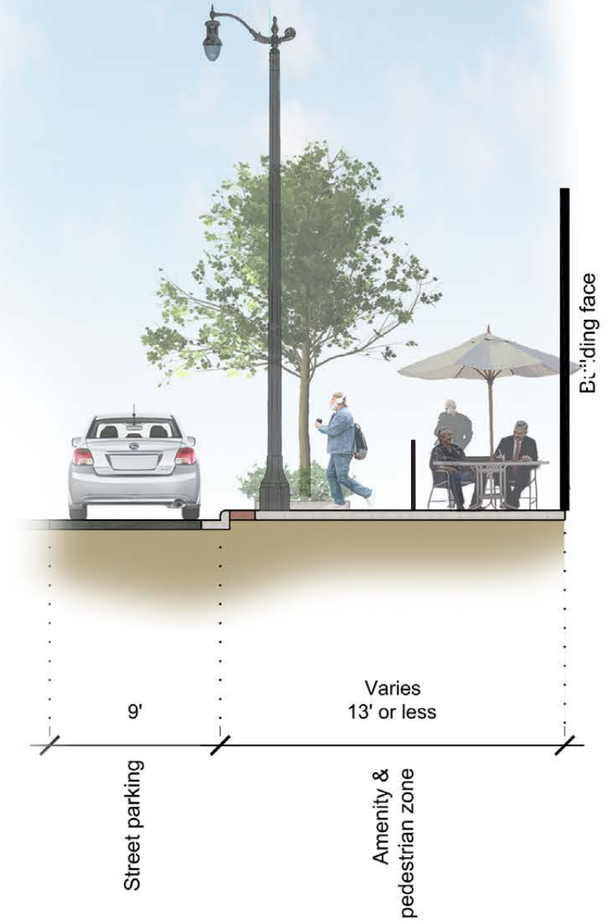
B

Refer to map on page 19

Applicable Streets: Lincolnway, Monroe Street, and State Street

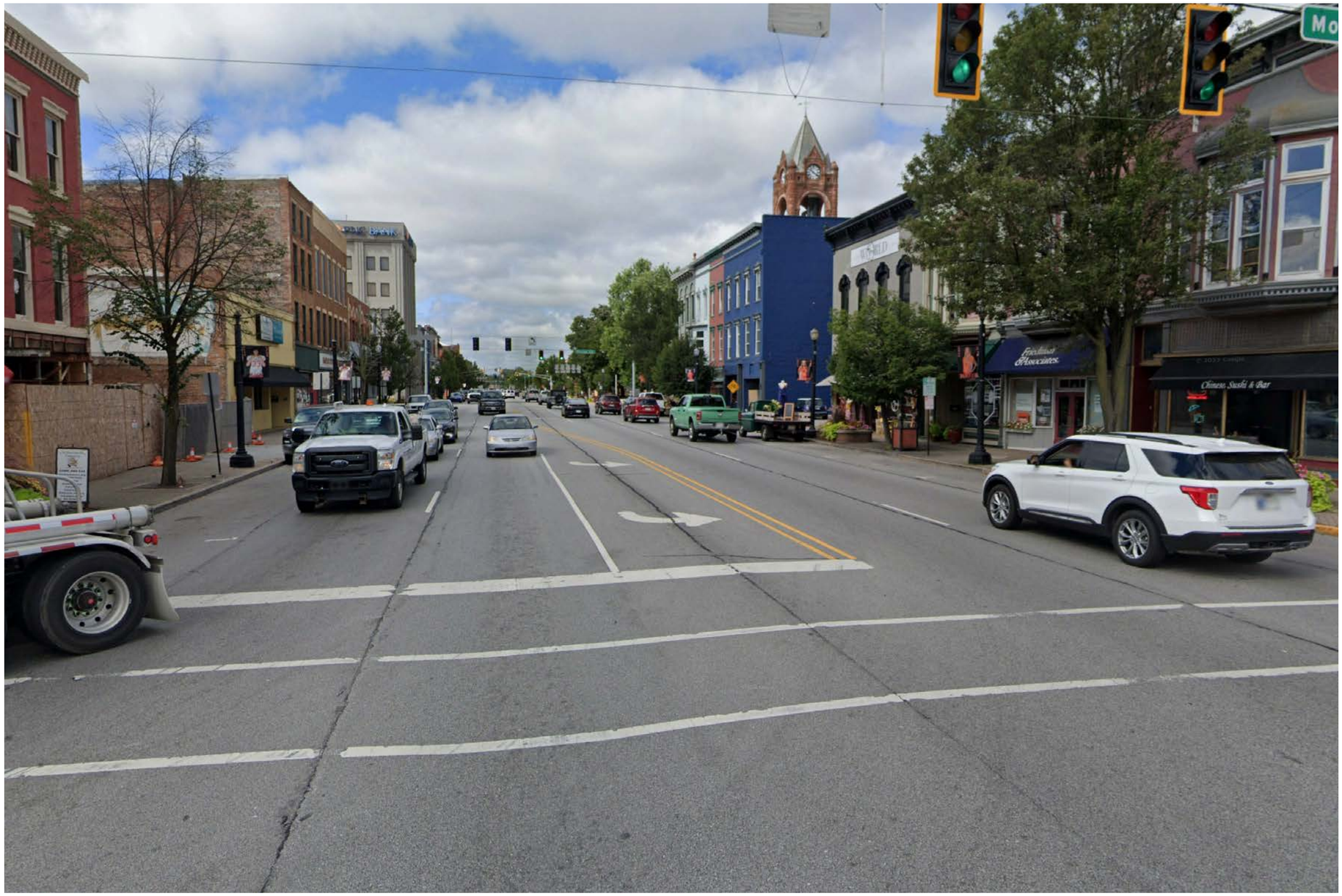


Section A

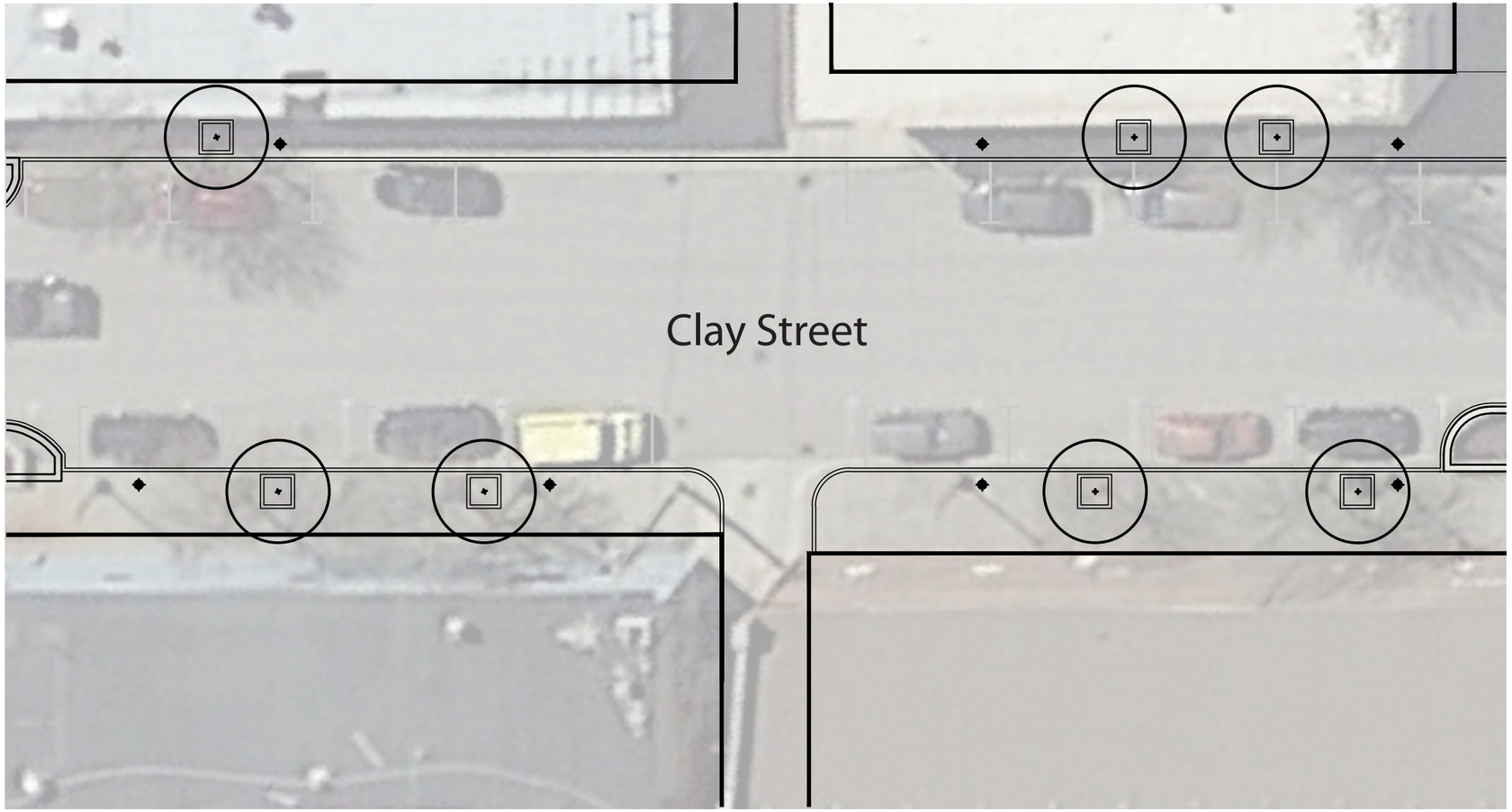


Section B

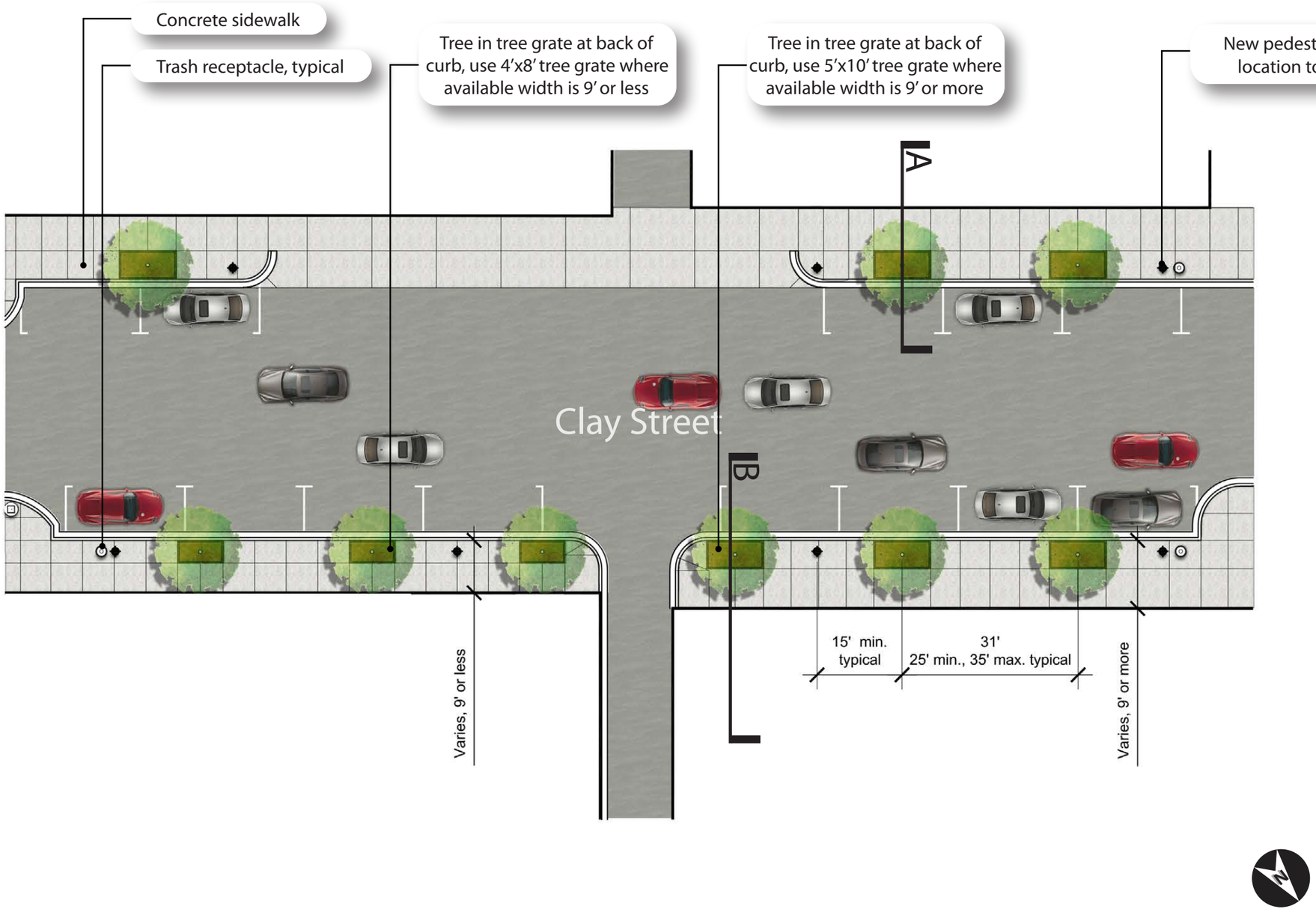
Proposed Prototype - Midblock B - Typical Sections



Existing Conditions - Midblock B



Existing Conditions - Midblock C

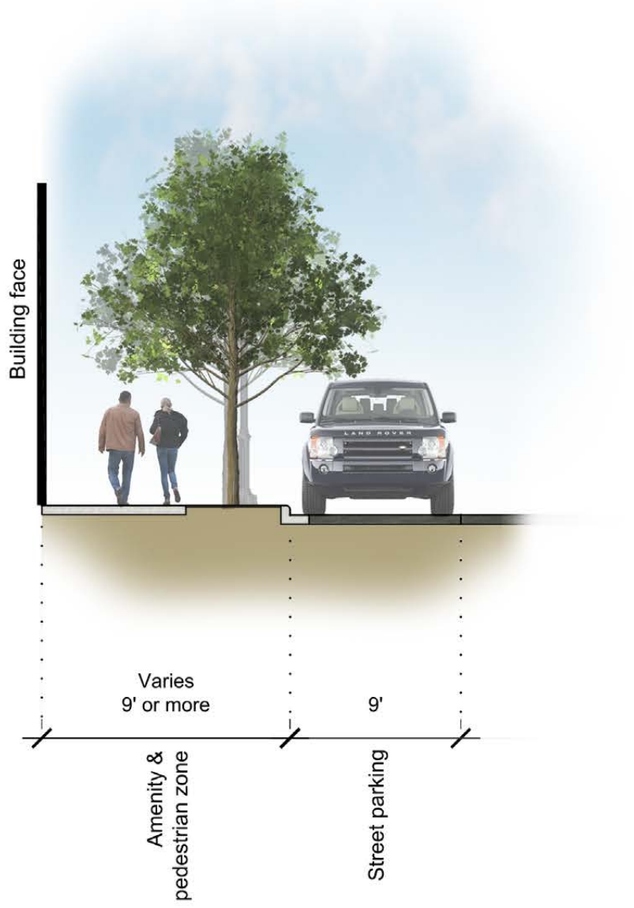


Proposed Prototype - Midblock C

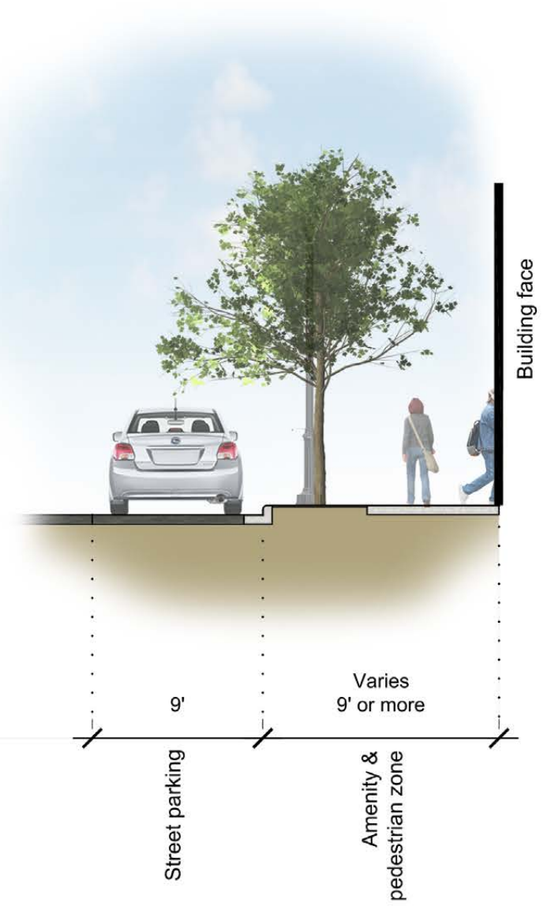
C

Refer to map on page 19

Applicable Streets: Jackson Street, Clay Street, Madison Street, and Chicago Street



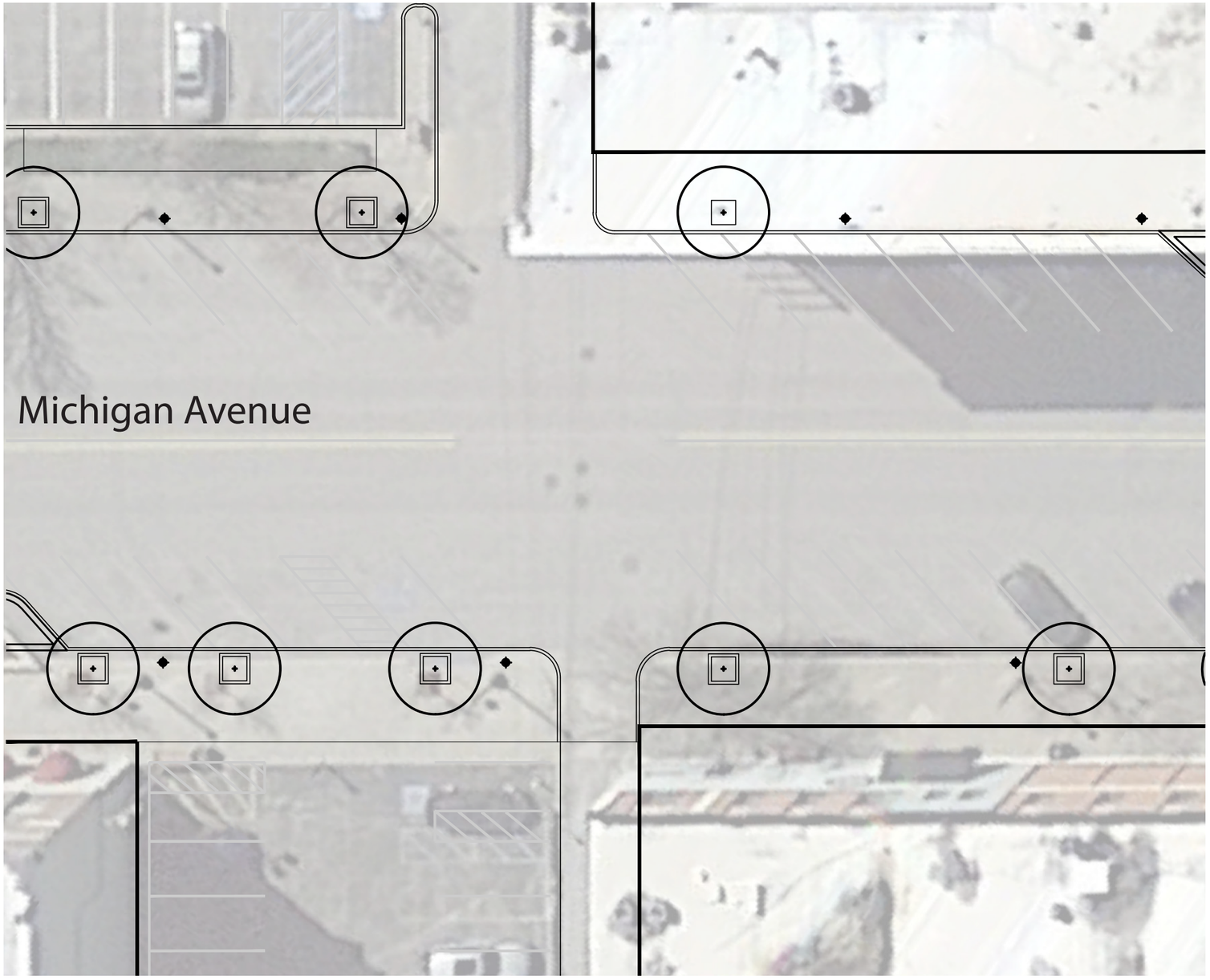
Section A



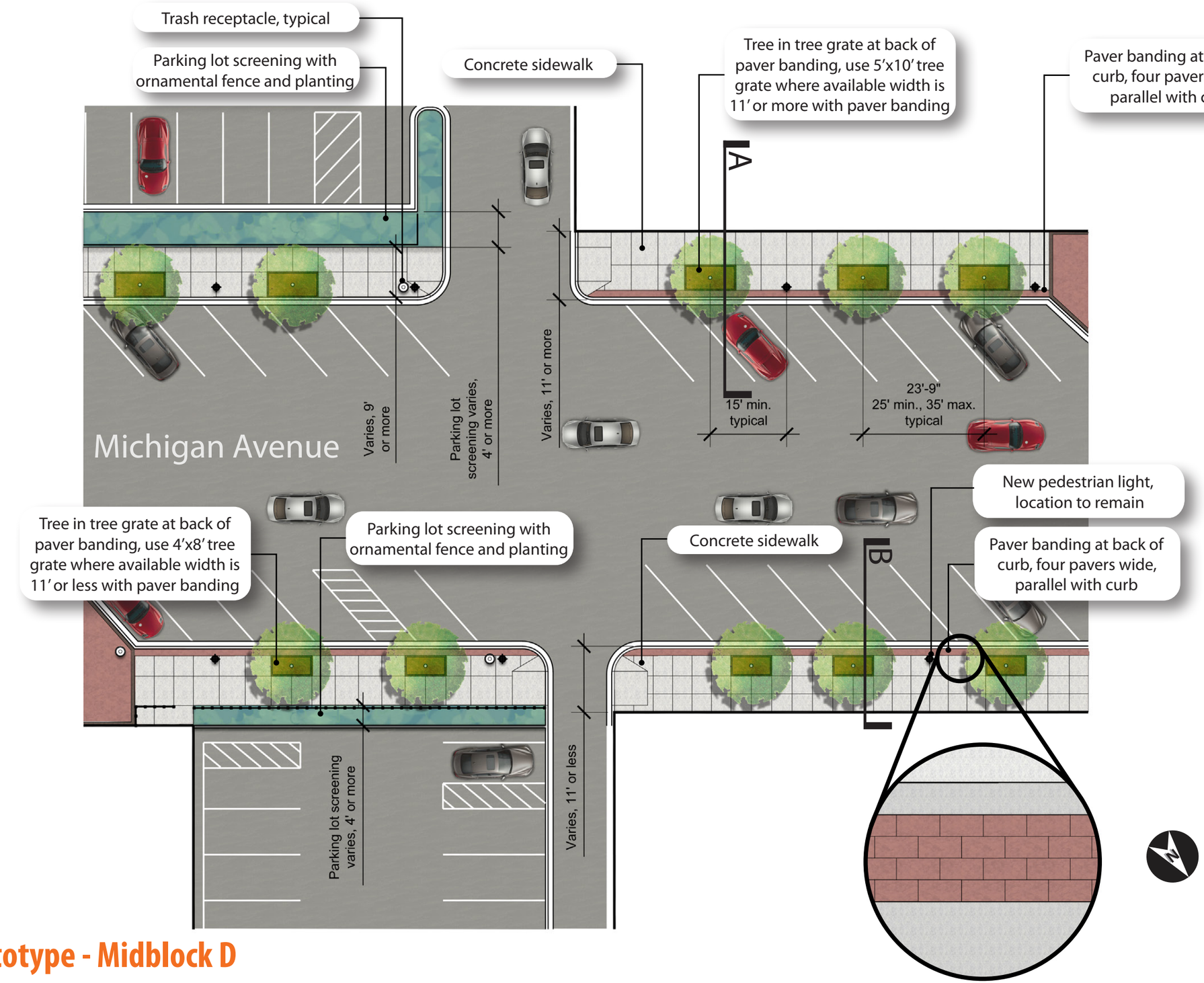
Section B

Proposed Prototype - Midblock C - Typical Sections

Existing Conditions - Midblock C



Existing Conditions - Midblock D

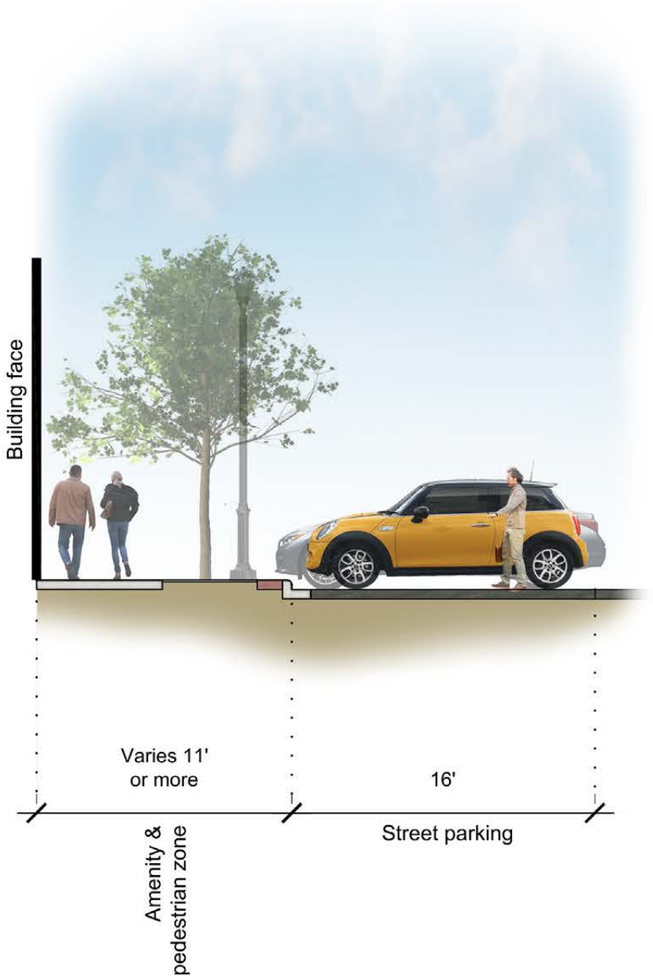


Proposed Prototype - Midblock D

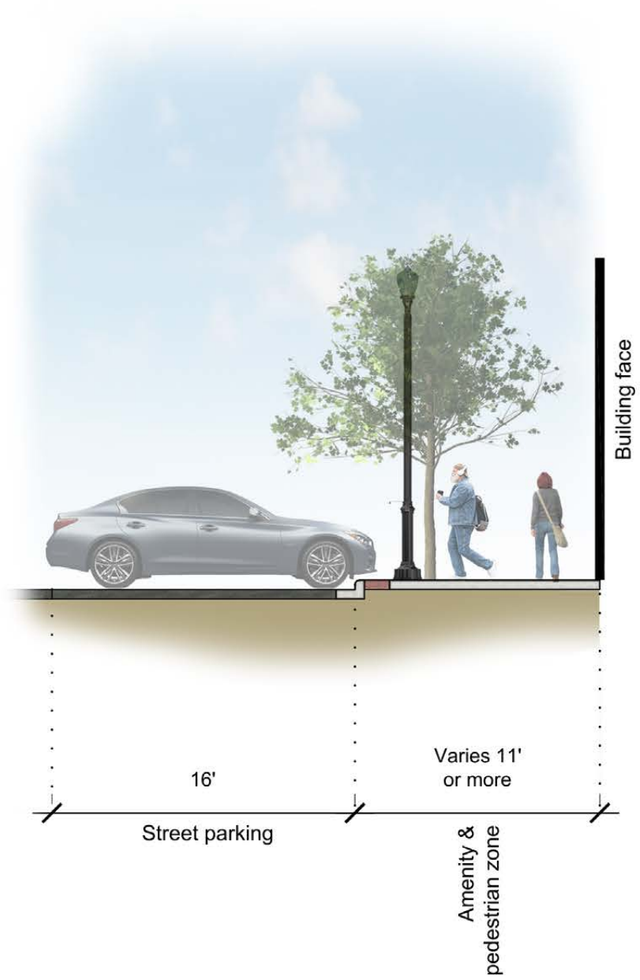
D

Refer to map on page 19

Applicable Streets: Monroe Street, Michigan Avenue, Indiana Avenue, Madison Street, and Jefferson Avenue



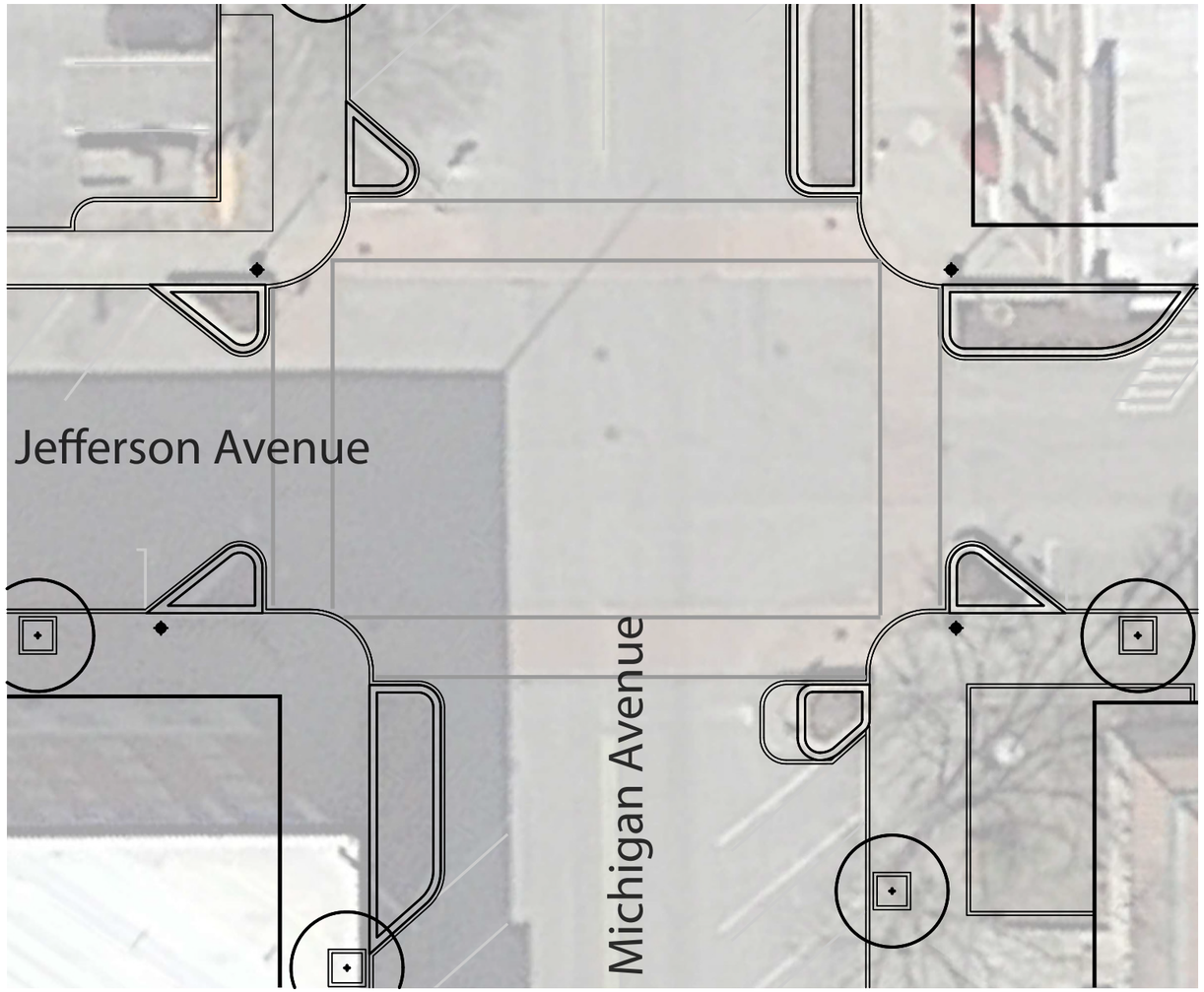
Section A



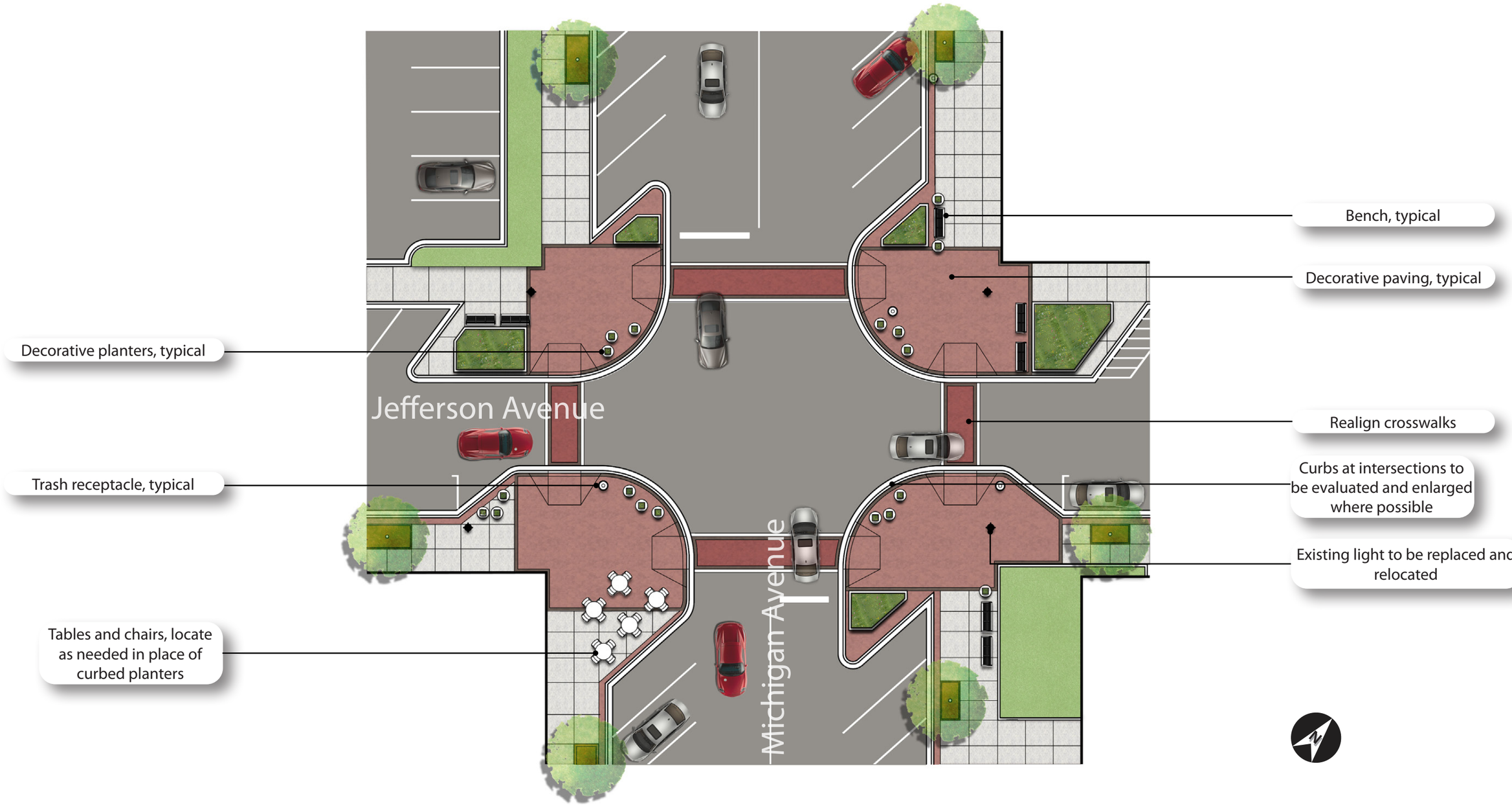
Section B

Proposed Prototype - Midblock D - Typical Sections

Existing Conditions - Midblock D



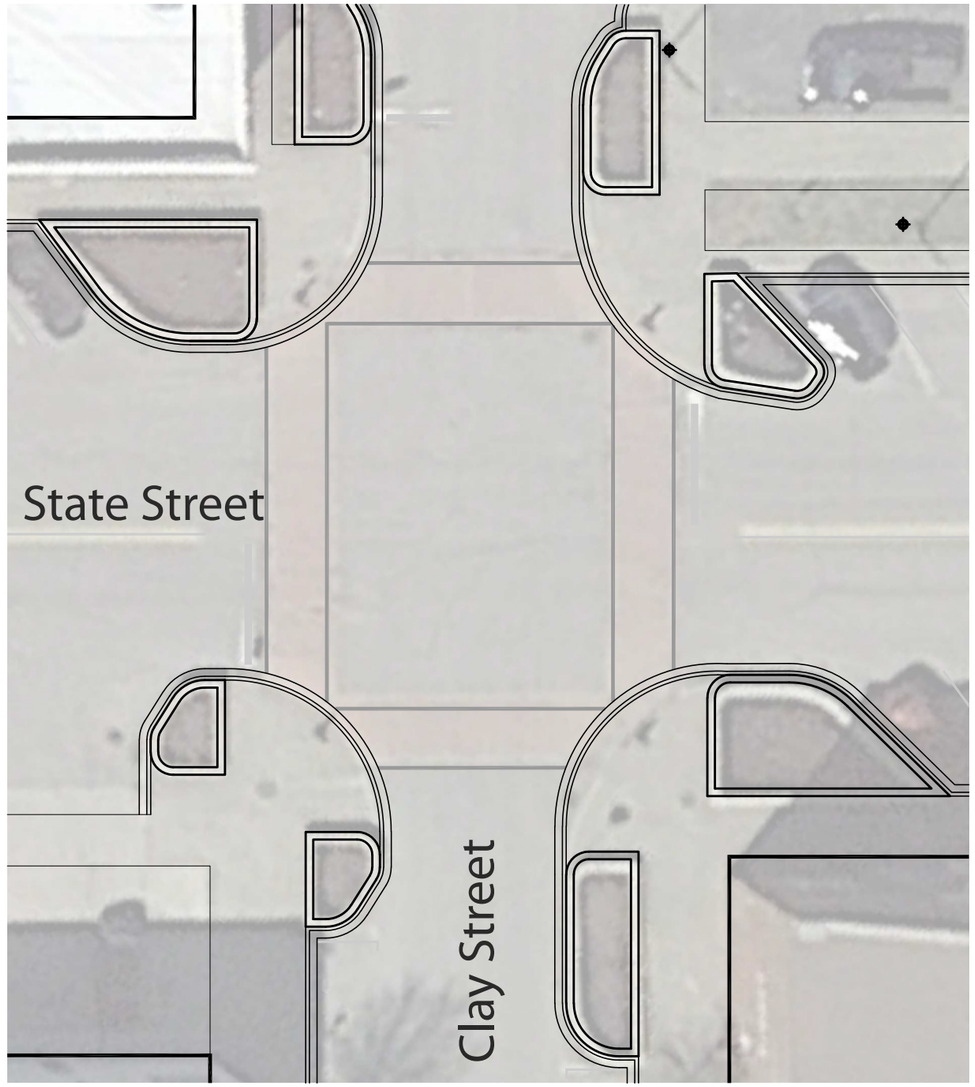
Existing Conditions - Intersection A



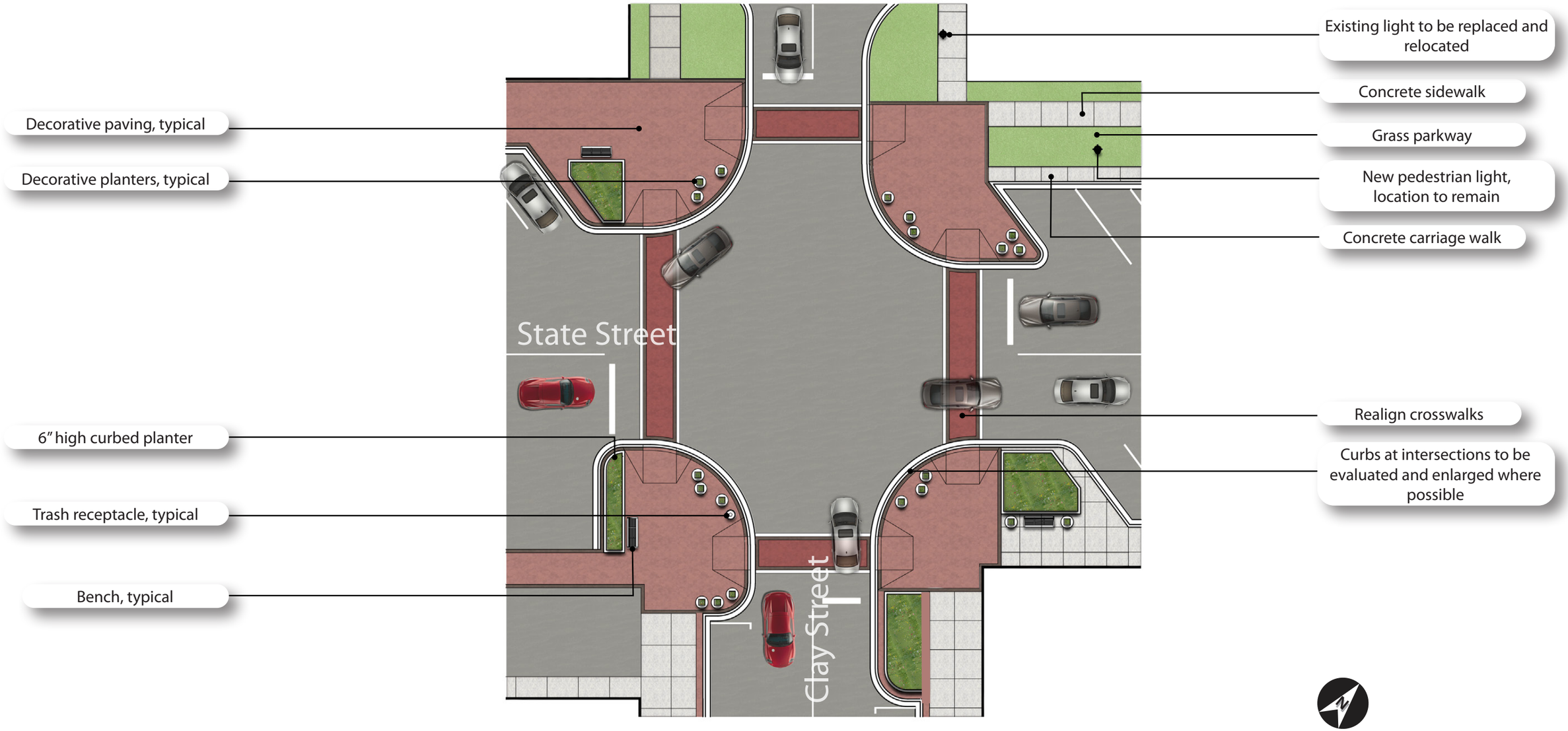
Proposed Prototype - Intersection A

A Refer to map on page 19

Applicable Streets: Jefferson Aveue / Michigan Avenue, State Street / Monroe Street, State Street / Madison Street, Jefferson Street / Monroe Street, and Jefferson Street / Indiana Street



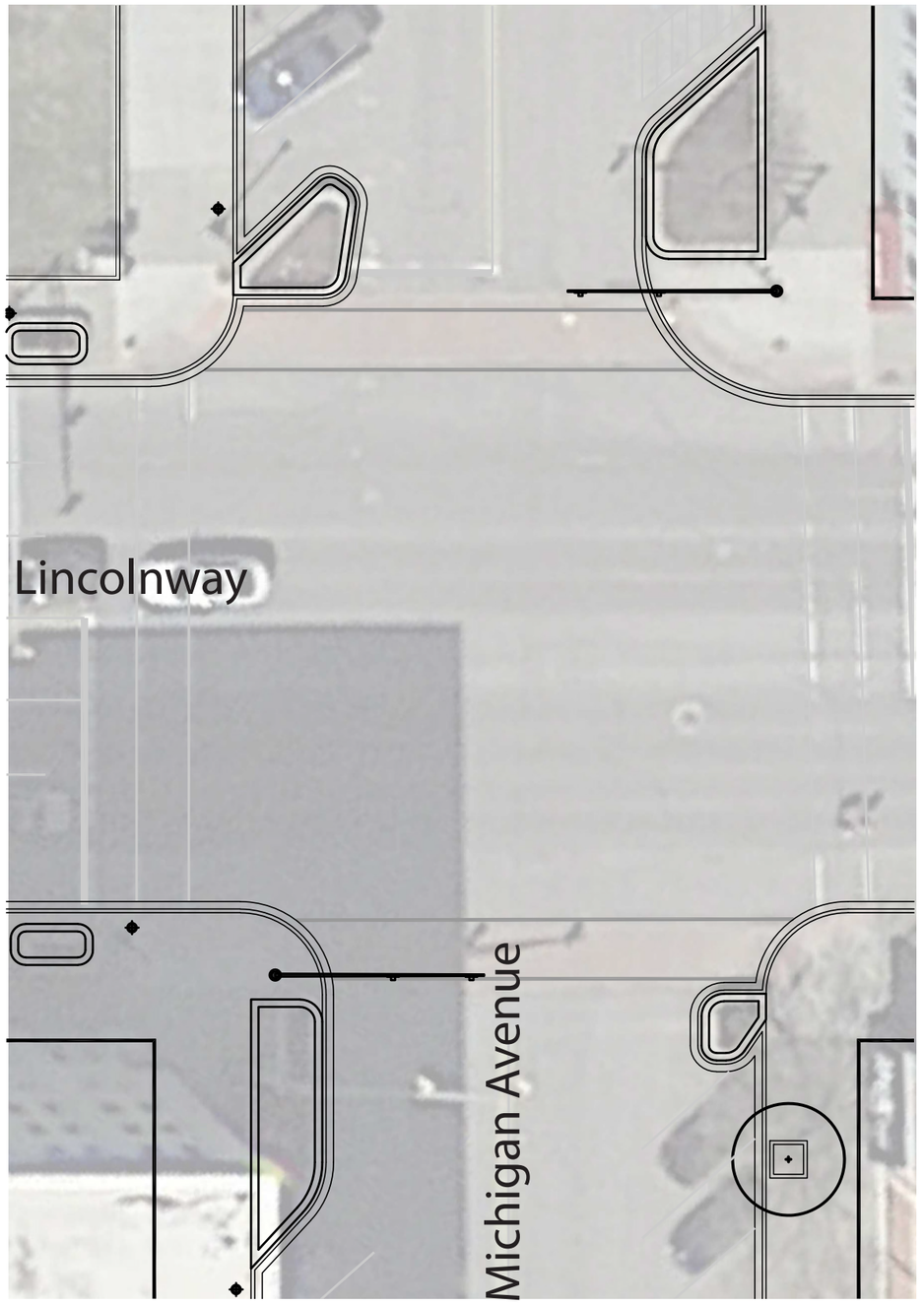
Existing Conditions - Intersection B



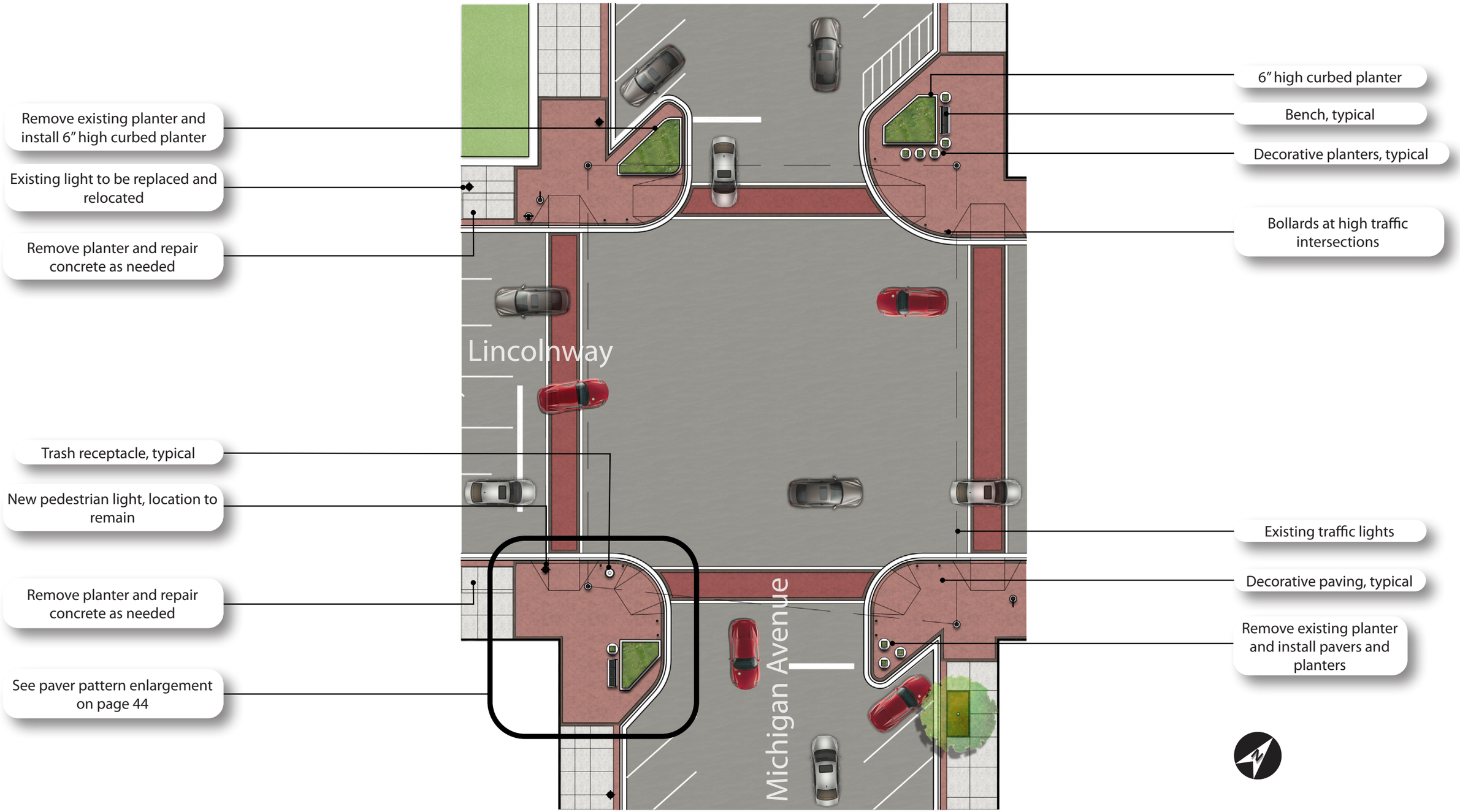
Proposed Prototype - Intersection B

Refer to map on page 19

Applicable Streets: State Street / Clay Street, State Street / Jackson Street, Jefferson Avenue / Clay Street, Jefferson Avenue / Madison Street, and Jefferson Aveue / Perry Street



Existing Conditions - Intersection C



Proposed Prototype - Intersection C

C **Refer to map on page 19**

Applicable Streets: Lincolnway