

KENOSHA INNOVATION NEIGHBORHOOD

DESIGN STANDARDS

SEPTEMBER 2022

SMITHGROUP

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I. INTRODUCTION

GENERAL PURPOSE AND OBJECTIVES:

The following design standards were prepared to support the proposed and expected development of the Kenosha Innovation Neighborhood (KIN) as described in the 2022 KIN Master Plan. The KIN master plan was developed over a 12-month+ period of community engagement from residents, business owners, institutions, and community leaders. The master plan is a vision for how development is intended within the neighborhood. The following accompanying design guidelines outline the expected aesthetic outcomes for the neighborhood.

Four goals, identified early in the plan development through the community input process, guided the recommendations shown in the master plan:

1. Create opportunities for Kenoshans to stay in Kenosha,
2. Provide a place inclusive of all individuals, the surrounding neighborhoods and the broader community,
3. Create a unique, regional destination that offers a competitive experience to other urban markets,
4. Support the recovery and development of sustainable and resilient surrounding neighborhoods.

These goals also served as guides in the preparation of the KIN design standards. The standards attempt to balance honoring the regional character of Kenosha while ensuring KIN has a distinguishable identity. If executed properly the final outcome of KIN will be an integrated neighborhood, that ‘fits’ the surrounding context.

DESIGN GUIDELINE OVERVIEW

The design standards encourage developers, property owners, tenants, and city officials to work together to ensure the final outcome meets the outcomes outlined below. It is expected the design guidelines will be used by the KIN Board to review prospective development outcomes and make recommendations to the city's plan commission and common council

The following standards recommend design outcomes demonstrated to promote targeted investment, high-quality design, and streamlined development reviews. While the style preferences may vary, there are fundamentals of design that contribute to the creation of good architecture, streets, public open spaces, and a sense of place.

HOW TO USE THESE DESIGN STANDARDS

The standards work with the zoning code, in the city's zoning ordinances. The standards describe development outcomes and promote creativity. By encouraging visionary thinking and collaborative action, following proven design principles, and prioritizing deliberate site improvements, these standards provide a foundation for design innovation. The following standards should be used as:

- A framework for context-sensitive and sustainable designs.
- Stimulus for design imagination, innovation, and diversity.
- An integration tool for the coordination of public and private development proposals (including transportation and public infrastructure).
- A litmus test for the design ideas and concepts developed for the neighborhood.

GUIDING PRINCIPLES

- Promote an authentic, vibrant community
- Encourage a walkable, engaging street corridor
- Honor local design traditions
- Ensure quality building materials endure over time
- Improve and reinforce quality building design, upkeep, and renovation
- Connect buildings to public space
- Develop an authentic and unique building aesthetic at a variety of scales and styles, showcasing and promoting architectural diversity.
- Promote design in the context of the community and leverage specific opportunities at each site
- Provide attractive connections to surrounding neighborhoods
- Promote the design of resource-conscious projects that strive for innovative design in energy use, water management and use, air quality, and waste management

II. BUILDING DESIGN

BUILDING TYPES

The fundamental element of any neighborhood design guideline is the relationship of buildings to street. Building mass, site access, parking, and the design and treatment of pedestrian spaces influence this relationship. The Kenosha Innovation Neighborhood promotes flexibility in development uses within the site. However, building function often dictates design. To ensure new construction is coherent and compatible across the development and aligns with the goals of the neighborhood, the most common building typologies for new construction are described on the following pages.



1) MIXED-USE INNOVATION & OFFICE

Innovation is at the heart of the KIN, the majority of buildings are expected to be of this building type. Architectural innovation is encouraged. Architectural designs are encouraged to embrace Kenosha's history as a city of makers and innovators, as well as its future as a cutting-edge, innovation district by adopting and incorporating materials, pattern, and positioning that embrace new technologies, best management practices, and sustainable resilience.



2) STOREFRONT

A variation on the mixed-use innovation building type, Storefronts are intended for the retail center of KIN. Storefronts have active first floor uses with prominent entries, large windows, and welcoming frontages. The first floor facades of these buildings are an extension of the public realm.



3) RESIDENTIAL

Rowhouse-style units are typically 2-3 story buildings with each unit having direct access to the street and a rear garage provided at ground level. These units are intended for transition areas adjacent to KIN and existing residential neighborhoods.

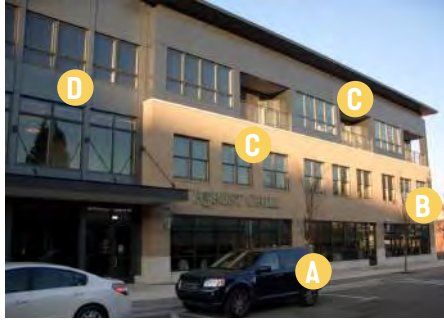


4) PARKING STRUCTURE

Parking structures should be designed to be visually compatible with the surrounding character and development to reduce their visual impact from the public realm.

FRONTAGE + FACADE COMPOSITION

The facade is the portion of the building facing the street. **Facade Composition** describes how the face of the building is organized. A desirable facade creates a comfortable and enticing street frontage. Well-designed facades include a strong hierarchy or organization of the building elements to shape a pleasing composition that emphasizes the walkable ground floor.



Elements of Facade Composition:

- A** Defined base
- B** Grid-like organization
- C** Defined middle and top
- D** Consistent scaling of windows and patterns compatible with neighboring buildings

STRATEGIES

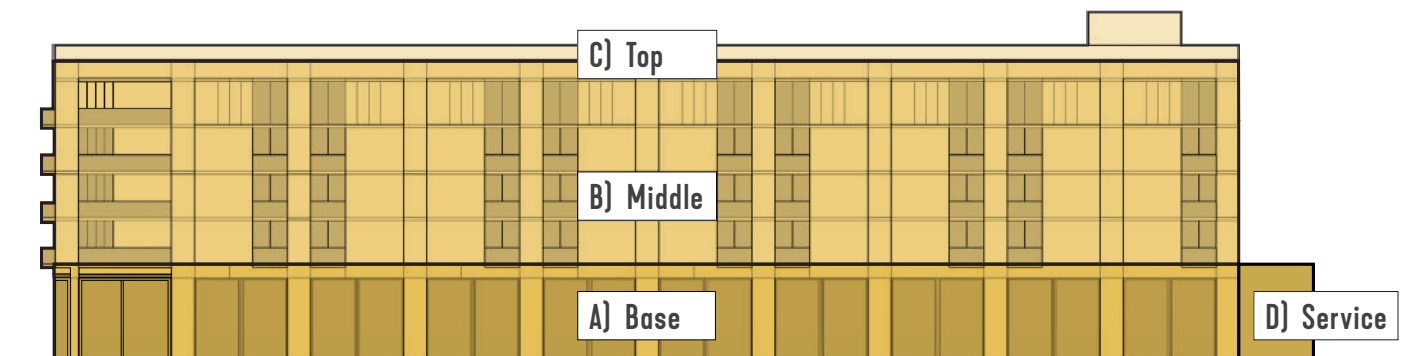
- Orient building active uses and entrances to the street, strengthening the street wall and ensuring a district character of active, pedestrian-oriented streets.
- Highlight main entrances and make open and inviting.
- For groundlevel residential units, consider streetside porches, avoid patios.
- Break up building massing with elements such as recesses, projecting eaves, and landscaping.

THINGS TO AVOID

- Splitting the building into two even portions (base and top with no middle). This makes a building feel short, disproportionate and unwelcoming
- Long expanses of one material type, either vertically or horizontally
- Using too many different materials



The following section illustrates guideline facades arranged by A) base, B) middle, and C) top levels, as well as D) service areas.



A) DESIGN THE BASE: GROUND FLOOR DESIGN

The ground floor should create a pedestrian-friendly and welcoming atmosphere through transparency, materials, and scale. Ground floor storefronts should be composed of a mix of glass and traditional high quality building materials. The ground floor design includes the street face of the building from the sidewalk to the level of the second floor. This includes storefronts and entrances, entrances to upper levels, awnings and canopies. Ground floor design considers materials, proportions, and placement of building elements.

TIPS TO FOLLOW

1. Promote vertically proportioned windows in which the sills are not higher than 3-feet from the ground
2. Provide a high percentage of transparent glass on the ground floor to engage pedestrians along the sidewalk and provide window displays.
3. Use spandrel glass, shadow box, or window film only above the datum of the door height to conceal ceilings.
4. Clearly define the main entrance with a change in material or color, trim, canopy or awning, or a recessed entry.
5. Select materials that will withstand the elements and interaction over time.
6. Use a complimentary material for the building base to differentiate from the upper floors.
7. Pay special attention to corners where the building fronts two streets.
8. Use contrasting materials to accent storefront bays, windows, and doors
9. Introduce accents and details

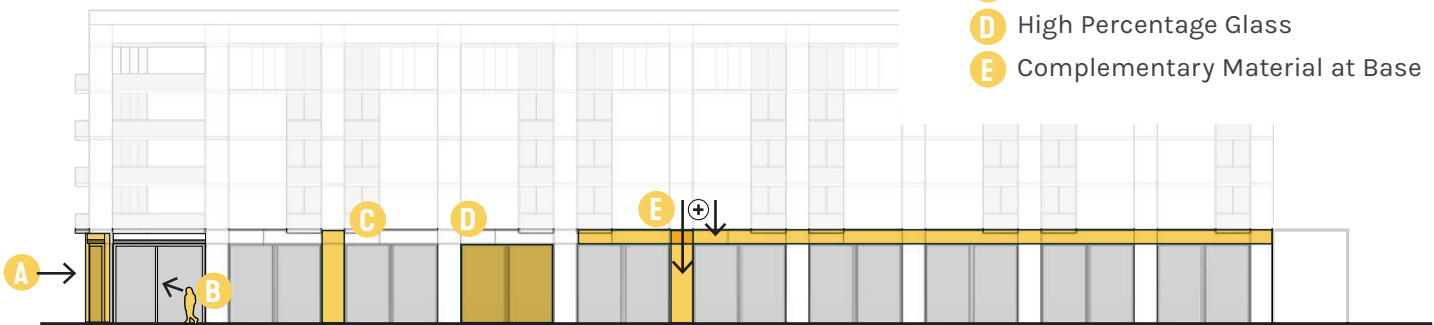
THINGS TO AVOID

- Do not try to screen interior seating by creating a higher sill. This creates awkward proportions and is unwelcoming to passers-by
- Avoid long blank walls without openings or architectural features
- Do not block vision into the ground floor with posters or display cases.



DESIGN STRATEGIES

- A** Clearly Defined Entries
- B** Visibility Into the Ground Floor
- C** Provide Accents and Details
- D** High Percentage Glass
- E** Complementary Material at Base

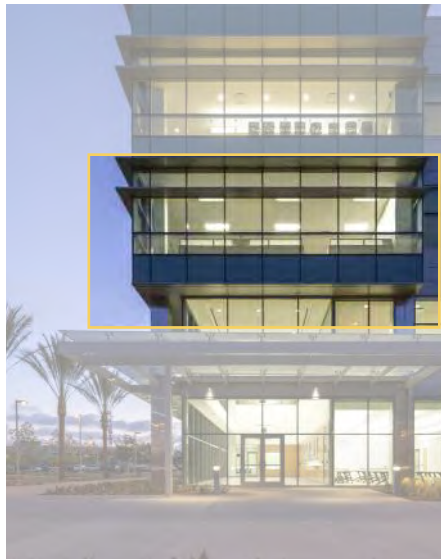


B) DESIGN THE MIDDLE: UPPER FLOOR DESIGN

The upper floors of a building should have a consistency and regularity that contribute to a harmonic streetscape. The upper floors should be harmonious with the overall building.

TIPS TO FOLLOW

1. Size and place windows consistently.
2. Use the same color mullions and framing on windows in the upper floors as in the ground floor.
3. Maintain a continuous rhythm of windows in bays, aligned with the building base.
4. Orient windows vertically.
5. Provide at least 30% windows on the upper story facade (50% preferred). Group windows together to create larger contiguous openings.
6. Double hung or picture windows are preferred to casement.
7. Space windows across the facade evenly or symmetrically.
8. Stick to a few different groupings of window sizes/types used strategically along the facade.
9. Break up long facade expanses by applying a different architectural treatment at the ends or the center of the building.
10. Group elements such as balconies to emphasize facade composition.
11. Use contrasting materials as window head or sill, and architectural details.
12. Materials should be compatible in appearance from ground floor to cornice.
13. Balconies should allow for occupiable outdoor space, no balconettes.

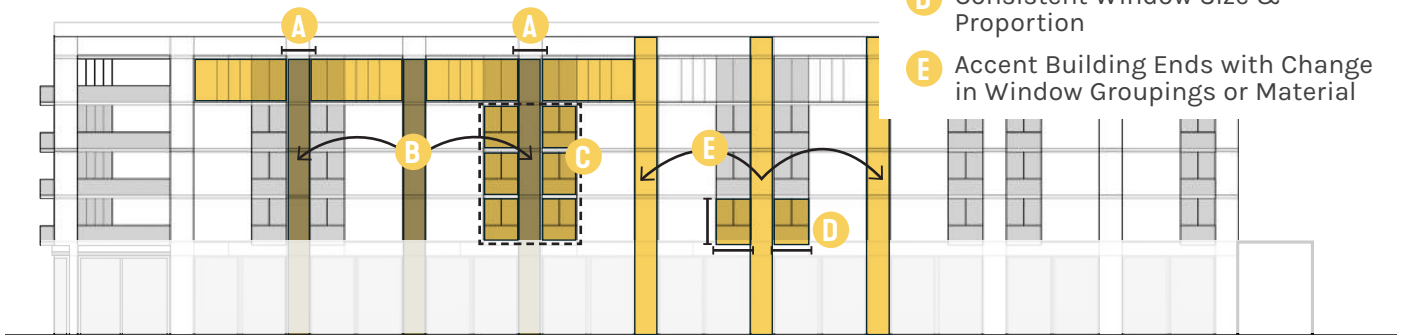


THINGS TO AVOID

- Avoid continuous ribbon windows
- Do not change the configuration, shape, or proportion of openings in existing facades
- Do not use heavily tinted, highly reflective, or otherwise incompatible glass finishes
- Limit the different size windows on a single facade

DESIGN STRATEGIES

- A** Evenly Spaced Windows
- B** Material Consistent Across Facade
- C** Group Windows
- D** Consistent Window Size & Proportion
- E** Accent Building Ends with Change in Window Groupings or Material



C) DESIGN THE TOP: CORNICES, PARAPETS, PENTHOUSE UTILITIES, + OCCUPIED ROOFS

Depending on a building's architectural style, a cornice or parapet may help cap the structure. These features are less common in more modern forms of architecture. The cornice is a horizontal architectural element that creates an intentional cap to a building as a decorative feature. The parapet is a short wall that extends above the roof of the building. A cornice may cover the entire parapet, overlap its top or base, or encompass the entire top occupied floor of a building. Together, the cornice and parapet are the final factors defining building scale and proportion. As the building element most visible from a distance, the cornice sets the tone for a building.

TIPS TO FOLLOW

1. Consider a cornice to capture vertical bays and architectural detail.
2. Maintain a consistent cornice across the length of the building.
3. The cornice should be proportional to the overall building massing, relative to the scale of other openings and compositional elements, like the base.
4. Repeat similar elements from the base definition such as dentils, a frieze, or the same accent material.
5. Use an accent material for the entire building top, or as a distinctive band.
6. Materials should be compatible in appearance from ground floor to cornice.
7. Consider greenroofs, gardens, or accessible roof space with appropriate safety fencing or protection that matches the facade of the building.
8. Screen penthouse utilities with fencing, walls, or facade material that minimizes the visual presence of these spaces and is consistent with the overall design of the lower portions of the structure.

SMALL BUILDINGS

9. Continue the primary building material through the top and use a band of accent material to make a distinct cornice.

LARGE BUILDINGS

10. Include the entire top occupied floor in the building top; use a change in materials to emphasize a change in

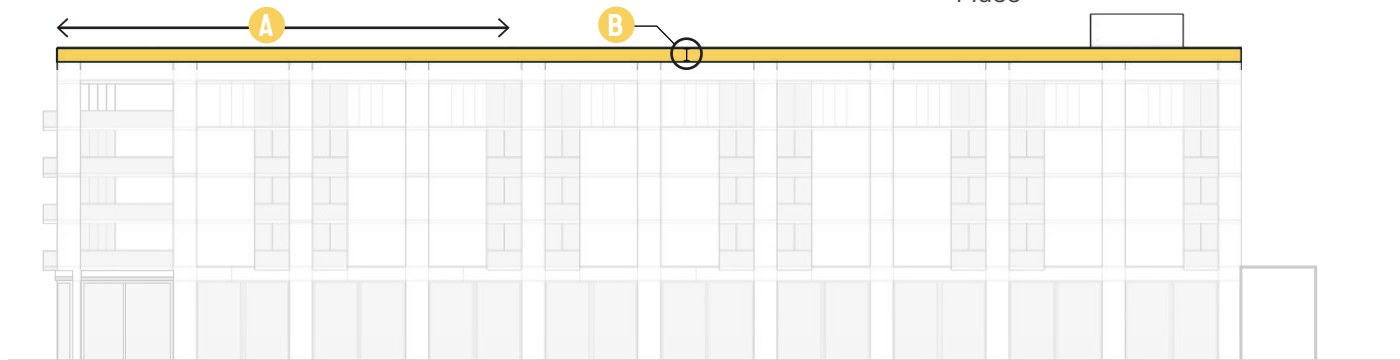


THINGS TO AVOID

- Any change in parapet height should accompany a change in plan or accent the main entry
- Functional sheet metal flashing is not an acceptable substitute for a cornice

DESIGN STRATEGIES

- A** Maintain Cornice with Consistent Materiality Across Building Facade
- B** Cornice Proportional to Building Mass



D) DESIGN SERVICES + UTILITIES AREAS

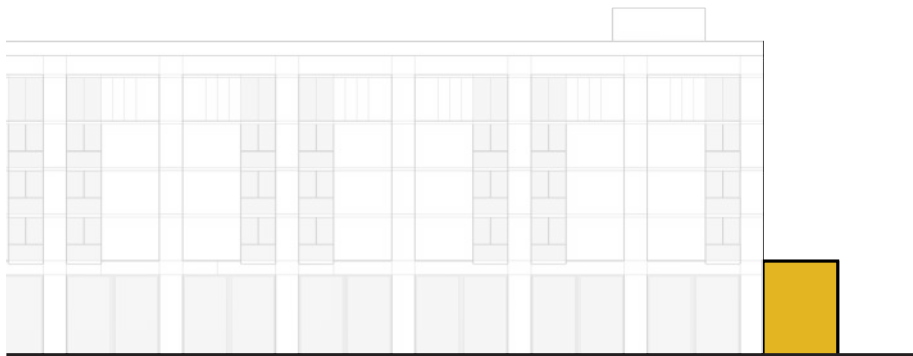
Service and utility areas are required for all buildings. Permanent, on-site, or on-structure utility services and equipment should be screened from the view with materials or structures that are consistent with the design of the overall building.

TIPS TO FOLLOW

1. Service Areas, Utilities & Mechanical Equipment.
 - Enclose and screen any service area, utilities, or mechanical service equipment that are accessory to the building.
 - Provide fully shielded, downward-directed lighting for service areas.
 - Consider integrating a service area, utility or mechanical equipment into the rear design of a building.
 - Screen rooftop equipment from public view
 - Locate storage areas within the building floor plan and meet the side and rear setback standards for a principal structure
2. Neighborhood Transitions:
 - Design a project to be compatible with the surrounding neighborhoods.
 - Avoid orienting the rear of the building or rear blank walls towards an adjacent residential neighborhood or street.
 - Minimize impacts of commercial development, such as noises and odor, by providing a buffer adjacent to residential areas.
 - Provide proper dumpster enclosures and ensure trash is not left outside the dumpster.
 - Avoid outdoor storage
3. Create connectivity between land uses, providing pedestrian, bike and vehicular connections to adjacent residential neighborhoods.

THINGS TO AVOID

- Locating service areas at the front of the building, visible from the public right-of-way
- Avoid locating service areas where visually accessible from public open space areas
- Placing porous pavement in areas where no overflow connections exists or where there is a potential for soil contamination
- Obstructing walkways with temporary display of merchandise



RESIDENTIAL UNITS

Mixed use residential or large multi-family residential buildings should adhere to the guidelines for large buildings outlined above. The following outlines recommendations for attached single family row houses or small multi-family structures (less than 3 stories, and 8 units or less).

TIPS TO FOLLOW

1. Borrow architectural forms and materials from the adjacent neighborhoods.
2. For attached single-family units consider peaked roofs.
3. Ground-level residential units should include a porch (not a patio) that faces the street. A porch should be large enough to accommodate 3-5 adults and should be partially covered and should sit 2-4' above the grade of the adjacent street.
4. Structures with separate units on upper floors that face roads shall provide balconies that can be used by 2-3 adults.
5. Consider the use of steps to raise a residential entry 1-3' above the adjacent sidewalk grade.
6. Smaller residential units should include basements with windows or light wells to provide natural light.
7. Windows should be able to open.
8. Generally follow the guidance developed for traditional new urbanism single-family attached and small multi-family residential units.
9. Parking, including attached or detached garages and/or surface parking should be located at the rear of the structure and accessed by alley.

10. Use material and color changes to highlight the base of small residential units and architectural features such as entrances, gables, cornices, and friezes.
11. Use doors that have 'pop' because of color, material, or architectural significance at the main entry to building.

THINGS TO AVOID

- 'Snout-house' garages and residential parking lots at the front of a building..
- Undersized porches or balconies or porchette/ balconettes
- Fixed glass or fixed pane windows in primary living areas (excluding bathrooms)..
- Vinyl, asphalt or compressed paper siding.
- Vinyl windows.

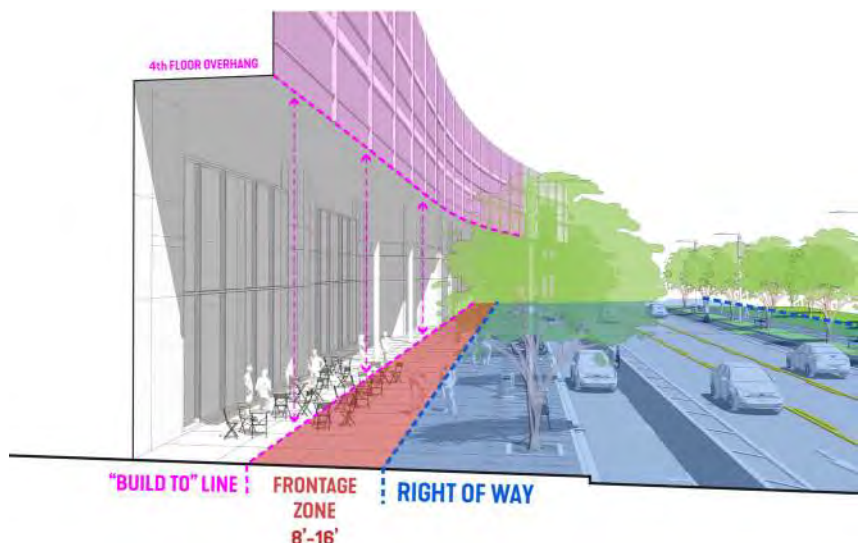
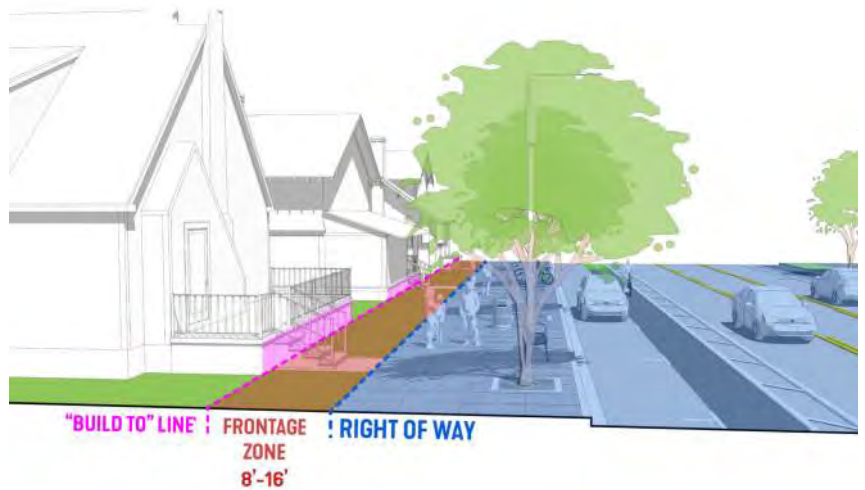


AT THE STREET

How and where buildings meet the streetscape is as important as the look and character of a building. The KIN Neighborhood favors buildings that approach the ROW as a 'build-to' condition rather than a 'set-back'.

TIPS TO FOLLOW

1. Generally, building faces should be constructed as close to the road ROW line as possible.
2. An offset of 8 to 16' from the road ROW may be acceptable for foundation landscaping or ornamental stormwater control.
3. Where buildings must be set back further than 8 to 16' because of easements or other utility or access restrictions, the building should be constructed as close to the road ROW as possible.
4. The faces of first floor commercial or retail uses may be inset deeper than the 8 to 16' to accommodate outdoor business or dining space. Where this occurs, upper floors should extend to within 8 to 16' of the road ROW.
5. Setbacks from the road ROW, for whatever reason, should be developed with foundation plantings, ornamental stormwater control, or as a Private Open Space, described later in this document.
6. Consider the use of steps to raise a residential entry 1-3' above the adjacent sidewalk grade.
7. Smaller residential units should include basements with windows or light wells to provide natural light.
8. Windows should be able to open.
9. Generally follow the guidance developed for traditional new urbanism single-family attached and small multi-family residential units.
10. Parking, including attached or detached garages and/or surface parking should be located at the rear of the structure and accessed by alley.



MATERIAL SELECTION

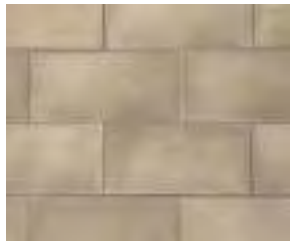
Exterior building material selection determines the durability and architectural language and compatibility of a building. Building materials reflect the quality of architecture designed to withstand time, and attract and inspire residents and visitors. Material selection also reflects the style of building and traditional methods of building that generate a unique sense of place to a downtown.

TIPS TO FOLLOW

1. Place materials that convey strength at the base of the building
2. Coordinate colors on the building wall, trim and moldings, cornice and parapet, signs, and primary entrance
3. Exterior building materials should be high-quality and durable to ensure integrity and longevity.
4. Use durable, high-quality building materials that have an appearance of permanence and substance, consistent with surrounding buildings. Brick, or stone is required, although other high-quality materials may be considered by the Planning Commission.
5. Use harmonious colors such as earth tones. Avoid bright tones except when used as accent tones

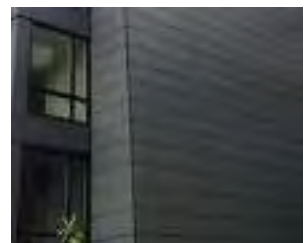
DESIRABLE BUILDING MATERIALS

1. Glass: transparent, translucent, fritted, lightly tinted
2. Metal: zinc, steel, aluminum, copper, painted
3. Masonry: brick, stone, cast stone, pre-finished concrete block, painted
4. Concrete: formed, panelized, scored, textured, painted
5. Tile: ceramic, terracotta
6. Wood: stained or painted (as accent material)
7. Cementitious or fiber cement: panels, siding, or rainscreens (discouraged at ground level)



PROHIBITED BUILDING MATERIALS

1. Concrete block
2. Split-face block
3. Vinyl or aluminum siding
4. Synthetic Stucco or Exterior Insulation Finishing Systems (EIFS)



AWNINGS AND CANOPIES

Awnings and canopies define the buildings' relationship with the street, signal business or structure entrances and provide shelter from the sun and rain for pedestrians and storefront window displays. They should generally align with adjacent transom windows.

TIPS TO FOLLOW

1. Select 45-degree canvas awnings or horizontal canopies of glass, metal, or wood.
2. Size awnings to be visually contained within the framework of building elements or architectural details.
3. Retractable awnings are encouraged as an energy-efficient mechanism for managing light and air.
4. Discouragement devices can be used to deter birds from lingering.
5. Structural elements that support canopies shall be primed and painted, anodized, or powder-coated.
6. Canopies and awnings should be seamlessly integrated into the building facade or its associated storefront.
7. Fixed and retractable awnings and canopies are permitted at storefronts, building entries/lobbies, outdoor seating areas, and other exterior ground-floor areas that would specifically benefit from shading or weather protection.
8. In retail applications, canopies and awnings should project the identity of the retailer.
9. Materials must be durable and resistant to fading (canvas for

THINGS TO AVOID

- Relying on the awning as primary signage
- Blocking too much of the window or sign band
- Odd shapes, bullnose, and bubble awnings are not desired
- Canopies cannot be post supported
- Internal illumination is not desired



awnings and metal or glass for canopies).

10. Awnings and canopies used within storefronts should not exceed the width of the storefront.
11. Canopies designed to be an extension of the building and integral to the architectural design of the facade may be continuous across the building.
12. Structural supports should match or complement the associated storefront or facade materials.
13. Awnings and canopies should be a minimum 9' above the sidewalk.



TENANT & BUILDING SIGNAGE

Great buildings reinforce their presence with signage that attracts and orients the neighborhood user. Building and tenant signage should allow for creativity of the individual tenants and add to the overall experience and character of KIN.

Signs should be scaled for the pedestrian and mounted on the building in the sign band area of the facade. Signs should relate to the architecture in material, shape, and color.

TIPS TO FOLLOW

1. The design and scale should complement the KIN neighborhood character and pedestrian experience.
2. Restrict signage to the name of the business located on the site.
 - Buildings with multiple tenants on secondary floors shall be limited to one sign per main floor tenant and one multi-tenant business directory listing.

THINGS TO AVOID

- Signs should not obstruct windows, views of the architectural details of the building, or pedestrian circulation
- Signs with flashing lights, digital displays, and other repetitive illumination.
- Electronic signs should only be used as secondary signage to serve a message board function



BOARD SIGNS

Individual letters mounted to a board framed with a finished edge and mounted to a sign band area between the first and second floors above awnings.



LETTER SIGNS

Individually mounted letters of metal, acrylic, or individually illuminated letters.



PROJECTING SIGNS

Blade signs hung 90 degrees perpendicular to the facade from ornamental brackets.



BUILDING-MOUNTED SIGNAGE

Building signage tends to be the larger and more prominent signage within the district, representing the owners and tenants with the most space or square footage. Residential building, hotel, and office space signage should be designed with the facades and surrounding context in mind. The signage design should consider materials, colors, and appropriate scale.



III. SITE DESIGN

OPEN SPACES

The space between the buildings is just as important as the buildings themselves. Open space describes outdoor public and private spaces within an urban area. Whether one frequents an urban area for working, learning, or living, in any given neighborhood it is the spaces that are outside the buildings that are most often used for recreation. The public open spaces of a neighborhood require the same level of design consideration and thoughtfulness as the neighborhood's buildings.

In this neighborhood, the outdoor spaces need to be more than just recreational. Open space in the KIN neighborhood needs to also be an extension of the indoor workspace: innovative and collaborative. Employees, students, and residents need to be able to move between indoor and outdoor spaces seamlessly. The public open spaces need to promote collaboration and coworking as much as they do recreation. In addition, it will be the public open spaces that serve as the primary pedestrian and bicycle networks.

It is not by accident that the core of the KIN neighborhood is public open space. Within this open space are different types of corridors, gathering and recreational spaces. And adjacent to these spaces are opportunities for private developers to 'plug-in' to the open space networks, corridors, and experiences.



PUBLIC OPEN SPACE: PARKS

Parks are the workhorse of a robust open space network. They are defined as public greenspaces dedicated as areas of respite and recreation. Generally, parks are composed of more than 65% vegetative land cover at the ground plane and provide a mix of passive and active recreational opportunities, room for large gatherings or events, and opportunities for play, learning, and getting a little closer to nature. The Master Plan for the KIN neighborhood proposes a large Central Park at the core of the site. This community greenspace provides the backbone of a north/south regional bike trail as well as connects east and west sides of the neighborhood.

TIPS TO FOLLOW

1. Design spaces for use by all ages and abilities.
2. Design spaces that promote the character and culture of Kenosha, innovation, and inclusion.
3. Include opportunities for active and passive recreational experiences.
4. Develop 'rooms' of lawn or turf of varying sizes.
5. Provide adequate shade for seating, play, and passive recreational experiences.
6. Use native vegetative plantings on portions of the park that are not covered with paving, lawn or turf.
7. Capture and treat the rain that falls on the parks, in the parks.
8. Provide open and covered spaces within parks.
9. Provide bus and other public transportation stops at, in, or immediately adjacent to parks.
10. Provide clear and safe bike and pedestrian access to parks.
11. Design for universal accessibility.
12. Provide a diversity of seating options including options for groups as well as individuals.
13. Provide WIFI.
14. Design inclusive playgrounds or a variety of age classes and abilities.
15. Provide public restrooms in parks.
16. Develop for large events or gatherings as well as spaces for small group meetings or one-on-one experiences.
17. Integrate intuitive signage and wayfinding.
18. Design appropriate lighting for park spaces.
19. Identify and establish adequate, sustained funding for ongoing maintenance.
20. Integrate site furnishings, and where appropriate, art.
21. Provide a hierarchy of trails connecting park spaces, including trail loops where possible.
22. Design spaces to attract a broad group of users.
23. Provide bicycle parking.
24. Design with high-quality, durable materials.
25. Locate high activity areas where visible and accessible.
26. Provide publicly accessible WiFi.

THINGS TO AVOID

- Private development service areas that abut or adjoin parks.
- Using lawn or turf as the 'default' land cover in interstitial spaces.
- Separation of spaces by ability or age.



PUBLIC OPEN SPACE: PLAZAS & PARKLETS

In the urban environment, plazas and parklets are outdoor living 'rooms' punctuating the spaces between buildings. Typically these spaces have greater than 60% hardscape cover at the ground plane, often include planted or turf areas, and may include water or art. The area of plazas and parklets are defined by the buildings or other infrastructure (roads) that abut them. These spaces can be outdoor extensions of the uses within buildings immediately adjacent to the plaza or parklet. There are two main plazas proposed in the KIN neighborhood at west and east ends of 56th St.

TIPS TO FOLLOW

1. Design spaces for use by all ages and abilities.
2. Design spaces that promote the character and culture of Kenosha, innovation, and inclusion.
3. Focus on passive recreational experiences.
4. Develop 'rooms' within larger plazas or parklets.
5. Use native vegetative plantings on portions of the park that are not covered with paving, lawn or turf.
6. Provide adequate shade for seating, play, and passive recreational experiences.
7. Capture and treat the rain that falls on the plaza or parklet, in the plaza or parklet.
8. Provide open and covered spaces.
9. Provide bus and other public transportation stops at or
18. Use creative lighting strategies to highlight spaces or key features.
19. Identify and establish sustained funding for ongoing maintenance.
20. Establish a calendar of experiences, events, and opportunities.
21. Activate and program spaces to attract.
22. Design spaces to attract a broad group of users.
23. Program spaces to attract users.
24. Integrate high-quality and durable hardscape materials, including pavers and planting walls consistent with the character and intent of the neighborhood.
25. Provide publicly accessible WiFi



THINGS TO AVOID

- Private development service areas that abut or adjoin plazas or parklets.
- Too much hardscape surface area.
- Providing insufficient soil volume or space for trees or other larger vegetation.



PRIVATE OPEN SPACE: PLAZA

Urban neighborhoods include a mix of public and private open space areas. While public open space is intended for anyone, including visitors, private open space may or may not be publically accessible. Private open space is typically developed to enhance the building-user experiences. These types of spaces may only be accessible to the building-users, particularly spaces that can only be accessed after one enters the building. However, street-level private open space are often quasi-public spaces and should be designed for public use and access.

TIPS TO FOLLOW

1. Design spaces for use by all ages and abilities.
2. Design spaces that are an extension of adjacent indoor, building spaces.
3. In larger spaces, develop 'rooms' using paving, structures, vegetation, or seating arrangements.
4. Provide adequate shade for seating, play, and passive recreational experiences.
5. Use native vegetative plantings in all spaces that are not covered with paving, lawn or turf.
6. Capture and treat the rain that falls on the space, in the space.
7. Creatively celebrate and showcase stormwater treatment.
8. Provide open and covered spaces.
9. For groundlevel spaces, do not impede public bicycle and pedestrian corridors.
10. Design for universal accessibility.
11. Provide a diversity of seating options including options for groups as well as individuals.
12. In groundlevel spaces, provide accessible WIFI.
13. Design flexible spaces that can be used for a variety of programmed experiences.
14. Include art, water, ornamental lighting or other unique features.
15. In groundlevel spaces, provide public seating and bike parking.
16. Consider music or other appropriate entertainment offerings.

SPECIAL CONSIDERATIONS

- Privately developed open space to be used for dining cannot impede or restrict publically accessible pedestrian or bicycle corridors..
- Utility runs from buildings to outdoor spaces cannot impede, restrict, or otherwise negatively effect public circulation routes.
- Groundlevel, outdoor dining may restrict users during business operations but shall provide additional public seating.



PRIVATE OPEN SPACE: OUTDOOR DINING

Outdoor dining helps create vibrancy within the district streetscape. An outdoor dining area or sidewalk café is comprised of removable sets of tables and chairs typically shaded by umbrellas or canopies for patrons to eat and drink.

TIPS TO FOLLOW

1. Maintain a minimum 6-foot clear sidewalk for pedestrians. Maintain a clear path between the building entrance and the sidewalk.
2. Locate seating and tables within the amenity zone or dooryard (zone between building face and walkway).
3. Ensure shading devices, such as retractable awnings and umbrellas do not project into the clear sidewalk area and comply with ADA.
4. Location should be clear of fire hydrants, designated loading zones and on-street ADA parking.
5. Use hanging bulb lights to create a sense of atmosphere to illuminate patio areas on private property.
6. Maintain a clean café area with daily cleanings.
7. Outdoor heaters may be used within occupied areas provided they are free standing, do not generate noise, and do not require cables, wires, or other utility connects to cross pedestrian corridors.
8. Where alcohol is served, define the dining area with a rigid fence.
9. Select high quality, durable furnishings. Preferred materials are metals, finish grade woods, and sturdy recycled materials.

THINGS TO AVOID

- Stacking tables and chairs.
- Permanently attaching chairs and tables to pavement in the right-of-way
- Attaching or bolting fencing to pavement surfaces, landscape planters, buildings, or other street fixtures.
- Impeding or restricting publically accessible pedestrian or bicycle corridors.
- Utility runs from buildings to outdoor spaces cannot impede, restrict, or otherwise negatively effect public circulation routes.
- Groundlevel, outdoor dining may restrict users during business operations but shall provide additional public seating.



LANDSCAPE & PLANTING

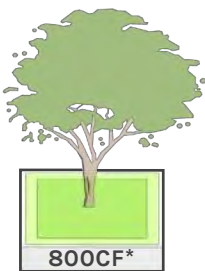
Well-designed and placed plantings enhance the social, environmental, economic, and aesthetic quality of a site. Green space and vegetation increase property values, reduce urban heat island effects, control stormwater, reduce maintenance, and enhance visitor and user experience. The KIN neighborhood will promote the use of native vegetation in all planted areas not designated for lawn or turf.

TIPS TO FOLLOW

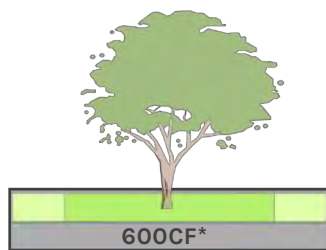
1. Provide appropriate soil volumes and planting material for all vegetation.
2. For street trees and landscape beds, use hardy, salt-tolerant native and regionally appropriate varieties.
3. Design planters between the sidewalk and the curb, where buildings are setback from the sidewalk, or along building facades.
4. Coordinate tree selection with adjacent streets.
5. Integrate landscaping with stormwater management systems.
6. Rain gardens and bioswales should be considered along sidewalks and parking lots.
7. Encourage the installation of decorative hanging baskets and seasonal planters.
8. Landscaping should not interfere with pedestrian circulation.
9. Trees should be planted to ensure branch at a maturity does not adversely impact building facades.
10. Provide landscaping to complement residential buildings and present an attractive entrance for each residence.
11. Plan for temporary irrigation or manual watering of new street trees for 2 years after planting.

Min Volume Req:  Small Tree  Medium Tree  Large Tree

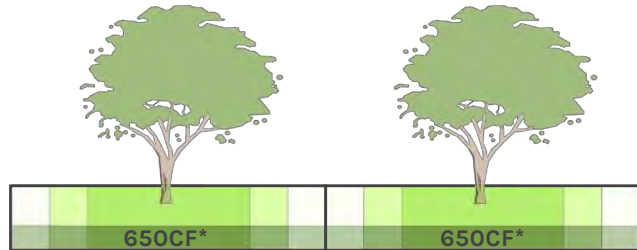
*Labeled volume (cubic feet- CF) refers to the minimum volume required for large trees. Volumes for small and medium sized trees shown graphically for reference. Refer to the table on the next page for required volumes.



Single Tree



Trees in a Container



Trees Shared Root Zone



PLANT TYPE AND CONDITION	VOLUME (FT ³)	DEPTH (FT)
	MINIMUM	MINIMUM
LARGE TREES: DECIDUOUS OR EVERGREEN		
Single Tree	800	3
Trees, In the Street and Pavement, shared root Zone	650	3
Trees in a Plant Bed	500	3
Trees in a Container	600	3
MEDIUM TREES: DECIDUOUS OR EVERGREEN		
Single Tree	600	3
Trees, In the Street and Pavement, shared root Zone	600	3.5
Trees in a Plant Bed	400	3
Trees in a Container	600	
SMALL TREES: DECIDUOUS OR EVERGREEN		
Single Tree	400	3
Trees, In the Street and Pavement, shared root Zone	400	3
Trees in a Plant Bed	400	3
Trees in a Container	400	3
SHRUBS: DECIDUOUS OR EVERGREEN		
Plant Bed	100	2
Container	150	2
GROUNDCOVER AND LAWNS		
Groundcover	100	1.5
Lawns	150	1.5
HERBACEOUS		
Perennials	-	1.5
Prairies and Meadows	-	2.5

Adequate soil volumes by vegetation type and size.

CONTROLLING STORMWATER

Treating rainfall as close to where it hits the grounds is the most economical and efficient method for preventing downflow flooding and accumulation of contaminants.

- Rain Gardens and bioswales should be considered along sidewalks, parking lots, and rear service drives.
- Plant species should be salt tolerant, provide aesthetic benefits and require minimal maintenance.
- Sidewalks should be designed to direct runoff into stormwater treatment areas.
- Porous pavement may be considered instead of impervious applications (i.e. asphalt or concrete) in parking areas or rear service drives. To function properly, porous pavement requires adequate subsurface soil conditions, overflow connection to a storm sewer or other outlet and routine vacuuming.
- Permeable pavers can be used wherever feasible to mitigate stormwater runoff. The change in pattern and material can also delineate the spaces between vehicle-only space and vehicle/pedestrian shared space between buildings and street curb.



Stormwater areas and porous pavers



Porous Pavers



Rain Garden Parking Lot Island

FOUNDATION PLANTINGS

1. Locate plantings along a street, where the foundation of a building does not have storefront and/or entry doors.
2. Foundation plantings should complement the streetscape. Native shrubs, groundcover, perennials, and annuals are encouraged.
3. In some instances, if the space allows, small flowering trees may be permissible.
4. All perennial herbaceous plantings should be selected so that their mature height does not extend excessively above the ground level window sill.
5. Plants should be selected and placed within the planting areas creating a layered composition with lower vegetation at the sidewalk edge transitioning to taller vegetation near the building.

STREET PLANTERS

1. A minimum surface area of 60 square feet per tree and no less than 4' in any dimension ensures adequate air and water exchange for a tree.
2. Where tree grates are used, the minimum 60 square feet of surface area per tree is still. This area may include multiple tree grates that cover the tree planter, allowing for air and water circulation while still accommodating intense pedestrian activity.
3. In some instances, where less pedestrian activity is anticipated, a continuous planter can be used to accommodate multiple trees.
4. At grade planting strips can be used on frontages with lower intensity and where there is no adjacent on-street parking.
5. In addition to trees, planters may be planted with native, short-statured herbaceous vegetation or shrubs, or annuals.
6. Except for trees, mature planting heights should be 30" maximum for visibility and safety concerns.
7. At grade tree planters may include a low, 8" to 12" decorative fence to protect the tree and plantings in areas of heavy pedestrian traffic. The design should compliment the streetscape design.
8. Restrict pedestrian foot traffic around trees to prevent soil compaction. If adequate surface area is not available, an expanded soil volume should be created utilizing techniques such as structured planting cells and engineered structural soil under paving systems.
9. Provide adequate soil volumes per the chart provided in this document.
10. Structural soil should extend under sidewalks adjacent to trees to allow for horizontal root growth.
11. A minimum soil depth of 3' should be provided for all trees.



THINGS TO AVOID

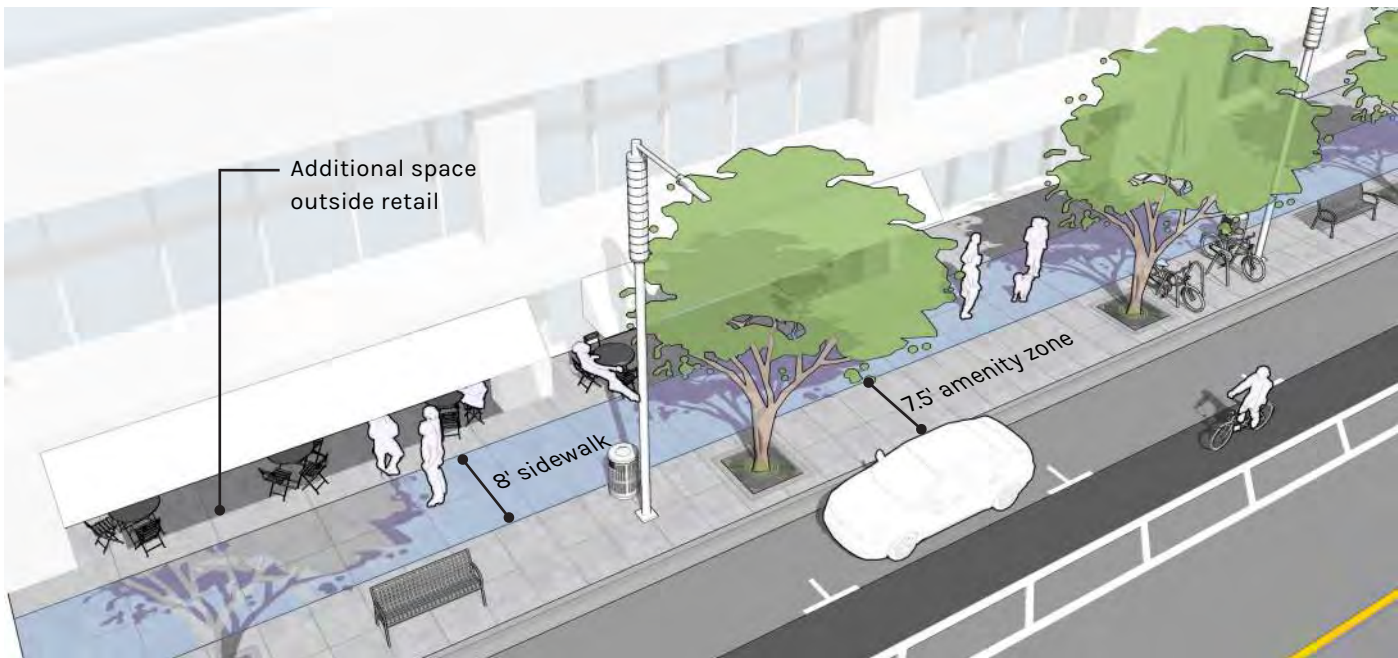
- Using plants species that are not native to the region's climate
- Failing to have a maintenance plan for landscaping such as regular weeding and watering
- Failing to maintain at least 3 inch of mulch cover over exposed planting soils

PEDESTRIAN CIRCULATION

Neighborhoods rely on an integrated pedestrian circulation systems that conveniently and safely link residents to businesses, public gathering places and other key destination points. It is important to ensure appropriate connections are made to adjacent sidewalk, pathway systems and to nearby destinations in other districts. In commercial areas, a new sidewalk will comfortably connect retail or business frontage and should provide extra seating and public space.

TIPS TO FOLLOW

1. Provide a minimum 8' sidewalk along all street frontages.
2. Locate sidewalks in the right-of-way, except where there are space constraints.
3. Provide sidewalks on both sides of the street throughout the neighborhood.
4. Clearly mark and illuminate crosswalks to promote safety.
5. Crosswalks in commercial and retail areas or other major pedestrian or bicycle corridor crossings may have a change in surface material such as unit pavers, or stamped or colored concrete.
6. Provide 8-foot wide minimum walkways adjacent to storefronts, where feasible, to allow for an amenity zone.
7. Encourage additional space for outdoor café or sidewalk retail displays to animate pedestrian corridors.
8. Visually and physically define where pedestrian routes cross vehicular drive aisles.
9. Encourage installation of accent paving at special locations throughout the neighborhood. Unit pavers, exposed aggregate or other special paving will distinguish unique character traits of the neighborhood.

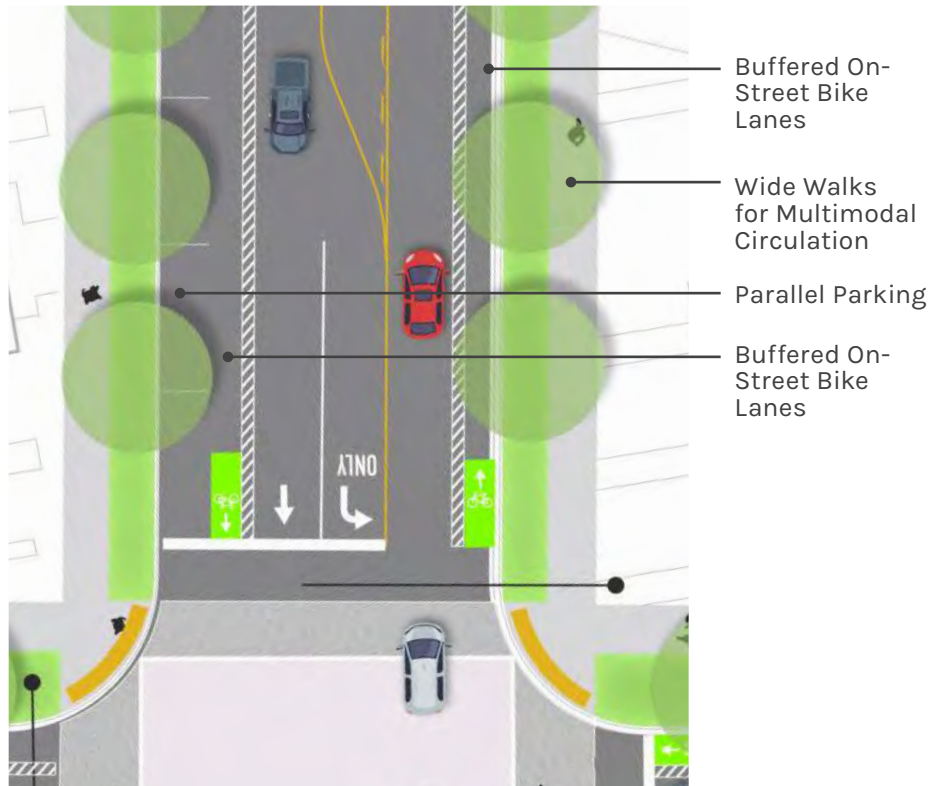
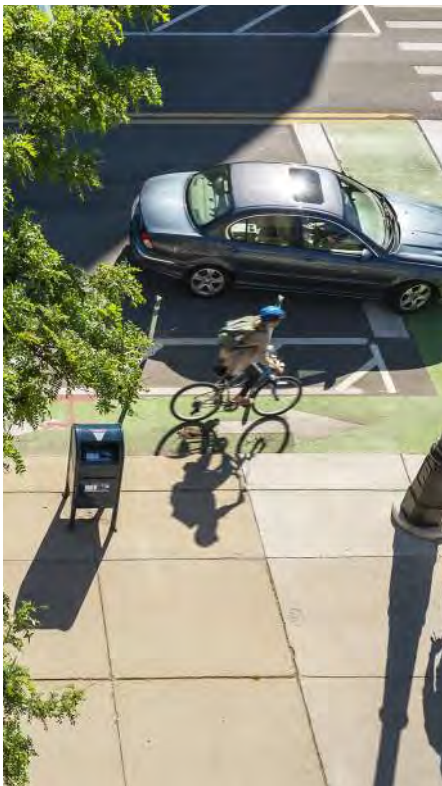


BICYCLE CIRCULATION

Healthy neighborhoods include safe and clear routes for pedestrians and bicyclists as well as amenities for parking, storing, and sharing bikes. Located on major east/west and north/south transportation corridors the KIN neighborhood should model preferred biking experiences for the community. In addition to wider sidewalks throughout the community that can accommodate pedestrians and non-commuter bicyclists, the neighborhood will support roadside bike lanes on all major internal roads and a dedicated east/west bike route as well as a north/south regional bike trail.

TIPS TO FOLLOW

1. Provide space for non-commuter bicyclists on sidewalks.
2. Use parallel parking, where appropriate, to screen roadside bike routes.
3. On smaller internal roads use shared bike routes marked with sharrows.
4. Roadside bike routes will cross roads at the intersection.
5. Additional bike routes will cross roads with a HAWK or other vehicle control.
6. Encourage bike sharing at major population core areas including commercial and public open space areas.
7. Ensure bicycle parking facilities are visible, accessible, and well marked.
8. Bicycle parking facilities should not encroach on any area within the public right of way intended for use by pedestrians, or access for emergency response vehicles.



PARKING

Managing parking is essential for creating a neighborhood that meets the needs of businesses without dominating the visual character of the place. Parking should be designed in consideration of all the other design principles, especially reducing conflicts with pedestrians and bicyclists. Parking should be provided in a convenient location, preferably behind buildings. Side parking should be available where provision of all the parking in the rear is not practical. Visual impact of parking should be improved with landscape and design elements. Parking lots should be screened along primary corridors.

TIPS TO FOLLOW

1. Reduce the visual impact of parking.
 - Locate parking at the rear of a site and behind buildings, when possible.
 - Parking lots should be screened along primary road corridors.
 - Combine parking driveways for multiple buildings, where possible, to minimize curb cuts along main pedestrian pathways.
 - Minimize driveways on primary road corridors
 - Reduce light pollution impacts on surrounding neighborhoods from overly or improperly lit parking areas.
 - Use parking surface materials that compliment the overall neighborhood composition.
 - Provide landscaping to treat stormwater runoff and reduce heat island effects.
 - Screen parking from streets and sidewalks by landscaping and/or low architectural walls
2. Use vegetated islands and landscaped aisles to subdivide surface lots, demarcate internal corridors, create a vertical dimension, reduce the scale of the parking area, and limit the heat island effect.

3. Clearly sign and identify parking areas.
4. Consider permeable paving strategies for surface parking to treat rainfall where it strikes the ground.
5. Prioritize parking for hybrid, electric, natural gas, and zip

THINGS TO AVOID

- Locating surface parking directly in front of primary pedestrian entries
- Providing an unnecessary amount of access points with no street edge buffer
- Using bumper blocks instead of curbs
- Gravel as a paving material

6. Varying building uses in a mixed-use development (e.g. office, retail, residential) contribute to parking usage at different times. Parking reductions based on mixed use, shared parking, and location adjacent to transit are encouraged.
 - Residential peak times are primarily before and after office peak hours and during the lunch hour.
 - Office peak times are primarily 8 am to 6 pm
 - Retail and commercial peak times are primarily from



Minimize the view of parked cars from a public right-of-way utilizing a buffer of trees, shrubs or a low wall constructed from materials compatible with the site like masonry or brick knee wall elements.

TIPS TO FOLLOW

1. Masonry or brick knee walls with limestone caps can be used to screen parking lots where higher density uses abut lower intensity uses (e.g. commercial parking lots abutting residential uses)
 - Recommended height for knee walls is 24-36"
2. Wall design can provide variation by including modular wall openings for pedestrian access
3. In some medium density uses that abut lower density uses, wrought iron fence and/or a dense hedgerow can be used.
4. Strategic planting, as described in the landscaping section of this document, should be provided in addition to the noted screening.



THINGS TO AVOID

- Closing front doors and relying on rear entries off parking lots
- Locating parking lot paving directly adjacent to the building
- Failing to provide adequate space for snow removal

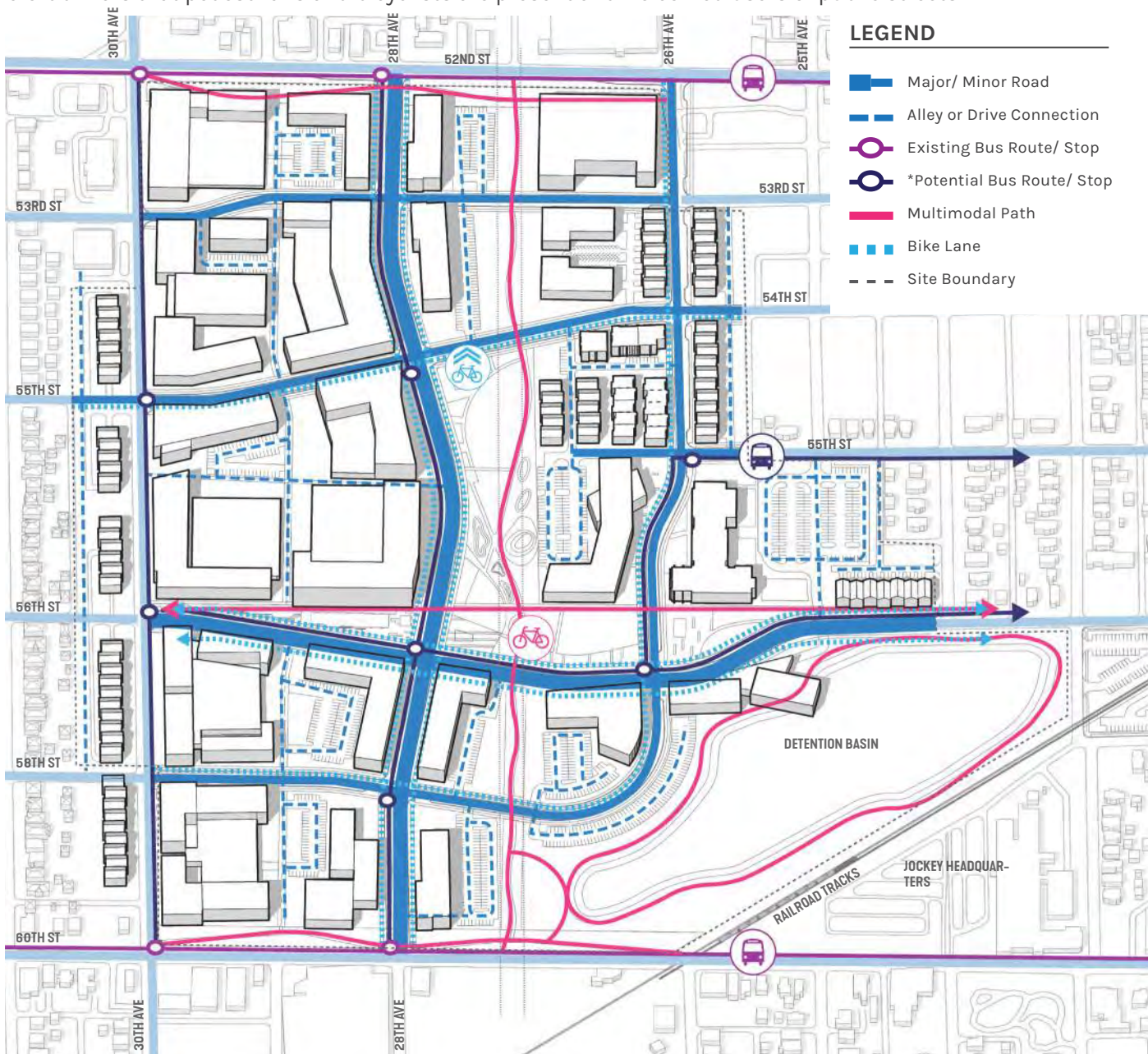
Brick or wrought iron screens pay homage to the sites historic character while sculpture walls or perforated metal panels project the site's innovative future.

IV. STREET DESIGN

STREETSCAPES

The streetscapes section describes the design criteria for on-street parking and elements of roadside public sidewalks and terraces. Streetscape characteristics including sidewalk widths, appropriate stormwater management methods, outdoor furniture, paving materials, dimensional criteria for anticipated streetscape zones, and other design considerations.

Streetscape design should consider the mobility and safety of users, ensuring that maximizing traffic capacity and speed is not the dominant consideration in street design. The streets and sidewalks should include elements that provide appropriate visual and physical cues, including signage and bike sharrow symbols, to alert drivers that pedestrians and bicyclists are present and welcomed users of public streets

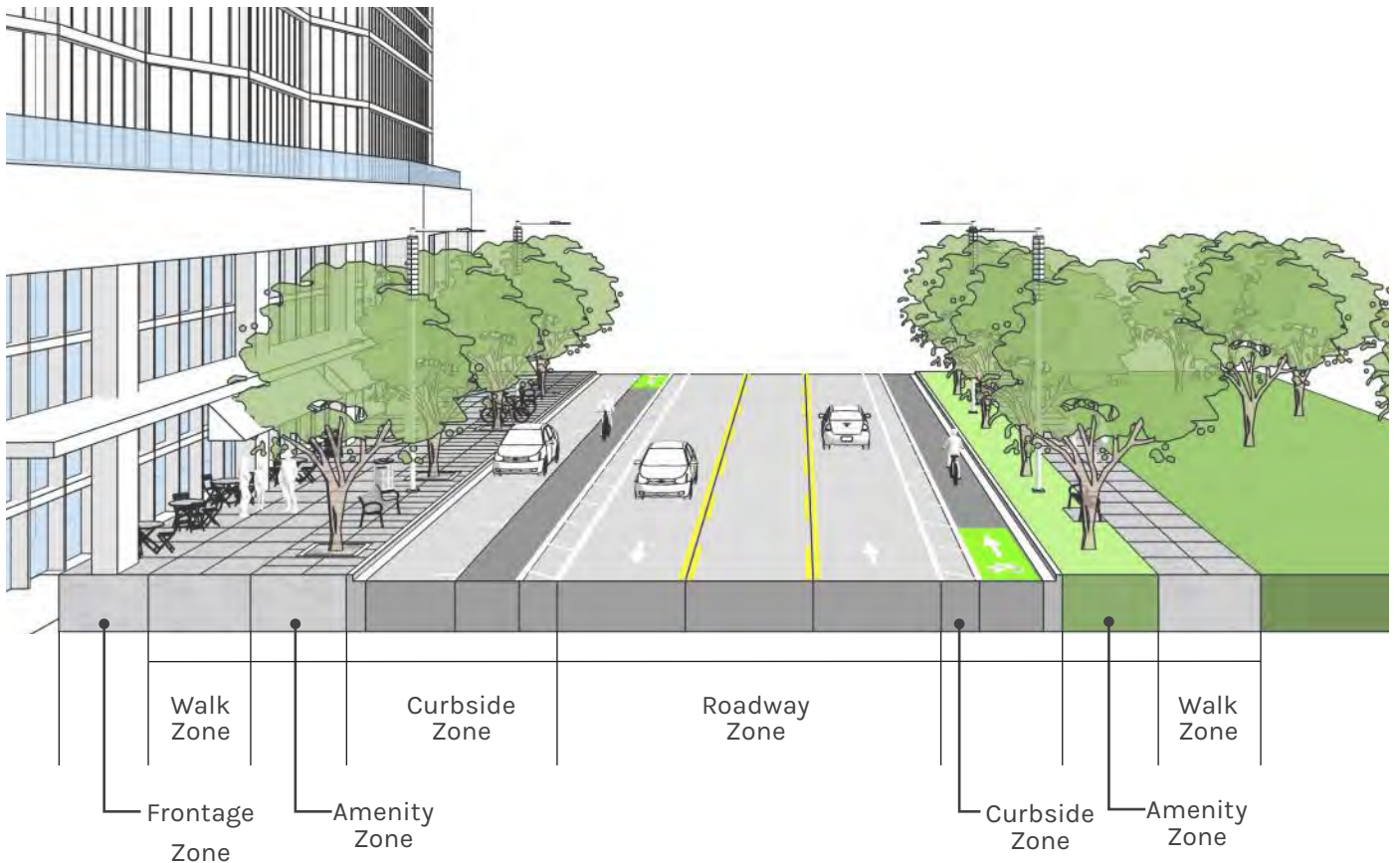


GENERAL STREETScape DESIGN

Streetscape improvements enhance right of way and help establish neighborhood/corridor identity. These improvements should be coordinated, flexible and adaptive.

STREET ZONES

- **Roadway Zone:** Includes travel lanes for vehicular traffic including cars, transit, trucks, and bicycles.
- **Curbside Zone:** May include parking lanes, loading zones, roadside bicycle lane or other uses adjacent to the curb.
- **Sidewalk:** Extends from the curb to the face of the building and/or the edge of the right-of-way and encompasses the following three zones:
 - **Amenity Zone:** Between the curb and main sidewalk area, containing street furnishings, lighting, amenities, landscaping, and expanded pedestrian areas.
 - **Walking Zone:** Primary pedestrian circulation space and where paved sidewalks are located.
 - **Frontage Zone:** Area between the sidewalk and building face. Often a 2 foot clear zone immediately adjacent to buildings.
- **Intersection:** The point where streets intersect and location of crosswalks, traffic signals, and other controls.

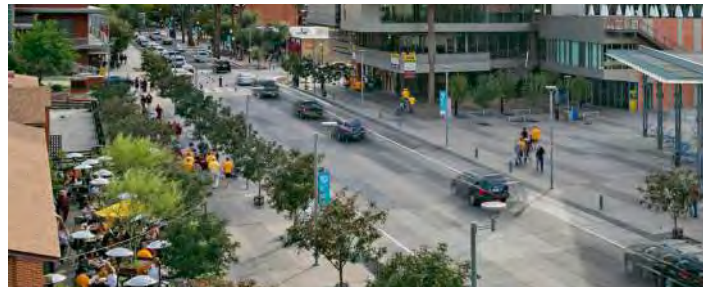


TIPS TO FOLLOW

1. Provide street trees and plantings within the Amenity Zone to buffer pedestrians from automotive use, provide shade, and a sense of scale.
2. Street trees should be large canopy trees that frame the street. All street trees must be from a city approved list of acceptable trees
3. Incorporate flexible and adaptive street furnishings within the Amenity Zone such as light fixtures and public outdoor seating that support and facilitate pedestrian access to commercial and mixed-use corridors.
4. Provide distinct character and identity along a continuous street edge.
5. Select high quality, durable furnishings. Preferred materials are metals, finish grade woods, and sturdy recycled materials.
6. Consider the dooryard as an extension of the right-of-way, creating a transition using solid surface pavement treatment like brick strips.
7. Sidewalks should be constructed of natural or brushed concrete, or masonry concrete unit pavers with unit paver accents.
8. Sidewalk materials should consist of neutral colors. The streetscape design reinforce the neighborhood's defining character: walkability,

THINGS TO AVOID

- Incorporating non-linear streetscape clusters that disrupt pedestrian activity along the sidewalk.
- Streetscape clutter, such as too many sandwich board signs or other furnishings which might obscure the pedestrian flow and visual continuity.
- Curb-cuts for vehicular access should be avoided entirely on destination commercial blocks.



INTERSECTIONS & CROSSINGS

Thoughtful intersection designs provide safe street experiences for all users. Most conflicts and accidents occur where vehicles, bicycles, and pedestrians routes cross. Designing car sight lines, purposeful crossing demarcation, minimizing crossing distances, and providing proper signage and lighting, make intersections safer for all users.

SIGHT LINES

Intersection design should allow all users to see one another with plenty of time to react to the movement of travelers in all transit modes. Sight lines should be determined using National Association of City Transportation Officials (NACTO) standards, the right-of-way dimensions, and roadway speed. Clear sight lines need to accommodate amenities located near intersections such as bus shelters and bicycle parking. Lower speeds and tighter turns should be used as traffic calming measures in conjunction with sight lines. Wide corners with large sight triangles create visibility, but they can also encourage drivers to move faster and ultimately reduce safety.

MATERIALS

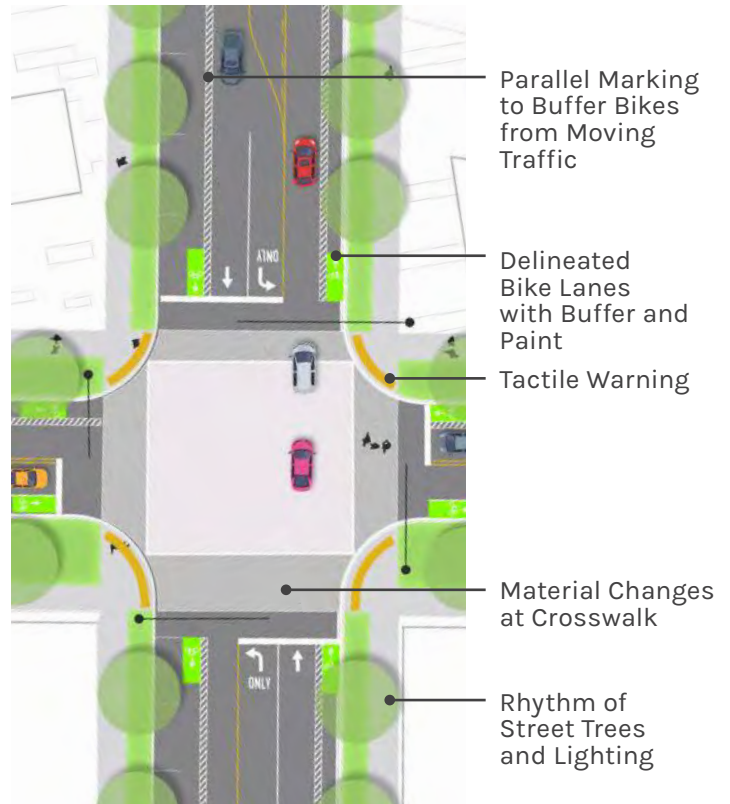
Material changes at a roadway intersection are encouraged to identify to drivers sidewalk, and bicycle crossings. A signature, paver-unit palette is suggested for all roadway intersections throughout the neighborhood to designate the crossing and slow traffic.



MULTI-USE TRAIL CROSSINGS

Road and sidewalk intersections with the multi-use trail require particular design attention to reduce the risk of collisions. Roadside bicycle lanes and the multi-use trail should have signage a minimum of 8' before the intersection warning riders they are nearing a crossing. The pavement style of the sidewalk should supersede bike lane or multi-use trail paving to emphasize to cyclists the sidewalk circulation prevails. Where cyclists cross a roadway, use a crosswalk type crossing. It is preferable for this material to be consistent with the crosswalk paving to match that of the bicycle lane or multi-use trail.

CONCEPT FOR INTERSECTION AT 28TH AVE AND 56TH ST

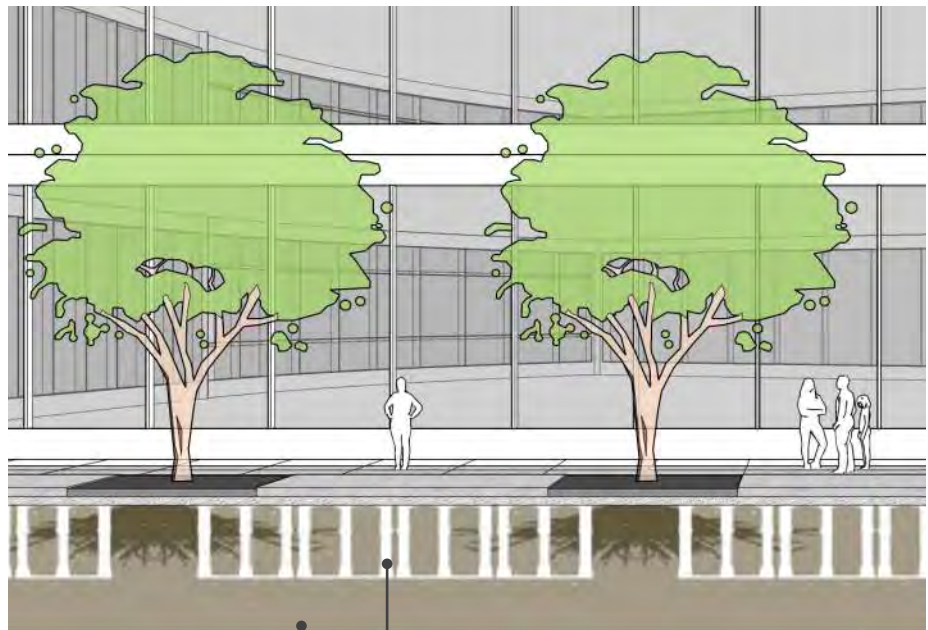


STREET TREES

Street trees are an integral component of streetscape design. In addition to lowering heat island effects, improving stormwater control, and protecting the long-term durability of infrastructure such as roads and sidewalks from UV degradation they also contribute to higher streetscape use, increased spending in downtown retail settings, improved quality of life and increased communal care for shared resources.

TIPS TO FOLLOW

1. Street trees should be planted at regular intervals along streets and be appropriate to the character and function of the street.
 - In general, trees should be planted 35-40' on center to shade at least 40% of the sidewalk surface.
 - Variation in tree spacing is expected in some circumstances, depending on location and adjacent uses, underground utilities, and above ground structures.
2. No more than 30% of the street trees on site should be of the same species to prevent potential losses from insects or disease.
3. Street trees should have straight, true trunks, with a 3.0 inch minimum caliper.
 - Multi-trunk trees are not recommended as street trees.
4. As street trees mature they should be limbed to a minimum of 8' clear. height
5. Flowering street trees should be selected for areas where limited pedestrian and/or outdoor dining activity is anticipated to minimize the impact of bees, insects, and falling debris.
6. Tree selection and placement at curb cuts and access drives should accommodate access drives.
 - Street trees should be limbed to avoid conflict with loading and service traffic.
7. Street tree design and placement should comply with the general landscaping recommendations provided in this document.
8. In urban areas, street trees should be designed in structured planting cells or with engineered fill.



Min 18" Treatment Media
Modular Suspended Pavement System

AMENITIES & FURNISHINGS

Site furnishings such as benches, bike racks, tables and lighting should be included in the streetscape to enhance the corridor and promote pedestrian activity. Inclusion of amenities and furnishings adds functionality and aesthetics to the neighborhood and provides places to stop, rest, wait for services, or discard trash, and orient visitors.

TIPS TO FOLLOW

1. Site furnishings should be strategically placed throughout the district.
2. Place site furnishings within the Amenity Zone or Frontage Zone.
3. Ideally, seating should be placed below street trees or other shading elements.
4. A 3 foot minimum clear zone shall be provided to the sides and front of the seat to provide ADA accessibility and clearance for wheelchairs.
5. Provide a mixture of seating types, where multiple street furnishings are used in close proximity, to accommodate different users needs.
 - Include backed and backless bench seating and seating with and without armrests.
6. Seating can be integrated into building facades or other site elements.
7. Bicycle racks shall be finished in black or the same color as other site furnishings and should be provided near building entrances

THINGS TO AVOID

- Non-enclosed receptacles that collect rain, snow and other precipitation
- Placing site furnishings within the pedestrian walkway, blocking pedestrian movements, building entries, loading zones or other street functions.



Street + Ped Solar Lights
HEI
Selux



Scarborough
Park Bench
Landscape Forms

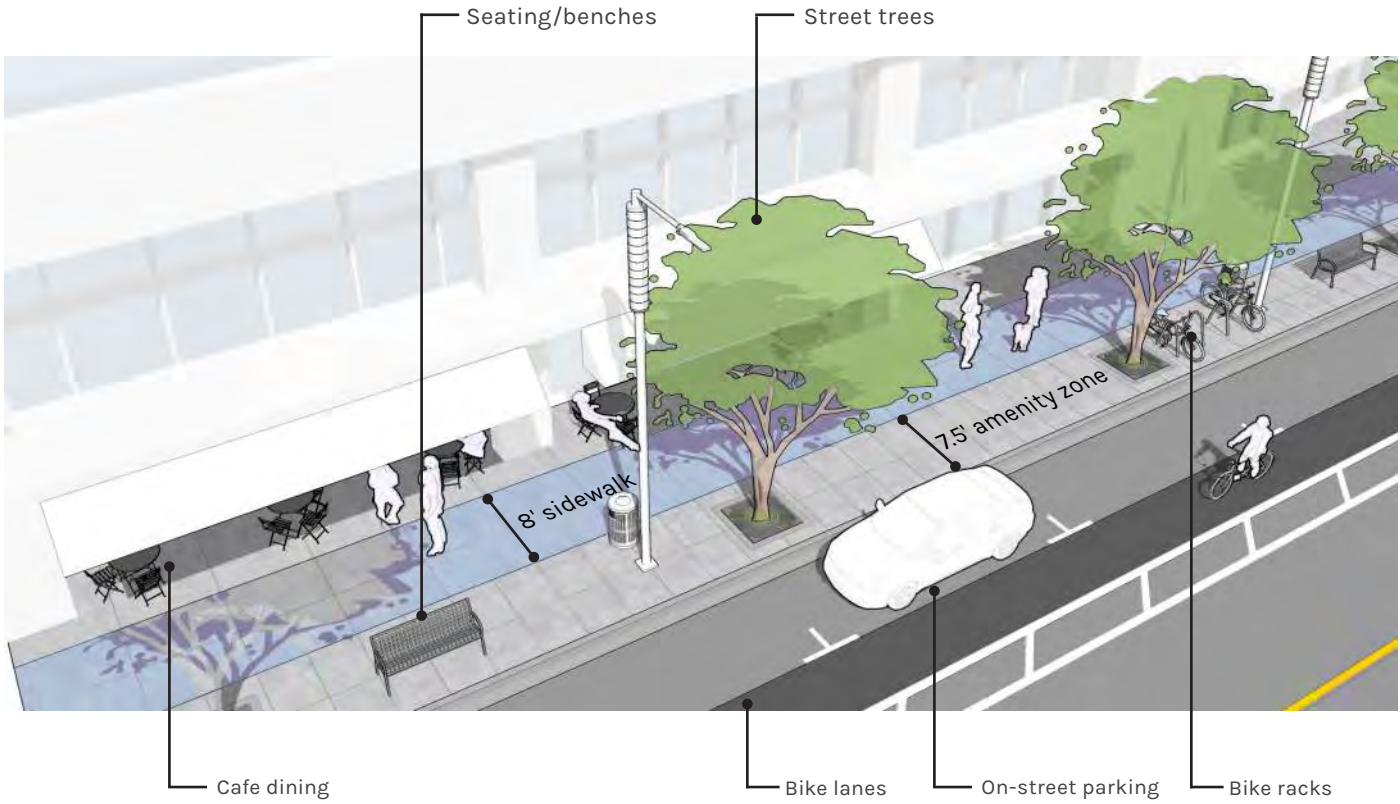


Bola
Bike Rack
Landscape Forms



Chase Park
Litter Receptacle
Landscape Forms

AMENITY ZONE ELEMENTS



Bike racks should be coupled with other site amenities such as stormwater features, wayfinding signage, or seating.



Bike racks and street trees within the Amenity Zone, buffering the pedestrian from the roadway

BENCHES, TABLES & CHAIRS

Outdoor seating supports and promotes a vibrant, welcoming environment by providing places for social interaction and repose. Benches along the street edge that are part of the street furnishings should be uniform and consistent throughout the neighborhood. Benches, tables, and chairs belonging to commercial or institutional tenants, or within adjacent amenity space, should be unique and expressive of the overall composition and character of the building or storefront.

TIPS TO FOLLOW

1. Benches should be surface-mountable or able to be embedded in paving.
 - Tables and chairs should be movable.
2. Benches, tables, and chairs belonging to commercial tenants should be metal (aluminum or steel) and a combination of wood and metal, stone, or other durable material.
3. Materials with a high percentage (75% or more) of recycled content are encouraged.



Scarborough bench in powdercoated black from Landscape Forms



Monoline Community Table by Site Pieces

THINGS TO AVOID

- Plastic benches or tables
- Stackable furniture

RECEPTACLES

TIPS TO FOLLOW

1. Waste and recycling receptacles should be conveniently located where high pedestrian activity is anticipated.
2. Waste and recycling receptacles should be coupled together.
3. For sanitation purposes, receptacles should have a rain guard over the main opening and should conceal the main recycling or trash container.
4. Trash/recycling receptacles along the street edge that are part of the street furnishings should be metal (aluminum or steel) and comply with the preferred design standard.
5. Trash/recycling receptacles belonging to commercial or institutional tenants may vary, but should be metal (aluminum, steel, or cast iron) or a combination of wood and metal.



Chase Park
Litter Receptacle
Landscape Forms

WASTE & RECYCLING RECEPTACLE PLACEMENT

NEIGHBORHOOD REGION	PLACEMENT FREQUENCY
COMMERCIAL AREAS	At least two corners of an intersection (diagonally opposite corners); mid-block for blocks longer than 400 feet.
CIVIC SPACES	At least one per intersection
INNOVATION/OFFICE	At least one per intersection
MIXED USE	At least one per intersection
RESIDENTIAL	None required
PUBLIC OPEN SPACE/PARKS	at the corners of all major intersections; mid-block for blocks longer than 400 feet; at significant gathering spaces

PLANTERS

Pots and planters should add interest and color to the streetscape. If used, they will be maintained by the owner. Plants selected for planters should be low maintenance, appropriate native ornamental species or annuals.

TIPS TO FOLLOW

1. Pots and planters can also serve as public art.
2. Pots and planters should be of a durable, low-maintenance material.
3. Pots and planters should not impede pedestrian circulation or block visibility.



BIKE INFRASTRUCTURE

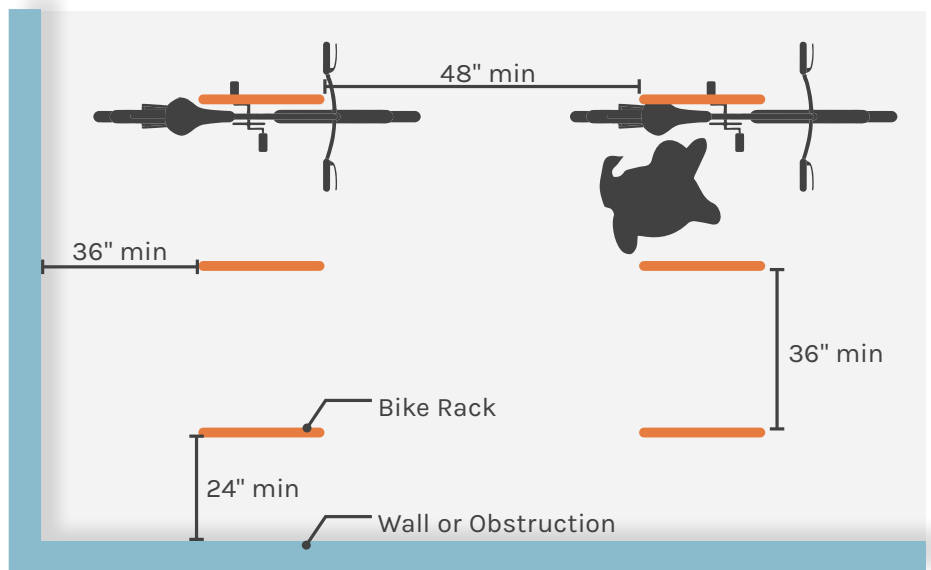
Biking is a core circulation component of the KIN neighborhood. In addition to roadside bike lanes on all roads within the neighborhood there is a designated west/east bike route and a north/south bikeway. Bike racks and lockers are needed throughout the neighborhood to promote and encourage bicycling as a means of inter and intra circulation for the neighborhood. Locations of bike racks are based on development outcomes and anticipated land use type, but generally, bike racks should be placed near entries to commercial and institutional buildings and/or within parking garages near the pedestrian entry/exit and at or near all significant gathering spaces or destinations within public open spaces. In all cases, bike racks should be located conveniently for use by cyclists, but where the racks will not interfere with pedestrian movement and building entrances.

TIPS TO FOLLOW

1. Bike racks should be permanently mounted or set in concrete.
2. Bike racks should enable the front wheel and frame to be locked securely and the bicycle to remain upright.
3. Single racks should be mounted at 36 inches on center (min), to allow room for two bicycles to be secured to one rack (on either side).
4. Bike racks along the street edge that are part of the street furnishings should be metal (aluminum or steel) and comply with the preferred furnishing aesthetic selected for the neighborhood.
5. Bike racks belonging to a commercial, institutional, or residential building may be unique and expressive of the overall composition and character of the building or storefront.
6. Bike infrastructure should be scattered throughout the site to allow for easy access to different destinations and not organized in large groups or corrals.
7. The amount of bike parking will vary with land use type and anticipated occupancy based on zoning. A minimum of 6 bike parking spaces should be provided in all public open space areas (parks or plazas).
8. Where bike parking abuts on street parking, space bike parking to allow for door swing of parked vehicles.
9. Bike parking should be arranged so that bikes are parked parallel to the street and street wall.



BIKE RACK LAYOUT



LIGHTING

Memorable environments are created through the use of great placemaking strategies. Utilizing a variety of signs and architectural elements such as lighting features, project identity signs, wayfinding directionals, and parking signage will play a role in reflecting the authentic character of Kenosha. The district will be further defined and unified through the use of unique project signage with specific colors, forms, materials, and typography.

Lighting is a prime consideration when creating a theme or 'brand' for a district. It promotes activity, establishes a safe pedestrian environment and provides nighttime orientation.

TIPS TO FOLLOW

1. Light levels and quality of light should be appropriate for the streetscape character and use.
2. Adequate lighting should be provided along roadways and within parking lots to ensure a safe environment
3. Street lights should be selected and placed to create an even rhythm and consistent, safe light levels along streets.
4. Lighting should be designed to minimize light spillage on adjacent residential areas.
 - Use full cut-off fixtures
5. Encourage decorative banners attached to streetlights to promote the district.
 - Color selection and use should be consistent throughout the neighborhood.
6. Light parking lots to ensure a safe environment.
7. Design lighting levels to meet the minimum Illumination Engineering Society of North America lighting standards for commercial and residential area classifications, 3:1 average to minimum ratio with a maximum intensity of 10 foot candles.

THINGS TO AVOID

- Outlining windows or other features with LED rope lighting
- Back lit awnings
- Using lighting that moves, flashes, or makes noise
- Out of scale fixtures
- Aiming light into the eyes of pedestrians
- Halogen or other cool spectrum lighting



LIGHTING TIPS (CONTINUED)

- Pedestrian-scaled street lights of approximately 14' in height are encouraged to light the sidewalks as supplement to the existing, taller vehicular lights.
- New, higher poles may be required to adequately light wider street intersections. Pedestrian- and vehicular-scale lights may be combined on a single pole.
- Light levels and quality of light should be appropriate for the streetscape character and use.
- Lighting may be installed on utility poles in areas where ground-mounted poles are constrained.
- Banners may be attached on street light poles where appropriate.
- Metal poles are desired, with breakaway bases.
- All lighting fixtures should be Dark Sky compliant, as defined by the International Dark Sky Association (IDA).
- LED fixtures are recommended with a target wattage in the range of 70 to 100 watts (pedestrian) for the 14' pole locations.
- Higher wattage fixtures (vehicular) may be used on the 30' pole locations.
- Poles with built-in solar features are encouraged.
- Smart lighting is desired in all public areas including parks, plazas, and streetscapes. This includes building facade lighting.



DECORATIVE LIGHTING

Lighting can activate a space by adding interest, color, and a safe environment. Lighting in amenity spaces should change in scale and type according to the adjacent use and the scale and character of the space. A variety of lighting types are encouraged in amenity spaces and may include pole-mounted, bollard, sconce, step, uplighting, accent, and similar types.

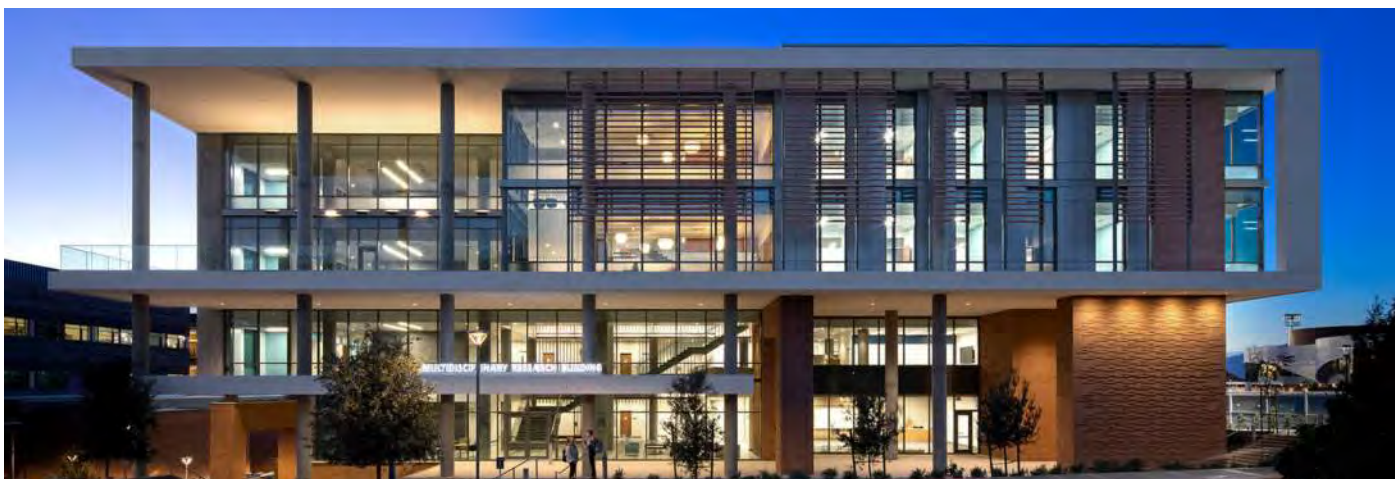
- All light poles and fixture housings should be metal.
- Lighting fixtures should be LED with a lamp color near 4000k.
- For pedestrian-scale area lights, lamping of 1000-1300 lumens should be used.



ARCHITECTURAL LIGHTING

Lighting may be used to add visual interest, dynamism, and highlight special architectural features or programmed spaces of buildings. Lighting can be used to animate screened parking structure elevations and vertical circulation.

- For non-essential exterior lighting, controls and timers should be used to save energy and enhance building performance.
- Building lighting fixtures should be Dark Sky compliant and aim to limit light pollution. Facade lighting (downlighting, wall washes, highlights, etc) that eliminates lost light to the sky is preferred, while uplighting should be avoided.



WAYFINDING

OBJECTIVES

Directional signage provides a convenient path to reach destinations for both motorists and pedestrians. Informational signage provides local area maps and other local information. Wayfinding systems enable travelers to navigate independent of mobile devices or physical maps. The information wayfinding signs provide increases visitor level of comfort and confidence in visiting and traveling around KIN.

TIPS TO FOLLOW

1. Primary signage is located at the main entrances of the neighborhood.
2. Pedestrian-oriented kiosks are concentrated at the intersection of primary roads.
 - On-street maps give pedestrians an opportunity to orient themselves and discover other destinations.
 - Pedestrian-oriented wayfinding shall be mounted at pedestrian eye level.
3. Signs should feature clean lines and simple styling.
4. Signs shall be clear and concise with limited text in order to be quickly read.
5. Name plates should be interchangeable or digital to permit updating and modification as needed.
6. Install wayfinding signs in the Amenity Zone of the sidewalk.





THINGS TO AVOID

- Placing wayfinding signs in obstruction of street and traffic signs
- Neglecting to update wayfinding signage
- Placing wayfinding signs in obstruction of the pedestrian Walk Zone
- Installing signage above infrastructure access points

Branding and advertisement are important functions of signs within a district. They can be part of retail/commercial uses, and also be used to "brand" or "promote" a district or municipality. Branding signage/guidelines are as follows: Signage used to "brand" or "promote" KIN should be incorporated within lamp posts as decorative banners

- Signage used to "brand" or "promote" the Town Center should be comprised of material consistent with those outlined in this guide.
- Signage should not impede the vision or movement pedestrians or automobiles.
- Wayfinding should be placed at all intersections.
- Wayfinding should be designed at pedestrian-scale, and all lettering should be highly visible.

Vehicle-oriented wayfinding is used on key corridors of entry in KIN to guide motorists from surrounding highways or other access points and combined with signage in the downtown to lead the driver to their destination

- Vehicle-oriented wayfinding shall be retro-reflective with larger lettering to increase legibility at night
- Parking Garage Signage should be logical.
- Naming or numbering system within parking garage areas is important for consistency and logical navigation.
- Parking directional signage is important for helping people navigating in a car.
- Using color, naming, and/or numbering as a wayfinding strategy can be helpful to simplify decision making.

GLOSSARY OF TERMS

Amenity Zone. Area between the sidewalk and the curb. Commonly the location for street trees, light poles, road signs, and other street furnishings.

Articulation, horizontal. The arrangement and proportion of facade materials and elements (windows, doors, columns, pilasters, and bays) into discreet bays.

Articulation, vertical. A visual distinction between a buildings base, middle, and top. A distinct and separated ground floor area is created through the use of a horizontal expression line, such as a string course, change in material or textures, awnings or canopies, or sign band between the first and second stories.

Awning. A roof-like covering cantilevered, projected or suspended from a building, usually of canvas, metal, or similar material and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. It is distinguished from a canopy because it is not permanent, nor a structural portion or architectural feature of the building and does not support substantial weight.

Canopy. A bracketed or suspended cover projecting from the building over the sidewalk, or a roof-like covering placed over the sidewalk, windows, or doors, to provide protection from sun and rain and, unlike an awning, it is a permanent, durable, structural portion of the building as opposed to a light covering of canvas, metal or other similar material.

Clear Walk Zone. A clear, consistent, paved area dedicated to pedestrian movement.

EIFS. Exterior Insulation and Finish System. A synthetic alternative to stucco.

Elevation. The exterior face of a building.

Expression line. A line prescribed at a certain level of a building for the major part of the width of a facade, expressed by a variation in material or by a limited projection on such as a molding, balcony or canopy.

Facade. The building elevation built along the build-to line on the Primary Frontage.

Fenestration. Openings in the building wall, including windows, doors and open areas. When measuring fenestration, framing elements (such as muntins) with a dimension less than 1 inch are considered part of the opening.

Frontage Zone. Area between the sidewalk and the end of the public right-of-way.

Ground Floor. The first story of a building with an entrance at street level.

Mullion. A bar or post that separates two window units.

Pilaster. A column embedded into the wall.

Sprandrel Glass. The area of glass panels that conceals structural building components such as columns, floors, HVAC systems, electrical wiring, plumbing, etc.

Storefront. A frontage type appropriate for the ground floor of commercial / retail buildings. Storefronts provide large windows with transparent views into the building interior.

Street edge. The edge of the built form that establishes the envelope of the street.

Synthetic. Man-made or not natural.

Transom window. A window pane located above a door or main window, oriented horizontally.

Upper stories. Any story above the ground floor.