



PARK AVENUE

A CIVIC GREAT STREET

MAKING WALKABILITY A PRIORITY IN THE LITTLE CITY, FALLS CHURCH

Park Avenue a Civic Great Street of The Little City: Falls Church

Providing Mobility for All Modes

The Transportation Chapter of the City of Falls Church Comprehensive Plan, titled “Mobility for all Modes”, calls for turning Park Avenue into a civic “Great Street”. The Comprehensive Plan provides guidance to “work long term to develop streetscapes along Park Avenue... that reflect[s] community image and pride. Changes would include completion of adopted streetscape plans, undergrounding of utilities, and restoration of storefronts. As civic streets these streets should cater to needs of City residents and serve as alternatives to the major commercial thoroughfares.” (Mobility for all Modes, 2014)

The Park Avenue report explores Great Streets in other communities identifying common streetscape elements. The report then applies those elements to Park Avenue and develops a concept plan for changes that could be made to improve the look, ambiance, and functionality of the street. This concept plan is limited in scope and covers the three blocks between North Washington Street and North Virginia Avenue, approximately 2,000 linear feet or 0.4 miles.

What makes a “Great Street”?

The APA categorizes a Great Street with the following criteria: Street Form and Composition, Street Character and Personality, and Street Environment and Sustainable Practices. These criteria cover multiple elements, including the entire three-dimensional street corridor, public gathering spaces and how they relate to adjacent land uses, a definable beginning and end, and overall connectivity to serve multiple users from pedestrians to vehicles.

Street Form and Composition defines how the street accommodates multiple users and connects to the broader street network, determines where social interaction occurs, encourages pedestrian activity, or serves as a social network, and defines areas of hardscape, landscape, street furniture, and other physical elements creating a unique location or creating a sense of public space.

Street Character and Personality defines how the street and surrounding land uses benefit from community involvement and participation (festivals, parades, open-air markets, etc.), how the street reflects the local culture and history, and whether the street provides interesting visual experiences, vistas, natural features, or other qualities.

Street Environment and Sustainable Practices defines how the street utilizes green infrastructure and implements other sustainable strategies.

Learning from Other Communities

Great streets and similar small town projects from other communities provide examples and lessons learned for the civic and main streets within the City of Falls Church. The candidate list of projects was drafted from the list of previous winners from American Planning Association's Great Streets Award, America's Coolest Small Town, and the 10 Best Small Towns in 2014.

The Great Streets award is given to streets that consider complete best practices for all users, from pedestrians to motor vehicles. America's Coolest Small Town is sponsored by Budget Travel and the winner is announced by receiving the most online votes. Livability.com analyzes multiple data metrics with similar metrics to the Top 100 Best Places to Live and the results determine the top 10 Best Small Towns in 2014.

These communities are examples of redeveloped downtowns, updated infrastructure and improved streetscape. Understanding the "Little City" nature of the City of Falls Church, example projects were chosen from similarly sized communities with historic character.

The following cities and towns, range in square miles from the small 0.6 square miles (Town of Middleburg, Virginia) to the 19.1 square miles (City of Staunton, Virginia). Total population ranges from 632 (Middleburg, Virginia, 2000 data) residents to 38,722 (Annapolis, Maryland, 2013 data) residents. Population density ranges from 1,053 residents per square mile (in Middleburg, Virginia) to 4,780 residents per square mile (in Annapolis, Maryland). Each of these unique cities and towns boast increased community value by investing in the local history and destination landmarks, as well as hosting unique seasonal and yearly community events.

The following section describes how a number of these exemplary towns and streets meet the three-part criteria for Great Streets described in the previous section.

Milford, DE – Great Street 2013

The City of Milford, Delaware consists of 9.45 square miles, has a population density (based on 2013 data) of 1,021 residents per square mile and a residential population (based on 2013 data) of 10,122 people. Walnut Street was named a Great Street in 2013. Walnut streetscape consists of brick sidewalks, crossings, and historic detailed lighting; Creating pedestrian friendly access to a variety of restaurants, upmarket boutiques, and art galleries.

Street Form and Composition:

The downtown streetscape improvements included removing utility poles, burying power lines, as well as adding benches, sidewalk planters, and historic lighting.

Street Character and Personality:

City historic & cultural signage, downtown directional signage and business signage was funded by public and private investors. The “Downtown Milford, Inc.” community group, was created to maintain the vision and character of Milford.

Street Environment and Sustainable Practices:

Retail businesses are encouraged to participate in a voluntary subscription to purchase renewable energy, in compliance with the Delaware Green Energy Fund. Greenway Development is ongoing, through easements or land purchases to expand riverside walkways which are intended for an interpretive center and future parking.



Photo source: Walnut Street and Front Street

Annapolis, MD - Great Street 2008

The City of Annapolis, Maryland consists of 8.1 square miles, has a population density (based on 2013 data) of 4,780 residents per square mile and a residential population (based on 2013 data) of 38,722 people. Main Street was named a Great Street in 2008, which features modern sidewalks with strategically located pedestrian crossings and street furniture that respond to heavy tourist traffic. Annapolis maintains historic colonial street lamps, tasteful commercial signage and street displays, encouraging a thriving pedestrian streetscape and vibrant retail district.

Street Form and Composition:

Annapolis has updated their streetscape with modern sidewalks, pedestrian crossings and street furniture that support daily tourist traffic, while blending with the historic architecture.

Street Character and Personality:

The City maintains historic colonial street lamps, tasteful commercial signage and street displays that are guided by historic preservation easements, a historic district zoning ordinance and a Historic Preservation Commission.

Street Environment and Sustainable Practices:

The streets are swept two times per day. Constructed rain gardens are located at the Susan Campbell Park near City Dock and Memorial Circle. Bike racks and bus services are available along Main Street. Bicycle routes and racks exist downtown, yet lack a sufficient wayfinding system.



Photo source: Main Street and Francis Street



Photo source: Main Street and Market Space/Green Street

Culpeper, VA - Great Street 2011

The Town of Culpeper, Virginia consists of 6.8 square miles, has a population density (based on 2013 data) of 2,521 residents per square mile and a residential population (based on 2013 data) of 17,145 people. Davis Street was named a Great Street in 2011, featuring multi-purpose community spaces (such as the Culpeper Train Depot) for public events and activities, wide sidewalks to accommodate pedestrians, bike racks, and creative spaces for restaurant seating.

Street Form and Composition:

Improved building facades, buried utility wires, planted trees, added flower boxes, and installed benches all contribute to updating Culpeper's downtown. Landscaping, signage, lighting pedestrian sidewalks, alleyways, and off-site parking; Wide sidewalks accommodate pedestrian, bike racks, and outdoor restaurant seating.

Street Character and Personality:

Design of pocket park and plaza for farmer's market, concerts, or community events. Installed historic looking street lamps. City upholds ordinance requiring brick or stone construction. Portion of Culpeper Depot utilized as multi-purpose community facility.

Street Environment and Sustainable Practices:

Culpeper County established a Green Building Resource Center (under the Energy-Efficiency and Conservation Block Grant (EECBG)), providing training classes and workshops for workforce development, as well as builders, contractors, plan reviewers and inspectors.



Photo source: Train Depot and Commerce Street



Photo source: Main Street/US-522 and Davis Street

Middleburg, VA - Great Street 2010

The Town of Middleburg, Virginia consists of 0.6 square miles, has a population density (based on 2000 data) of 1053 residents per square mile and a residential population (based on 2000 data) of 632 people. A section of Washington Street (six blocks from Jay Street to Reed Street) was named a Great Street in 2010, featuring a streetscape maintaining the historic character and charm of the 18th century.

Street Form and Composition:

Bulb-outs at four way intersections, brick textured roadways for on street parking lanes; raised intersections at Madison and Pendleton have improved Washington streetscape and pedestrian accessibility.

Street Character and Personality:

City buildings along Washington Street maintain 18th Century character and integration with surrounding architecture. Town tree ordinance requires a ten foot tree and shrub buffer between buildings and car parking.

Street Environment and Sustainable Practices:

Street lighting changed to energy saving LED lights which also meet historic guidelines.



Photo source: Washington Street/US-50 and Madison Street



Photo source: Washington Street/US-50 and Madison Street

Staunton, VA - Great Street 2013

The City of Staunton, Virginia consists of 19.7 square miles, has a population density (based on 2013 data) of 1,236 residents per square mile and a residential population (based on 2013 data) of 24,350 people. Beverly Street was named a Great Street in 2013, featuring a consistent streetscape with traffic calming build outs, street trees planted as safety buffers, and demarked intersections with sidewalk bulb-outs. Beverly Street also makes good use of one sided on street parking for residents and visitors.

Street Form and Composition:

The city of Staunton approved a \$600,000 streetscape project in 1981, which improved historic lighting fixtures, construction of brick sidewalks and, eventually, burying power lines. These projects helped attract an “additional \$1.5 million in further improvements.”

Street Character and Personality:

Staunton boasts many historic buildings and exemplary downtown Victorian historic structures. A Corridor Overlay Ordinance and Guidelines maintains both Staunton’s historic character and downtown redevelopment.

Street Environment and Sustainable Practices:

Historic District Ordinance and Design Guidelines established for historic district, including Beverley Street.



Photo source: Beverley Street and Augusta Street

Berlin, MD – Voted America’s Coolest Small Town 2014

The Town of Berlin, Maryland consists of 3.15 square miles, has a population density (based on 2013 data) of 1,447 residents per square mile and a residential population (based on 2013 data) of 4,562 people. Berlin, Maryland won America’s Coolest Small Town Award in 2014. Berlin is designated as a Maryland Main Street Community and an Arts and Entertainment district, featuring wayfinding signage for residents and visitors.

Street Form and Composition:

Berlin streetscape practices and improvements include narrow streets, on street parking (one side), pedestrian scale lighting, brick paved walkways, curbs extending into the street, no overhead lines, use of awnings and covered walkways for pedestrians.

Street Character and Personality:

Berlin’s downtown is recognized as a National Register Historic District, hosts a farmer’s market, and seasonal events including the Berlin Fiddlers Convention, a Victorian Christmas, and New Year’s fireworks.

Street Environment and Sustainable Practices:

The Town of Berlin, MD was the first municipality to be certified under the Sustainable Maryland Certified (SMC) Program in 2012. Implementation of Berlin Walk Smart Initiative in 2014.



Photo source: Main Street and close to Jefferson Street

Park Avenue Today - Existing Conditions

This section makes a block by block assessment of existing conditions along Park Avenue.

Virginia to Little Falls

Looking from the intersection of North Virginia Avenue and Park Avenue, sidewalks are only three to four feet wide, making it difficult for two adults to walk side by side, utility lines obstruct views and walking, and brick sidewalk hardscape is not consistent with sidewalk pavement along Park Avenue. Crosswalks to the Library are adequate; yet do not provide access on the east side of Virginia Avenue.



Utility pole in front of the library blocks pedestrian passage.

Park Avenue and Little Falls Street has similar conditions, where the sidewalks are too narrow and do not accommodate ADA accessibility at all sidewalks of the intersection, utilities obstruct views and walking, and pavement is not consistent throughout the intersection and along the southern block of Park Avenue. The north block of Park Avenue between Virginia Avenue and Little Falls Street accommodates pedestrians with a three to four foot sidewalk and has mature street trees with visibility along the street throughout the year.



Mature street trees provide shade during summer and clear a viewshed year round.



Access to City Hall is not clearly defined with placement of landscape, signage, or hardscape.

Little Falls to Maple

Both blocks along Park Avenue between Little Falls Street and North Maple Avenue continue with utilities obstructing sidewalks and views, narrow concrete sidewalks, with no brick pattern or pavement similar to previous intersections or blocks along Park Avenue, and little or no street trees. There is also little or no lighting and furniture for pedestrian safety and enjoyment. The intersection at North Maple Avenue does not provide adequate safety for pedestrians crossing the lengthy intersection.



The intersection at Maple Avenue has lengthy crosswalks and does not have pedestrian scale lighting, street trees, lacks street furniture, and does not provide any wayfinding signage.

Maple to Washington

Street blocks along Park Avenue between North Maple Avenue and North Washington Street do not provide pedestrians with adequate street trees, lighting, furniture, and only allow access to the State Theatre from the north side of Washington Street. The Washington Street intersection does not highlight the historic State Theatre landmark or provide pedestrians with wayfinding signage or amenities celebrating the history or charm of this attraction.



Washington Street intersection has two crossings for pedestrians.



Park Avenue parking garage does not indicate any wayfinding signage to State Theatre or other social and historic landmarks within walking distance.

Park Avenue Tomorrow - Recommendations

As a civic street, Park Avenue should reflect the history and values within the community. The street should have a variety of elements that distinguish it as a special place yet integrate these elements seamlessly within the larger City. The street should highlight community history, as well as provide gathering places for social and community events and activities. Lastly, the street should help meet the environmental goals of the City. These are the elements that make a great street “great”. Recommendations include updating street lighting, providing more street trees, redesigning intersections, providing more pedestrian crossing points, and removing sidewalk obstacles.

Visualizing the Changes

This section provides visuals of four redesigned sections of Park Avenue. These visuals highlight not only changes to the street itself, but how the street relates to the community and provides access to civic, commercial, and entertainment outlets – all things that contribute to the sense of place in the City of Falls Church.

North Virginia Street and Park Avenue

The Mary Riley Styles Public Library has both cultural and social significance in the history and future of the City of Falls Church. Streetscape improvements surrounding the Library along Park Avenue and Virginia Avenue would integrate both new and old structures to the existing landscape and provide a stronger connection to Cherry Hill Park and City Hall.



Illustrative perspective with wider sidewalks, tree pits in streetscape, and new Library entrance from Park Avenue.

Little Falls Street and Park Avenue

The intersection of Little Falls Street and Park Avenue should be a place where City employees, residents, and visitors can gather and enjoy outdoor events with improved streetscape, lighting, and an outdoor plaza.

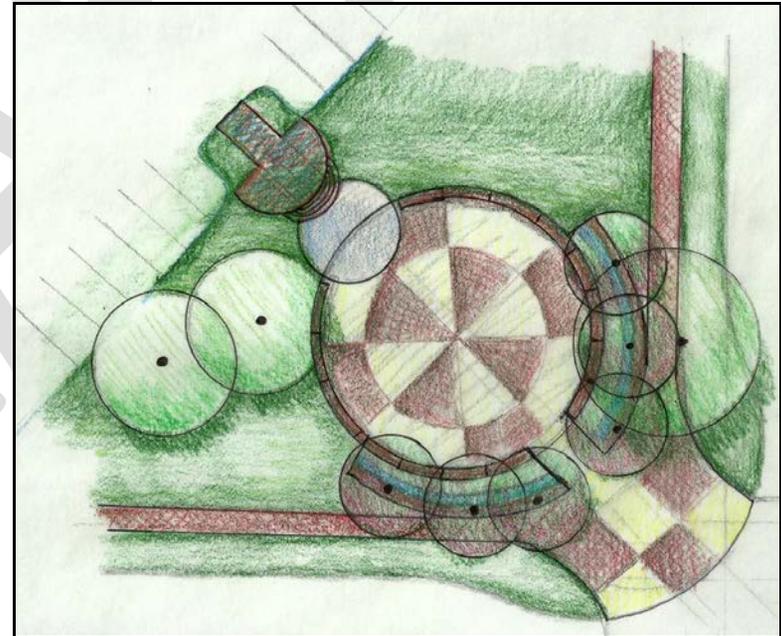


Illustrative perspective with wider sidewalks, updated streetscape, and new City Hall plaza accessible from Park Avenue and Little Falls Street intersection.

City Hall Plaza Concept – Illustrative Plan (Not to Scale)

New City Hall Plaza Illustrative Plan accommodates ADA accessibility from street to plaza en route to City Hall. Sidewalks and plaza invite pedestrians and City employees to access the City from Little Falls intersection and provide employees and pedestrians with an outdoor gathering space for seasonal events and daily enjoyment.

The Illustrative Plan adds benches, lighting, retaining walls with ornamental trees, water features, and a variety of hardscape materials providing safe pedestrian access, passive recreational space, and open space for various community events.



Illustrative Plan accommodates a multi-use space for residents, City employees, and visitors.

Maple Avenue and Park Avenue

Historic buildings and restaurants are scattered throughout The Little City and are especially accessible near the intersection of Maple Avenue and Park Avenue. This intersection should provide a welcoming environment for pedestrians seeking access to restaurants, historic landmarks and cultural venues. Improving sidewalks, adding lighting, modifying curbs, and planting more street trees will provide pedestrians with improved walkability, safety, and enjoyment.



Illustrative perspective with wider sidewalks, newly planted trees and constructed tree pits in streetscape, updated streetscape accommodates pedestrian scale walkability and outdoor restaurant seating.

North Washington Street and Park Avenue

Park Avenue near North Washington Street offers a variety of destinations and amenities for residents and visitors to explore and enjoy, including the historic State Theatre, local restaurants, access to Broad Street, and a free parking garage during off peak hours.

Major traffic calming features and streetscape improvements would make this area of Park Avenue more inviting for pedestrians and highlight the many local attractions.

These streetscape improvements include wider curbs, updated crosswalks, and improved hardscape materials throughout the intersection, wider sidewalks, additional lighting and street trees, as well as appropriate wayfinding signage. These improvements would alert visitors and residents to the variety of amenities and allow for the enjoyment of these amenities within the beautiful and historic *Little City*.



Illustrative perspective with pedestrian friendly streetscape, and entryway to the Little City's historic State Theatre.

Designing the Changes

The Concept Plan from Virginia Avenue to Washington Street provides a comprehensive overview of the recommended physical changes to the streetscape, including pedestrian crossings, street trees, widening of sidewalks, proposed areas for plazas and street furniture, serving pedestrians and providing various pedestrian centered spaces. Full scale (8.5 x 11) concept plans are available in Appendix B.

Beginning with the intersection at Park Avenue and Virginia Avenue, the streetscape improvements are proposed to extend south along Virginia Avenue and on the south side of Park Avenue. A crosswalk is proposed just south of Stanley Park and two small plaza areas with benches are located on the south side of Park Avenue located within commercial properties.

Streetscape improvements are proposed to continue along the southern portion of Little Falls Street and an improved intersection would provide access to City Hall, through a newly constructed plaza. Streetscape improvements include removing utility poles and lines from sidewalk and undergrounding lines, widening sidewalks, adding lighting and tapered street tree pits with newly planted street trees, constructing new plazas and crossings, widening curbs and adding appropriate street furniture for pedestrian use.

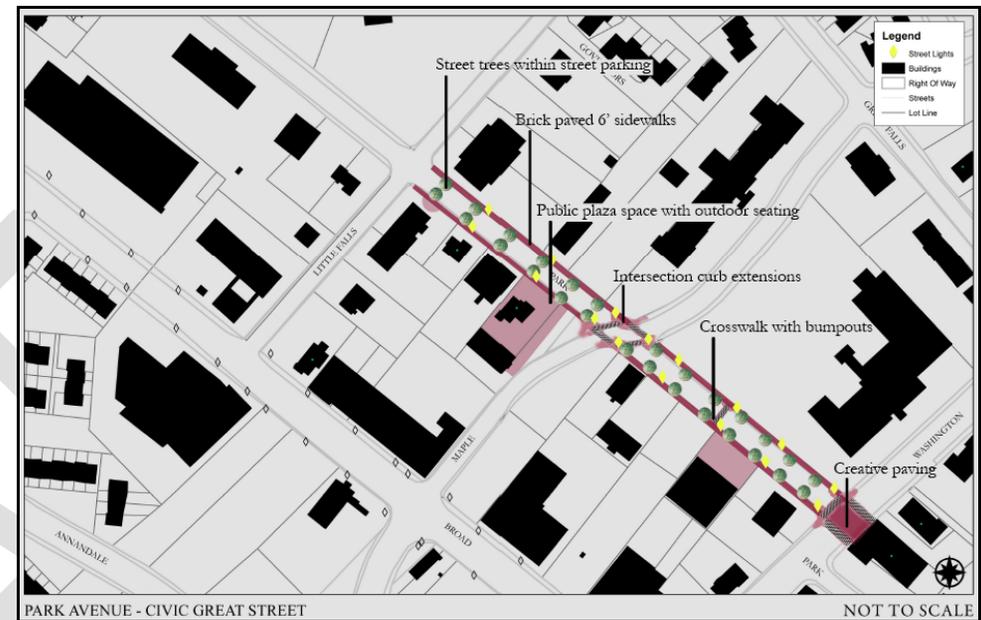
North Virginia Avenue to Little Falls Street



Finally, the streetscape improvements continue along the north and south side of Park Avenue from Little Falls Street to North Washington Street. Additional amenities include a small proposed plaza for benches near the southeast corner at Little Falls, outdoor plaza and restaurant seating on the south side of Park Avenue near Maple Avenue and also one area near Washington Street.

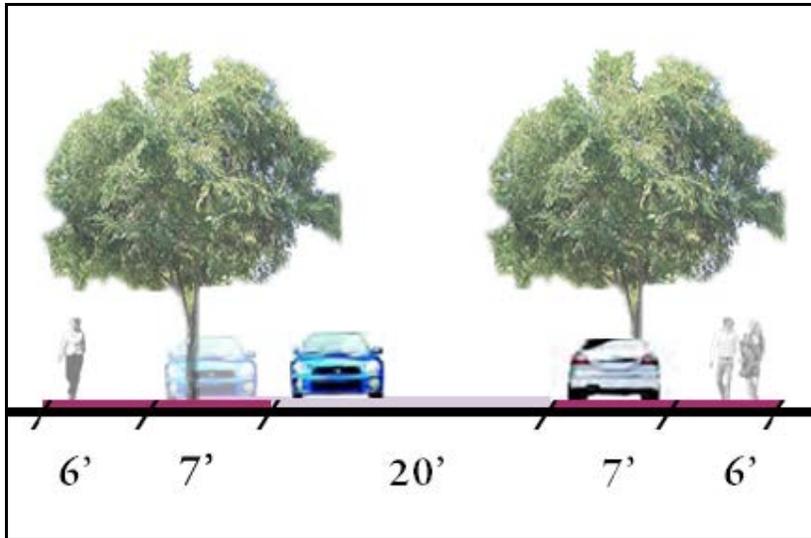
Both intersections at Maple Avenue and Washington Street would receive streetscape improvements which include widening of curbs and sidewalks, adding lighting and tapered street tree pits (with newly planted trees), constructing a new crosswalk just south of the parking garage along Park Avenue, and including appropriate street furniture along Park Avenue for pedestrian use and enjoyment.

North Maple Avenue to North Washington Street



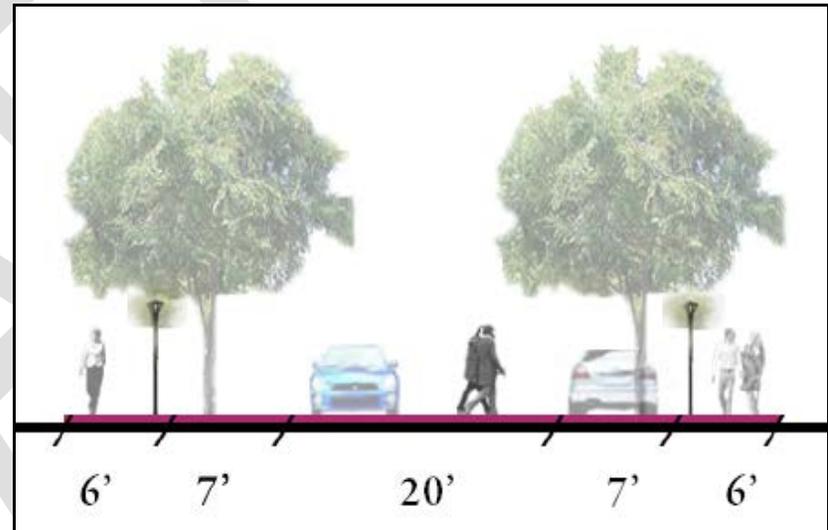
Typical Street Parking (Not to Scale)

Cross section provides an example of a pedestrian friendly streetscape with wider sidewalks, improved pedestrian scale street trees and tree pits located within the street, which also allow room for parked vehicles.



Typical Mid-Block Crossing (Not to Scale)

Cross section provides an example of pedestrians walking safely from one side of the road to the other in a crosswalk located between North Maple Avenue and North Washington Street. Street trees contribute to a pedestrian scale streetscape and additional lighting improves pedestrian safety while maintaining a pedestrian scaled streetscape.



Street Furniture and Details

These streetscape details are examples of furniture and details recommended along Park Avenue providing accessible and aesthetically pleasing amenities for residents and visitors to enjoy.



Street light example from Georgetown in Washington D.C.



Victor Stanley Trash and Recycle Receptacles – FC-12
<http://www.victorstanley.com/product/fc-12/>



Tapered Tree Pit: Moves trees outside of sidewalk, provided by Rhodeside and Harwell streetscape plan.



Victor Stanley Bench – RBF-28
<http://www.victorstanley.com/product/rbf-28/>

Cost Estimates

The total cost estimate is shown in the table provided. Subsequent tables show an expected itemized cost per component.

Component	Cost per	Number	Subtotal
Block	\$947,238.75	3	\$2,841,716.25
Intersection	\$125,829.00	4	\$503,316.00
Plaza	\$101,277.00	1	\$101,277.00
Total			\$3,446,309.25

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Block Cost Estimate- Park Avenue as a Civic Great Street

Division Street - Virginia Avenue to North Washington Street
 BASIC STREETScape COST ESTIMATE (Approx. 1 Block)

NO.	DESCRIPTION	TOTAL UNIT	TOTAL ESTIMATED QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
REMOVALS					
	MOBILIZATION	LUMP SUM	1	3,500.00	3,500.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	8	500.00	4,000.00
	REMOVE BRICK PAVERS	SF	0	3.00	0.00
	REMOVE PAVER PAD	SF	0	11.00	0.00
	REMOVE CONCRETE SIDEWALK (INCLUDE. SAWCUT)	SF	5000	9.00	45,000.00
	REMOVE CONCRETE DRIVES/APRONS/CURB/GUTTER (INCLUDE. SAWCUT)	LF	100	5.00	500.00
	REMOVE BRICK CURB	LF	0	4.00	0.00
	REMOVE/IMPROVE UTILITIES (PER BLOCK)	LF	300	2,000.00	600,000.00
	SUBTOTAL FOR REMOVALS				653,000.00
STREETScape ELEMENTS					
	STANDARD SCORED CONCRETE PAVING	SF	0	5.00	0.00
	STANDARD 6" STONE BASE	CY	62	11.00	682.00
	STANDARD BRICK/CONCRETE PAVERS	SF	5000	18.00	90,000.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	8	5,000.00	40,000.00
	PLANTING SOIL	CY	14	12.00	168.00
	STREET TREES 2.0 to 2.5" CALIPER	EACH	14	500.00	7,000.00
	ORNAMENTAL BENCH (INSTALLED)	EACH	2	1,700.00	3,400.00
	ORNAMENTAL RECYCLE (INSTALLED)	EACH	1	1,300.00	1,300.00
	ORNAMENTAL TRASH RECEPTACLE (INSTALLED)	EACH	1	1,100.00	1,100.00
	RAISED PLANTERS	EACH	0	1,500.00	0.00
	TREE PIT W/ CURB	EACH	14	3,000.00	42,000.00
	U-BIKE RACKS (W/ INSTALLATION)	EACH	1	740.00	740.00
	WAYFINDING SIGN (W/ DESIGN AND INSTALLATION)	EACH	2	1,300.00	2,600.00
	SUBTOTAL STREETScape ELEMENTS				188,990.00
	TOTAL BLOCK				841,990.00
	CONTINGENCY (10%)				84,199.00
	BONDS AND INSURANCE (2.5%)				21,049.75
	TOTAL				947,238.75

Intersection Cost Estimate- Park Avenue as a Civic Great Street

Division Street - Virginia Avenue to North Washington Street BASIC INTERSECTION COST ESTIMATE					
NO.	DESCRIPTION	TOTAL UNIT	TOTAL ESTIMATED QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
REMOVALS					
	MOBILIZATION	LUMP SUM	1	3,500.00	3,500.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	4	500.00	2,000.00
	REMOVE BRICK PAVERS	SF	80	3.00	240.00
	REMOVE PAVER PAD	SF	80	11.00	880.00
	REMOVE CONCRETE SIDEWALK (INCLUDE. SAWCUT)	SF	80	9.00	720.00
	REMOVE CONCRETE DRIVES/APRONS/CURB/GUTTER (INCLUDE. SAWCUT)	LF	0	5.00	0.00
	REMOVE BRICK CURB	LF	40	4.00	160.00
	REMOVE/IMPROVE UTILITIES (PER BLOCK)	LF	0	2,000.00	0.00
	SUBTOTAL FOR REMOVALS				7,500.00
STREETSCAPE ELEMENTS					
	STANDARD SCORED CONCRETE PAVING	SF	40	5.00	0.00
	STANDARD 6" STONE BASE	CY	0	11.00	0.00
	STANDARD BRICK/CONCRETE PAVERS	SF	3500	18.00	63,000.00
	ORNAMENTAL PEDESTRIAN LIGHT	EACH	4	5,000.00	20,000.00
	PLANTING SOIL	CY	4	12.00	48.00
	STREET TREES 2.0 to 2.5" CALIPER	EACH	4	500.00	2,000.00
	ORNAMENTAL BENCH (INSTALLED)	EACH	0	1,700.00	0.00
	ORNAMENTAL RECYCLE (INSTALLED)	EACH	0	1,300.00	0.00
	ORNAMENTAL TRASH RECEPTACLE (INSTALLED)	EACH	0	1,100.00	0.00
	RAISED PLANTERS	EACH	4	1,500.00	6,000.00
	TREE PIT W/ CURB	EACH	4	3,000.00	12,000.00
	U-BIKE RACKS (W/ INSTALLATION)	EACH	0	740.00	0.00
	WAYFINDING SIGN (W/ DESIGN AND INSTALLATION)	EACH	1	1,300.00	1,300.00
	SUBTOTAL STREETSCAPE ELEMENTS				104,348.00
	TOTAL INTERSECTION				111,848.00
	CONTINGENCY (10%)				11,184.80
	BONDS AND INSURANCE (2.5%)				2,796.20
	TOTAL				125,829.00

Concept - City Hall Plaza

Corner of Little Falls Street and Park Avenue
 BASIC PLAZA COST ESTIMATE

NO.	DESCRIPTION	TOTAL UNIT	TOTAL ESTIMATED QUANTITY	ESTIMATED UNIT COST	SUBTOTAL EST. COST
REMOVALS					
	MOBILIZATION	LUMP SUM	1	3,500.00	3,500.00
	REMOVE/DISPOSE OVERHEAD LIGHTS	EACH	0	500.00	0.00
	REMOVE BRICK PAVERS	SF	160	3.00	480.00
	REMOVE PAVER PAD	SF	160	11.00	1,760.00
	REMOVE CONCRETE SIDEWALK (INCLUDE. SAWCUT)	SF	100	9.00	900.00
	REMOVE CONCRETE DRIVES/APRONS/CURB/GUTTER (INCLUDE)	LF	0	5.00	0.00
	REMOVE BRICK CURB	LF	0	4.00	0.00
	REMOVE/IMPROVE UTILITIES (PER BLOCK)	LF	0	2,000.00	0.00
	SUBTOTAL FOR REMOVALS				6,640.00
STREETSCAPE ELEMENTS					
	STANDARD SCORED CONCRETE PAVING	SF	0	5.00	0.00
	STANDARD 6" STONE BASE	CY	52	11.00	572.00
	STANDARD BRICK/CONCRETE PAVERS	SF	2500	18.00	45,000.00
	ORNAMENTAL PEDESTRIAN LIGHTING W/ INSTALLATION	EACH	10	1,500.00	15,000.00
	PLANTING SOIL	CY	6	12.00	72.00
	ORNAMENTAL TREES 2.0 to 2.5" CALIPER	EACH	6	500.00	3,000.00
	ORNAMENTAL BENCH (INSTALLED)	EACH	8	1,700.00	13,600.00
	ORNAMENTAL RECYCLE (INSTALLED)	EACH	1	1,300.00	1,300.00
	ORNAMENTAL TRASH RECEPTACLE (INSTALLED)	EACH	1	1,100.00	1,100.00
	RAISED PLANTERS	EACH	2	1,500.00	3,000.00
	TREE PIT W/ CURB	EACH	0	3,000.00	0.00
	U-BIKE RACKS (W/ INSTALLATION)	EACH	1	740.00	740.00
	WAYFINDING SIGN (W/ DESIGN AND INSTALLATION)	EACH	0	1,300.00	0.00
	SUBTOTAL STREETSCAPE ELEMENTS				83,384.00
	TOTAL PLAZA				90,024.00
	CONTINGENCY (10%)				9,002.40
	BONDS AND INSURANCE (2.5%)				2,250.60
	TOTAL				101,277.00

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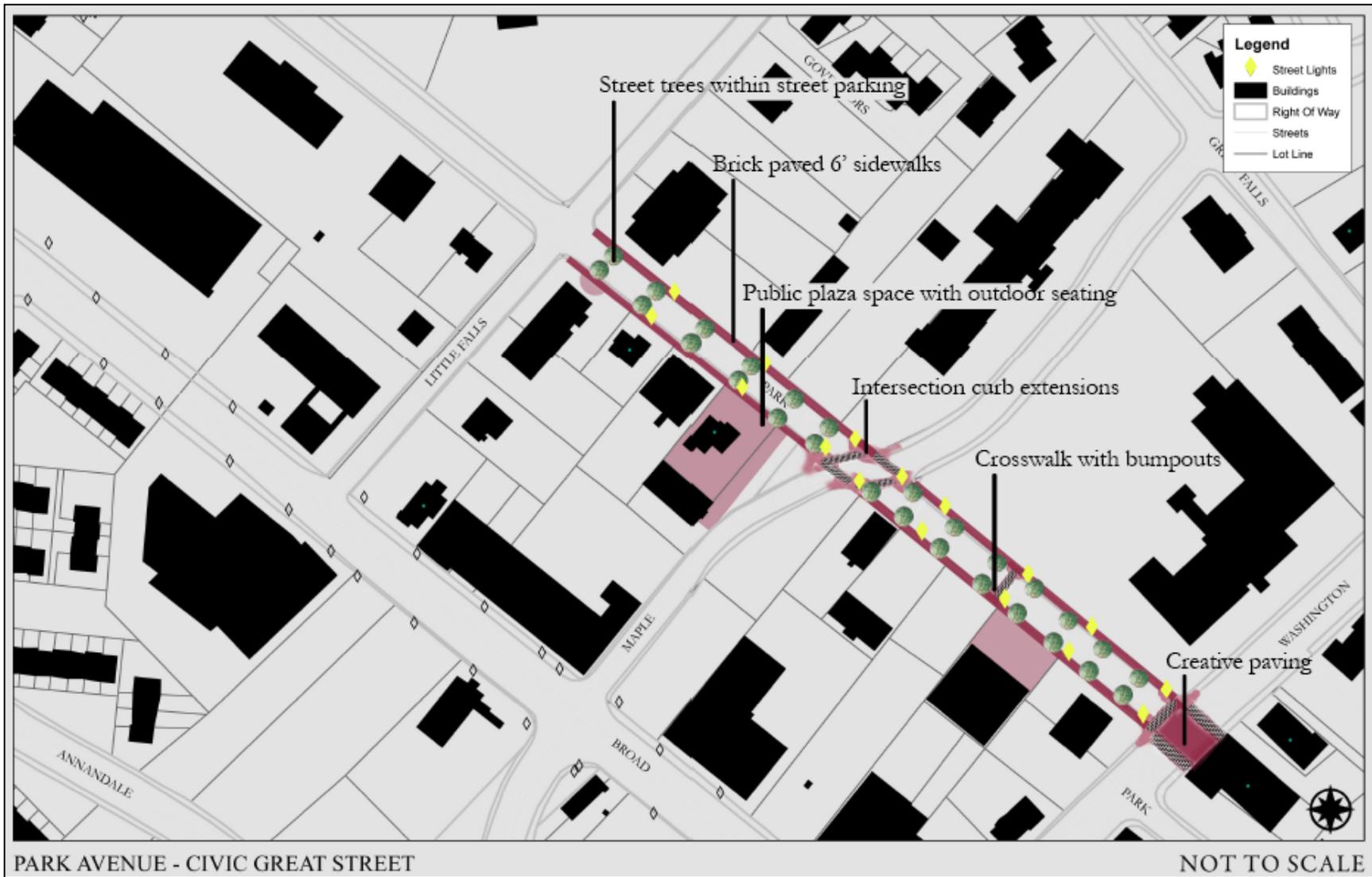
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Appendix A- Concept Plan





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Appendix B – Matrix

	Elements								
City	Square Feet	Population	Population Density	Points of Interest	Awards	Setting	Street Form and Composition	Street Character and Personality	Street Environment and Sustainable Practices
Summary	These cities and towns range in square miles from the smallest 0.6 square miles (Town of Middleburg) to 41.4 square miles (Town of Lebanon New Hampshire).	Population ranges from 4,562 residents to 38,722 residents.	These range from 328 residents per square mile (in Lebanon, New Hampshire) to 6,140 residents per square mile (in Falls Church)	Each "Great Street" and best small town boasts historic architecture, key landmarks, and destination events.	The Great Streets award is given to streets considered complete and that incorporate all users from pedestrians to motor vehicles. America's coolest small town is sponsored by Budget Travel and the winner is announced by receiving the most online votes. Livability.com analyzes multiple data with similar metrics to the Top 100 Best Places to Live and the results are places voted the 10 best small towns in 2014.	Most of the streets range from city and town main streets, to highway collectors, or civic streets adjacent to major intersections.	Street Form and Composition defines how the street accommodates multiple users and connects to the broader street network, determines where social interaction occurs, encourages pedestrian activity, or serves as a social network, and defines areas of hardscaping, landscaping, street furniture, and other physical elements creating a unique location or creating a sense of public space.	Street Character and Personality defines how the street and surrounding land uses benefit from community involvement and participation (festivals, parades, open-air markets, etc.), how the street reflects the local culture and history, and whether the street provides interesting visual experiences, vistas, natural features, or other qualities.	Street Environment and Sustainable Practices defines how the street utilizes green infrastructure and implements other sustainable strategies.
City of Falls Church	2.201 sq miles	13508 (2013)	6140	Park Avenue, State Theatre, Cherry Hill Farmhouse and Park,	TBD	Civic Street	Narrow sidewalks, utilities obstruct pedestrian access and viewshed, crosswalks are not placed in strategic locations for optimal pedestrian accessibility and streetscape geometry	Historic buildings and State Theatre, Park Avenue connects residents and visitors to local historic businesses, city spaces, and entertainment venues.	Lighting is not energy efficient, streets are not designed to retain and then mitigate stormwater runoff except in existing stormwater systems
Port Angeles, WA	14.52 sq miles	19090 (2014 est.)	1314	Carnegie Library, noted as a historic city where the "mountains meet the sea" and supports high quality arts and sciences, cultural activities, shops and recreation.	Voted "10 Best Small Town" in 2014	Downtown	Wider sidewalks, addition of distinctive furniture and lighting (while maintaining historic character; Alleyways receive proper screens for garbage or refuse collection and updated lighting	Linkage to public plaza creates gathering places for seasonal events;	Development of green streets to collect and treat stormwater from parking lots and public right-of-way; Standards for private property stormwater runoff treatment; Development of Urban Forestry Plan

Berlin, MD	3.151 sq miles	4562 (2013)	1447	The Globe Theater features a bar/restaurant/gallery ; Many historic structures (47 to be exact) are included on the national Historic Registry.	America's Coolest Small Town in 2014	Downtown	State Highway Administration completed installation of crosswalks and implementation of a graduated speed-limit reduction on Route 113; Berlin streetscape practices and improvements include narrow streets, on street parking (one side), pedestrian scale lighting, brick paved walkways, curbs extending into the street, no overhead lines, use of awnings and covered walkways for pedestrians.	Designated as a Maryland Main Street Community and an Arts and Entertainment District. Berlin's downtown is recognized as a National Register Historic District, hosts a farmer's market, and seasonal events including the Berlin Fiddlers Convention, a Victorian Christmas, and New Year's fireworks.	Combined departments in Public Works and Water Resources ; The Town of Berlin, MD was the first municipality to be certified under the Sustainable Maryland Certified (SMC) Program in 2012. Implementation of Berlin Walk Smart Initiative in 2014.
Lebanon, NH	41.4 sq miles	13599 (2013)	328	Mix of rural life and big city culture; City Center Ballet, Fireside Inn and Suites, Rotary International, and Shrine of Our Lady-La Salette; Contains Lebanon Municipal Airport.	Voted "10 Best Small Town" in 2014	Downtown	Traffic calming measures include: narrowing streets, breaking up straight aways with speed tables or rumble strips, and redesigning intersections by adding "neckdowns"	All roadway improvement projects and other permits and zoning applications should "remain appropriate to the abutting properties and compatible with adjacent land uses." Balance of pedestrian amenities and automobile access, land uses and streetscape is human-scaled, walking routes are safe, direct, and attractive.	Green infrastructure includes area trails, greenways, and riparian corridors help regulate pollution control and stormwater runoff.
Northfield, MN	8.61 sq miles	20581 (2013)	2390	Bicycle friendly community honorable mention; Boasts regional agriculture, vibrant diversity, esteemed academics, celebrated arts, progressive technology, and chersihed history. Two colleges St. Olaf College and Carleton College within the city.	Voted "10 Best Small Town" in 2014	Downtown	Strategies for future growth include establishing a pedestrian walkway system that increases connectivity between multiple land uses, and establish trails and on-street routes for year round multi-modal transit.	One strategy is to enhance the small-town character of the city through multi-modal transportation choice and context-sensitive corridor design; Roadways and streets are designated as future development occurs to contribute to the neighborhood character and people-oriented functions; Rural roads are protected to ensure quality character and appropriate edge connectivity with surrounding landscape	Tree preservation policy, Greater Northfield Greenway System Action, Task force was created in 2007 to assess opportunites for for local development, while providing local, regional, and global environmental benefits.

Annapolis, MD	8.1 sq miles	38722 (2013)	4780	Along street or viewshed: Maryland State House, St. Anne's Episcopal Church, 65 historic buildings along this road including the Maryland Inn	Great Streets 2008	Downtown	Modern sidewalks, pedestrian crossings and street furniture that respond to heavy tourist traffic, while blending with the historic architecture;	Guided by historic preservation easements, historic district zoning ordinance, and Historic Preservation Commission; Historic colonial street lamps, tasteful commercial signage and street displays;	Two times per day sweeping of streets; Rain gardens at Susan Campbell Park near City Dock and Memorial Circle; Bike racks and bus service along main street; Bicycle routes and racks exist in downtown, yet lack a sufficient wayfinding system.
Culpeper, VA	6.8 sq miles	17145 (2013)	2521	Annual Taste of Culpeper a wine, food, and art festival held along Davis Street	Great Streets 2011	Downtown	Improved building facades, buried utility wires, planted trees and created flower boxes, installed benches; Landscaping, signage, lighting to pedestrian; alleyways, off-site parking; Wide sidewalks accommodate pedestrian, bike racks, and outdoor restaurant seating	Installed historic looking street lamps; Ordinance requiring brick or stone construction; Design of pocket park and plaza for farmer's market, concerts, or community events. Installed historic looking street lamps. Portion of Culpeper Depot utilized as multi-purpose community facility.	Culpeper County established a Green Building Resource Center (under the Energy-Efficiency and Conservation Block Grant (EECBG)), providing training classes and workshops for workforce development, as well as builders, contractors, plan reviewers and inspectors.
Middleburg, VA	0.6 sq miles	632 (2000)	1053	"Great Streets" 2010: Washington Street; Historic landmarks, Equestrian Center, Research Center	Great Streets 2010, Washington Street (Six blocks between Jay Street and Reed Street); Historical Character, Design Guidelines, Community Involvement	Downtown	Bulb-outs at four way intersections, brick textured road for on street parking lanes, raised intersections at Madison and Pendleton; Town tree ordinance requires a ten foot tree and shrub buffer between buildings and car parking	Maintains 18th Century character and integration with surrounding architecture	Street lighting changed to energy saving LED lights which also meet historic guidelines
Staunton, VA	19.7 sq miles	24350 (2013)	1236	Historic Victorian architecture along Beverly Street	Great Streets 2013	Downtown	Minimum of 5' sidewalk, install traffic calming build outs, Street trees planted as safety buffers, Clearly demark intersections with sidewalk bulb-outs; "Corridor Overlay Ordinance and Guidelines"; Staunton's city council approved a \$600,000 streetscape project in 1981 that included historic lighting fixtures, brick sidewalks and, later, burying power lines. The projects helped attract an additional \$1.5 million in further improvements.	Many historic buildings and exemplary downtown of Victorian structures; Historic District Ordinance and Design Guidelines established for historic district, including Beverley Street	Bioretention rain gardens to improve Lewis Creek water quality conditions; Plans to create and promote a Historic Water Supply Walking Tour

Wheeling, WV	16.01 sq miles	28009 (2013)	1749	Historic buildings along North Main Street, viewshed includes the Ohio River and 1849 Wheeling and Belmont Suspension Bridge; Wheeling Nailers Hockey, Cabela's, Capital Music Hall, Ogden Race	Great Streets 2009	Downtown	Shade trees and curb extensions slow down traffic	Historic downtown is maintained through local groups; New townhomes echo architectural character of downtown buildings; mid-to late-19th Century Victorian-era residences	Current redevelopment of brownfield areas are under the following programs: Brownfields Assessment Demonstration Pilot Program, Brownfields Cleanup Revolving Loan Fund Pilot Program, CDBG Brownfields program, and a Brownfields Economic Development Initiative (BEDI)
Milford, DE	9.45 sq miles	10122 (2013)	1071	Carlisle Fire Company, Farmer's Market, Milford Museum, Mispillion Riverwalk, Second Street Players	Great Streets 2013	Downtown	Removal of utility poles, burying power lines, adding benches, sidewalk planters, and historic lighting	Public and private investors for city signage: historic and cultural signage, downtown directional signage and business signage; Creation of "Downtown Milford, Inc." http://downtownmilford.org/	Retail businesses are encouraged to participate in a voluntary subscription to purchase renewable energy, in compliance with the Delaware Green Energy Fund.Greenway Development is ongoing, City is pursuing easements or land purchases to expand riverside walkways which is intended for an interpretive center and future parking;