

Valley We Design: Art From the Heart of Community Prepared for HANDS, Inc. October 2014



TOGETHER
**NORTH
JERSEY**

CONNECTING
PEOPLE, PLACES,
AND
POTENTIAL



**Valley
Arts**

TerraNoble
DESIGN, P.A.

Valley We Design: Art From the Heart of Community

Prepared by:

**The Valley We Design Team
with TerraNoble Design, P.A.**

Prepared for:

HANDS, Inc

In cooperation with:

Together North Jersey

The City of Orange

Valley Arts, Inc.

The Valley We Design Working Group

The University of Orange

Ironworks

ORNG Ink

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Valley We Design: Art From the Heart of Community



October 14, 2014

Mr. Patrick Morrissy, Executive Director
HANDS, Inc.
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Orange, New Jersey 07050

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DESIGN, P.A.
60 Forest Avenue
Glen Ridge, NJ 07028
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Dear Mr. Morrissy:

The creation of a holistic vision for the public realm of the Valley Arts District is an important step in strengthening the neighborhood and solidifying the Valley's reputation as a vibrant arts community. The renaissance is underway with the creation of 100 art spaces, the arrival of Luna Stage, gallery exhibitions, the Ironworks Gallery and opening of Hat City Kitchen. However, like many arts districts around the State, the Valley remains a collection of wonderful, yet disconnected artistic pieces.

What remains to be done is to create an environment that places "Art at the Heart" of everything in the community's public realm. The Conceptual Master Plan has been developed with this goal at its primary driver. While the master plan sets the Placemaking intent, TerraNoble Design proposes that local artists be engaged to design all major elements of the plan. Traditional streetscape and open space design employs traditional paving and furniture elements. The Valley presents a unique opportunity to create a public realm where every pavement, wall, fence, railing, sign, bench, and light is an inspirational art installation.

Orange is blessed with creative and passionate artists and residents and it is they who hold the key to creating a truly unique arts district representative of the values and culture of Orange. Engaging, enrolling, and empowering them to participate in refining and implementing the master plan will ensure that a distinct and unique identity is established. I believe that The Valley Arts District will evolve into a national model for creating an arts district that is economically strong, socially just and visually beautiful without displacing current residents and businesses.

Sincerely,

Timothy N. Delorm

Timothy N. Delorm, P.P., L.L.A.
President
TerraNoble Design, P.A.

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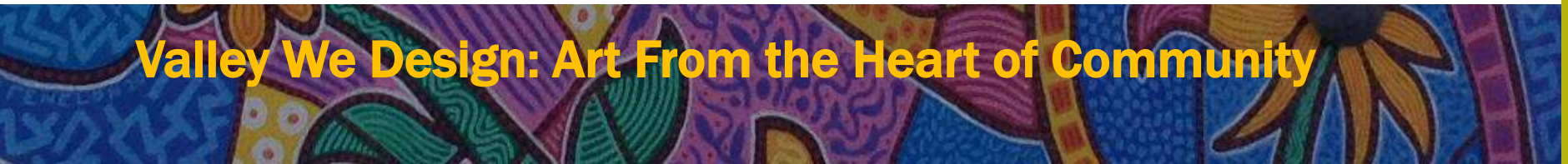


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Valley We Design: Art From the Heart of Community



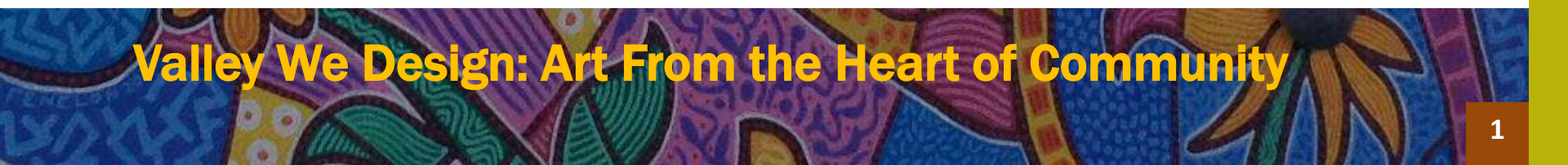
ABOUT TOGETHER NORTH JERSEY

TOGETHER NORTH JERSEY (TNJ) is an unprecedented planning initiative currently underway in the 13-county North Jersey Transportation Planning Authority region.

In November 2011, the U.S. Department of Housing and Urban Development (HUD) awarded TNJ (aka, North Jersey Sustainable Communities Consortium) a \$5 million Sustainable Communities Regional Planning Grant. The grant is matched with an additional \$5 million in leveraged funds from project partners. Grant funds are being used to: develop a Regional Plan for Sustainable Development (RPSD) for the 13-county planning region; implement 15 local demonstration projects (including the Valley Arts District Open Space Master Plan); and provide technical assistance and offer education opportunities that build the capacity of jurisdictions, organizations and the public to advance sustainability projects and initiatives.

The plan will be both “place-based” and “issue-based” and is using sustainability, transit system connectivity and Transit-Oriented Development (TOD) as the central framework for integrating plans, regulations, investments, and incentive programs at all levels of government to improve economic and environmental conditions, while promoting regional equity and resource efficiency. The outcome of plan implementation will be a more sustainable future for the region that invests in existing communities where housing, jobs, educational, cultural, and recreational opportunities are made more easily accessible.

Through open forums **TOGETHER NORTH JERSEY** and its members are creating a comprehensive and balanced plan that invests in the region’s existing communities where housing, jobs, educational, cultural, and recreational opportunities are made more easily accessible to most residents without having to drive to them.



Valley We Design: Art From the Heart of Community

INTRODUCTION + PURPOSE

The preparation of the Valley Arts District (VAD) Open Space Master Plan was funded by a Sustainable Communities Regional Planning Grant provided through Together North Jersey to HANDS, Inc. The study purpose is to establish an open space design strategy that will enhance connectivity between the VAD and NJT's Highland Avenue Train Station. Further, the master plan establishes a design approach that enhances the District's definition, identity, brand, and physical character by celebrating the arts. In doing so the Valley's will become economically stronger, more socially connected and visually beautiful. These goals and objectives must be achieved with respect for all Valley residents and businesses and without displacement.

It does this by placing “Art at the Heart” of everything in the community's public realm. Typically streetscape and open space design employs traditional paving and furniture elements. The Valley presents a unique opportunity to create a public realm where every pavement, wall, fence, railing, sign, bench, and light is an inspirational art installation. The master plan sets the Placemaking intent and recommends that local artists be engaged in the design of all significant elements of the plan to ensure the brand is authentically of the Valley and invested in by its creative community, residents, and businesses.

The plan has been prepared using an inclusive workshop process with the participation of a broad constituency through the Valley We Design Work Group. Following TNJ's three phased methodology; the group hosted a Discovery Workshop, District Discovery Tour and Picnic, and a Vision Workshop. The defining analysis, goals, visioning, and strategies developed by the work group guided the master plans preparation.

Respecting the District's rich history and celebrating the arts as its driver for the future the master plan establishes the design direction, strategies and implementation priorities to continue the Valley's renaissance, bring together its community, and contribute to making Orange the urban village of the 21st century, a just and beautiful city.



Introduction + Purpose



Vision & Design Workshop

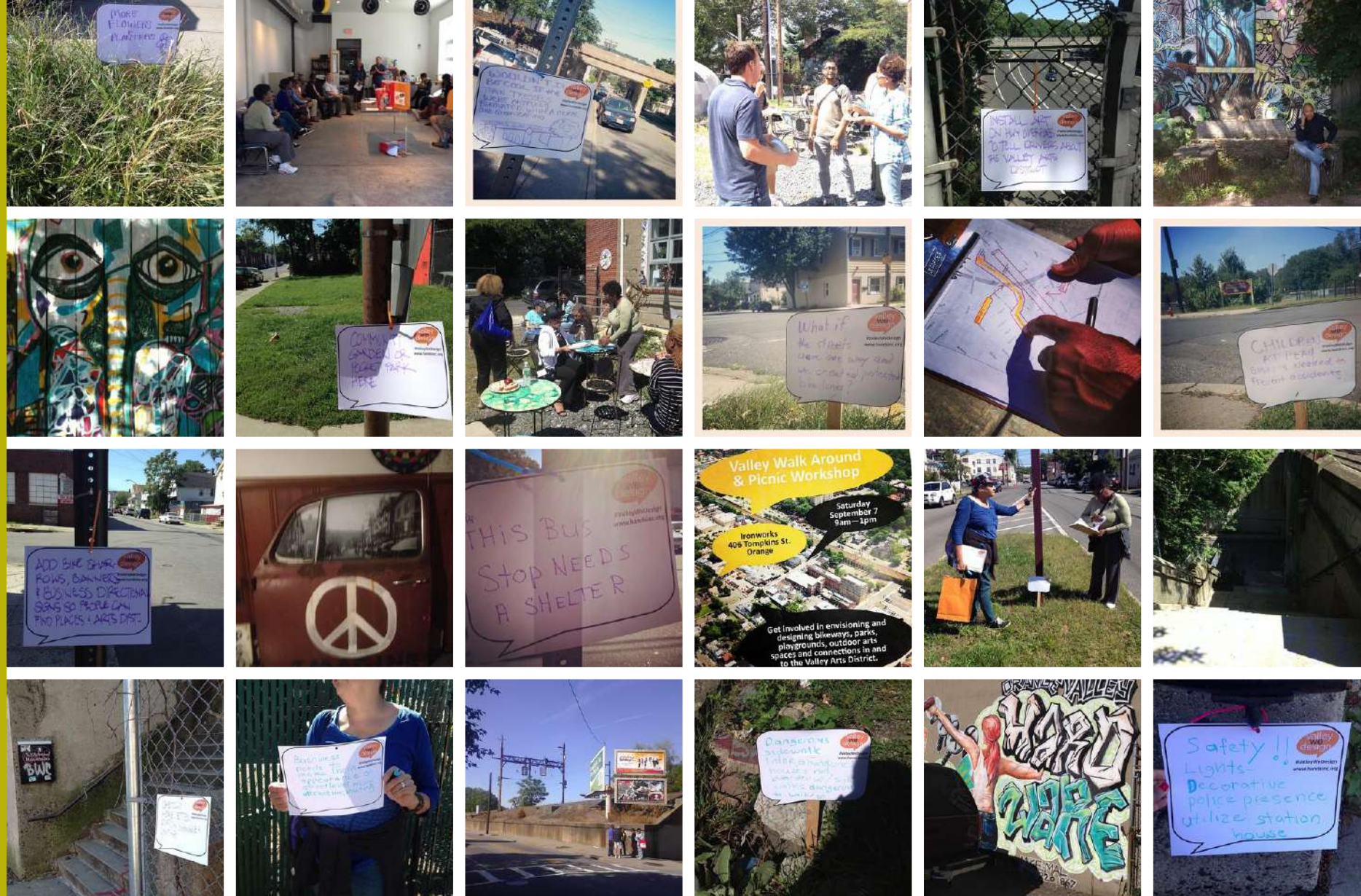
valley
we
design

Ironworks
406 Tompkins St.
Orange

Tuesday
September 24
6pm — 8pm

Get involved in envisioning and designing bikeways, parks, playgrounds, outdoor arts spaces and connections in and to the Valley Arts District.

Valley We Design Discovery Walk Around + Picnic
Ironworks Gallery, Tompkins Street, Orange, N.J. September 4, 2013



Valley We Design Discovery Walk Around + Picnic Ironworks Gallery, Tompkins Street, Orange, N.J. September 4, 2013



LEGEND



Arts District Destinations

- A. Luna Stage & Fenelon Mural
- B. Hat City Kitchen
- C. Firehouse Gallery & Lofts
- D. Millbreuch Mural
- E. Ironworks & Orange Ink
- F. The Kelly Copeland Lofts
- G. Arts Unbound
- H. Yema gallery
- I. Oualie Gallery
- J. Jefferson Street Mural



Restaurants & Retail

- A. Southern Comfort Café
- B. Bella Italia Ristorante
- C. CVS
- D. Krauser's Market
- E. Lee's Deli
- F. Miriam's Restaurant
- G. China King Restaurant
- H. Diner (closed)
- I. Bellissima Pizza
- J. Dillon's Pub
- K. Lagalera Salvadoran Restaurant
- L. Libretti's Ristorante
- M. Stetson Bar
- N. Bravo Supermarket



Churches & Institutions

- A. Forest St. Elementary
- B. International Gospel Church
- C. 1st United Tabernacle Church
- D. Our Lady of the Valley
- E. Valley Settlement House



Businesses

- A. Bildisco Door Mfg. Co.
- B. W. Orange Self Storage
- C. Iron Work Expo
- D. Orange Valley Hardware
- E. Garden State Urban Farms
- F. Pav-Con
- G. Pugliese Pools
- H. Laplaca Ironworks
- I. Electric Substation
- J. Mitchell Supreme
- K. Recchia Paving
- L. Tryco Tool Mfg. Comp.
- M. The Box Co. Studios
- N. Lagnippe Foods



Future Development

- A. Scotland & Central Redevelopment Area
- B. Harvard Printing Redevelopment
- C. Selecto Flash Redevelopment
- D. No Name Hat Factory
- E. The Berg Hat Factory Redevelopment



NJT Highland Avenue Train Station



Parks & Open Space

- A. Future Rahway River walk
- B. Sculpture Park
- C. Valley Settlement House Playground
- D. Ironworks Courtyard
- E. Memorial Park
- F. Forest Elementary Playground

Valley Arts District – Art Destinations + Attractions
Valley We Design: Art From the Heart of Community





LEGEND

- S Bluestone Walk
- C Concrete Walk
- B Brick & Concrete Walk
- A Conc. & Asphalt Walk
- N No Walk
- Good Condition
- Serviceable Condition
- Poor Condition

NOTES

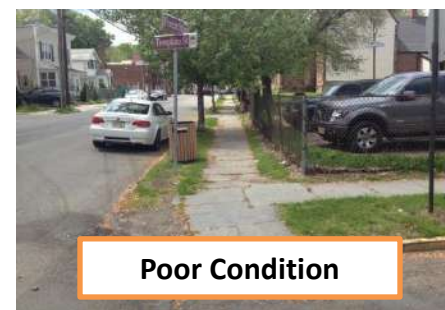
1. The condition of the pedestrian environment dramatically impacts perception of place & raises safety concerns.
2. Repair of walks in heavily trafficked areas should be a high priority.
3. Poor condition walks on Valley, Mitchell, Forest, & Tompkins Streets should be addressed near term.
4. Extension of the Valley Road streetscape improvements by West Orange should be continued throughout the district.
5. See Streetscape Design Guidelines.



Good Condition



Fair Condition



Poor Condition



Poor Condition

Sidewalk Condition
Valley We Design: Art From the Heart of Community



- LEGEND**
-  Major District Gateway
 -  Minor District Gateway
 -  Primary Pedestrian Route
 -  Secondary Pedestrian Route
 -  Future Mid-Block Connection
 -  Gateway Plazas
 -  Arts District Attractions & Destinations Map
 -  Art District Directional Street Signs

Source: Google Images



Pedestrian Improvements & Signage Plan **Valley We Design: Art From the Heart of Community**



MAP LEGEND



**CLASS II PROPOSED
BIKE ROUTES**

**CLASS III PROPOSED
BIKE ROUTES**

BICYCLE PARKING & AMENITIES



District Destinations

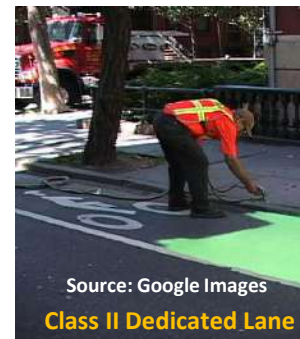


Parks Destinations



Other Bicycle Parking

NOTE: Downtown bicycle routes will likely be Class III - Shared Lanes. Class II - Dedicated Lanes should be provided where road width permits.



Source: Google Images

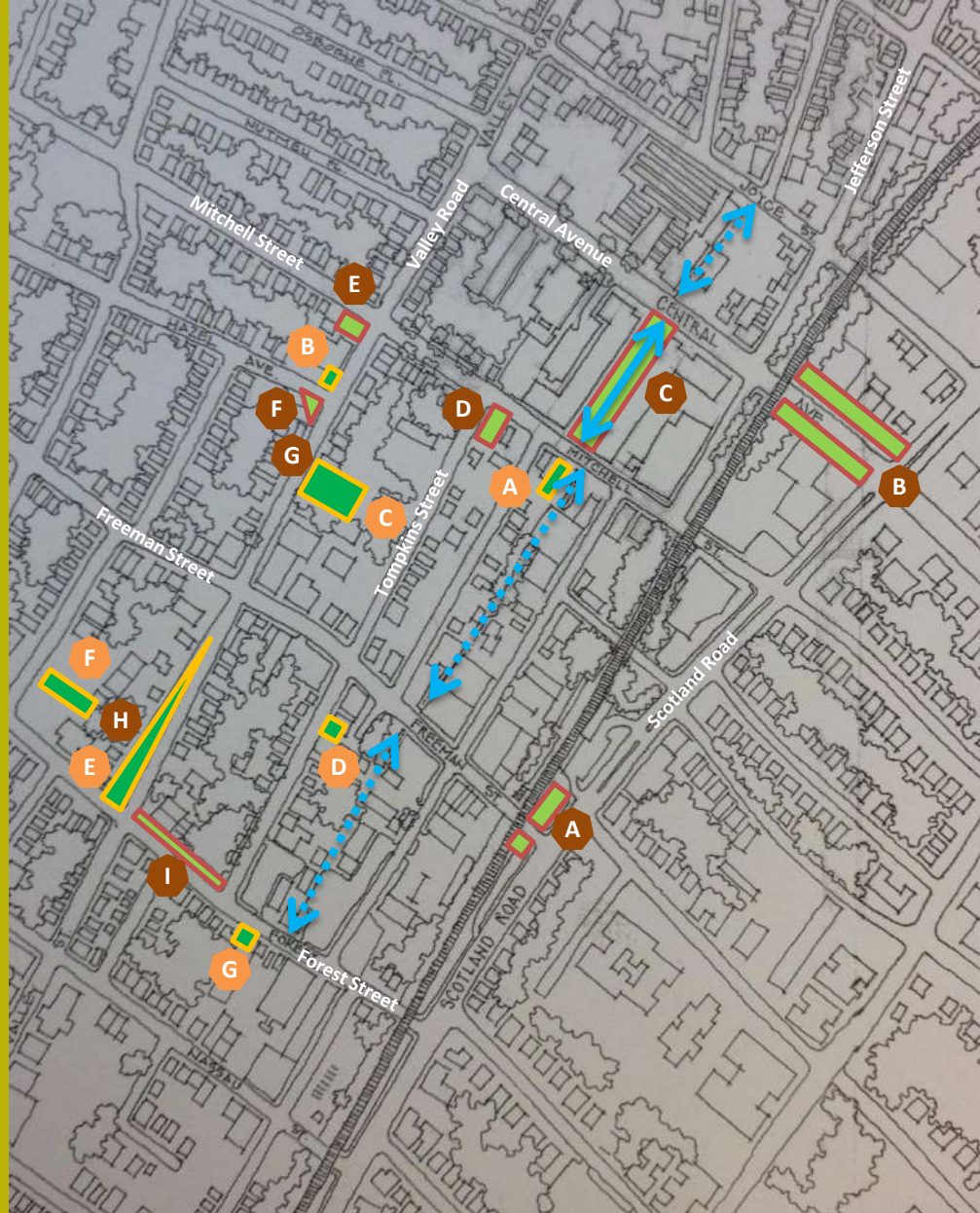
Class II Dedicated Lane



Class III Shared Lane



Bicycle Network Plan
Valley We Design: Art From the Heart of Community



LEGEND

A

Existing Parks & Open Spaces

- A. Sculpture Pocket Park
- B. Luna Stage Donor Plaza
- C. Valley Settlement House Play Area
- D. Ironworks Courtyard
- E. Memorial Park
- F. Forest St. Elementary Playground
- G. Firehouse Gallery Plaza

A

Proposed Parks & Open Spaces

- A. Freeman Street Gateway Plaza
- B. Central Avenue Gateway Plaza
- C. Harvard Printing River Walk
- D. Mitchell Street Pocket Park
- E. Valley Road Skate Park
- F. Valley Road Script Writers Pocket Park
- G. Valley Road Seating Area
- H. Valley Memorial & Artist Park
- I. Forest Street Lounger & Promenade



Proposed River Walk

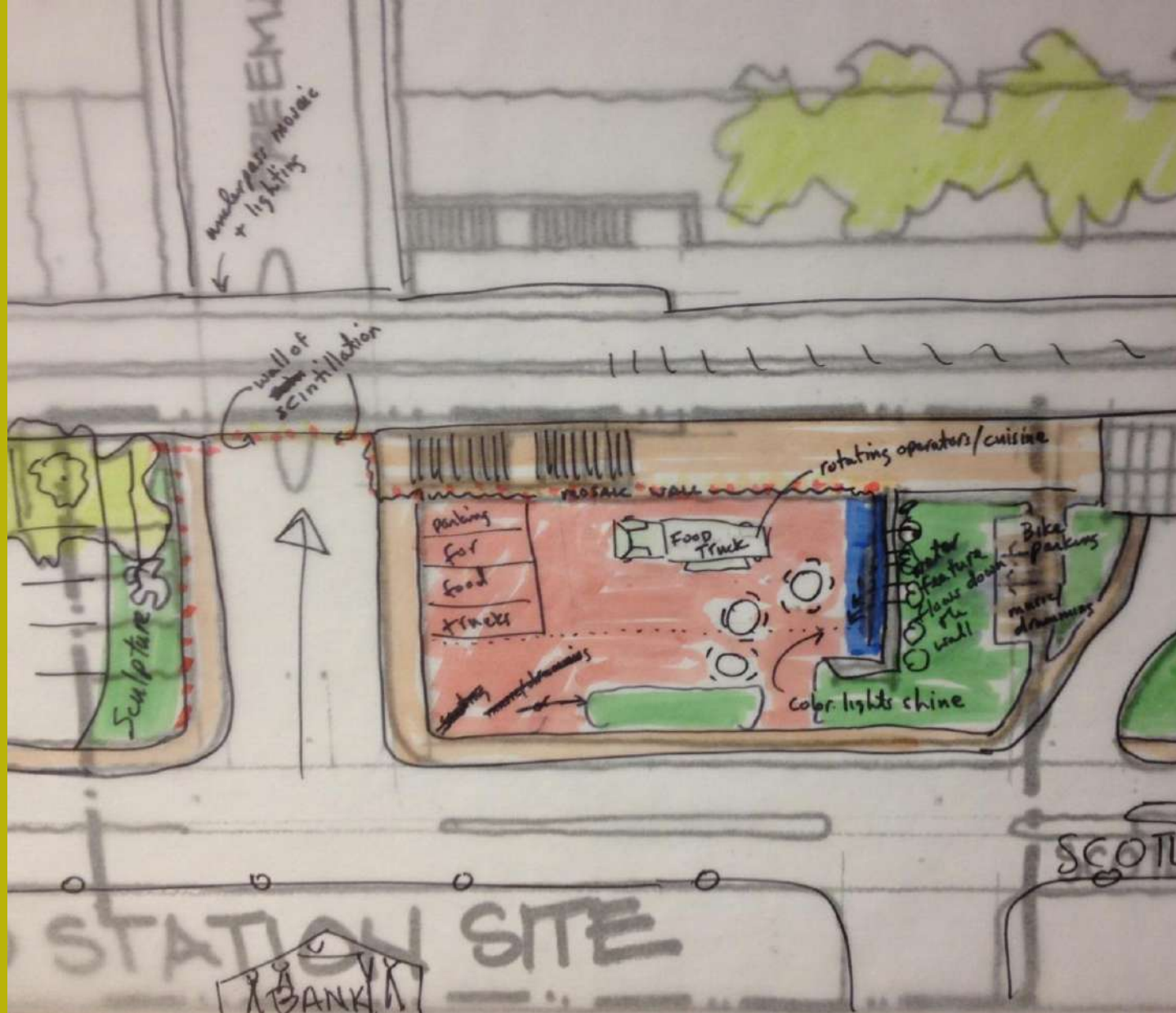


Potential River Walk Extensions





Freeman Street Gateway – Priority #1
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**Freeman St. Gateway Design Group #1 Ideas
Valley We Design Vision Workshop**

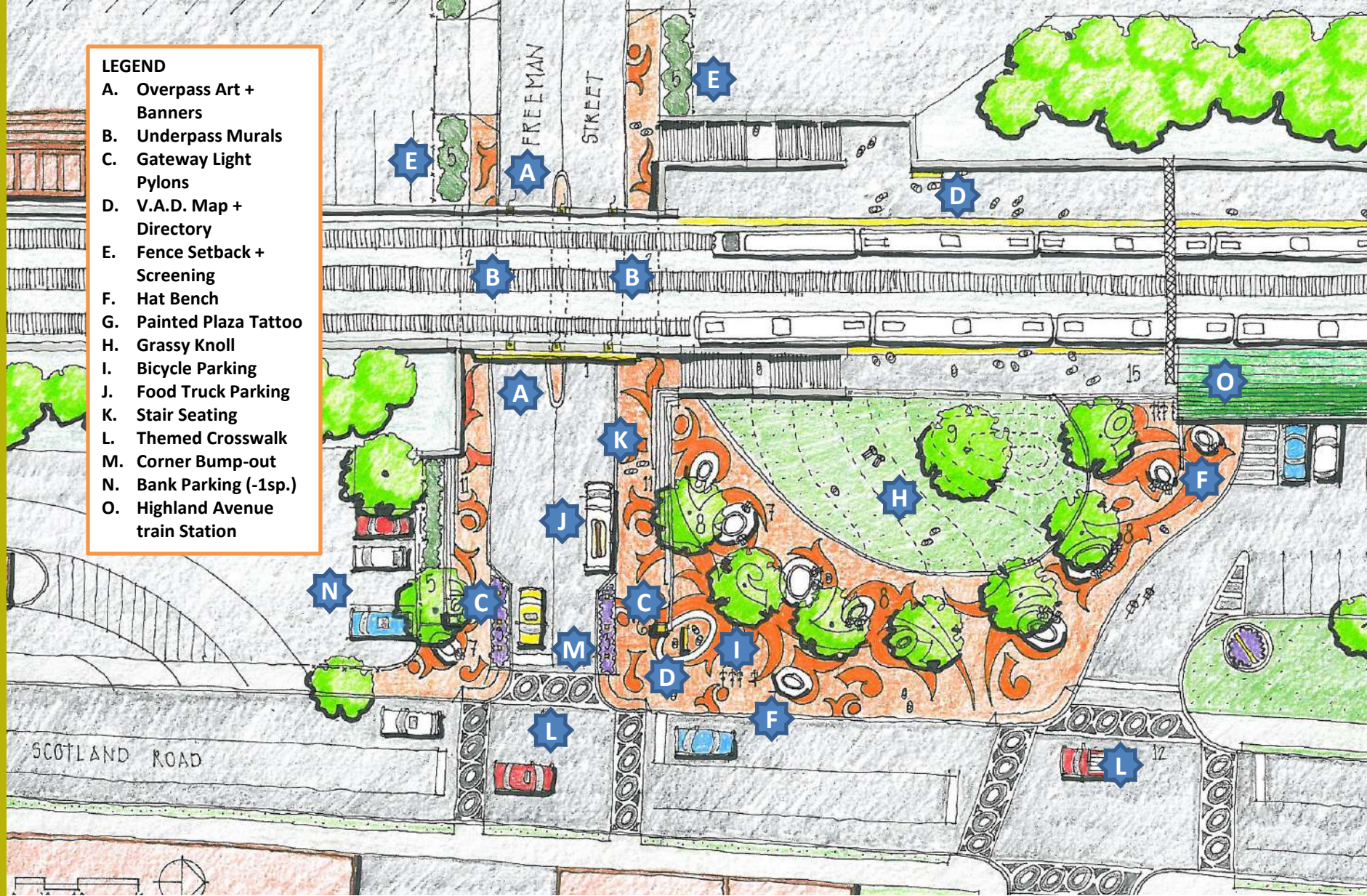


Gateway Precedent Images

Valley We Design: Art From the Heart of Community

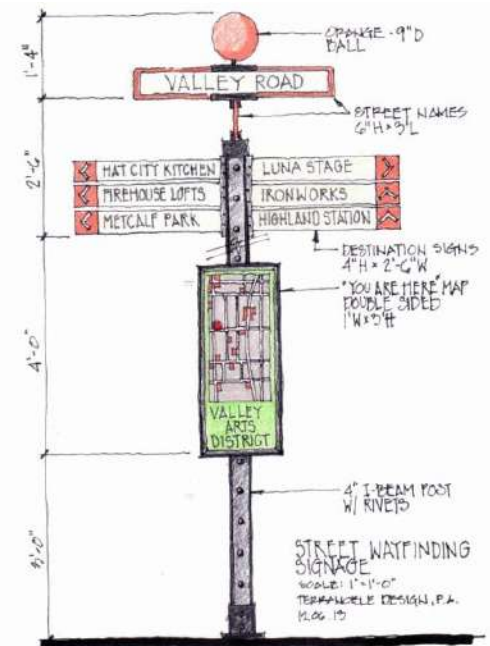
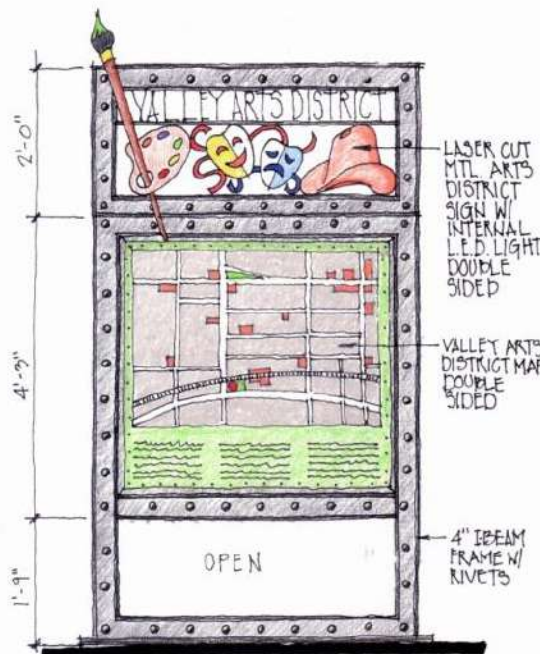
LEGEND

- A. Overpass Art + Banners
- B. Underpass Murals
- C. Gateway Light Pylons
- D. V.A.D. Map + Directory
- E. Fence Setback + Screening
- F. Hat Bench
- G. Painted Plaza Tattoo
- H. Grassy Knoll
- I. Bicycle Parking
- J. Food Truck Parking
- K. Stair Seating
- L. Themed Crosswalk
- M. Corner Bump-out
- N. Bank Parking (-1sp.)
- O. Highland Avenue train Station



Freeman Street Gateway Concept Plan

Valley We Design: Art From the Heart of Community



Freeman Street Gateway Concept Plan

Valley We Design: Art From the Heart of Community



Central Avenue Gateway - Priority #6

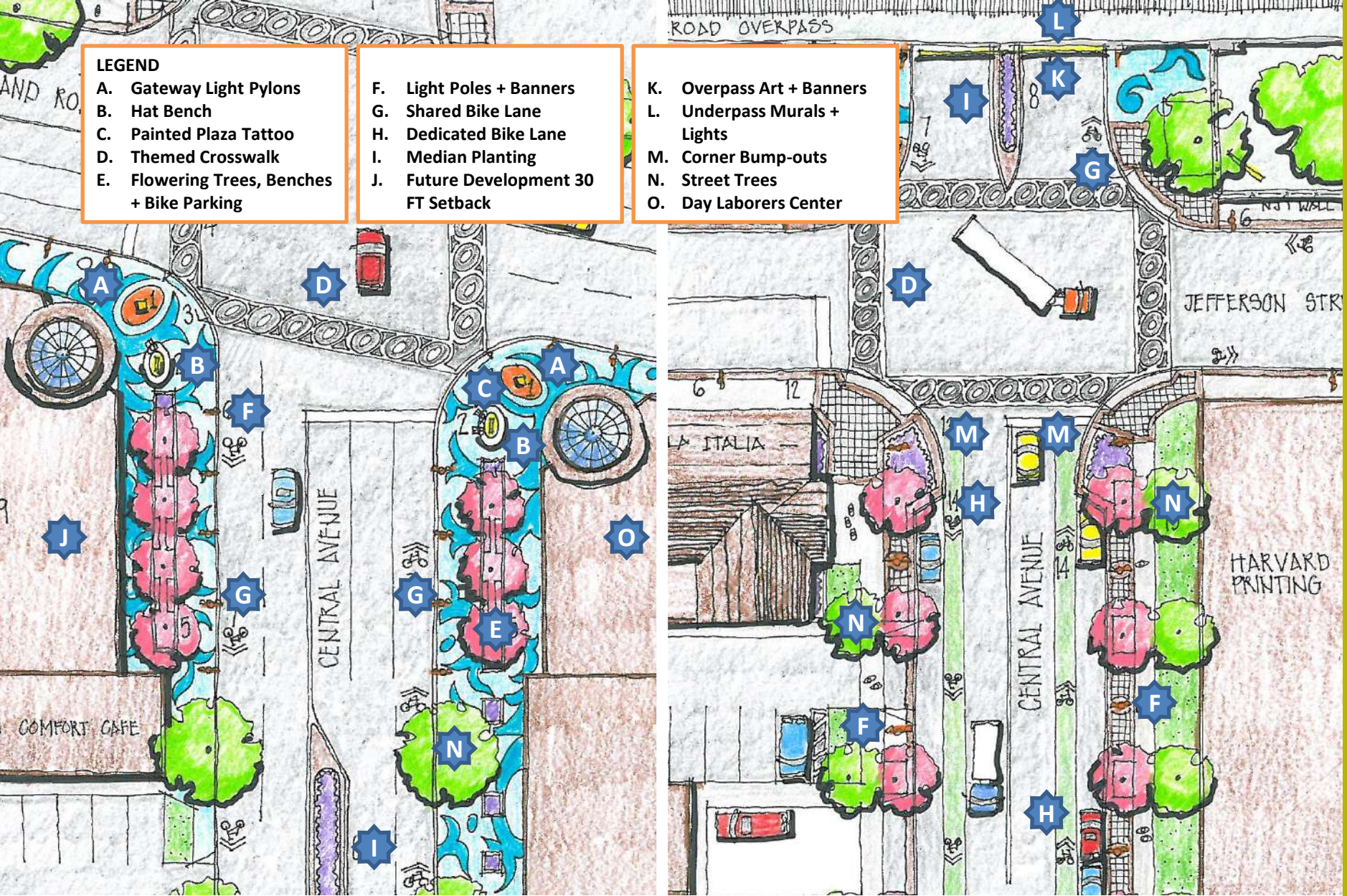
Valley We Design: Art From the Heart of Community

LEGEND

- A. Gateway Light Pylons
- B. Hat Bench
- C. Painted Plaza Tattoo
- D. Themed Crosswalk
- E. Flowering Trees, Benches + Bike Parking

- F. Light Poles + Banners
- G. Shared Bike Lane
- H. Dedicated Bike Lane
- I. Median Planting
- J. Future Development 30 FT Setback

- K. Overpass Art + Banners
- L. Underpass Murals + Lights
- M. Corner Bump-outs
- N. Street Trees
- O. Day Laborers Center



Central Avenue Gateway Conceptual Plan

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Valley Street Script Writers Pocket Park – Priority #2

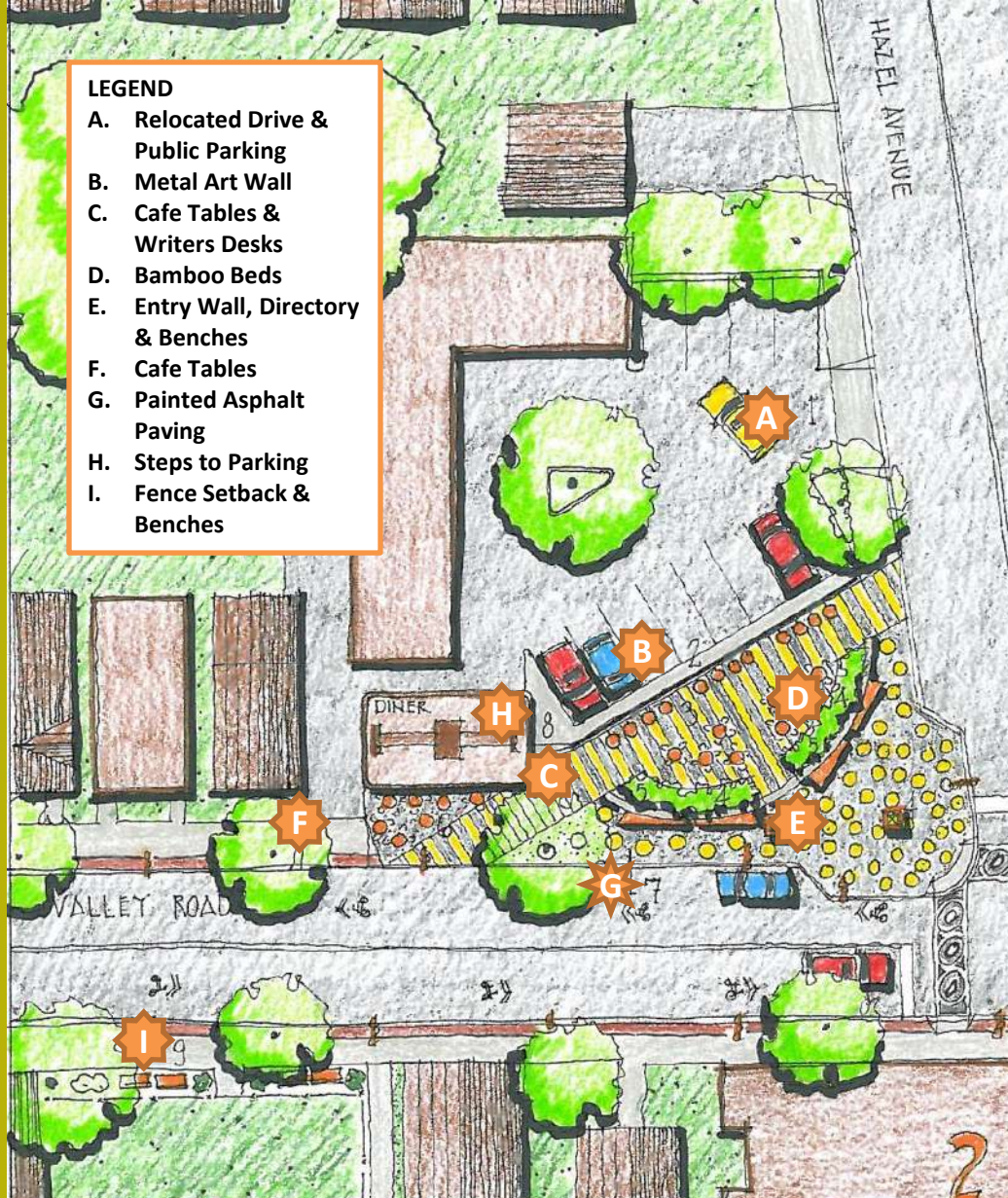
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Valley Diner Open Space Design Groups #1 & #2 Ideas Valley We Design Vision Workshop

LEGEND

- A. Relocated Drive & Public Parking
- B. Metal Art Wall
- C. Cafe Tables & Writers Desks
- D. Bamboo Beds
- E. Entry Wall, Directory & Benches
- F. Cafe Tables
- G. Painted Asphalt Paving
- H. Steps to Parking
- I. Fence Setback & Benches



Source: Balsley Assoc



Source: Google Images



Script Writers Pocket Park Concept Plan + Images

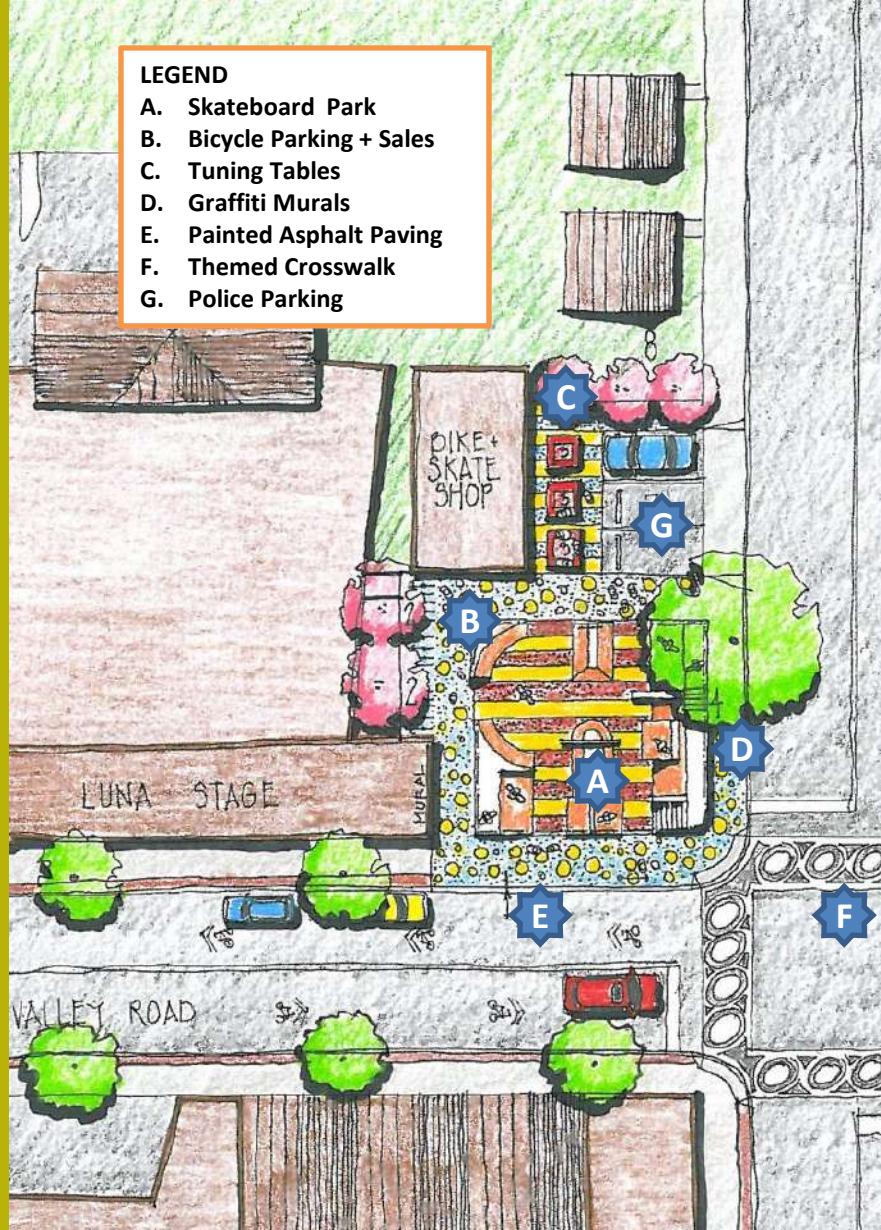
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Valley Street Skate Park – Priority #3
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LEGEND

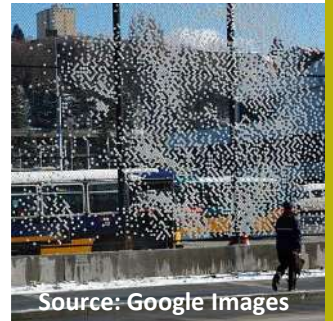
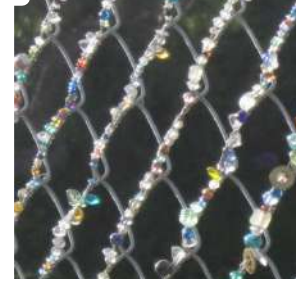
- A. Skateboard Park
- B. Bicycle Parking + Sales
- C. Tuning Tables
- D. Graffiti Murals
- E. Painted Asphalt Paving
- F. Themed Crosswalk
- G. Police Parking



Source: Google Images

Valley Street Skate Park Concept Plan + Images

Valley We Design: Art From the Heart of Community



Source: Google Images

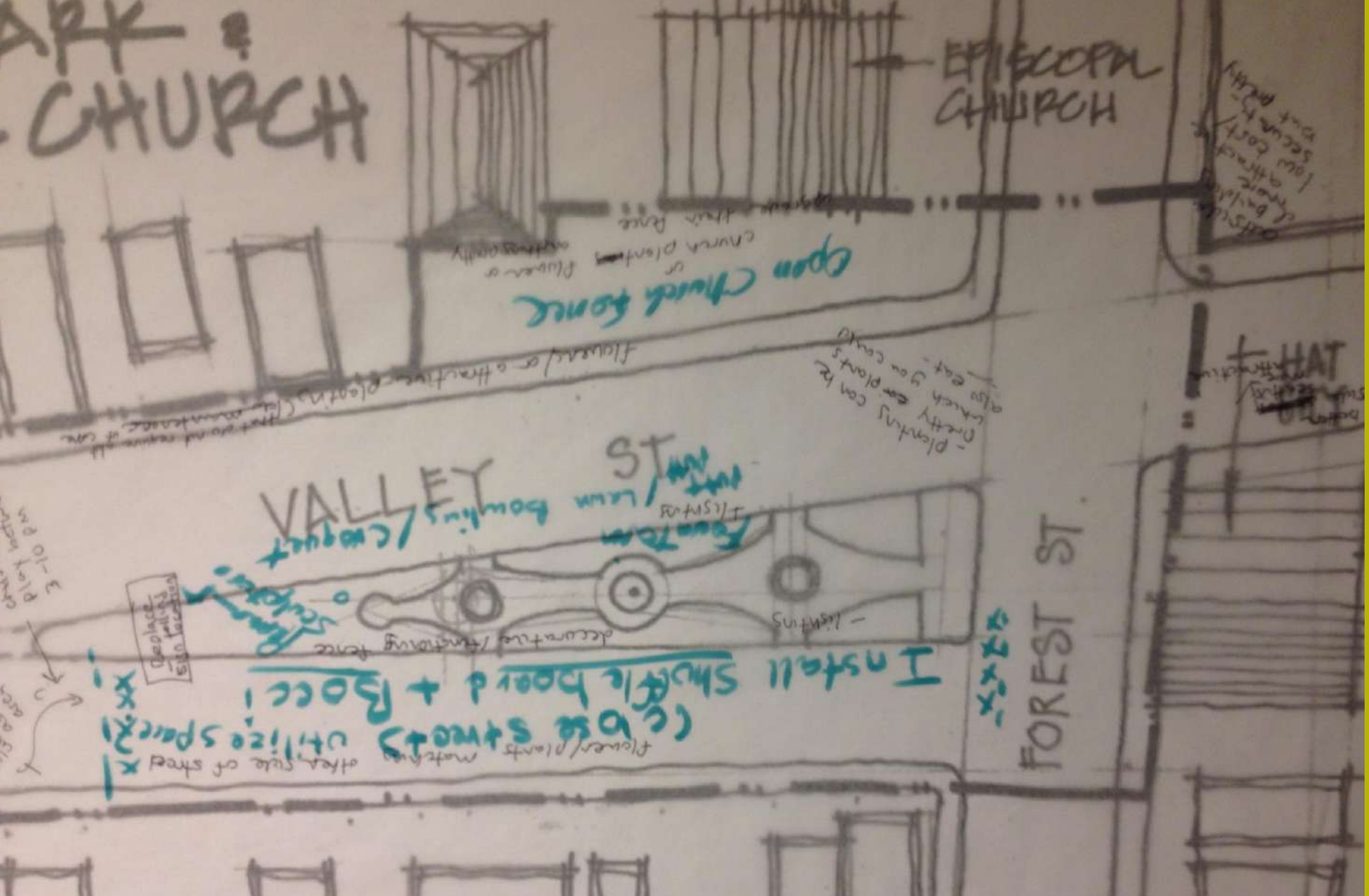
Industrial Property Enhancement – Priority #8

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Memorial Park Improvements – Priority #4

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Triangle Park Design Group #1 Ideas
Valley We Design Vision Workshop



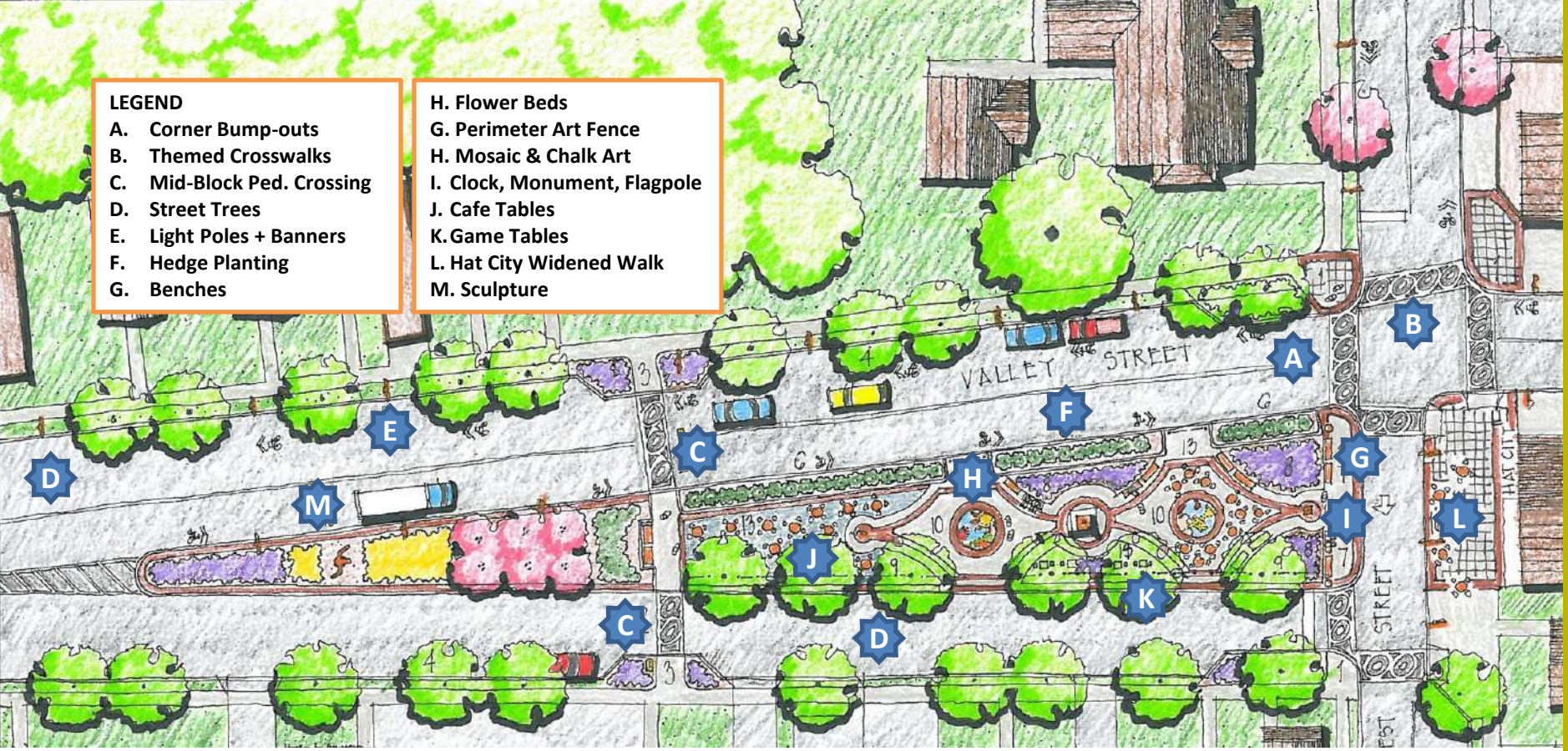
Source: Google Images

Memorial Park Precedent Images

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LEGEND

- | | |
|----------------------------|------------------------------|
| A. Corner Bump-outs | H. Flower Beds |
| B. Themed Crosswalks | G. Perimeter Art Fence |
| C. Mid-Block Ped. Crossing | H. Mosaic & Chalk Art |
| D. Street Trees | I. Clock, Monument, Flagpole |
| E. Light Poles + Banners | J. Cafe Tables |
| F. Hedge Planting | K. Game Tables |
| G. Benches | L. Hat City Widened Walk |
| | M. Sculpture |



Source: Google Images



Memorial Park Concept Plan– A Place for All People
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Selecto Flash Festival Ground– Priority #7

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Forest Street Streetscape – Priority #6

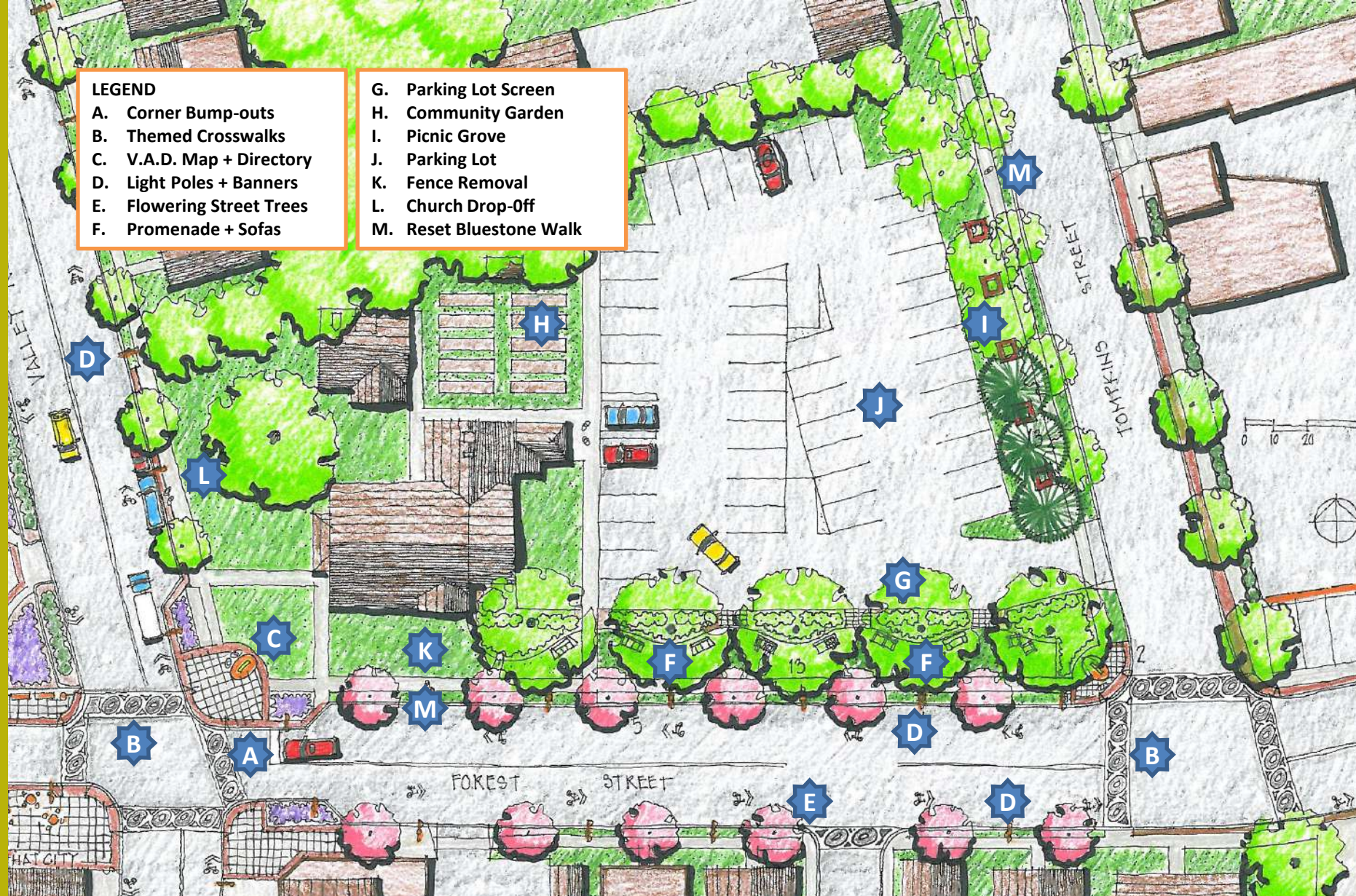
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Source: Google Images

Forest Street Streetscape Precedent Images

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Forest Street Streetscape Concept Plan Valley We Design: Art From the Heart of Community



Freeman Street Gateway Phase 1
Priority #1

\$215,000 - \$250,000



Valley Street Script Writers Pocket Park
Priority #2

\$125,000 - \$135,000



Valley Street Skate Park
Priority #3

\$ 80,000 - \$ 90,000



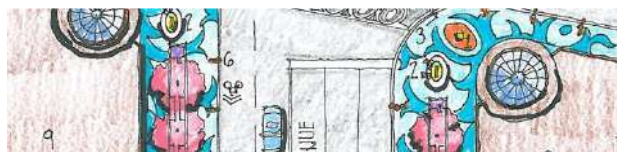
Memorial Park Enhancements
Priority #4

\$125,000 - \$135,000



Forest + Tompkins Street Streetscape
Priority #5

\$350,000 - \$365,000



Central Avenue Gateway
Priority #6

\$260,000 - \$275,000

NOTE: Costs are based on preliminary design to establish a range of potential costs. Costs may increase or decrease based on scope changes, design refinement , bid conditions and other factors.

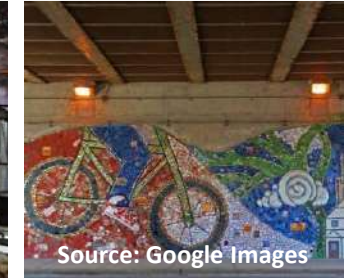
NEXT STEPS to A Vibrant, Valley Arts District Open Space Plan!

☐ 2014 –

- Present Plan to Valley We Design Group
- Present Plan to City + Stakeholders
- Work with the City to Set Priorities
- Develop Funding Strategy
 - City Capital Budget
 - TAP + Other Grants
 - Friend - Fund Raising
 - 500 Tree Donor Campaign
- Implement Demonstration Project
- Engage Artist Community

☐ 2015 – 2025

- Construct Project Each Year



Next Steps

Valley We Design: Art From the Heart of Community

Streetscape Design Guidelines

Introduction:

The public realm, is the area contained in the street right-of-way. This area includes streets, sidewalks, open space, landscaping, lighting, street furniture, and public art. Employing design professionals to work collaboratively with artists to comprehensive design of public and private streetscape elements can establish a cohesive character and, a stronger, more distinct identity for the Valley Arts District.

Complete Streets are streets that are designed to safely accommodate all users: cars, people of all abilities, bicycles, and transit. When planning and designing Complete Streets, particular attention should be paid to the design of new and replacement sidewalks, crosswalks, use of storefront displays and merchandising to promote pedestrian traffic, retail display space, and provision of sidewalk dining areas. These guidelines are intended to be used as a planning tool for public projects and to guide conditions of approval for private projects. These guidelines contain precedent images, recommendations, and design guidance that will aid in implementation of public area improvements.

Design Objective:

On August 11, 2011 the City of Orange adopted Resolution 204-2-11 establishing a Complete Streets Policy. The Complete Streetscape Design Guidelines aim to guide development of streets and sidewalks for everyone. They are designed to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling. Complete Streets make it easy to cross the street and walk or ride a bicycle to shops, schools and other destinations. Combined with traffic calming measures, green streets / sustainable stormwater management, and unique 'Placemaking' elements, Complete Streets offer a cost effective tool for enhancing the brand, identity, and character of the Valley Arts District.

1. Identify and implement a inspirational artistic and creative brand for the Valley Arts District.
2. Establish a clear sense of arrival through a distinct change in landscape, built areas, or special entrance features;
3. Organize signage, lighting, and street furniture to give people a sense of direction and orientation;
4. Create a public realm that is safe, secure, and enjoyable;
5. Establish a unique, high quality furniture palette that creates interest and promotes Flemington;
6. Balance the need of pedestrians with bicycle and vehicular traffic;
7. Ease the burden on infrastructure by introducing green streets / sustainable stormwater management systems.

Accessibility within the Public Rights-of-Way

Ensuring that the streets and public spaces are accessible to all, regardless of age or ability, is an important part of creating a walkable, inclusive and vibrant community. Promoting equality and providing access throughout our public spaces for people with disabilities is regulated by the United States Access Board. New revisions (both adopted and pending) to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) include provisions that address access within the public rights-of-way including sidewalks, intersections, signage and street crossings. These guidelines are under development and evolving at the time of this report. Therefore, it is important that the City reference these guidelines to ensure compliance prior to planning, design or constructing streets and public spaces within the downtown. (www.access-board.gov)

Sidewalks - Pedestrian Zone Guidelines

Sidewalks are the key pedestrian circulation component. They provide pedestrian access to virtually every activity and connect walking with other modes of travel, including bicycles, automobiles and public transit. The pedestrian experience will play an important part in the functionality and the economic health of the Valley. The following are design guidelines for sidewalks and pedestrian treatments.

1. Sidewalks should be comprised of three zones:
 - a. A 'Pedestrian Zone' that is kept clear of fixtures and obstructions,
 - b. An 'Amenity Zone' at the curb line that buffers pedestrians from the vehicles and provides for the location of tree planting, and street furniture placement without impeding the pedestrian zone, and
 - c. A 'Building/Store Front Zone' (in commercial areas) to afford space for outdoor display, dining and window shopping,.



Source: TerraNoble Design



Source: Arterial



Source: Arterial

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Sidewalks - Pedestrian Zone Guidelines (cont.)

3. Sidewalk surfaces should be stable, firm, smooth, cleanable and slip-resistant.
4. Sidewalk paving pattern, color, and material should continue when driveways/curb cuts intersect. Where pedestrian circulation paths come in contact with vehicular circulation paths, crossing should clearly delineate a continuous pedestrian path (material change, contrasting color, or slightly raised surface).
5. Design features such as enhanced paving on walkways, landscaping, and lighting should be used to distinguish the pedestrian route from the vehicular route.
6. Sidewalks shall be well maintained, kept free of litter and cleaned regularly.
7. On-street parallel parking or diagonal parking, raised planters, and landscaped planting strips should be used to define the sidewalk edge and provide a buffer between pedestrians and moving vehicles.
8. Planting areas, bike racks, street lighting, transit furnishings, newspaper racks, and other street furniture should be contained in the furnishings zone located between the sidewalk and curb to keep the “through pedestrian zone” free for walking.
9. Sidewalks should be compliant with ADAAG and provide a minimum of 3' clear width and have a maximum cross slope of 2%.



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Crosswalks:

Pedestrian crossings are critical components of pedestrian mobility. On high volume streets, pedestrian crossings should be located at signalized intersections. Valuable improvements may include accent paving, additional landscaping, directional signs where appropriate, and sidewalk extensions (bump outs).

1. Crosswalks width shall comply with The Manual on Uniform Traffic Control Devices (MUTCD) standards. Crosswalks should be a minimum of 6' width but wider crosswalks are encouraged in areas with high pedestrian volumes.
2. Custom designed crosswalks should be considered for use throughout the Valley Arts District to further district definition and brand.
3. Crossing distances should be minimized to the greatest extent possible. Uninterrupted pedestrian crossings without a central refuge island should be limited to a maximum of 50 feet.
4. Extensions of the sidewalk into the roadway at crosswalks are called “bump outs” or “curb extensions” and are designed to give pedestrians greater visibility as they approach the crossing. Bump outs decrease the crossing distance and calm vehicular traffic. Sidewalk bump outs should be used where feasible given the requirements of traffic volumes and specific storm drainage conditions. Landscaping in bump outs should be kept under 18 inches in height to allow for unobstructed driver and pedestrian visibility.
5. The curb radius at intersection corners should be minimized to reduce the crossing distance of pedestrians and help calm traffic. The turning radii needed for buses, trucks, and other large vehicles must be considered in designing curb radii when appropriate.
6. Intersections and crossings should be adequately lit, have clear sight distances, and be free of obstructions (i.e., foliage and poles at crosswalk entries and median refuge islands).
7. Mid-block pedestrian crossings are not preferred but may be considered on a case-by-case basis if block length between intersections exceed 350 feet. If a mid-block crossing is installed, advanced pedestrian crossing signs and indicators should be installed ranging from “Pedestrian Crossing” signs to Rapid Rectangular Flashing Beacons (RRFB's).
8. Countdown pedestrian walk-signals should be employed at intersections with high vehicular and pedestrian traffic.

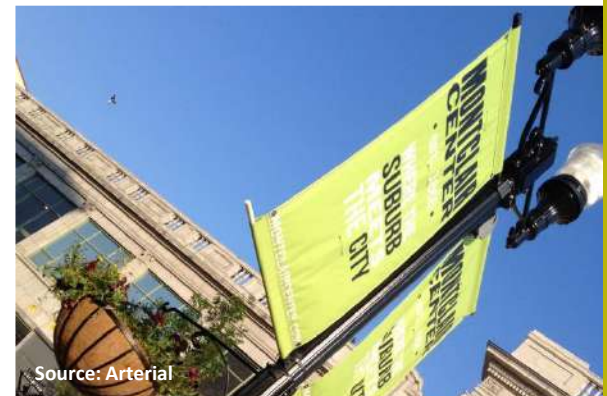


Valley We Design: Art From the Heart of Community

Street Furniture

Street furnishings serve a utilitarian function and also improve the visual quality of the public realm. Street furnishings include streetlights, benches, bus shelters, bollards, trash cans, planters, tree grates, bicycle amenities, kiosks, signage, and newspaper racks. Proper design and placement of street furnishings has the power to reinforce the Valley's branding, define and unify districts and bring new street life to the Valley. The following design guidelines should be considered when selecting and locating street furniture amenities.

1. Whenever possible artists should be engaged in the design of street furniture.
2. High-quality street furniture conveys a sense of permanence and shows the community that the public realm is important.
3. Materials and colors should be carefully selected to create the desired aesthetic and vision for the public realm. Metal components are preferred and shall be powder-coated the same color to create a sense of continuity.
4. The design and selection of street furniture should consider the safety, security, comfort, and convenience of the user.
5. Street furniture should be securely anchored to the sidewalk and a graffiti-resistant coating should be applied to ensure a good appearance over the long term.
6. Street furniture should be located to maintain a clear and sufficient width to accommodate pedestrians.
7. Furnishings should be grouped together to create a more organized and efficient use of sidewalk space. Trash and recycling cans should be located near benches.
8. Provisions to accommodate persons with disabilities should be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking. A 48-inch clear zone should be maintained.
9. A six-foot bench, as well as trash and recycling receptacles, should be placed approximately every 100-feet, and should be clustered at transit stops and intersections.
10. Exterior electrical outlets or connection availability shall be provided where accent lights may be used. Additional outlets shall be provided to accommodate tree lighting.
11. The use of ADA compliant tree grates are required. Tree grates should be a minimum width of four feet and have progressive "knockouts" to allow for growth.



Valley We Design: Art From the Heart of Community

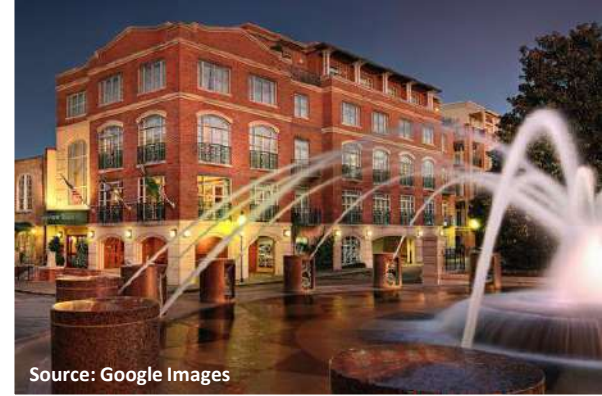
Street Furniture (cont.)

11. Bicycle racks and drinking fountains should be located near transit stops, civic uses, commercial areas, parking lots, and within parks and open spaces. Well placed and secure bicycle racks will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along major streets, bicycle racks should be located on every block alternating sides of the street.
12. Drinking fountains, bollards, kiosks, and other street furnishings should also be carefully located throughout the District. Raised landscape curbs should be used to define selected sidewalk extensions and public plazas. When properly placed, bollards help to delineate between vehicle and pedestrian zones and create a safe walking environment.

Lighting:

One of the most important and effective ways to unify the public realm is through lighting. The lighting style selected for major streets and public open spaces plays a critical role in the overall image the District presents to residents and visitors.

1. Pedestrian-scaled street lighting should be provided along sidewalks in addition to standard street lights. The average maintained horizontal illumination level recommended by the Illumination Engineering Society (IES) should not be less than 0.9 foot candles in commercial areas, 0.6 foot candles in mixed-use areas, and 0.4 foot candles in residential areas.
2. Pedestrian-scaled street lights should be provided at bus shelters in addition to standard street lights to provide heightened security for transit users.
3. Specialized lighting effects associated with restaurants, stores, and plazas are desirable on commercial streets since they bring life and activity to the street environment.
4. Electrical service for seasonal/event lighting shall be provided on light poles.
5. Exterior doors, aisles, passageways, and recesses should have a minimum illumination level of 1.0 foot candle during evening hours. These lights should be equipped with vandal resistant covers.
6. Street lights should be located within the 'Amenity Zone' and utilize Metal Halide or LED fixtures and contain internal reflectors to direct light downward.

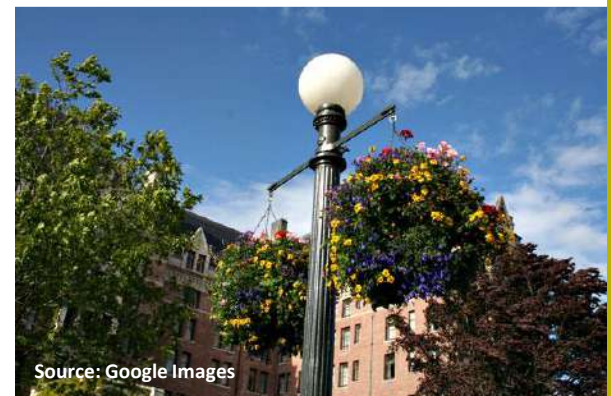


Valley We Design: Art From the Heart of Community

Landscaping:

Landscaping in the public right-of-way, including street trees, medians, parkways (landscaped strips between the street and sidewalk), and accent plantings, improves the appearance of roadways, complements private properties, and unifies the area. Plant materials and hardscaping should be easy to maintain and be appropriate to the locale. Safety and environmental impacts should be considered when selecting and locating trees and other landscaping elements. Urban “greening” is a key feature of redevelopment activities. The focus of landscaping should be to create comfortable and attractive pedestrian spaces.

1. Incorporate trees, shrubs, and ground cover into landscaping plans. Emphasis should be placed on regionally indigenous or native plants, ornamental plants, vines, and flowers.
2. Landscaping should complement the overall design theme.
3. Well placed lighting can provide a sense of excitement to the evening landscape.
4. Placement and choice of trees and large shrubs should avoid conflict with site features and utilities .
5. Where trees are to be planted below utility lines, select trees whose maximum height will be lower than the utility wires.
6. Street trees should typically be spaced at 30 to 40 feet and no closer than 20 feet to a street light.
7. Near side streets, tree clearance at intersections should be 40 feet and far side street tree clearance should be 20 feet set back from the intersection to maintain safe sight lines.
8. Two tree species are recommended to be planted on a block. A mix of species results in better long-term management as they are less prone to diseases and insects than use of a single species. At the same time, too many species creates a discordant urban scene.
9. Continuous street tree planting pits are strongly encouraged rather than traditional 5 foot square tree pits. Canopy size and general tree health are directly related to the size of the rooting zone and therefore the larger the planting zone the larger and more healthy urban street trees will be.
10. ADA compliant tree grates or pervious open jointed pavers are recommended where trees are planted in the sidewalk.
11. In pedestrian areas and on sidewalks, accent plants and flowers can be used in large ornamental pots and hanging baskets to bring charm and human scale to the streetscape.



Valley We Design: Art From the Heart of Community

Public Art:

Public art creates a sense of place by celebrating the community's unique history and character, and its residents. Historic figures, events, industries, culture, and the human spirit provide an endless source for inspiration. Art should be integrated into public improvements such as benches, trash containers, street lights, signs, paving patterns, fountains, and gateways throughout the Valley Arts District. Locations for public art pieces are suggested at most public spaces such as streets, plazas, or along pedestrian passageways.

1. Public art should be incorporated into the public realm wherever possible to promote a heightened aesthetic, provoke interest, and send the message that the Valley is a great place to visit.
2. Whenever possible local artists should be engaged.
3. Where possible, public art should incorporate unique City of Orange elements. Murals are a way of illustrating the area's unique history and culture.
4. Interactive art (i.e., video projections, a climbing structure, or water features) can help create active street scenes.
5. Public art can be used as a landmark that attracts pedestrians to key locations (i.e., a park, plaza, or pedestrian alley).
6. Local artists and school children can provide creative works that strengthen their sense of community.
7. Public art should incorporate lighting to provide visibility and enjoyment during evening hours.

Traffic Calming and On-Street Parking:

The objective of traffic calming is to reduce vehicle speeds and improve quality of the pedestrian and bicycle environment, while conforming to required engineering standards. Typical traffic calming measures include refuge islands, bump outs, street trees, accent paving, and narrow travel lanes. These simple, easy to incorporate methods can transform the overall quality of the Valley's street network, resulting in a safer, friendlier, and more beautiful public realm.



Valley We Design: Art From the Heart of Community

Traffic Calming and On-Street Parking (cont.)

1. Sidewalk bump outs should be used where feasible considering traffic volumes and storm drainage conditions.
2. Intersections with bump outs should be designed so that the outer travel lane has adequate clearance for large vehicles to turn.
3. Mid-block bump outs should be considered on narrow sidewalks to provide an area for pedestrian amenities including benches and other street furniture.
4. On-street parking should be located on all commercial/retail streets and at least one side of the street in residential neighborhoods. Where runs of parallel parked vehicles exceed 10 cars mid-block bump outs should be installed to mitigate long views of parked vehicles.
5. Pedestrian crossings should be accented with stamped or textured colored concrete to provide visual and audible cues for motorists to slow down.
6. Travel lanes should be narrowed to 10 or 11 feet to lower speeds and reduce pedestrian street crossing distances.

Bicycle Routes

Providing safe bicycle routes in the downtown to schools, parks, shopping areas, attractions, and transit facilities is an important element of a transportation plan. By providing safe bicycle routes and amenities riding to work, school, shop or play can become an attractive alternative. In most instances on-road bicycle lanes whether designated with striping (Type II) or 'Share the Road' markings (Type III) are easily implemented and inexpensive.

1. Provide bicycle route maps at key Valley attractions, destinations, and at transit hubs.
2. Where existing road width permits, on busy streets, and in planning new roads consider Type II Standard or Buffered Painted Bike Lanes of 5 to 7 foot width.
3. On existing streets install Type III Shared Bicycle Lanes (with "Sharrows") and "Share the Road" signs.
4. Provide bicycle racks at all destinations -schools, municipal buildings, arts destinations, attractions, and parks. At transit stops provide bicycle covered bicycle parking, a tire pump, and a drinking fountain.
5. In commercial areas provide bicycle racks on every block alternating street side.



Valley We Design: Art From the Heart of Community

Wayfinding and Navigation Signage:

The establishment of a clear, artful, and attractive navigational (also known as wayfinding) system allows visitors to find important services and attractions such as local businesses, performance venues, tourist attractions, shopping areas, restaurants, parks, public parking, and transportation facilities. The following guidelines relate to the development of a Valley wide wayfinding program.

1. Gateways will be instrumental in providing a sense of arrival and transition into the downtown and its neighborhoods. Physical elements of the entry, including medians, signs, archways, paving materials, and landscape planting materials, should function together to physically define the Valley Arts District and its neighborhoods. The primary entries should be located at significant entrance points along Scotland Road, Valley Street - Road, and other appropriate locations.
2. A sign program should include directional signs with arrows and labeling to denote the locations of key destinations. Signs for different neighborhoods may incorporate distinct logos, colors, or materials, but the directional signs should be similar enough to make them easy to use.
3. Vehicular and pedestrian directional signs should reflect design materials and components of the gateways and street signs to provide consistency and unity.
4. Vehicular directional signs should be oriented to vehicular traffic and of a size that makes them legible from a distance based on posted speed limits. Signs should be lighted, landscaped, and placed permanently at roadsides or within medians at key locations around the downtown. These signs should be smaller than gateways but similar in style.
5. Pedestrian kiosks should be located in key locations between parking, arts destinations, other attractions, shopping areas, and in the public parks. Kiosks should include a downtown map, a “You Are Here” location arrow, and a directory of municipal facilities, businesses, shopping districts, tourist destinations, parks, parking facilities, and other points of interest. Kiosks effectively display information to facilitate moving people throughout the downtown.



Source: TerraNoble Design



Source: TerraNoble Design

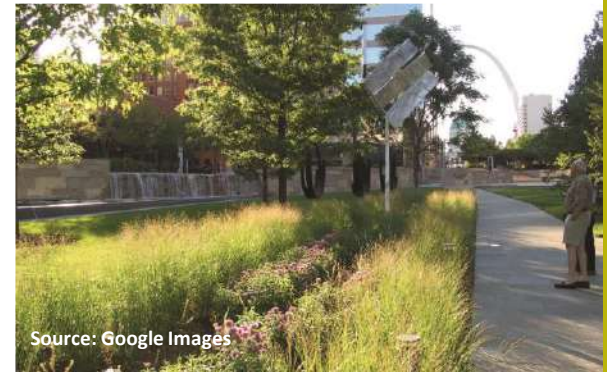
Valley We Design: Art From the Heart of Community

Green Street Infrastructure:

Stormwater runoff is a major cause of non-point source water pollution in urban areas. When rain falls in undeveloped areas, the water is absorbed and filtered by soil and plants. When rain falls on our roofs, streets, and parking lots runs quickly across paved surfaces into engineered collection systems and discharged into nearby water bodies. The stormwater carries trash, oil, grease, fertilizer, bacteria, heavy metals, and other non-point source pollutants from the urban landscape, degrading the quality of the receiving waters. Higher flows can also cause erosion and flooding in urban streams, damaging habitat, property, and infrastructure.

Green infrastructure uses vegetation, soils, and natural processes to manage water and create healthier urban environments. For Flemington, green infrastructure refers to stormwater management systems that mimic nature by soaking up and storing water. 'Green' streets serve to enhance environmental sustainability, particularly with regard to drainage and stormwater runoff issues too common in traditional streets. Optimal stormwater management looks beyond simply removing rainfall as quickly as possible. Rather, it focuses on efforts to retain and treat – or even eliminate – runoff at the source through cost-effective green infrastructure such as rain gardens and bioswales.

1. Install permeable pavements in on-street parking spaces, parking lots and parks to infiltrate, treat, and/or store rainwater where it falls. Permeable pavements may be constructed from pervious concrete, porous asphalt, permeable interlocking pavers, decomposed granite, and other materials. Large swaths of impervious pavement necessitate expensive drainage and treatment systems that can have harmful effects on water quality and quantity. Drainage facilities can affect pedestrians, bicyclists, and public transportation users in various ways as well.
2. Install linear bioswales in parks and within parking lots to collect run-off rather than installing closed piped systems.. Bioswales are vegetated, mulched, or xeriscaped channels that provide treatment and retention as they move stormwater from one place to another. Vegetated swales slow, infiltrate, and filter stormwater flows.



Valley We Design: Art From the Heart of Community

Green Street Infrastructure: (cont.)

3. Install planter boxes as a streetscape element in wide sidewalks. Planter boxes are urban rain gardens with vertical walls and open or closed bottoms that collect and absorb runoff from sidewalks, parking lots, and streets. Planter boxes will fit neatly into the 6 foot wide "Element Zone" behind the curb of most streets.
4. Rain gardens can be installed in almost any unpaved space including yard setback areas, parks, parking lot islands, among other spaces. Rain gardens (also known as bioretention or bioinfiltration cells) are shallow, vegetated basins that collect and absorb runoff from rooftops, sidewalks, and streets. Rain gardens mimic natural hydrology by infiltrating and evapotranspiring runoff.
5. Encourage building owners to reroute roof drainage pipes to drain rainwater to rain barrels, cisterns, or permeable areas instead of the storm sewer. Downspout disconnection stores stormwater for irrigation and/or allows stormwater to infiltrate into the soil.

Source: Google Images



Source: Google Images



Source: Google Images



Valley We Design: Art From the Heart of Community

APPENDIX

Alternative Concepts

Detailed Cost Estimate

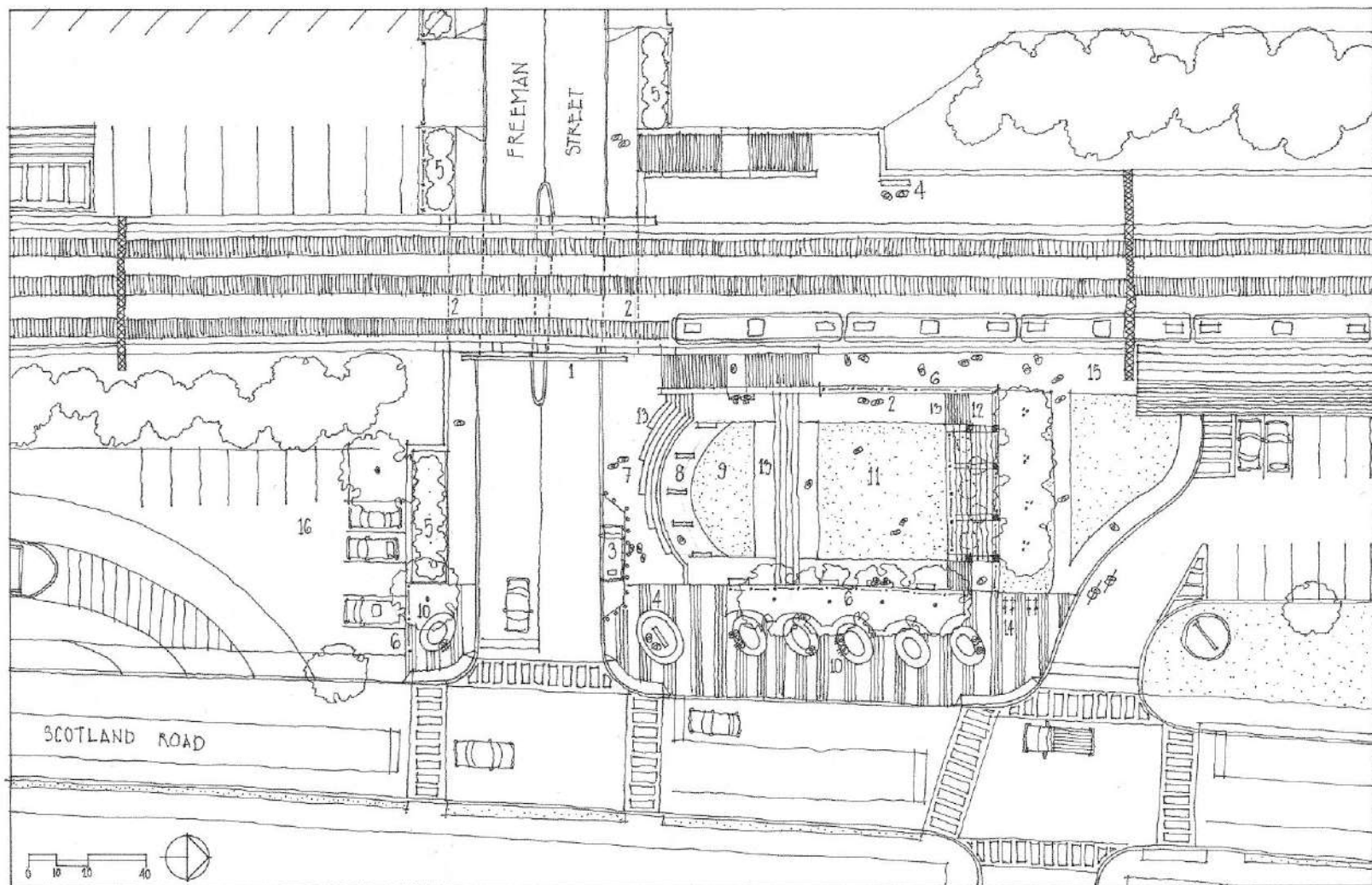
Valley We Design Walk
Around + Picnic

Valley We Design Workshop

Summary Presentation

Appendix

Valley We Design: Art From the Heart of Community



FREEMAN ST. GATEWAY OPTION 1

HANDS + VALLEY ARTS
TERRANOBLE DESIGN, P.A.

VALLEY ARTS DISTRICT OPEN SPACE PLAN
MARCH 2014

LEGEND

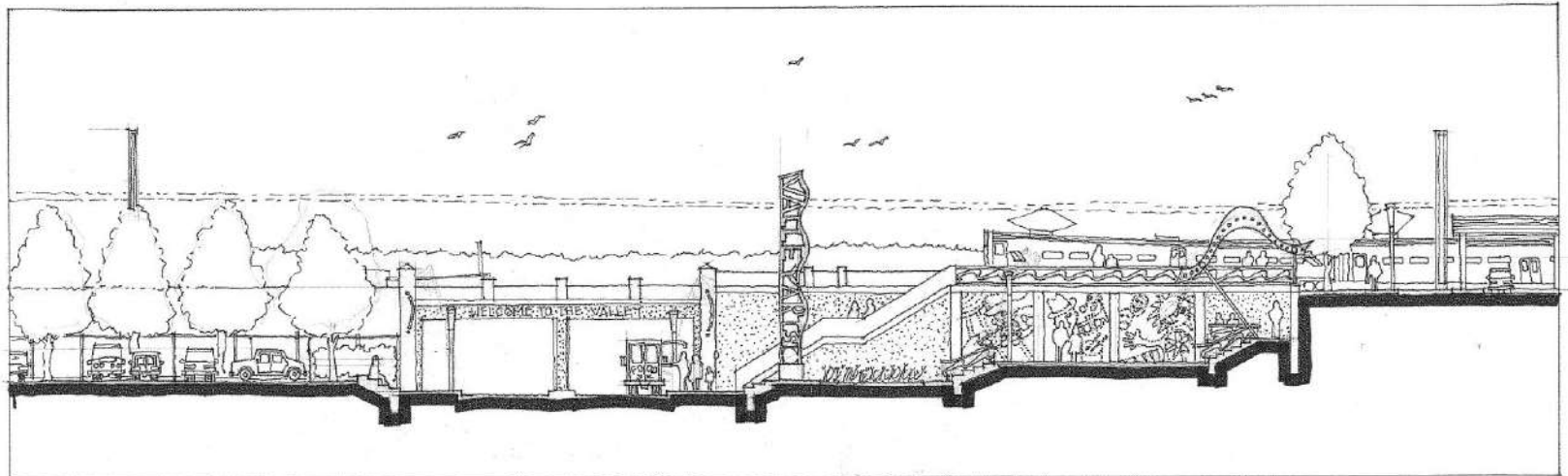
1. OVERPASS ARTWORK
2. UNDERPASS MURAL-MOZING
3. FOOD TRUCK
4. V.A.D. MAP + DIRECTORY
5. FENCE SETBACK + SCREENING

6. RAILING ART
7. LOWER PLAZA
8. GATEWAY LIGHT PILONS
9. FLORAL GARDEN
10. HAT BENCHES

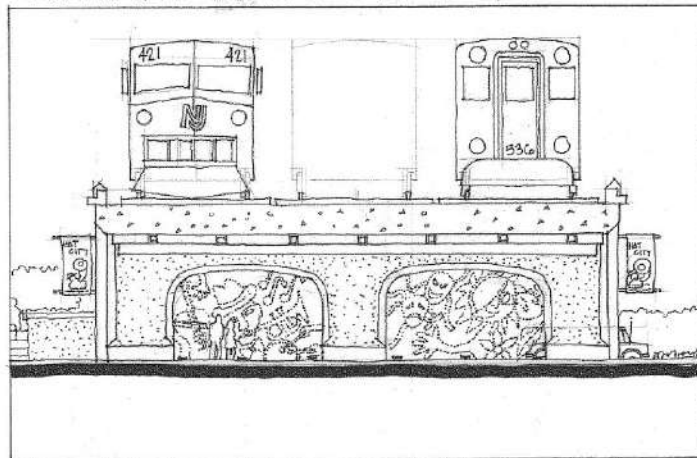
11. THE GREEN
12. UPPER PLAZA + TRELLIS
13. STAIRS
14. BICYCLE PARKING
15. HIGHLAND TRAIN STATION

Alternative Concept Plans

Valley We Design: Art From the Heart of Community



SCOTLAND ROAD • FREEMAN ST. SECTION - ELEVATION

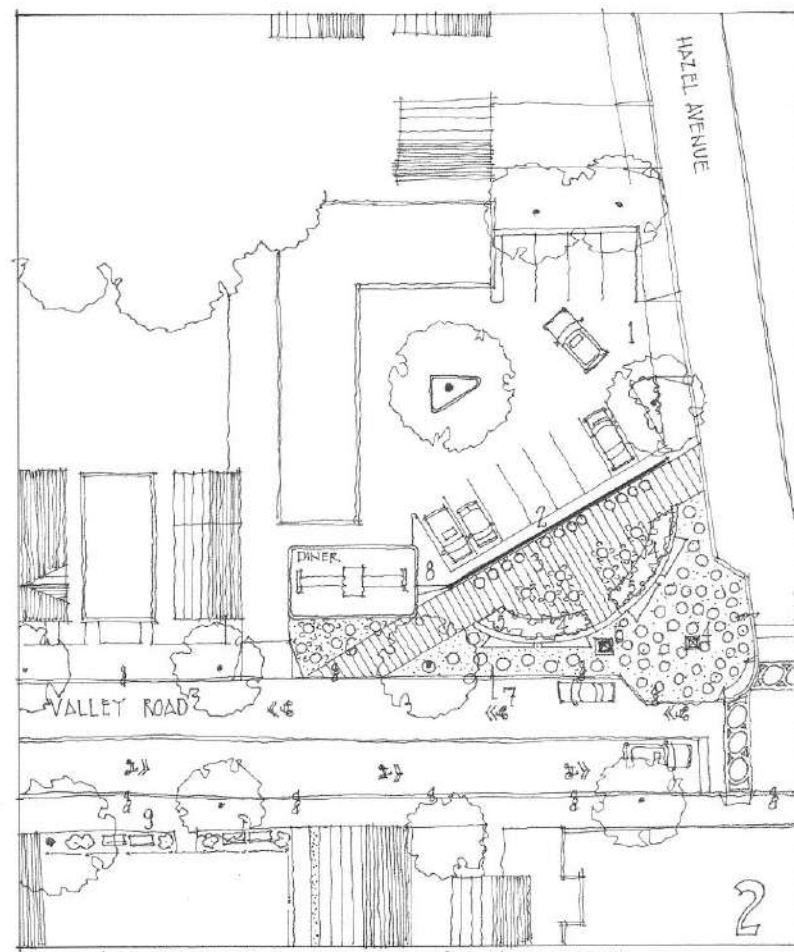
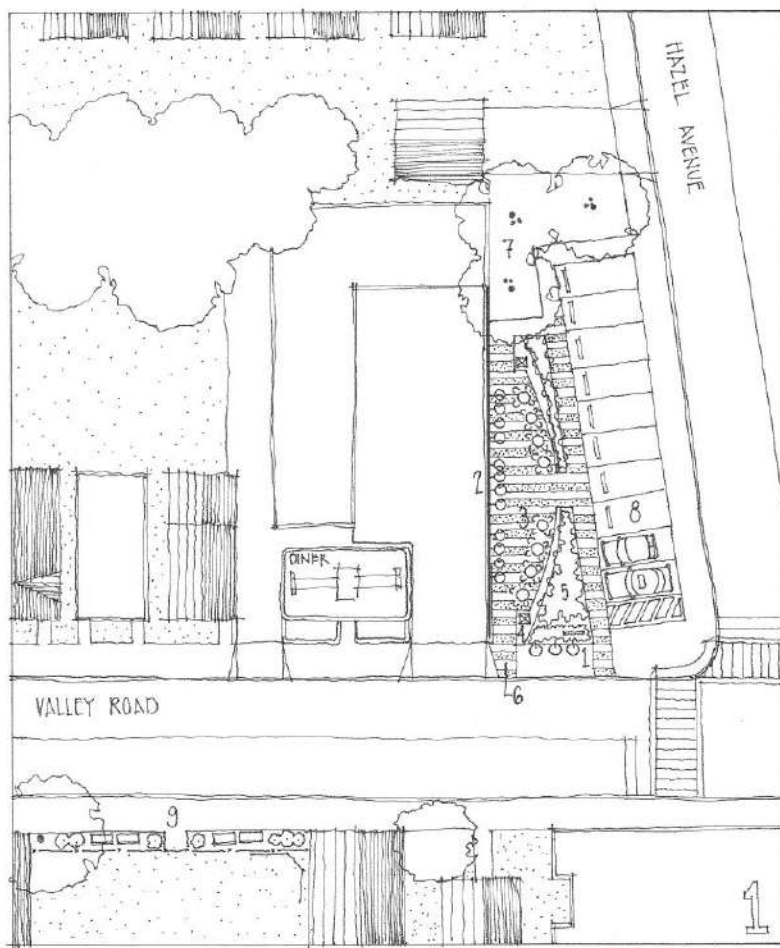


FREEMAN ST. UNDERPASS SECTION - ELEVATION

FREEMAN ST. GATEWAY OPTION 1

HANDS • VALLEY ARTS
TERRANOBLE DESIGN, P.A.

VALLEY ARTS DISTRICT OPEN SPACE PLAN
MARCH 2014



1 SILVER PARK

- 1 ENTRY SIGN + SEATS
- 2 METAL ART WALL - BACKLIGHT
- 3 CAFE TABLES + WORK DESKS
- 4 LIGHT PTLONG + DIRECTORY
- 5 BAMBOO BEDS
- 6 PAINTED ASPHALT PAVING
- 7 BIRCH GROVE
- 8 PUBLIC PARKING
- 9 FENCE SETBACK - BENCHES

2 ACTORS PARK

- 1 NEW DRIVEWAY + PUBLIC PARKING
- 2 METAL ART WALL - BACKLIGHT
- 3 CAFE TABLES + WORK DESKS
- 4 BAMBOO BEDS
- 5 ENTRY WALL, DIRECTORY + BENCHES
- 6 OUTDOOR DINING
- 7 PAINTED ASPHALT PAVING
- 8 STEPS TO PARKING
- 9 FENCE SETBACK - BENCHES



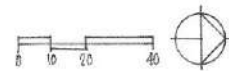
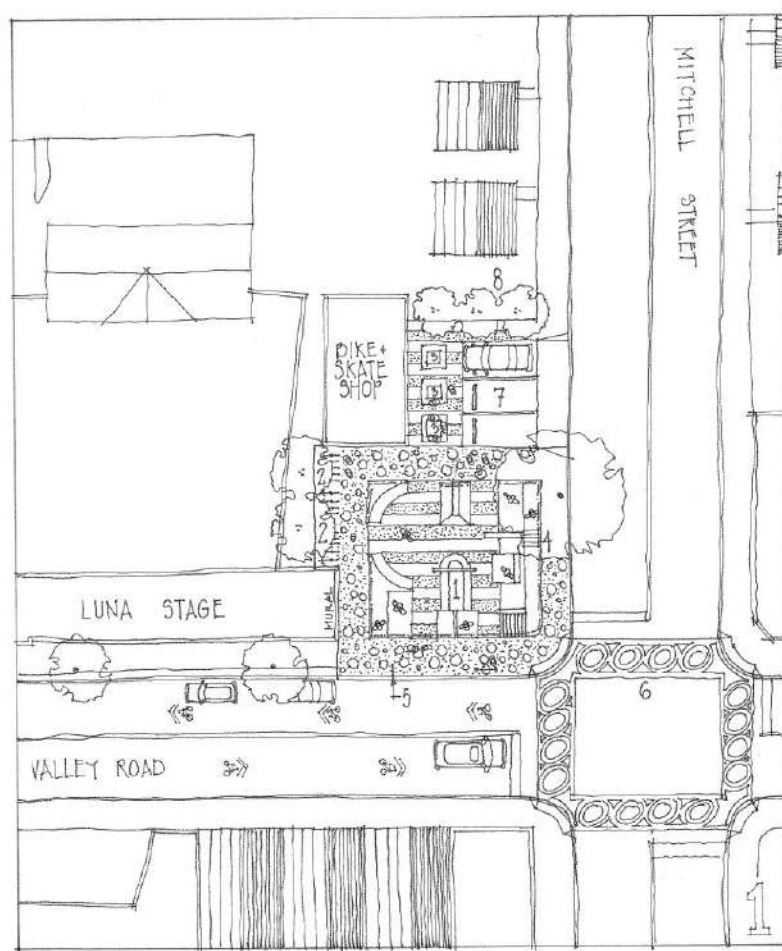
HAZEL - VALLEY ROAD OPTIONS 1-2

HANDS + VALLEY ARTS
TERRANBLE DESIGN, PA.

VALLEY ARTS DISTRICT OPEN SPACE PLAN
MARCH 2014

Alternative Concept Plans

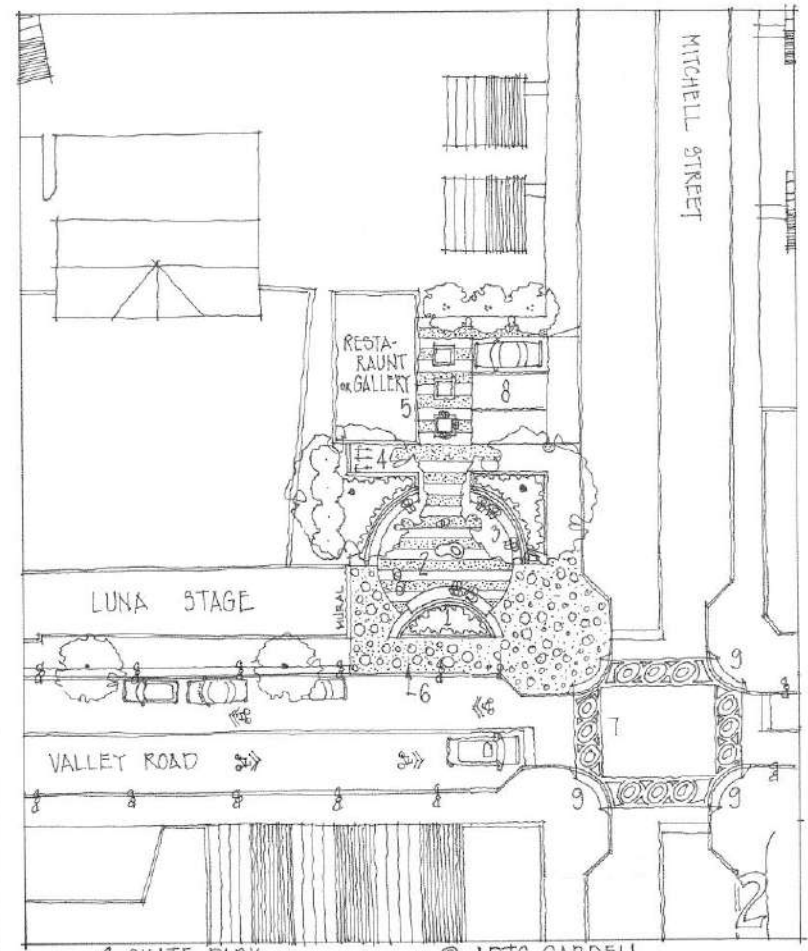
Valley We Design: Art From the Heart of Community



MITCHELL-VALLEY ROAD OPTIONS 1-2

HANDS + VALLEY ARTS
TERRANOBLE DESIGN.P.A.

VALLEY ARTS DISTRICT OPEN SPACE PLAN
APRIL 2014



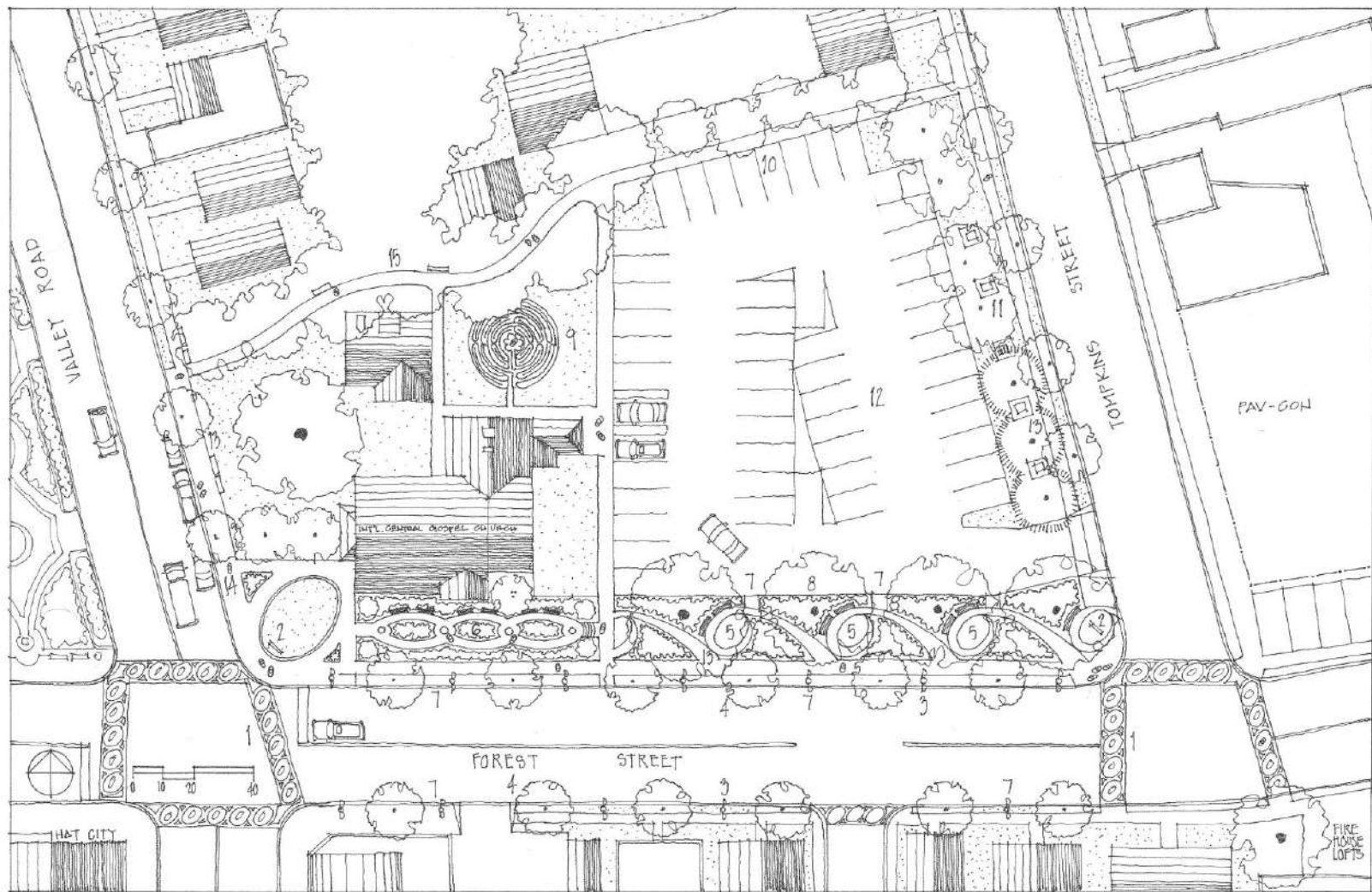
1 SKATE PARK

- 1 SKATE PARK
- 2 BIKE PARKING + SALES-RENTAL
- 3 TUNE UP TABLES
- 4 MURALS-MOSAIC WALLS
- 5 PAINTED ASPHALT PAVING
- 6 THEME PAINTED CROSSWALK
- 7 PARKING
- 8 SCREENING

2 ARTS GARDEN

- 1 ENTRY FLOWER BED
- 2 SCULPTURE (KINETIC)
- 3 BENCHES
- 4 BIKE PARKING
- 5 OUTDOOR DINING
- 6 PAINTED ASPHALT PAVING
- 7 THEMED PAINTED CROSSWALK
- 8 PARKING + SCREENING
- 9 CORNER BUMPOUTS

Alternative Concept Plans
Valley We Design: Art From the Heart of Community



FOREST ST. FESTIVAL GROUND OPTION 2

HANDS + VALLEY ARTS
TERRANOBLE DESIGN P.A.

VALLEY ARTS DISTRICT OPEN SPACE PLAN
APRIL 2014

LEGEND

1. THEMED CROSSWALK
2. V.A.D. MAP + DIRECTORY
3. LIGHT POLES + BANNERS
4. STREET TREES + FLOWERING
5. CHALK ART GARDEN

6. UNITY GARDEN + SCULPTURE
7. FESTIVAL BOOTH ZONE
8. PARKING LOT SCREEN
9. MEDITATION LABYRINTH
10. FESTIVAL STAGE ZONE
11. PICNIC GROVE
12. PARKING + FESTIVAL GROUND
13. FENCE REMOVAL
14. CHURCH DROP-OFF
15. MID-BLOCK PATH

Alternative Concept Plans

Valley We Design: Art From the Heart of Community

				Freeman St Gateway (reduced scope)		Central Ave Gateway		Forest-Tompkins Streetscape	
	Item Description	Unit	Unit Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
1	Demolition - Site Preparation								
a	Demo. - Sidewalk, Fences, etc.	SY	\$ 8	100	\$ 784.00		\$ -	784	\$ 6,146.56
b	Construction Debris Disposal	25CY	\$ 500	1	\$ 500.00		\$ -	8	\$ 4,000.00
c	Earthwork	CY	\$ 49	94	\$ 4,564.64		\$ -		\$ -
2	Concrete								
a	Curbs	LF	\$ 12	560	\$ 6,720.00		\$ -	1370	\$ 16,440.00
b	Sidewalk	SF	\$ 5	2800	\$ 15,064.00	11980	\$ 64,452.40	6160	\$ 33,140.80
c	Steps	LF	\$ 80	220	\$ 17,490.00		\$ -		\$ -
3	Asphalt								
a	Walks w/ Painted Surface Pattern	SF	\$ 2	3360	\$ 6,720.00		\$ -		\$ -
b	Asphalt Paving - Patching	SF	\$ 4	1680	\$ 6,300.00		\$ -	4110	\$ 15,412.50
c	Crosswalk Striping	LF	\$ 2	110	\$ 258.50	280	\$ 658.00	90	\$ 211.50
d	Sharrow Painting	EA	\$ 229		\$ -	12	\$ 2,748.00	12	\$ 2,748.00
4	Stonework								
a	Relay Ex. Bluestone Walk	SF	\$ 8		\$ -		\$ -		\$ -
b	New Bluestone Walk	SF	\$ 25		\$ -		\$ -		\$ -
c	Decomposed Granite Dust	SF	\$ 3		\$ -		\$ -		\$ -
d	Belgian Block Curb	LF	\$ 33		\$ -		\$ -		\$ -
5	Specialty Pavers								
a	Precast Concrete Pavers	SF	\$ 12		\$ -	1260	\$ 15,183.00		\$ -
6	Exterior Improvements								
a	Chain Link Fences	LF	\$ 48	95	\$ 4,560.00	60	\$ 2,880.00		\$ -
b	Chain Link Gates	EA	\$ 2,125	2	\$ 4,250.00		\$ -		\$ -
c	Retaining - Decorative Walls	LF	\$ 300		\$ -		\$ -		\$ -
d	Metal Screen Walls	SF	\$ 54		\$ -		\$ -		\$ -
e	Street Lighting	EA	\$ 3,200	7	\$ 22,400.00	10	\$ 32,000.00	44	\$ 140,800.00
f	Railings	LF	\$ 77	16	\$ 1,232.00		\$ -		\$ -
g	Benches & Street Furniture	EA	\$ 1,675	4	\$ 6,700.00	8	\$ 13,400.00	8	\$ 13,400.00
h	Bistro Tables & Chairs	EA	\$ 375		\$ -		\$ -		\$ -
i	Picnic Tables		\$ 880		\$ -		\$ -	5	\$ 4,400.00
j	Trash & Recycle Bins	EA	\$ 440	2	\$ 880.00	4	\$ 1,760.00	6	\$ 2,640.00
k	Bicycle Racks	EA	\$ 525	1	\$ 525.00	4	\$ 2,100.00	2	\$ 1,050.00
l	Drinking Fountain	EA	\$ 3,250		\$ -		\$ -		\$ -
m	Arts District Pylon Sign	EA	\$ 15,000	2	\$ 30,000.00	2	\$ 30,000.00		\$ -
n	Directory Sign	EA	\$ 6,250	1	\$ 6,250.00	1	\$ 6,250.00	1	\$ 6,250.00
o	Street Sign	EA	\$ 1,725	1	\$ 1,725.00	1	\$ 1,725.00	3	\$ 5,175.00
p	Banners	EA	\$ 185	22	\$ 4,070.00	24	\$ 4,440.00	88	\$ 16,280.00
q	Underpass Murals w/ Lighting	SF	\$ 40	640	\$ 25,600.00	640	\$ 25,600.00		\$ -
r	Mosaics	SF	\$ 62		\$ -		\$ -		\$ -
7	Planting								
a	Street Tree Planting	EA	\$ 500	4	\$ 2,000.00	10	\$ 5,000.00	22	\$ 11,000.00
b	General Landscaping	Allowance			\$ -		\$ -		\$ 5,000.00
8	Utilities								
a	Storm Drain Frame & Grate	EA	\$ 1,275				\$ -	2	\$ 2,550.00
9	Subtotal Project Cost								
					\$ 168,593.14		\$ 208,196.40		\$ 286,644.36
10	Contingency 15%								
					\$ 25,288.97		\$ 31,229.46		\$ 42,996.65
11	Total Project Hard Cost								
					\$ 193,882.11		\$ 239,425.86		\$ 329,641.01
12	Soft Costs 10%								
					\$ 19,388.21		\$ 23,942.59		\$ 32,964.10
13	Total Hard & Soft Costs								
					\$ 213,270.32		\$ 263,368.45		\$ 362,605.12

Detailed Cost Estimate
Valley We Design: Art From the Heart of Community

			emorial Park Improvements		Skater's Pocket Park		Script Writers Pocket Park		
	Item Description	Unit	Unit Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
1	Demolition - Site Preparation								
a	Demo. - Sidewalk, Fences, etc.	SY	\$ 8	400	\$ 3,136.00	160	\$ 1,254.40	106	\$ 831.04
b	Construction Debris Disposal	25CY	\$ 500	1	\$ 500.00	2	\$ 1,000.00	1	\$ 500.00
c	Earthwork	CY	\$ 49		\$ -		\$ -	22	\$ 1,068.32
2	Concrete								
a	Curbs	LF	\$ 12		\$ -		\$ -		\$ -
b	Sidewalk	SF	\$ 5		\$ -		\$ -		\$ -
c	Steps	LF	\$ 80		\$ -	18	\$ 1,431.00		\$ -
3	Asphalt								
a	Walks w/ Painted Surface Pattern	SF	\$ 2		\$ -		\$ -	1225	\$ 2,450.00
b	Asphalt Paving - Patching	SF	\$ 4		\$ -	3025	\$ 11,343.75		\$ -
c	Crosswalk Striping	LF	\$ 2		\$ -	120	\$ 282.00	160	\$ 376.00
d	Sharrow Painting	EA	\$ 229		\$ -		\$ -		\$ -
4	Stonework								
a	Relay Ex. Bluestone Walk	SF	\$ 8		\$ -		\$ -		\$ -
b	New Bluestone Walk	SF	\$ 25		\$ -		\$ -		\$ -
c	Decomposed Granite Dust	SF	\$ 3	3100	\$ 9,300.00		\$ -		\$ -
d	Belgian Block Curb	LF	\$ 33	180	\$ 5,940.00	70	\$ 2,310.00	85	\$ 2,805.00
5	Specialty Pavers								
a	Precast Concrete Pavers	SF	\$ 12	220	\$ 2,651.00		\$ -		\$ -
6	Exterior Improvements								
a	Chain Link Fences	LF	\$ 48		\$ -		\$ -		\$ -
b	Chain Link Gates	EA	\$ 2,125		\$ -		\$ -		\$ -
c	Retaining - Decorative Walls	LF	\$ 300		\$ -	35	\$ 10,500.00	50	\$ 15,000.00
d	Metal Screen Walls	SF	\$ 54		\$ -	75	\$ 4,050.00		\$ -
e	Street Lighting	EA	\$ 3,200	6	\$ 19,200.00	4	\$ 12,800.00	4	\$ 12,800.00
f	Railings	LF	\$ 77	190	\$ 14,630.00	6	\$ 462.00		\$ -
g	Benches & Street Furniture	EA	\$ 1,675	8	\$ 13,400.00	4	\$ 6,700.00	6	\$ 10,050.00
h	Bistro Tables & Chairs	EA	\$ 375	12	\$ 4,500.00	8	\$ 3,000.00	10	\$ 3,750.00
i	Picnic Tables		\$ 880		\$ -		\$ -		\$ -
j	Trash & Recycle Bins	EA	\$ 440	2	\$ 880.00	2	\$ 880.00	2	\$ 880.00
k	Bicycle Racks	EA	\$ 525	1	\$ 525.00	1	\$ 525.00	1	\$ 525.00
l	Drinking Fountain	EA	\$ 3,250	1	\$ 3,250.00		\$ -	1	\$ 3,250.00
m	Arts District Pylon Sign	EA	\$ 15,000		\$ -		\$ -	2	\$ 30,000.00
n	Directory Sign	EA	\$ 6,250	1	\$ 6,250.00		\$ -	1	\$ 6,250.00
o	Street Sign	EA	\$ 1,725	1	\$ 1,725.00	1	\$ 1,725.00	1	\$ 1,725.00
p	Banners	EA	\$ 185	12	\$ 2,220.00	8	\$ 1,480.00	8	\$ 1,480.00
q	Underpass Murals w/ Lighting	SF	\$ 40		\$ -		\$ -		\$ -
r	Mozaics	SF	\$ 62		\$ -		\$ -		\$ -
7	Planting								
a	Street Tree Planting	EA	\$ 500	12	\$ 6,000.00	2	\$ 1,000.00	5	\$ 2,500.00
b	General Landscaping	Allowance			\$ 6,000.00		\$ 3,000.00		\$ 4,000.00
8	Utilities								
a	Storm Drain Frame & Grate	EA	\$ 1,275						
9	Subtotal Project Cost								
10	Contingency 15%				\$ 15,016.05		\$ 9,561.47		\$ 15,036.05
11	Total Project Hard Cost				\$ 115,123.05		\$ 73,304.62		\$ 115,276.41
12	Soft Costs 10%				\$ 11,512.31		\$ 7,330.46		\$ 11,527.64
13	Total Hard & Soft Costs				\$ 126,635.36		\$ 80,635.08		\$ 126,804.06
									\$ 1,173,318.38

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