Mixed-Use Corridor

As the heaviest traveled street in the study area, the Penn Avenue mixed-use corridor includes a more automobile-oriented streetscape pattern that also accommodates the pedestrian. Ornamental streetlights, benches, and other street furniture will mark places for people to linger. Banners appeal to those driving by, announcing local events as people enter the community. Setbacks will remain relatively small, with zero front and side encouraged. Wherever possible, specifically in the amenity zone and bump outs, rain gardens should be built to treat stormwater. Roof patios and green roofs should also be built wherever possible, and roof drainages should tie into the rain garden system.
Residential Street

This street type creates a calmer, quieter feeling than those street types that service businesses. More green with continuous boulevards uninterrupted by driveway breaks, the neighborhood street type includes numerous boulevard trees and less numerous ornamental lights than the other street types. Lighting is merely intended to provide safety and lend a sense of continuity with the rest of Richfield, but is not intended to overwhelm. Boulevards and walks are narrower, encouraging a gentler pace. Individual property owners will be encouraged to create rain gardens in their front yards to help treat storm water before it enters the City’s storm sewer system.
Side Street

Serving commercial and residential properties, the side street type will feel much like one would expect the edge of a traditional, small town downtown to feel. This street type does include a bit more green between the curb and the building facade than do many of the other street types. Ornamental streetlights are still present, but site furniture isn’t included in this street type as these aren’t spaces where people will typically tend to linger.
Bike Route

Bike lanes help define road space, decrease the stress level of bicyclists riding in traffic, encourage bicyclists to ride in the correct direction of travel, and signal motorists that cyclists have a right to the road. Bike lanes help to better organize the flow of traffic and reduce the chance that motorists will stray into cyclists’ path of travel. Especially important in commercial corridors like Penn Avenue, bike lanes also remind motorists to look for cyclists when turning or opening car doors and keep bicyclists from being tempted to ride on the sidewalk.
Alley Street

Alleys function as a semi-public space, providing parking, service access, and occasionally even pedestrian access for the businesses and residences along them. As alleys accommodate many uses in a very limited space, there is a limited level of streetscape treatments that can, or even should be implemented. White aesthetic treatments such as decorative pavement or ornamental lighting are difficult to justify, it is important that alleys remain clean and safe. Lighting levels should be adequate, but shouldn’t pollute. Trash enclosures should hide dumpsters in permanent structures of quality materials. And wherever possible, storm water treatment should be accommodated.
## Penn Avenue Street Type Design Guidelines

<table>
<thead>
<tr>
<th>Pedestrian Zone</th>
<th>Street Crossings</th>
<th>Amenity Zone</th>
<th>Street Trees</th>
<th>Landscaping</th>
<th>Signage</th>
<th>Furnishings</th>
<th>Parking Zone</th>
<th>Bike Parking</th>
<th>Bump-outs</th>
<th>Green Roofs</th>
<th>Energy Use</th>
<th>Lighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1: Mixed-Use Corridor</td>
<td>Mix of concrete and brick pavers with structural soil base and standard base clay</td>
<td>Reflective, thermo-plastic type or similar, but not conflicting with business signage</td>
<td>Mix of salt-tolerant perennial and annual plants, shrubs and trees</td>
<td>Public, way-finding signage</td>
<td>Contemporary character and pedestrian scale, cut-off light fixtures</td>
<td>Bike racks and bike parking on bus shelters, Signature landscaping</td>
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<tr>
<td>S2: Residential Street</td>
<td>Concrete with band structural soil base</td>
<td>None</td>
<td>Ornamental trees or None.</td>
<td>Mix of salt-tolerant perennial and annual plants</td>
<td>Contemporary character and pedestrian scale, cut-off light fixtures</td>
<td>Bike racks to match character of street furnishings</td>
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<tr>
<td>S3: Side Street</td>
<td>Concrete with band structural soil base at street tree locations</td>
<td>Painted.</td>
<td>Mix of salt-tolerant shade trees with fall color</td>
<td>Public, way-finding signage</td>
<td>Contemporary character and pedestrian scale, cut-off light fixtures</td>
<td>Bike racks to match character of street furnishings</td>
<td></td>
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<tr>
<td>S4: Commuter Bike Street</td>
<td>Concrete with band structural soil base at street tree locations</td>
<td>Painted.</td>
<td>Mix of salt-tolerant shade trees with fall color</td>
<td>Public, way-finding signage</td>
<td>Contemporary character and pedestrian scale, cut-off light fixtures</td>
<td>Bike racks to match character of street furnishings</td>
<td></td>
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<tr>
<td>S5: Alley Street</td>
<td>NA</td>
<td>None.</td>
<td>Ornamental trees or small shade trees in random pattern</td>
<td>Way-finding</td>
<td>Contemporary pedestrian-scale street lights</td>
<td>Bike racks and bike parking</td>
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</tbody>
</table>

### Sustainability

- **PV solar or wind generators on public facilities and bike).**
- **Dark-sky friendly, use of light fixtures LED lamps.**

### Design Guidelines

- **Introduction**
- **City of Richfield • Penn Avenue Corridor Revitalization Master Plan**
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