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## REPORT TO CITY COUNCIL

**FROM:** Joan Walls, City Manager

**DATE:** March 7, 2025

**SUBJECT:** NEIL STREET BEAUTIFICATION STRATEGY SS 2025-008

**A. Introduction:** The purpose of this report is to update Council on the Neil Street Corridor Beautification Strategy. Staff seeks direction to move forward with implementing the beautification projects that will not have an impact on Phase 1 Preliminary Plans, incorporating Council comments.

**B. Recommended Action:** Direct staff to proceed with the implementation of the design concepts of the Beautification Strategy for the Neil Street Corridor as presented while addressing any Council comments.

### **C. Previous Council Actions:**

- At the January 19, 2016 Regular Session, Council approved [CB 2016-004](#) adopting the 2015 – 2017 City Council Goals and Key Projects. One of the Key Projects was to “Prepare a Beautification Plan for the Neil Street Corridor from I-74 to Downtown.
- At the October 4, 2016 Regular Session, Council approved [CB 2017-001](#) and [CB 2017-002](#) approving the Downtown Fringe and Bristol Park TIF Districts which created funding sources for future improvements to the Neil Street Corridor.
- At the October 2, 2018 Regular Session, Council approved [CB 2018-161](#) adopting the Neil Street Corridor Improvement Plan as an element of the Comprehensive Plan.
- At the December 5, 2023 Regular Session, Council approved [CB 2023-205](#) authorizing the City Manager to execute a contract with Lamar Johnson Collaborative to develop a Neil Street Corridor Beautification Strategy to identify low cost, short term, temporary beautification improvements to the Neil Street Corridor from I-74 to Downtown consistent with the Neil Street Corridor Improvement Plan.
- At the January 9, 2024 City Council Meeting, Council approved [CB 2024-001](#) which adopted the current Council Goals, which included a Council Goal to Complete the preliminary design of the Neil Street Corridor Improvements to increase safety and pedestrian connections between area neighborhoods and businesses.
- At the January 16, 2024 City Council Meeting, Council approved [CB 2024-010](#) which approved an Engineering Services Agreement with Fehr-Graham and Associates LLC to provide Phase 1 Engineering Services for the North Neil Street Corridor.
- At the September 10, 2024 Study Session, City Council, approved [SS 2024-021](#) which gave direction to Staff to continue the implementation of public realm improvements including the plans for the Neil Street Corridor Beautification Strategy.

## D. Summary:

- The Neil Street Corridor Improvement Plan, adopted in 2019, recommends land uses, transportation interventions, and beautification strategies based off extensive public input.
- The City of Champaign received a \$750,000 grant from the State of Illinois Department of Commerce and Economic Opportunity to move forward with Phase 1 Preliminary Engineering Plans for the Neil Street Corridor. The Phase 1 Preliminary Engineering Plans will specifically look at the feasibility of the recommended lane adjustments, geometric turning movements, curb alignments and hardscape improvements.
- The Neil Street Corridor Beautification Strategy dovetailed with the Phase 1 Preliminary Engineering Plans which included concepts for gateways, wayfinding, placemaking, and landscaping improvements.
- Planning Staff met with the adjacent neighborhood group, key stakeholders, and collected feedback through a survey on Engage Champaign to provide feedback to the Lamar Johnson Collaborative.
- The Lamar Johnson Collaborative took the comments and developed and incorporated them into one final beautification concept for the corridor.

**1. Background.** One of the Key Projects identified in the 2015 – 2017 City Council Goals and Key Projects was to “Prepare a Beautification Plan for the Neil Street Corridor from I-74 to Downtown.” As a result, City staff worked with Ratio Architects to develop a Neil Street Corridor Improvement Plan. As part of this planning process, staff conducted a series of neighborhood meetings and study sessions with the City Council and Plan Commission to gather input about the study area from residents, businesses, and property owners. The culmination of this effort was the Neil Street Corridor Improvement Plan, adopted by City Council as an element of the Comprehensive Plan in 2018. This plan identifies ideal land uses, transportation interventions, and beautification strategies which reflect input gathered throughout the public engagement process. One of the key recommendations of the plan was to convert the four-lane cross section of Neil Street from Bradley Avenue south to Downtown to a three-lane cross section. The six goals of the 2018 Neil Street Corridor Plan were Corridor Identity, Beautification, Multi-Modal Function and Safety, Entry Node Gateway, Wayfinding, and Sustainability.

**2. Neil Street Corridor Phase 1 Preliminary Engineering Plans.** The Neil Street Corridor Plan adopted in 2018, approved conceptual changes to the North Neil Street Corridor regarding increased safety for pedestrians, cyclists, and automobiles, as well as beautification improvements, and improvements to corridor identity and wayfinding. In November of 2023, City staff was notified that the city was awarded a \$750,000 grant from the State of Illinois to perform a Phase 1 Preliminary Engineering study for the Neil Street Corridor. The first step in that process is to complete a Project Development Report (PDR). This project will complete a preliminary design that meets the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA) procedures to allow for federal funding of the final build out of the Neil Street Corridor. The PDR process is typically about an 18–24-month process involving development of the design concepts for traffic, drainage, lighting, and other infrastructure; a public meeting; and coordination and approvals from both IDOT and FHWA. The work on the PDR started in March of 2024 and is ongoing, with an anticipated completion toward the end of 2025. The process will include a public meeting sometime this summer and a

Council presentation of the proposed improvements, public input, estimates of cost, and possible approach to funding either in late 2025 or the first quarter of 2026. The timing of these milestones is dependent on IDOT and FHWA review times.

**3. Neil Street Corridor Beautification Strategy.** In December 2023, Council authorized the City Manager to execute a contract with the Lamar Johnson Collaborative to identify beautification strategies to be implemented along the corridor. This would provide a plan for beautification components on the corridor that are not included in the Phase 1 Preliminary plan process. This goal was to include low-cost improvements that could be done ahead of the Phase 1 Preliminary Plans like trash receptacles, benches, or bike loops. The beautification strategy will complement the work that is being done with the Phase 1 Preliminary Plan.

Lamar Johnson developed a Concept Design document, which is attached to this report and proposes specific landscaping and design interventions at six gateway intersections in the Neil Street Corridor. These intersections include Edgebrook and Neil; Arcadia and Neil, Bradley and Neil, Maple Street and Neil, Washington and Neil; and Logan and Neil. At four of these intersections (Edgebrook, Bradley, Maple, and Logan) the plan called for Placemaking Elements. These Placemaking Elements include Primary Gateway Signs, which are the taller landmark signs with the City's name on them, shown in the plan. The plan calls for a larger primary gateway sign and smaller gateway signs. The primary gateway signs are shown at Kenyon Road and Neil Street, near the QuikTrip Gas Station, and then at the southern end of the study area where Neil Street and Walnut Street split, by Clutch Barber Shop. The plan also calls for the Secondary Gateway signs near Edgebrook Drive and Maple Street. These intersections also include improvements for Wayfinding Signage, Informational Signage, and public art. Additionally, the plan also identifies these locations for benches and trash receptacles. The plan calls for ornamental benches, trash receptacles, and bike loops to create a distinct corridor identity, which was one of the goals of the 2018 Plan. The strategy calls for trash receptacles, benches, and bike loops to utilize aluminum and wood finish, which will draw design inspiration from the other elements in the corridor.

In addition to the six gateway intersections the plan identifies, the strategy calls for aluminum banners to be mounted to the light poles, which incorporates the design elements from the branding including the City Street grid and the copper patina. These interventions would improve the area's aesthetics with a cohesive branding package. This brand features a modern typography and color palette, while using materials that reference the City's railroad history, patina of the City Building, and match the limestone used in stormwater improvements along the Boneyard.

The beautification strategy also calls for additional shade trees along the corridor with proper care taken to ensure the trees have proper root volume to survive and thrive. Additionally, the strategy identifies native plants and pollinator friendly plantings around the Primary and Secondary Gateway locations to enhance the aesthetics of the entry way nodes.

These concepts were developed after Lamar Johnson completed an Existing Conditions Report, which was used to facilitate a visioning exercise that was completed with key stakeholders. The concepts were evaluated with input from the adjacent neighborhood, and through input received from EngageChampaign.org. The two original concepts for the wayfinding landmarks emphasized different components of the branding package. One of the concepts incorporated a

metal street grid, which drew inspiration from Champaign's History as a railroad town with the base of the landmark utilizing limestone veneer which drew inspiration from many of the City's modern stormwater improvements. The second concept drew inspiration from the City Building iconic Art Deco architecture by mimicking the roofline of the City Building in the landmark and drawing design elements from the city's history as a railroad town and incorporating limestone elements seen in the City's recent stormwater improvement projects. Based upon the feedback from the neighborhood group and the survey on Engage Champaign, the final design concept for the wayfinding landmarks utilized the first concept which highlighted the City's street network set on a limestone veneer, which pulled inspiration from the City's history as a railroad town.

**4. Next Steps.** The Engineering Division of Public Works is planning on an open house for the Phase 1 Preliminary Plans later this summer and they are planning a study session on the Phase 1 plans in January/February of 2026. Once direction is finalized for the Phase 1 Preliminary Plans, City staff can move to implement the recommendations of the beautification strategy that are not impacted by the eventual build out of the corridor improvements. The 10-year Capital Improvement Plan identifies construction funding for a preferred concept in 2028 and 2029.

The implementation of the beautification strategy will be impacted by the completion of the Phase 1 Preliminary Plans at the end of 2025. One benefit of having the Beautification Strategy completed prior to the completion of the Phase 1 Plans is that engineers working on the Phase 1 Plans can incorporate the recommended improvements like the wayfinding and signage into the Phase 1 Plans. If the timing of the full improvement of the Neil Street Corridor is within a short time period, of the 2028 fiscal year, there may be an opportunity to time the beautification pieces with the full build out. For example, if federal funding becomes available to complete the full buildout in fiscal year 2029 or 2030, staff recommends waiting to make all of the improvements at that time to take advantage of increased efficiencies by doing one project instead of two. If the full build out of the recommended improvements to the Neil Street Corridor looks to be five years or more after the funding for the beautification pieces becomes available in 2028, there may be an opportunity to do some parts of the beautification project that are not going to be impacted by the full improvements. For example, some of the landmark signs that are recommended at the northern or southern limit of the study area could be installed without impacting the eventual curb alignments or sidewalk improvements in the middle of the corridor. Some of these concepts will have added specificity after the Phase 1 Plans are completed at the end of 2025.

It is possible that some of the improvements at the southern end of the plan area near where Neil Street and Walnut Street split could see permanent improvements prior to construction of the full corridor improvements. This was identified as Subarea E in the attached document. This could include the Primary Gateway improvements like the landmark signage, wayfinding signage, landscaping improvements, ornamental benches, and ornamental trash receptacles.

#### **E. Alternatives:**

1. Direct staff to proceed with implementing the recommended beautification improvements for the Neil Street Corridor focusing on projects that will not impact the full corridor improvement Plan.

2. Direct staff not to proceed with implementation of the Neil Street Corridor Improvement Plan and provide alternative direction.

## **F. Discussion of Alternatives:**

**Alternative 1** would direct staff to implement the recommendations of the Neil Street Corridor Beautification Strategy:

### **a. Advantages**

- Allows staff to pursue beautification improvements upon the continued development of the Neil Street Corridor Phase 1 Preliminary Plan.
- Gives staff direction and a plan to pursue wayfinding and branding improvements along the corridor.
- Creates a corridor identity that ties together design elements that have been used elsewhere in the community.
- Implements the Council Goal of advancing improvements in the Neil Street Corridor and entryway node.

### **b. Disadvantages**

- Improvements of Neil Street Corridor could use federal money and TIF money that could have been used on other projects in the area.
- Could negatively impact business and residents' during construction.

**Alternative 2** would direct staff not to proceed with the implementation of the Neil Street Corridor Improvement Plan and provide alternative direction.

### **a. Advantages**

- Allows staff to use staff time on other City Council Goals.
- Allows staff to pursue other beautification improvements.
- Allows other projects to be prioritized for federal funding or TIF funding.
- Businesses and residents adjacent to project areas would not be affected by construction or adapt to significant changes if any of these projects did not move forward.

### **b. Disadvantages**

- Delays implementation of City Council Goals and recommendations from the Comprehensive Plan and Neil Street Corridor Improvement Plan.
- Delays possible beautification improvements along the corridor that would correspond with pedestrian and transit improvements.
- Project costs could change due to inflation or changing market conditions if this project is delayed.
- Misses an opportunity for this project to enhance the corridor's unique identity.

**G. Community Input:** The 2018 Neil Street Corridor Plan has been shaped by extensive community development. At that time, three initial [designs](#) were presented to the public for feedback. The project team then incorporated these comments into a “[preferred alternative](#).” Input was gathered on the preferred alternative in 2018 through neighborhood meetings, study sessions at City Council and Plan Commission, and an open house workshop where around 30 community members provided feedback. Most attendees felt their earlier comments on the three design alternatives were addressed in the preferred option but provided additional comments. The additional comments included during these engagement opportunities were primarily centered around safety. The attendees were focused on pedestrian safety, as well as safety for transit riders and alternative modes of transportation. Many of the attendees of these meetings were residents adjacent to the corridor, and their comments highlighted the fact that while the corridor was an entry way to the community, there were residential neighborhoods on both sides of the corridor that used it everyday to get to work, to get to school, to get to friend’s houses, to walk their dogs, among a variety of other reasons. The corridor plan also called for stronger connections to the uses along the corridor like public health, the school, the trails, and the religious institutions. The recommended alternative reflected the input that was gathered at these meetings.

The 2018 preferred alternative was further refined to address these comments regarding safety and neighborhood connections, and it was shared with the public through a project website and social media. This Plan was ultimately adopted in October of 2018.

During the development of the Neil Street Corridor Beautification Strategy, City staff worked with key stakeholders along the corridor to develop concepts for the wayfinding and branding in April of 2024, which was an implementation piece of the 2018 plan. After the development of the concepts, Planning Staff met with the Edgebrook - Garden Park Neighborhood Association on September 17, 2024. There were approximately 40 neighborhood residents in attendance at this meeting. The two concepts developed by Lamar Johnson were discussed. Many of the comments at the neighborhood meeting re-iterated the comments from the 2018 plan, which emphasized and prioritized safety and accessibility along the corridor. There was a City Council study session presenting Lamar Johnson Collaborative’s beautification concepts on September 10, 2024. The City Council gave staff direction to continue with the project at that meeting. There was also an [EngageChampaign.org](#) site dedicated to the Neil Street Corridor. The News-Gazette ran a story about the project on March 16, 2024 which drove traffic to the Engage Champaign page. The survey hosted on Engage Champaign, ultimately had 80 responses.

**H. Budget Impact:** A million dollars has been allocated in the Capital Improvement Plan in fiscal year 2028/2029 for the build out of the beautification components that can be designed around the other corridor improvements. Lamar Johnson Collaborative estimates that one million dollars would sufficiently build out the beautification strategy. The ultimate build out of the improvements identified in the Phase 1 Preliminary Engineering Plans will be a separately funded project.

**I. Staffing Impact:** Approximately 315 hours of staff time from the Planning and Development, Public Works, and Neighborhood Services Departments were used to staff public workshops and develop the Neil Street Corridor Improvement Plan. Approximately 200 hours of staff time from the Planning and Development, Legal, and Public Works Departments have been dedicated to gathering and providing information requested to start the Neil Street Corridor

Beautification project, participate in the existing conditions analysis, and review consultant deliverables. Collecting and reviewing public input on the design concepts then preparing documents for Council approval will take approximately 40 hours of staff time.

Prepared by:



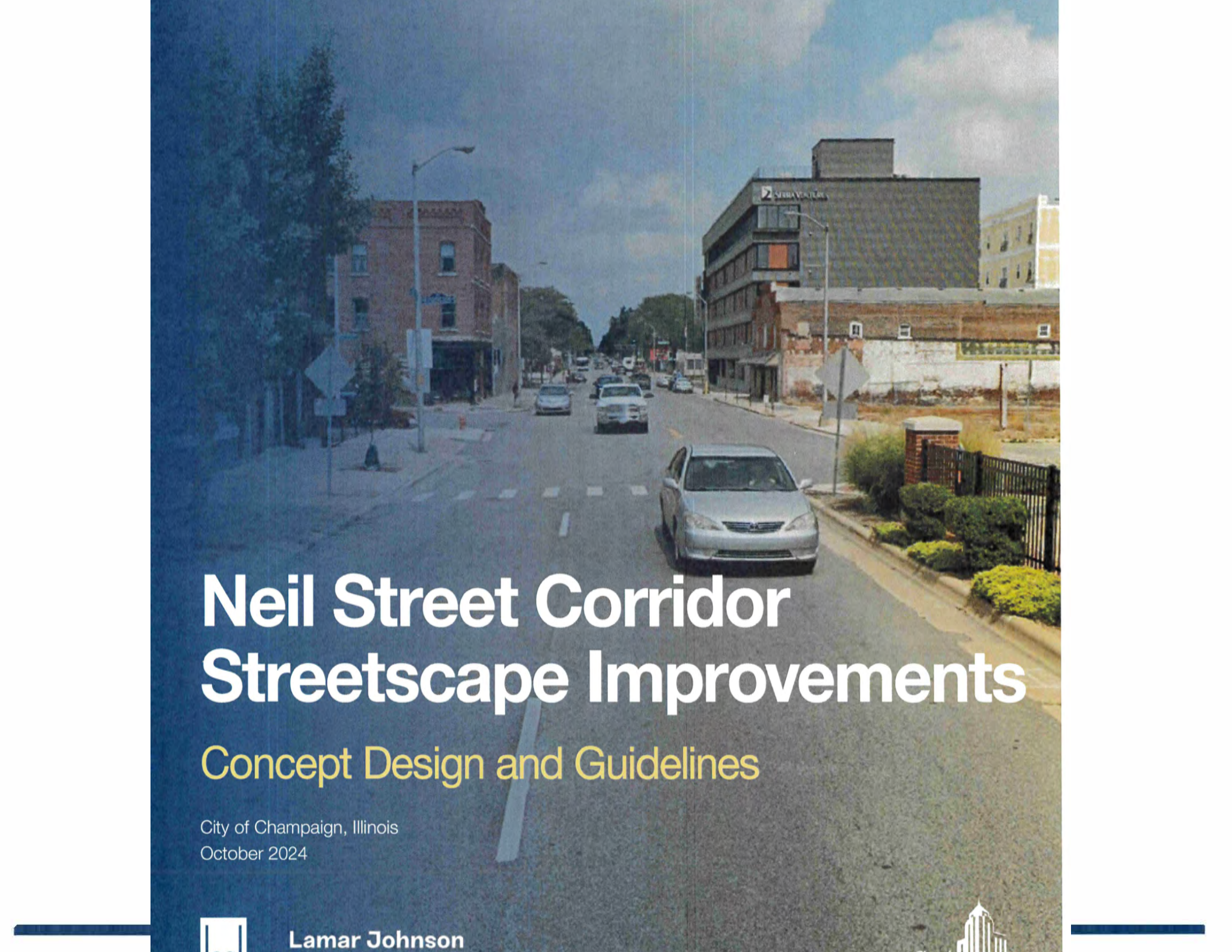
Jeff Marino, AICP  
Planning Manager

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Planning and Development Director

Attachment A: Neil Street Corridor Beautification Strategies Concept Design



# Neil Street Corridor Streetscape Improvements

## Concept Design and Guidelines

City of Champaign, Illinois  
October 2024

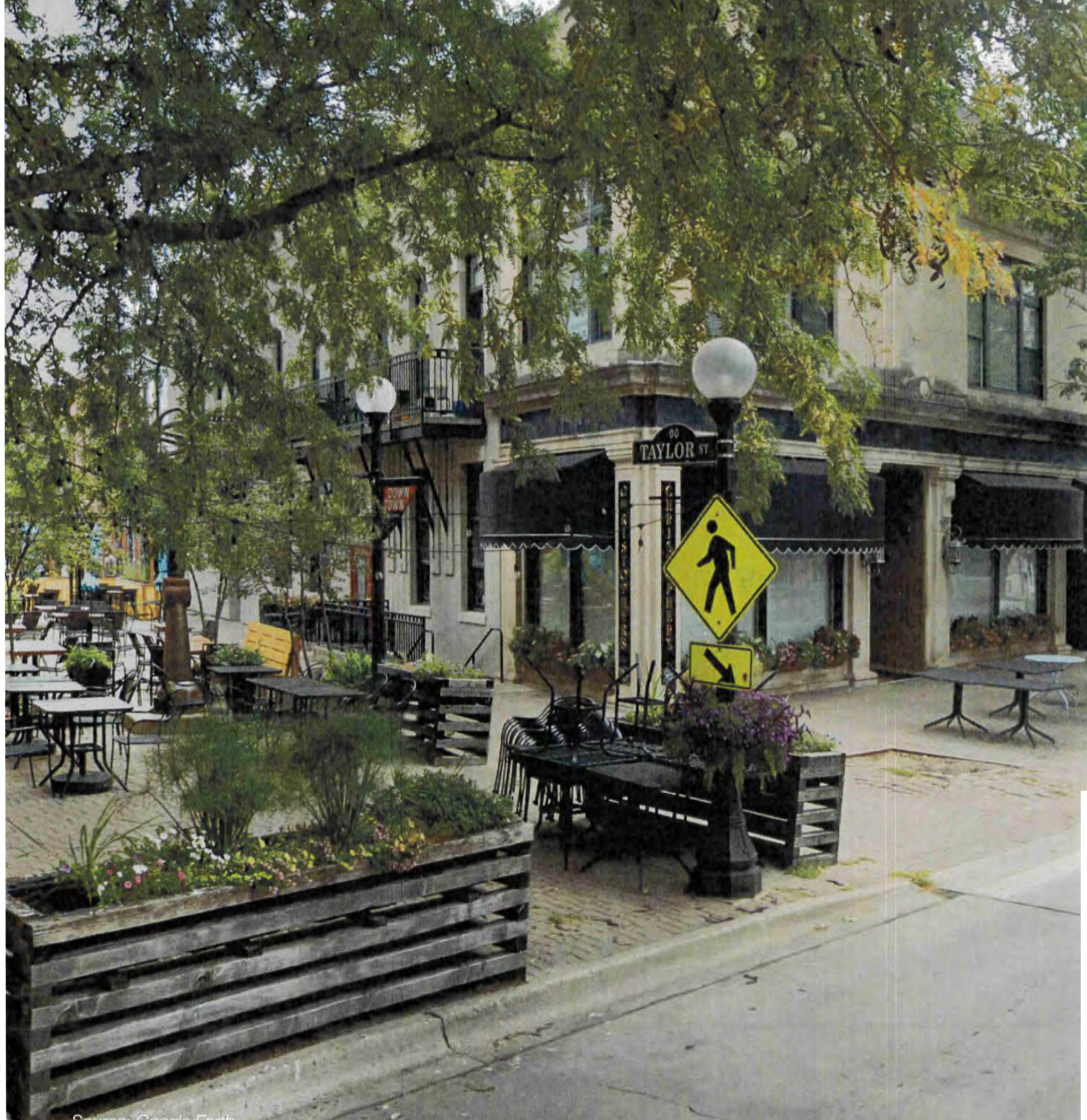


Lamar Johnson



# Table of Contents

|    |                               |    |
|----|-------------------------------|----|
| 01 | Introduction.....             | 04 |
| 02 | Streetscape Improvements..... | 08 |
| 03 | Branding.....                 | 40 |
| 04 | Design Concepts.....          | 44 |
| 05 | Appendix.....                 | 58 |





# 01

## Introduction

The City of Champaign embarked on a ten-month planning process to develop a set of design concepts and branding for one of its most prominent transportation roadways, the Neil Street Corridor. The corridor extends from Interstate 74 to Downtown Champaign and is the City's only roadway that provides direct access between the Interstate and Downtown. The Corridor is a vital gateway into the City.

This study expands on the Neil Street Corridor Study, which was completed in 2018. The purpose of the current study is to formulate a long-term

creative direction for the corridor that can eventually be applied to other corridors within the City. Additionally, the study aims to identify urban design elements that can be implemented to encourage further development of the corridor.

The study includes the following urban design elements integrated with a new branding strategy:

- Gateways
- Wayfinding and Signage
- Public Art and Placemaking
- Landscape Architecture

# Project Intent and Goals

This document is a comprehensive toolkit of urban design elements that the City of Champaign can apply along Neil Street and other corridors as appropriate. It provides a flexible framework that is able to integrate with future developments and infrastructure

upgrades, to ensure cohesive results citywide. The document includes plans for streetscape improvements, a unified branding strategy, and conceptual designs for key streetscape elements, offering a model that can be replicated in other urban areas.

## **Goal 1**

*Establish a creative direction and brand standard for Neil Street, that aligns seamlessly with current and future projects of the City.*

## **Goal 2**

*Identify and develop key placemaking projects which can be implemented to enhance the overall community experience of the corridor.*

## **Goal 3**

*Create a palette of urban design elements that improve the public realm and wayfinding along the Neil Street corridor and serve as a foundation for future enhancements in the City.*





# 02

## Streetscape Improvements

Potential urban design elements for improvement of Neil Street have been identified through conversations with the City and validated with public engagement. These elements enhance the public realm and create a more uniform and vibrant corridor. These elements are:

- Gateways
- Wayfinding and Signage
- Public Art and Placemaking
- Landscape Architecture

Potential locations for each element are identified in this chapter. These locations have been chosen based on

their connection to area destinations, cultural importance, or placemaking opportunity. The element locations create continuity of environmental communication and make traveling along or passing through the Neil Street corridor a more pleasant and safe experience.

While potential locations have been identified for each subarea, the final location will be coordinated with the City of Champaign Public Works Department. Landscape elements are consistent with the City's planting guidelines and accepted plant species.

# Corridor Vision and Priorities

This page synthesizes the input received during past planning processes and integrates current design objectives. Character zones were defined in the Neil Street Corridor Plan from 2017.

Subareas are defined in the current planning process because of their unique characteristics, location, and importance within the Neil Street corridor.

## Urban Design Character

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- Create pedestrian friendly environment
- Create a strong corridor identity to create a sense of arrival and welcoming
- Incorporate vertical elements along the corridor to contribute to a unified aesthetic

## Landscape Elements

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- Incorporate native plants and pollinators
- Coordinate design proposals with future infrastructure and roadway improvements
- Propose appropriately scaled landscape elements (planter beds etc.) to reflect the changing roadway and pedestrian way widths
- Incorporate unique features for visual appeal

## Wayfinding and Signage

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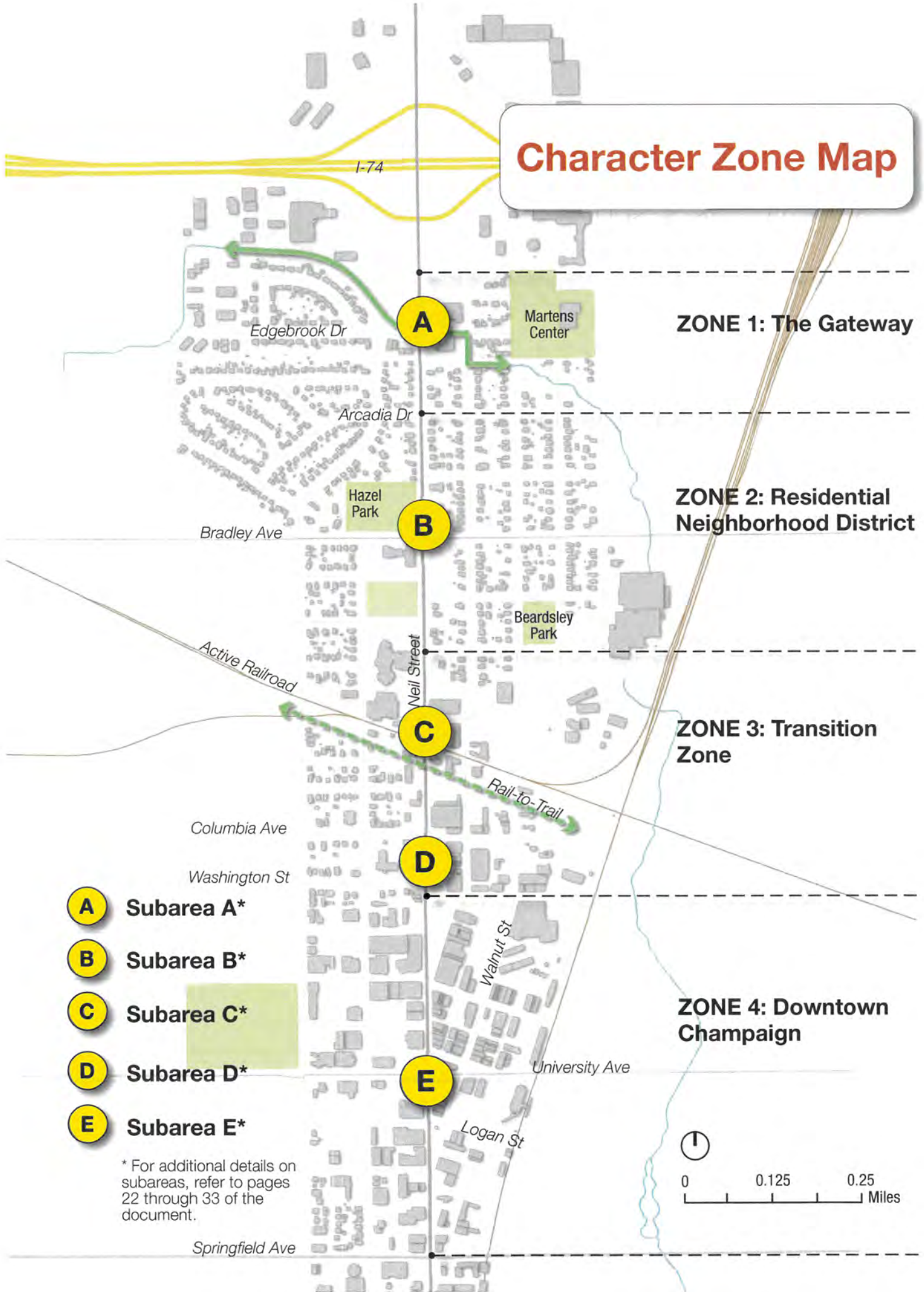
- Develop a signage and wayfinding system for the corridor
- Locate interpretive, educational and directional signage along the corridor
- Incorporate the culture, history and heritage of adjacent neighborhoods into signage
- Develop a signage system that clearly distinguishes between pedestrian, bike and auto to ensure safety and efficiency for each mode of transportation
- Establish a standardized wayfinding and signage system to be used in corridors throughout the City

## Branding and Identity

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- Create a unique identity for the Neil Street corridor with elements that can be applied to other corridors in the City
- Create a material palette including landscape elements to be applied along the corridor
- Incorporate historical and culturally relevant elements into the branding palette
- Coordinate branding with on-going projects along the corridor

# Character Zone Map



\* For additional details on subareas, refer to pages 22 through 33 of the document.

# Primary Gateways

The use and purpose of the primary gateways is to provide a formal sense of arrival into the corridor. The gateways identify entry into a unique space and memorialize Neil Street's significance in the City of Champaign. Primary gateways are located near the I-74 interchange on the north side of the corridor and near Logan St. on the

south side of the corridor, adjacent to City Hall. These locations frame the core of Neil Street and include all four character zones. Neil Street is the central means of access to the University of Illinois campus as well as downtown. Primary gateways support the transition into the City and differentiate the experience from other corridors.

## Intent

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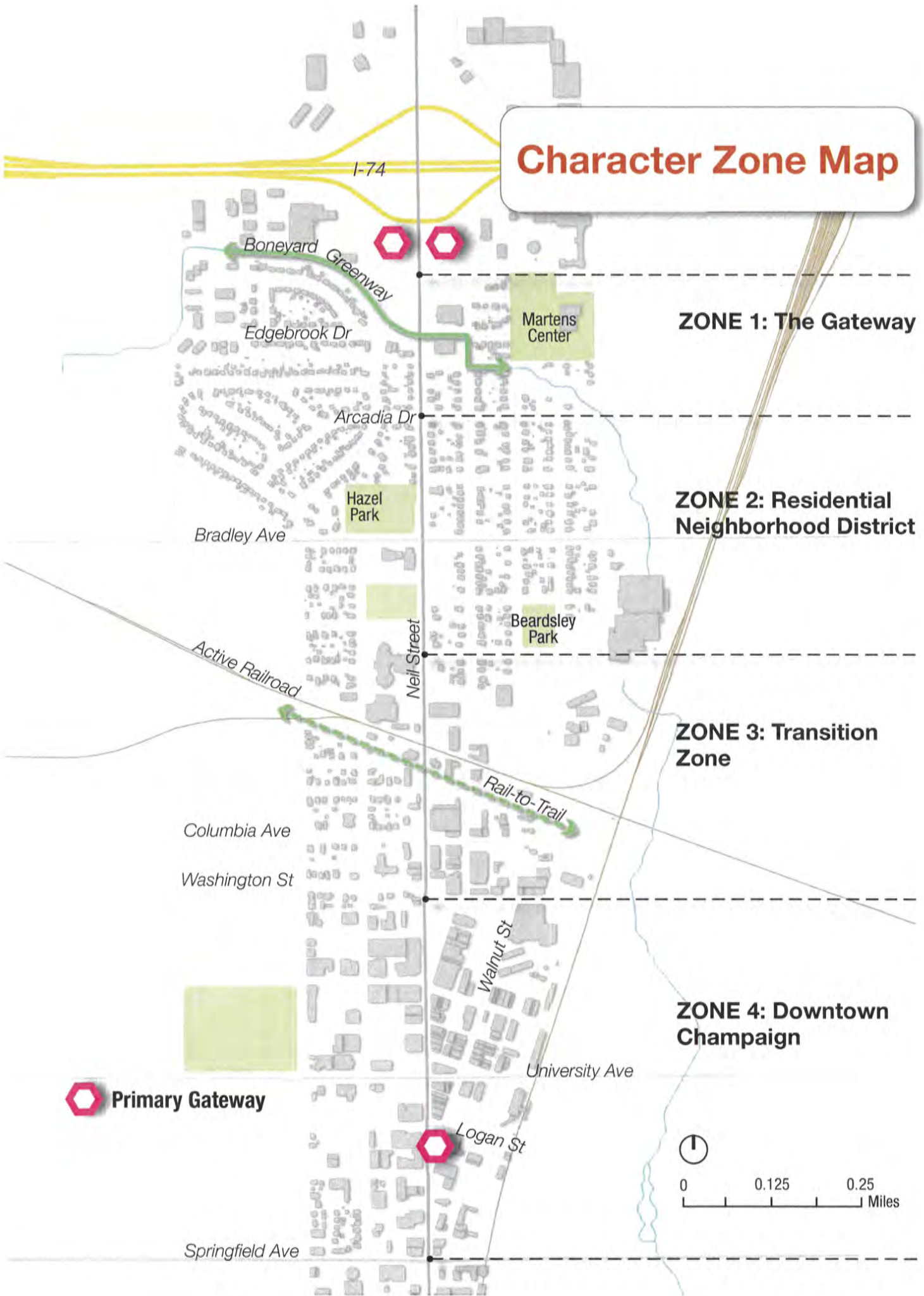
1. Orient gateways towards on-coming traffic
2. Ensure gateways are legible and able to be read at relatively high speeds
3. Consider entry points to important destinations
4. Locate in areas to support differentiation from surroundings

## Guidelines

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1. Use durable, long-lasting materials that are low maintenance
2. Co-locate landscape elements to create a robust destination with plantings
3. Ensure lettering is legible and readable from the street by pedestrian and autos
4. Consider locating gateways close to the street within the road right of way
5. Color, font and brand should be coordinated with all signage elements along Neil Street

# Character Zone Map



# Secondary Gateways

The secondary gateways mark a formal entrance to key trails and transition points within the corridor, offering a distinct point of arrival. These gateways highlight unique features of the corridor and reinforce Neil Street's connection to the broader area.

## Intent

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1. Locate secondary gateways at Boneyard Creek and Rail to Trail gateway into downtown.
2. Consider legibility and mode choice when locating secondary gateways
3. Consider sidewalk width and accessibility
4. Integrate landscape into gateway location

Secondary gateways are generally smaller in scale and are complimentary to primary gateways. For Neil Street, secondary gateways are located at the Rail to Trail connection as well as the Boneyard Creek connection. These two destinations are also transitions along the corridor where the land use is more reflective of the adjacent neighborhoods.

## Guidelines

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1. Coordinate font type, size, color and design with brand standards for Neil Street
2. Use durable materials that have longevity and are recognizable within the city
3. Consider areas of transition for secondary gateways
4. Differentiate secondary gateways by reducing scale and types of monument
5. Coordinate final locations within the right of way with City Public Works Department

# Character Zone Map



 **Secondary Gateway**

# Wayfinding and Informational Signage

The goals of the signage and wayfinding strategy are to communicate pertinent information on parking locations, local destinations, parks, historic sites, neighborhoods, and other cultural landmarks. Priority locations for signage have been identified to assist visitors and residents in navigating to and through downtown, with orientation to retail and commercial offerings as well as comfort facilities and amenities in the area.

Additionally, connectivity to regional trail systems, the University of Illinois campus, and City Hall will be included on directional and informational signs. For cyclists, signage directing them to trailheads and bike routes through downtown would increase bicycle safety and reduce bike traffic in

areas where traffic conflicts are possible. Parking signage directing residents and visitors to available lots and structures would help alleviate congestion on streets and enhance the shopper experience by moving people more quickly from their cars to their destinations. Wayfinding signage can communicate parking entry locations to reduce driver confusion when moving from the street into a lot.

Signage locations will be spaced appropriately along Neil Street to ensure travelers understand their location and destinations. The colors, fonts, and branding elements will be coordinated throughout the signage system.

## Intent

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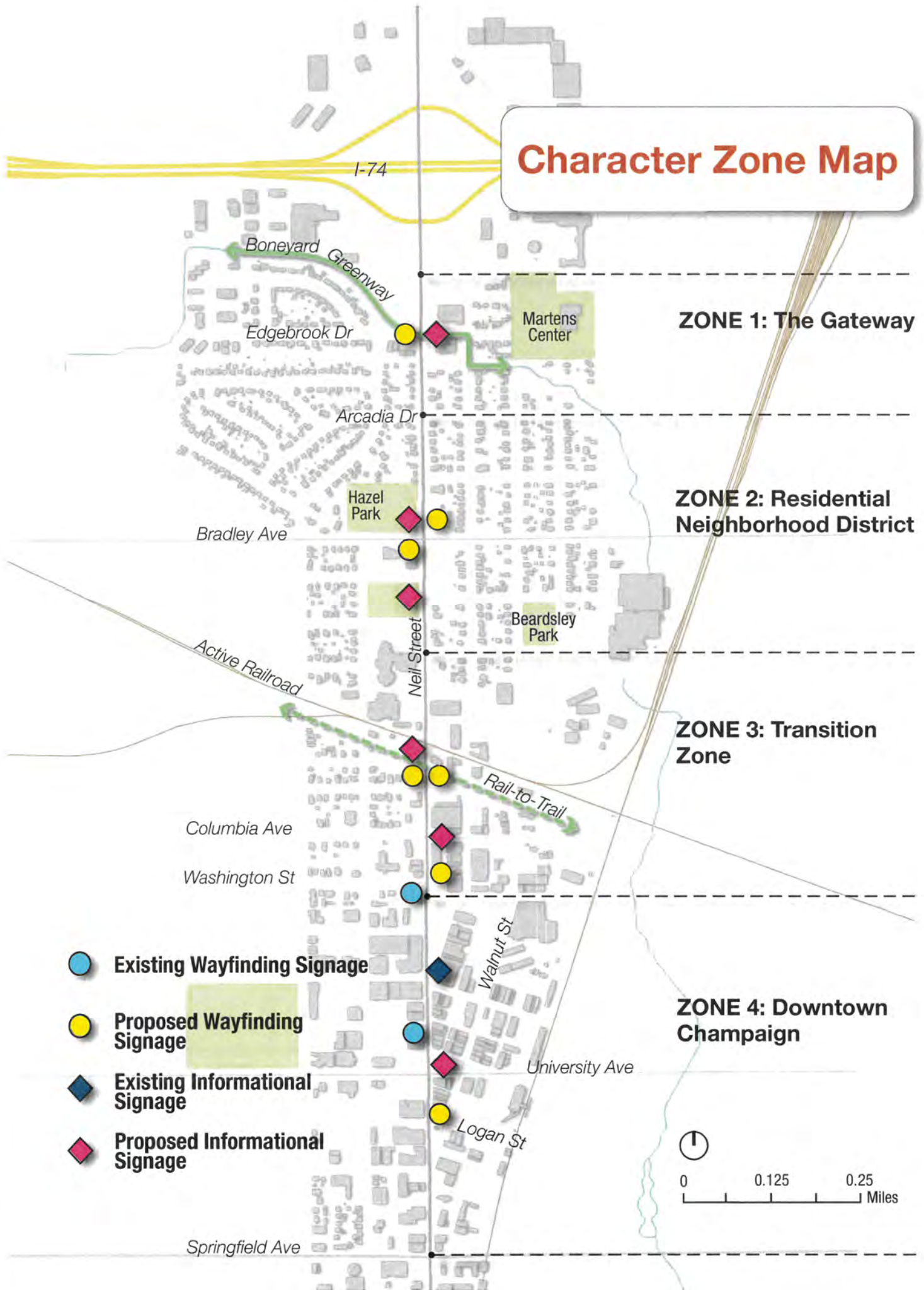
1. Orient signs toward sidewalks in the road right of way
2. Distribute a variety of sign types throughout the corridor
3. Consider appropriate sign type for location
4. Locate signs near destinations and points of interest

## Guidelines

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1. Use sign brand standards for all signs
2. Locate signs with ADA access
3. Coordinate landscape design around signs to create special moments along corridor
4. Coordinate information on signs throughout the corridor
5. Integrate cultural or local points of interest with general information and directional signage

# Character Zone Map



# Public Art and Placemaking

Public art and placemaking elements can take a variety of shapes. These elements enhance the corridor with unique and playful moments of discovery. Placemaking elements respond to the changing character of the corridor. Public art can incorporate special cultural or local areas of significance. Additionally, public art opportunities may involve volunteers or participants from the community.

## Intent

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1. Utilize the right of way for public art and placemaking elements
2. Consider enhancement of the pedestrian experience when locating placemaking elements
3. Engage community to personalize the corridor and create a responsive sense of place

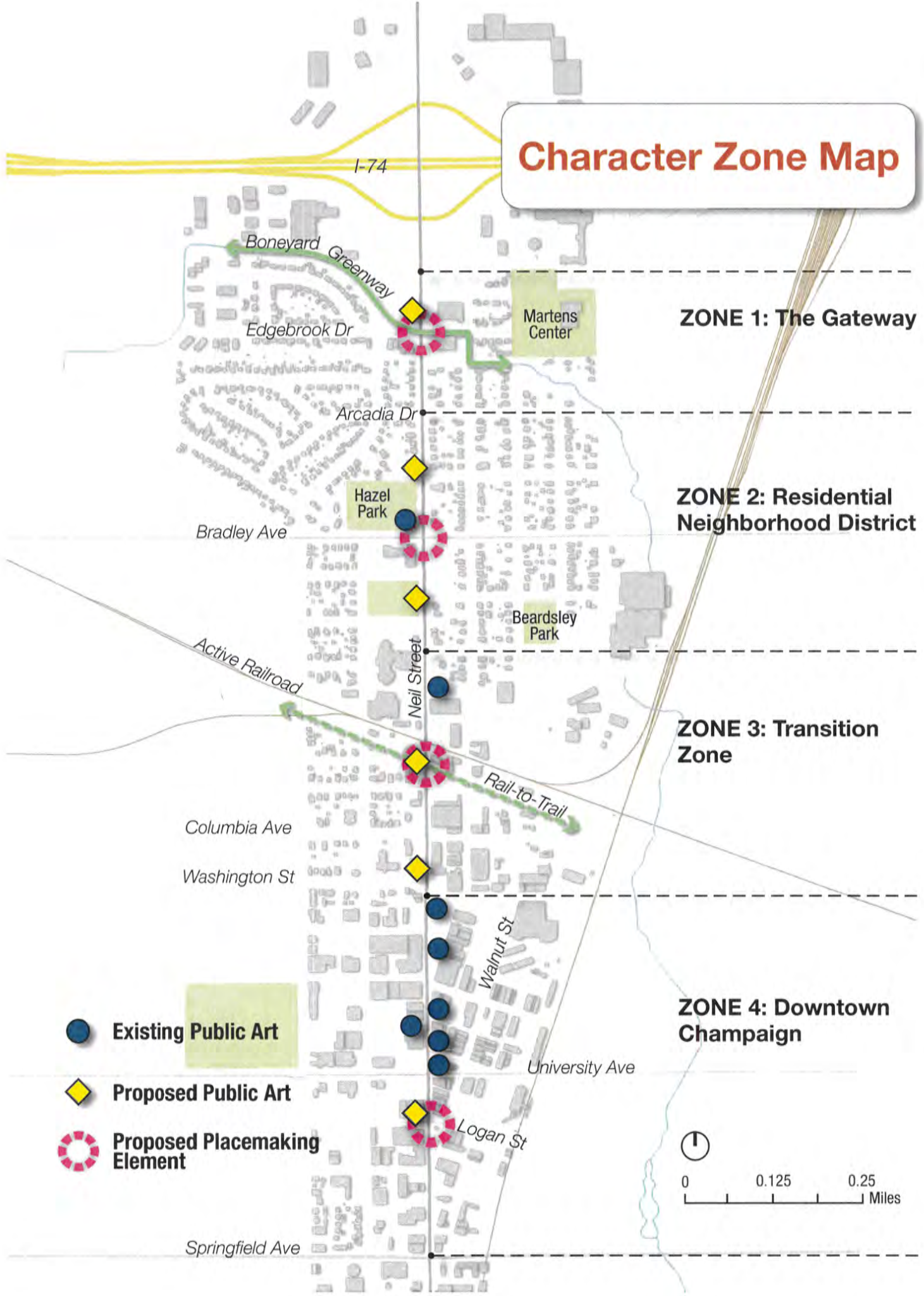
Placemaking elements along the corridor create an activated and vibrant multi-modal environment. Some of these elements may enhance pedestrian safety, such as curb bump-outs, intersection improvements, or sidewalk textures. Others may be more whimsical and incorporate collegiate colors or logos. Locations for these elements can be distributed throughout the corridor. Placemaking elements may include bike racks, furnishings, parklets, crosswalk enhancements, curb bump-outs, and more.

## Guidelines

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1. Consider volunteer opportunities for placemaking elements
2. Prioritize pedestrian safety with curb bump outs and intersection improvements
3. Consider cultural or neighborhood specific placemaking elements
4. Combine directional and placemaking elements
5. Utilize vertical and horizontal surfaces to create visual interest in the public realm

# Character Zone Map



# Landscape and Special Elements

Landscape design and special elements enhance the public realm through incorporation of plantings, furnishings and special elements such as light pole banners. These elements can be stand alone or incorporated into signage and wayfinding elements. Parkway and sidewalk width varies widely along Neil Street. Consideration for appropriate buffering from traffic and increased tree canopy can make the pedestrian experience more pleasant and safe. Whimsical designs and volunteer opportunities for planter design can customize the streetscape improvements at a lower cost. Community engagement inspired designs respond to the

unique character of neighborhoods adjacent to the corridor as well.

The City of Champaign has established specific planting standards that have been integrated into the overall streetscape design, with priority landscaped areas focused on new signage, wayfinding, and gateway locations. Special pavement treatments, such as sandblasting, can further enhance the public realm and highlight significant areas along the corridor, generally in coordination with signage placements.

Six types of elements have been identified for consideration along Neil Street.

## Intent (by element type)

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### **Type 1: Planters**

- Planters can be stand alone or incorporate seating, providing adaptable elements for flexible streetscape layouts

### **Type 2: Furnishings**

- These can include benches, trash receptacles, parklets and bike racks

### **Type 3: Intersection Improvements**

- High visibility intersections are encouraged and may include illustrative art to enhance safety and create a sense of arrival

### **Type 4: Parkway Improvements**

- Planted parkways, sidewalk continuity, trees and approved planting beds are recommended

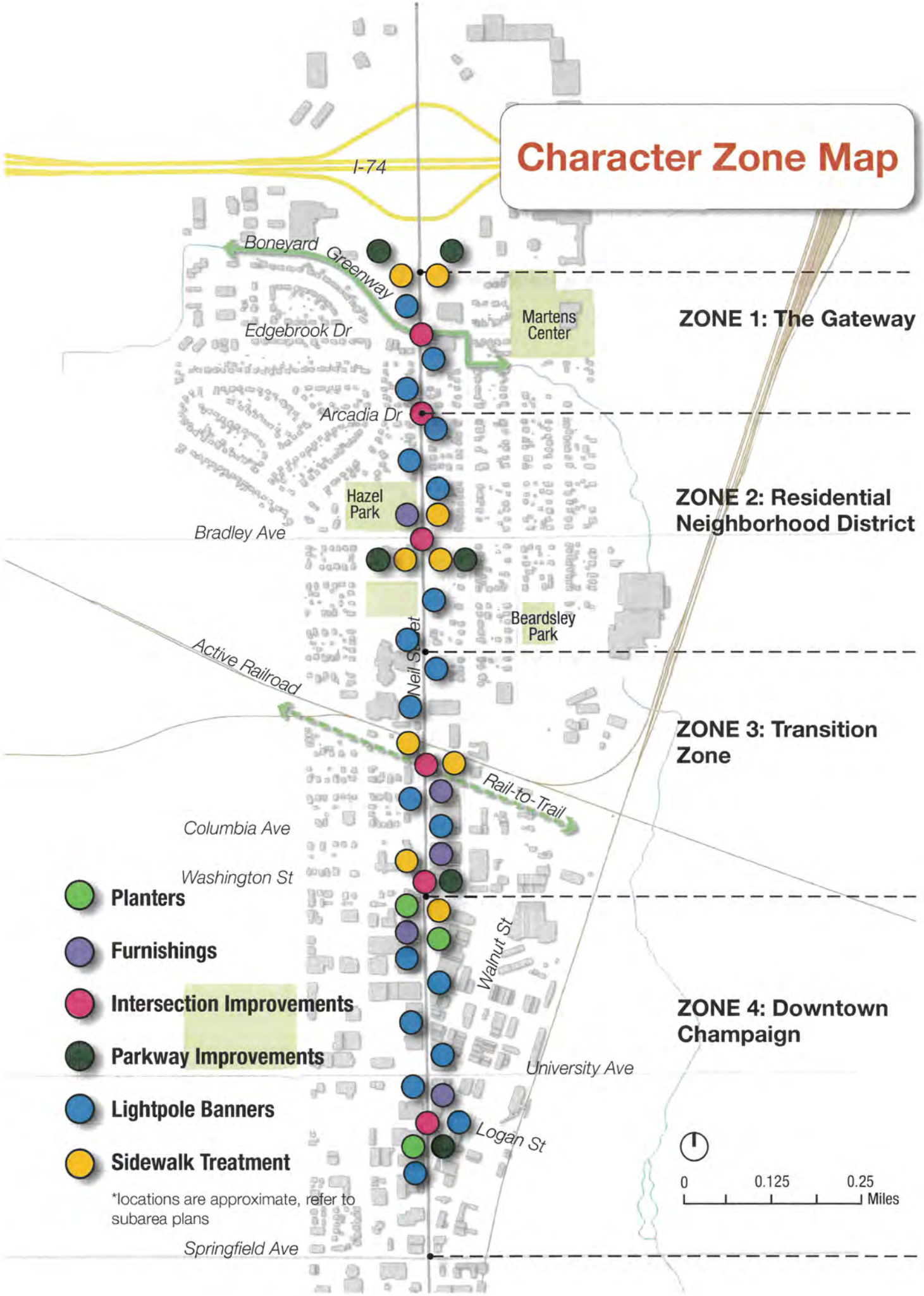
### **Type 5: Lightpole Banners**

- Light pole banners can communicate locations along the corridor or destinations throughout the city, contributing to a cohesive streetscape

### **Type 6: Sidewalk Treatments**

- Create engaging pedestrian experiences with coordinated signage and wayfinding, clearly marking key areas along the corridor
- Pavement treatments like special pavers, etched concrete or paint can identify special moments along the corridor

# Character Zone Map



\*locations are approximate, refer to subarea plans

# Landscape and Special Elements

## Guidelines

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### Type 1: Planters

1. Place planters in areas where parkway creation is a challenge due to sidewalk width and other infrastructure.
2. Use native flowering shrubs and grasses from the planting palette.
3. Layout can be alternated with benches and planters

### Type 2: Furnishings

1. Place benches in high-footfall areas, particularly downtown, near plazas, commercial areas, and restaurants
2. Place trash receptacles near parking lot entrances, restaurants, and commercial areas along pedestrian routes and bike trails without obstructing traffic flow or sightlines
3. Parklets can be created at underutilized sidewalks and street parking
4. Bike racks should be created near popular destinations

### Type 3: Intersection Improvements

1. Use high-contrast colors for painted crosswalks. Consider decorative patterns that align with the streetscape character. Opt for durable, thermoplastic paint for longevity.
2. Select durable and visually appealing bollards that reflect the streetscape's character
3. Position bollards at crosswalk edges, corners, and curb extensions to prevent vehicle encroachment

4. Implement curb extensions and pedestrian islands at high-speed intersections to shorten pedestrian crossings

### Type 4: Parkway Improvements

1. Improve existing parkways and add new parkways where sidewalk width allows
2. Refer to the planting palette and maintain consistent materials throughout the corridor
3. Incorporate bioswales
4. Provide informational signage about native plants and sustainable practices
5. Organize community planting days and volunteer programs

### Type 5: Light Pole Banners

1. Attach banners securely to standard light poles, ensuring they are installed at a height (minimum 7 feet above ground) that maintains clear sightlines for pedestrians and vehicles.
2. Space banners evenly along poles for consistency

### Type 6: Sidewalk Treatments

1. Select durable materials that withstand heavy foot traffic, varying weather conditions and meets ADA standards.
2. Etched concrete should have a non-slip finish, and pavers should be robust and crack-resistant
3. Keep clear 6 foot wide walking area for pedestrians, free of these elements

## Example Elements by Type



**Type 1**  
Stand Alone Planter, Painted



**Type 1**  
Planter with Seating



**Type 2**  
Youth Engagement - Art



**Type 2**  
Parklets and Sidewalk Activation



**Type 3**  
Painted Crosswalks



**Type 3**  
Curb Extensions



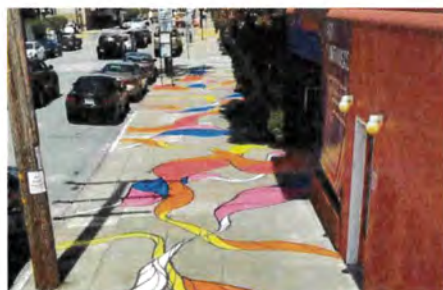
**Type 3**  
Lighted Bollards



**Type 4**  
Gateway Planting Wall



**Type 5**  
Decorative Banner



**Type 6**  
Painted Sidewalk



**Type 6**  
Paver in Sidewalk



**Type 6**  
Etched Concrete

# Planting Palette

Plantings along the corridor are categorized into four location-based elements. These include: tree grate plantings, trees in parkways, standalone planters and shrubs in parkways. Certain sections of the corridor already feature well-maintained parkways with healthy vegetation.

The plant species selected are from the City of Champaign's preferred list, adhering to their planting standards. The three identified planting types include trees, native grasses, and flowering shrubs. The following guidelines offer recommendations to enhance existing parkways and shape the development of new ones.

## Guidelines

---

### Trees:

1. Plant shade trees in areas with sufficient sidewalk space to support healthy root volume and canopy growth
2. Space trees adequately (atleast 25 feet apart) to accommodate mature growth
3. Ensure trees are atleast 30 feet from the intersections, so that they do not obstruct sightlines
4. Position trees away from utility lines and infrastructure
5. Wherever possible plant trees in an alternating sequence to create diversity in form, color, and seasonal interest

### Native Flowering Shrubs:

1. Position flowering shrubs around primary and secondary gateways and near informational and wayfinding signs

2. Integrate flowering shrubs in parkways at intersections, ensuring they do not exceed 15 inches in height at curb extensions to maintain sightlines
3. Group flowering shrubs in clusters for impactful displays, enhancing textural and color diversity—especially in winter

### Native Grasses:

1. Plant native grasses in parkways as fillers in less prominent areas where larger plants may not thrive
2. Utilize grasses in transitional spaces or between shrubs to fill gaps and create a cohesive landscape

## Example Planting Types

### TREES



Boulevard Linden



Firestarter Black Tupelo



Emerald Sunshine Elm

### NATIVE FLOWERING SHRUBS



Orange Coneflower\*



Great Blue Lobelia\*



Foxglove\* Beardtongue

### NATIVE GRASSES



Big Bluestem



Sideoats Grama



Pennsylvania Sedge

\* These species have low salt tolerance. Use these species in protected lanscape like stand alone planters or raised planters.

# Streetscape Soils

Three scenarios will improve the long term viability of street tree plantings along the corridor. As street trees grow they will seek out soil, air and water in order to support their needs. This process often leads to conflict with adjacent paving and ultimately the decline of the tree as these essential elements are not found. Strategies to provide these elements in a way that supports both the tree and the streetscape function are essential to the success of street trees. Compacted soils below paving lack air, water and nutrients essential to the support of street trees. In order to combat this, structural soils or suspended soils should be implemented. Structural soils provide air and water by integrating

rock and sand to support the pavement loads while providing porosity. While an economical solution structural soils lack nutrients. Suspended soil systems overcome this by mechanically supporting streetscape pavement systems and allowing aerated planting soils to extend below pavement surfaces. These systems provide air, water and nutrients while also providing stormwater storage below the streetscape. Suspended soils provide the best opportunity for healthy tree growth in streetscapes requiring tree grates. Regardless of system, a volume of 600 cubic feet of soil should be provided for each tree where possible.



*OPTION 1: Structural soil in open planter*

Open tree planters provide an excellent opportunity to support tree plantings in the streetscape where tree grates are not a necessity. Open planters provide soils without the negative effects of soil compaction caused by pavement. Additionally, open planters provide the opportunity to integrate diverse plantings and seasonal interest into the streetscape through the planting of perennial forbs and grasses.



*OPTION 2: Structural soil support cells and tree grate*



*OPTION 3: Structural soil and tree grate*

# Subarea Plans

This map identifies the location of the five subareas, each with a distinct character. The unique conditions of these subareas have been established in previous planning exercises and

are expanded upon below. The City can use the detailed subarea plans on the following pages to guide decisions about priority locations for urban design and landscape elements.

## Subarea A

---

- Serves as Champaign's primary entrance, guiding visitors into Downtown and connecting key destinations
- Characterized by a wide street section and high-speed traffic highlights the need for strong pedestrian safety measures
- Existing local businesses are clustered in this zone
- Boneyard Creek Trail entrance is a focus of infrastructure investment.

## Subarea B

---

- Acts as a cultural crossroads, with presence of multiple community assets and connection to residential neighborhoods
- Single-family homes with driveways off Neil St, limit parkway improvement opportunities
- This zone celebrates community and can focus on improvement of pedestrian safety, intersection improvements, and creating a place for residents.

## Subarea C

---

- Acts as a gateway to Downtown Champaign
- Characterized by narrow setbacks and history of industrial buildings and rail industry
- Offers redevelopment potential as a model for sustainable practices, incorporating industrial.

## Subarea D

---

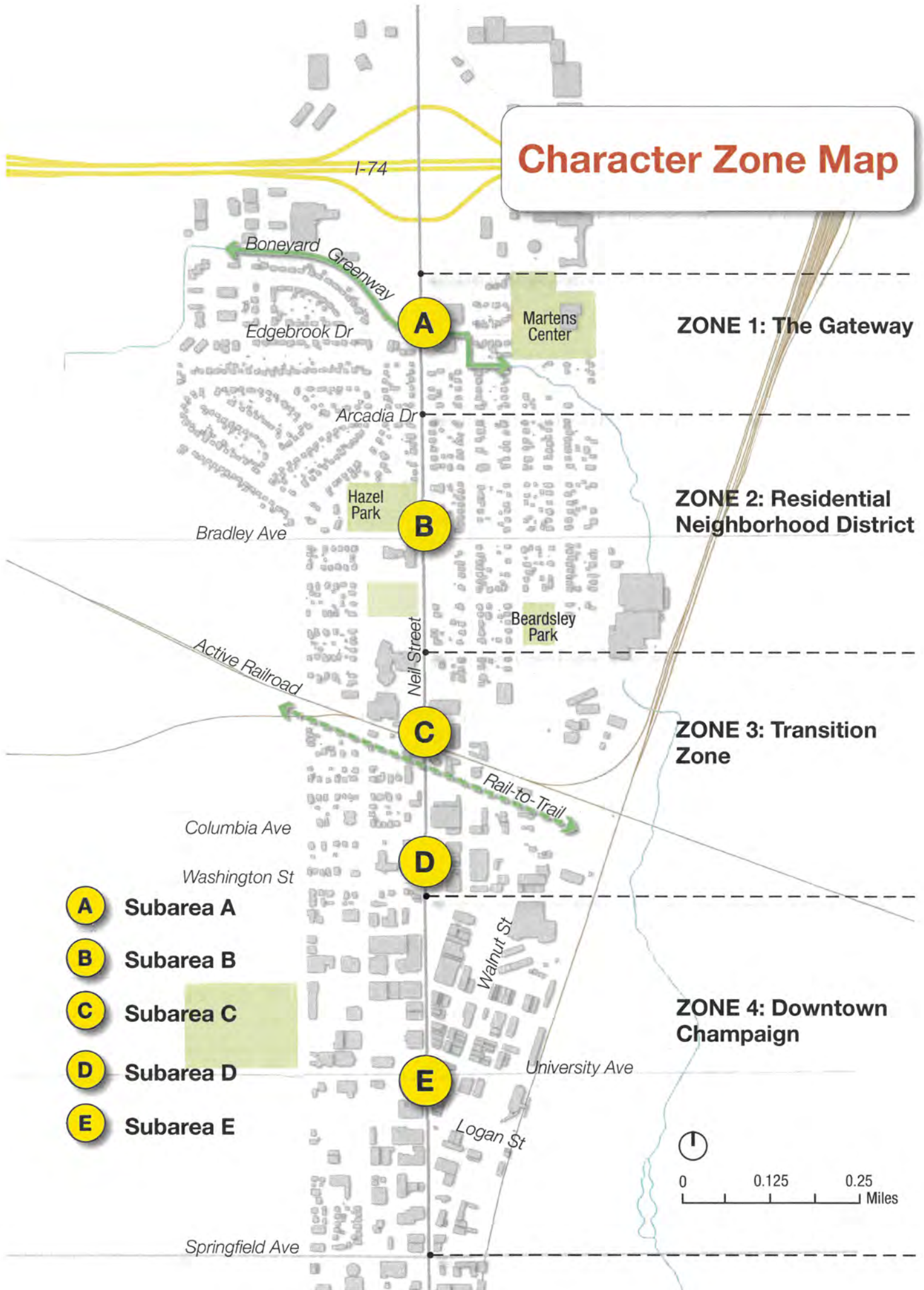
- Creates a strong sense of arrival in Downtown with a pedestrian-scale street section, the presence of Neil Street Plaza, and high building density
- Existing improved street infrastructure allows for greater incorporation of landscape elements

## Subarea E

---

- Serves as another entrance to Downtown Champaign, but lacks a strong identity due to low building density and height
- Existing street infrastructure can be enhanced to create a sense of arrival

# Character Zone Map



# Subarea A

The northern most subarea is located at the intersection of the I-74 interchange and Kenyon Rd. The recommended unique identity of this subarea is welcoming and timeless. This area consists of a primary gateway to create a greater sense of arrival into Downtown Champaign along Neil Street.

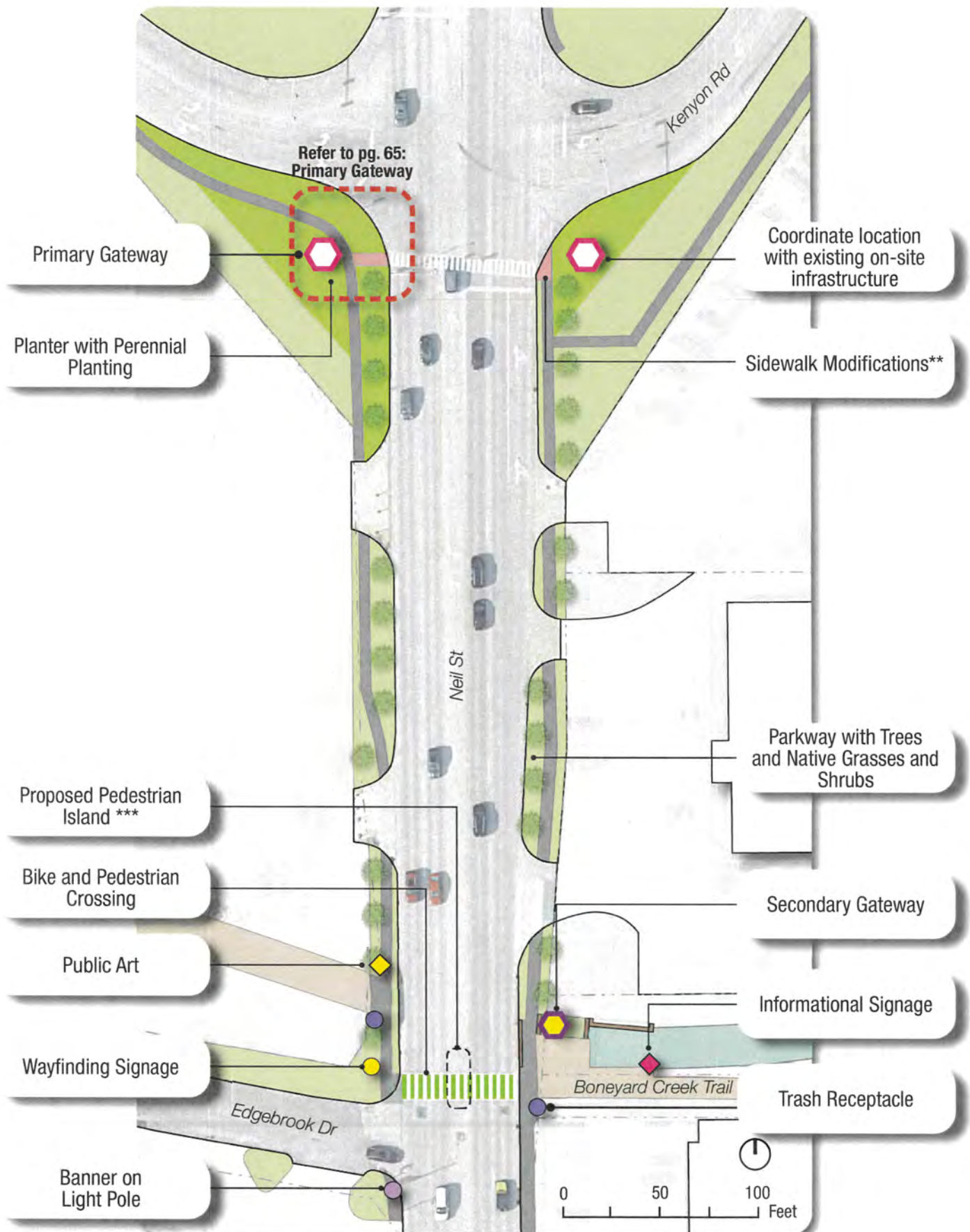


*View looking north on Neil Street*



*View looking north on Neil Street, at Boneyard Creek Trail*





All elements should be placed to maintain clear vehicle sightlines.

\* Parkway with existing planting can be enhanced using Planting Palette from the document.

\*\* Different strategies for Sidewalk Modifications can be used based on existing conditions.

\*\*\*Proposed improvement will be aligned to the scope of future infrastructure enhancements.

\*\*\*\*Mowstrips are excluded from the plans, consideration needed in parkway design.

# Subarea B

This subarea offers an opportunity to incorporate architectural motifs, artwork, and materials that reflect the cultural heritage of the community, celebrate diversity and foster a sense of pride and belonging. The unique identity of this area is defined by connecting to the park and being vibrant and playful.

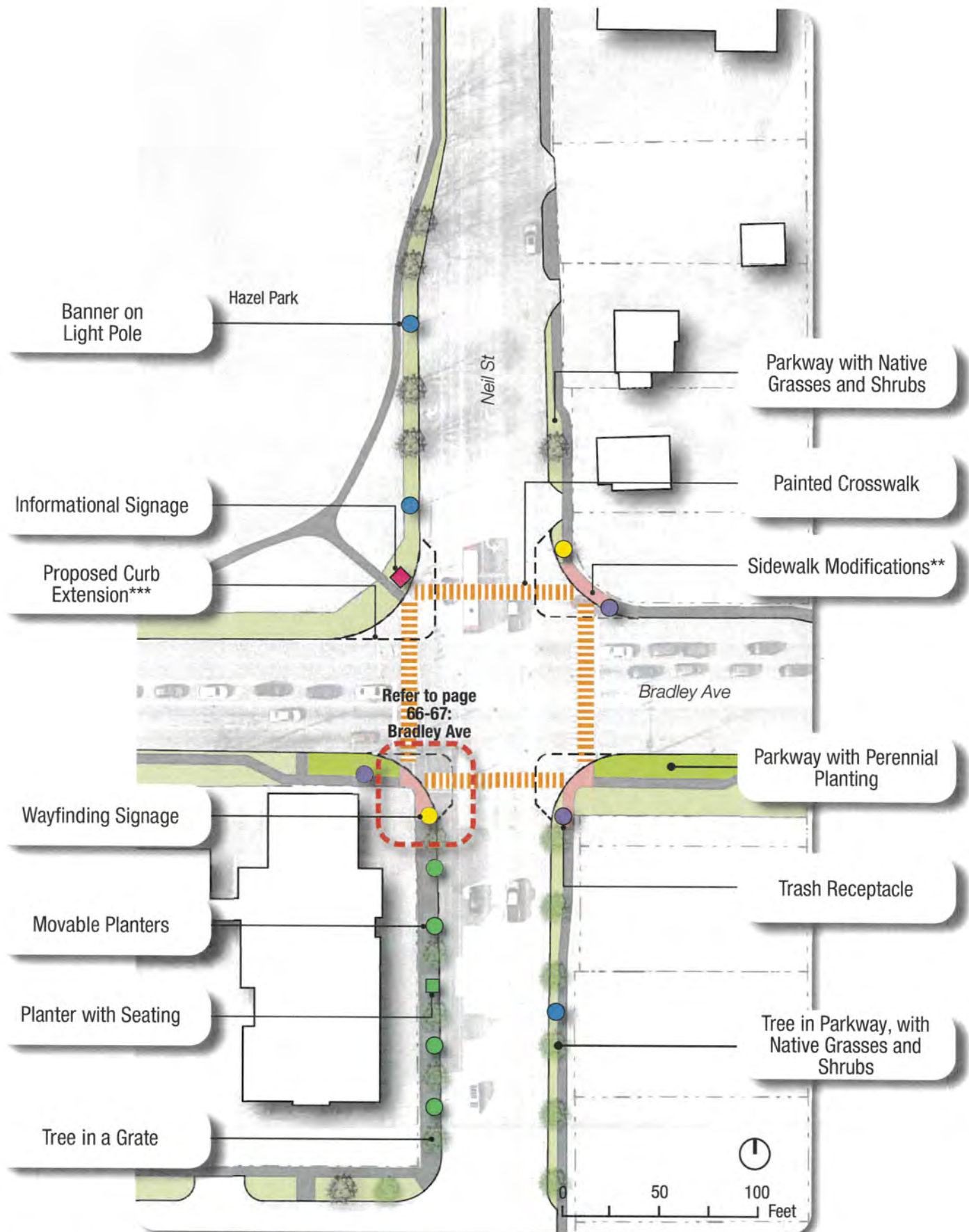


*View looking west towards Neil Street and Columbia Center*



*View looking northwest towards Hazel Park, on Neil Street*





All elements should be placed to maintain clear vehicle sightlines.

\* Parkway with existing planting can be enhanced using Planting Palette from the document.

\*\* Different strategies for Sidewalk Modifications can be used based on existing conditions.

\*\*\*Proposed improvement will be aligned to the scope of future infrastructure enhancements.

\*\*\*\*Mowstrips are excluded from the plans, consideration needed in parkway design.

# Subarea C

Subarea C offers an opportunity to create a gateway to the Rail-to-Trail route adjacent to Maple St by incorporating ecofriendly materials and green infrastructure to demonstrate a commitment to environmental stewardship. This area's unique identity is defined by its proximity to the railroad and industrial sites along the rail.



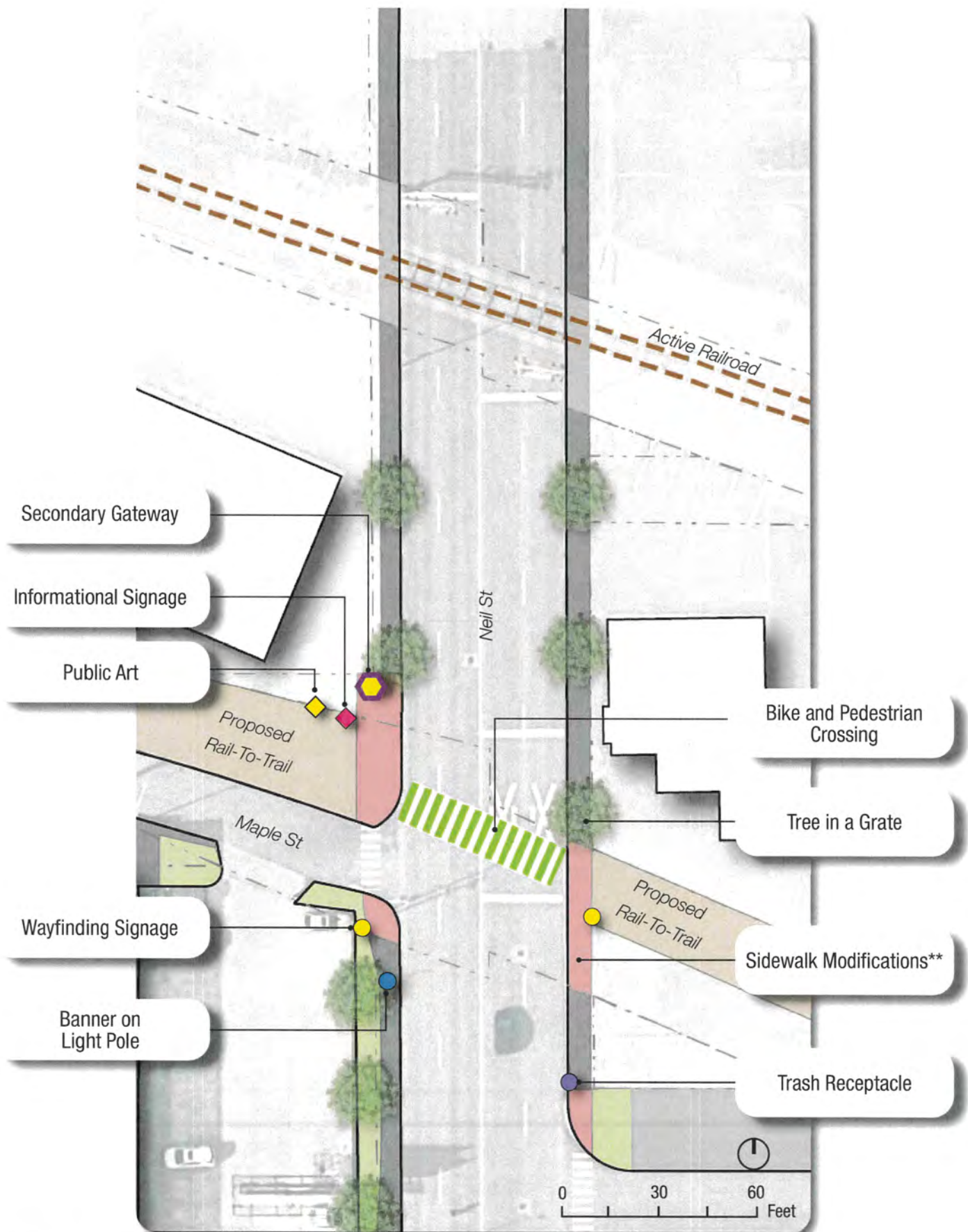
*View looking north on Neil Street, at Rail-To-Trail*



*View looking south on Neil Street, at Rail-To-Trail*



*Key Plan*



All elements should be placed to maintain clear vehicle sightlines.

\* Parkway with existing planting can be enhanced using Planting Palette from the document.

\*\* Different strategies for Sidewalk Modifications can be used based on existing conditions.

\*\*\*Mowstrips are excluded from the plans, consideration needed in parkway design.

# Subarea D

Subarea D pays homage to the area's history and heritage through features like vintage signage, ornate ironwork, or replicas of historical landmarks, preserving the past while embracing the future. The unique identity of this area is defined by historic design elements.



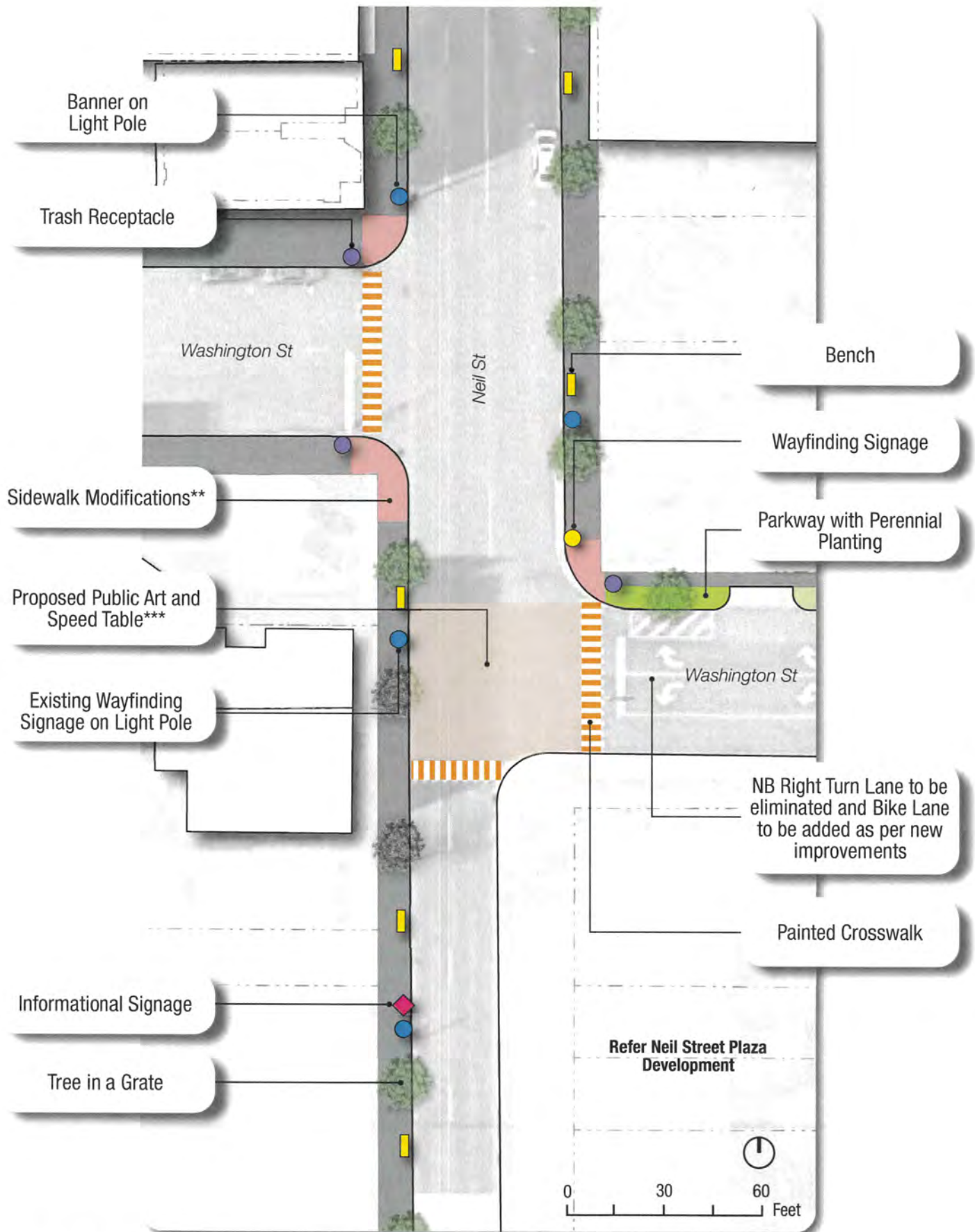
*View looking north on Neil Street, at Washington Street*



*View looking north on Neil Street, at Neil Street Plaza*



*Key Plan*



All elements should be placed to maintain clear vehicle sightlines.

\* Parkway with existing planting can be enhanced using Planting Palette from the document.

\*\* Different strategies for Sidewalk Modifications can be used based on existing conditions.

\*\*\* Proposed improvement will be aligned with Plaza development and Washington Street improvements.

\*\*\*\*Mowstrips are excluded from the plans, consideration needed in parkway design.

# Subarea E

Subarea E is designed with a focus on pedestrian-friendly features that encourage walking and social interaction. This includes wide sidewalks, outdoor seating areas, and a pedestrian plaza where people can gather. The unique identity of this area continues to be defined by historic inspired design elements.

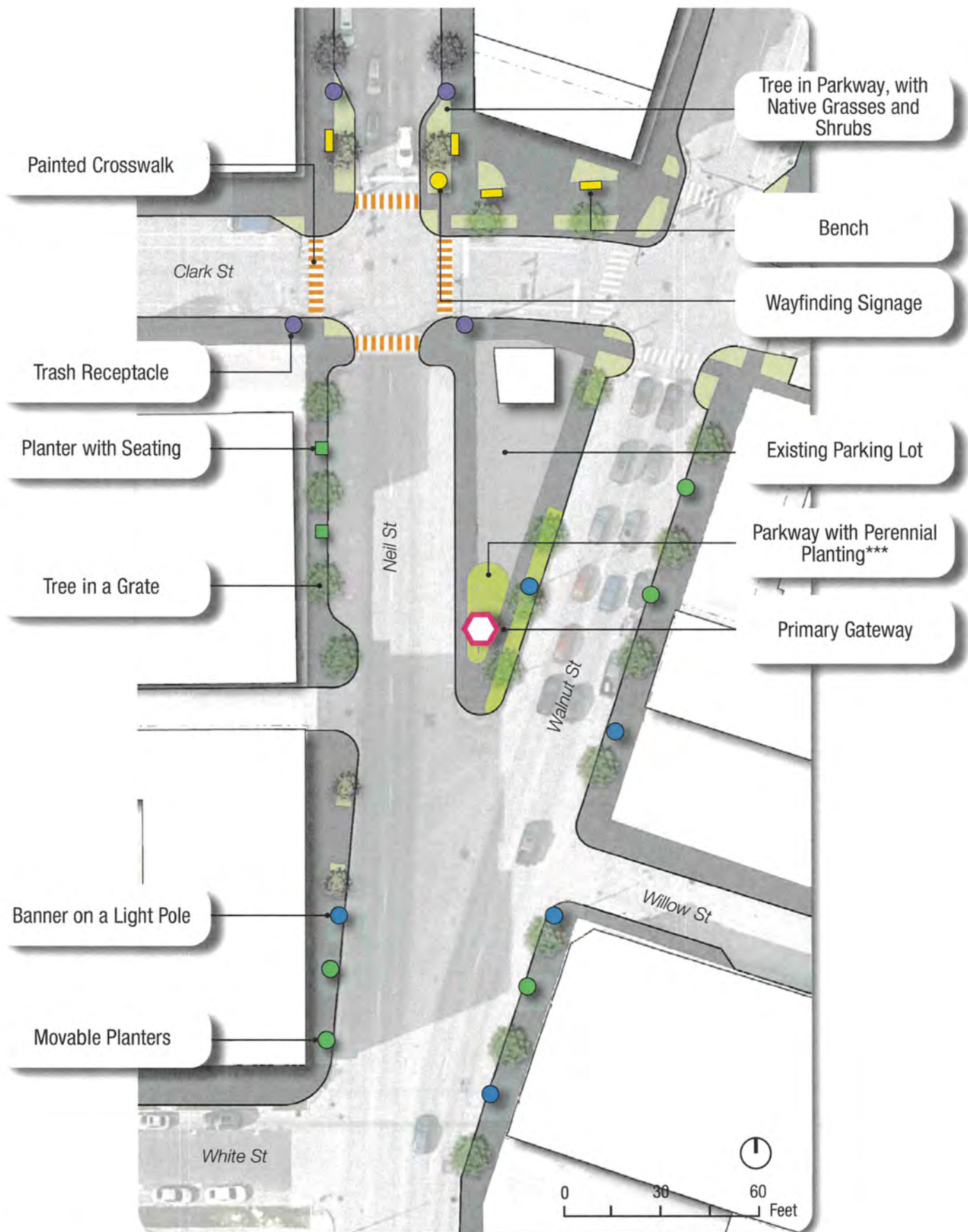


*View looking southeast on Neil Street*



*View looking north at the intersection of Neil Street and Walnut Street*





All elements should be placed to maintain clear vehicle sightlines.

\* Parkway with existing planting can be enhanced using Planting Palette from the document.

\*\* Different strategies for Sidewalk Modifications can be used based on existing conditions.

\*\*\* Area recommended for future study.

\*\*\*\*Mowstrips are excluded from the plans, consideration needed in parkway design.



Source: Google Earth

# 03

## Branding and Identity

# Neil St Corridor Branding Palette

The branding concept honors Champaign's strong roots, building on its foundation of history and collegiate legacy to showcase the City's authentic character. The primary color palette is reserved and neutral, reflecting the existing materials of the corridor, while a secondary palette adds vibrancy, highlighting location-specific or temporary elements.

The primary material palette includes buff colored limestone, corten steel, and green copper patina are used in the signage and wayfinding system, while the secondary color palette is incorporated into the landscape and special features.

Forma DJR Banner

## Neil St. Corridor

Welcome to

# Champaign

Fonts

Subhead

## Headline

Body copy, The quick brown fox jumps over the lazy dog

### Elements

For wayfinding

-  Railway
-  Boneyard Creek
-   University Campus
-  Downtown
-  Hazel Park

## Material Palette



Buff Colored Limestone

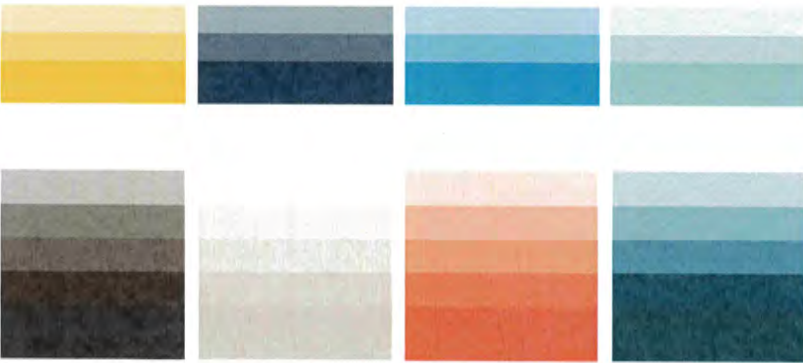


Corten Steel

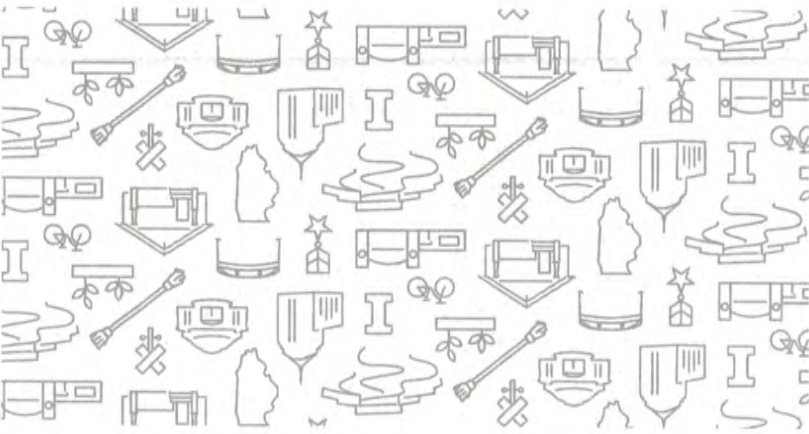


Green Copper Patina

## Color Palette



For grate cut outs and temporary signage



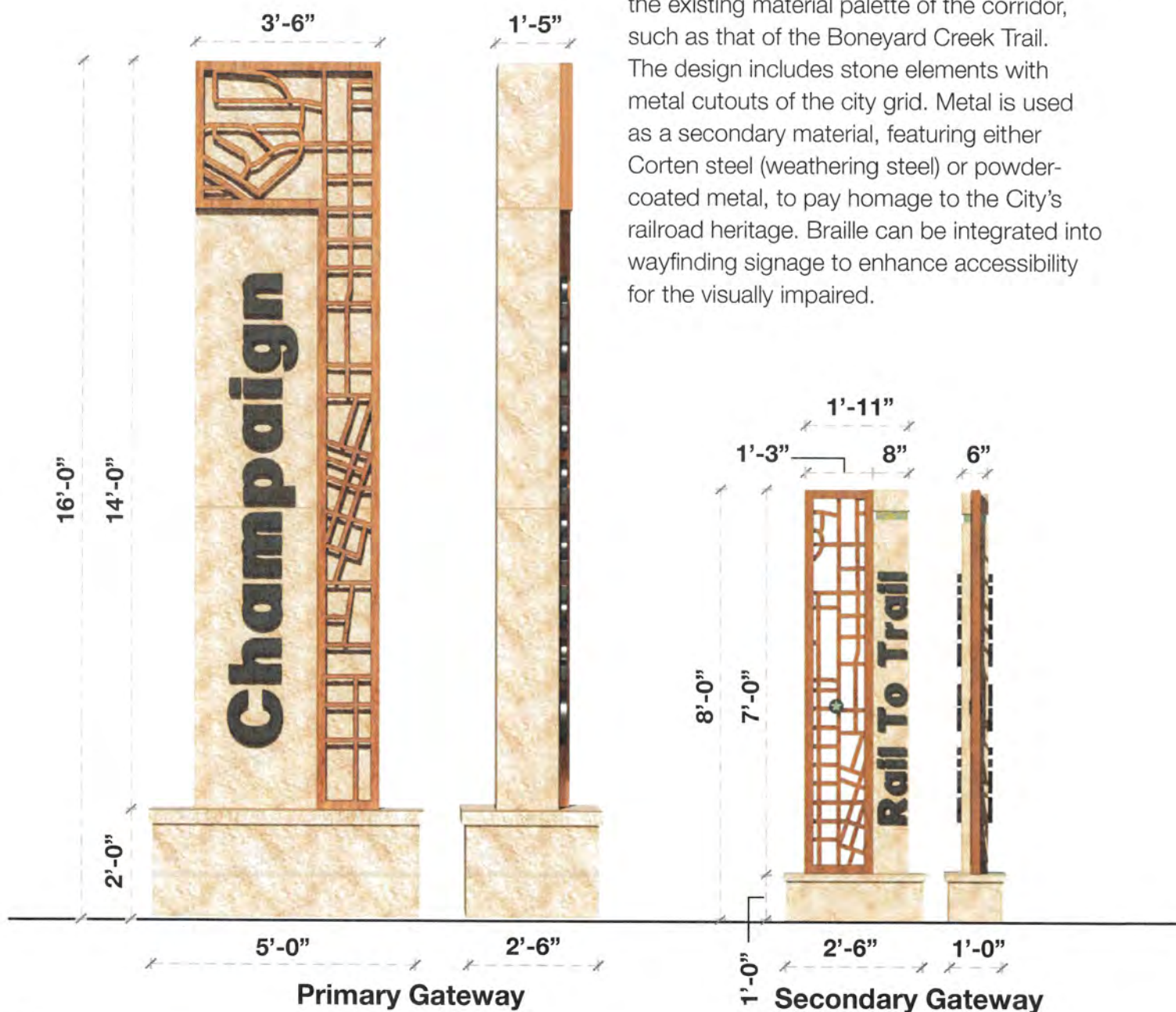


# 04

## Design Concepts

# Signage and Wayfinding System

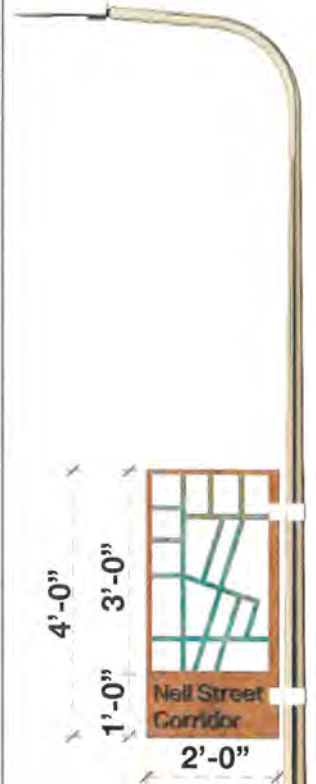
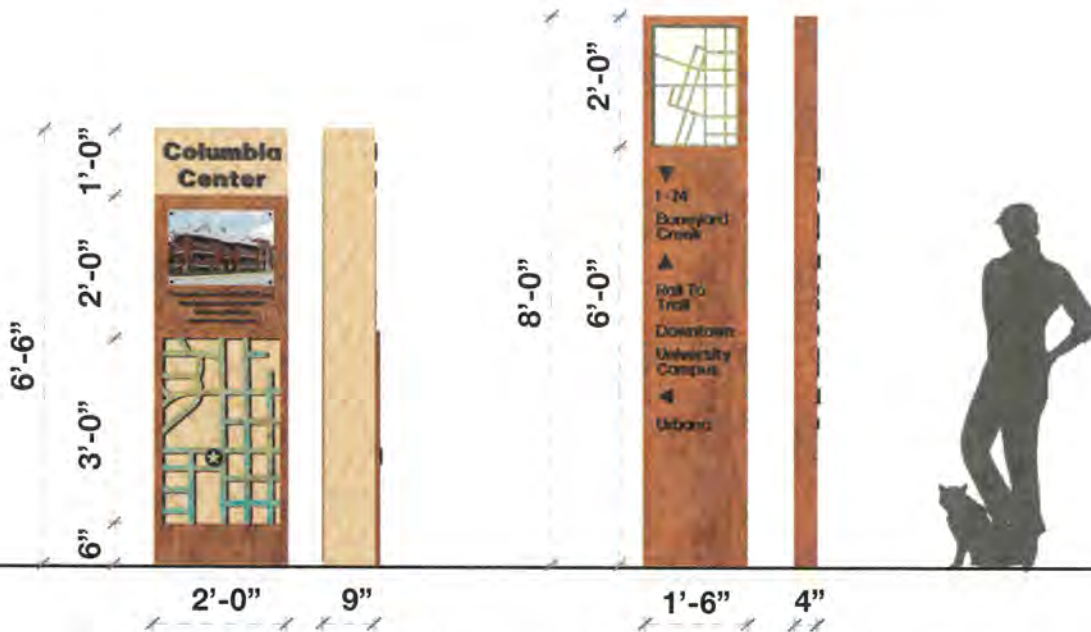
The signage and wayfinding system focuses on simplicity and grounding through the use of natural elements. Limestone complements the existing material palette of the corridor, such as that of the Boneyard Creek Trail. The design includes stone elements with metal cutouts of the city grid. Metal is used as a secondary material, featuring either Corten steel (weathering steel) or powder-coated metal, to pay homage to the City's railroad heritage. Braille can be integrated into wayfinding signage to enhance accessibility for the visually impaired.



| ELEMENT                         | QUANTITY | UNIT COSTS (LOW-HI)   |
|---------------------------------|----------|-----------------------|
| Primary Gateway                 | 2 Each   | \$102,000 — \$144,000 |
| Secondary Gateway               | 2 Each   | \$40,000 — \$60,000   |
| Signage: Directional            | 5 Each   | \$20,000 — \$30,000   |
| Signage: Informational          | 14 Each  | \$17,000 — \$25,000   |
| Signage: Lightpole Banner       | 22 Each  | \$44,000 — \$66,000   |
| Landscape: Planted Parkway      | 875 SY   | \$157,000 — \$197,000 |
| Landscape: Trees                | 55 Each  | \$23,000 — \$39,000   |
| Landscape: Custom Tree Grates   | 29 Each  | \$50,000 — \$65,000   |
| Hardscape: Etched Concrete      | 140 SY   | \$10,000 — \$15,000   |
| Hardscape: Concrete Paving      | 280 SY   | \$45,000 — \$54,000   |
| Hardscape: Painted Intersection | 5,625 SF | \$112,000 — \$197,000 |
| Furnishings: Bench              | 10 Each  | \$20,000 — \$35,000   |
| Furnishings: Trash Receptacle   | 12 Each  | \$14,000 — \$17,000   |
| Furnishings: Bike Rack          | 10 Each  | \$13,000 — \$17,000   |
| Furnishings: Planters           | 8 Each   | \$20,000 — \$40,000   |
| General Conditions              | Lump Sum | \$90,000 — \$120,000  |

*Estimated total range excludes landscape elements, installation costs, furnishings, and concrete work necessary to facilitate installation*

|                                                       |                                  |
|-------------------------------------------------------|----------------------------------|
| SUBTOTAL                                              | <b>\$1,246,000 — \$582,835</b>   |
| Soft Costs (Design, Engineering, RE, survey, testing) | <b>\$125,000 — \$200,000</b>     |
| Design and Construction Contingency                   | <b>\$243,000 — \$370,000</b>     |
| Escalation (assumes 2025 bidding)                     | <b>\$34,000 — \$52,000</b>       |
| <b>TOTAL</b>                                          | <b>\$1,648,000 — \$2,499,000</b> |

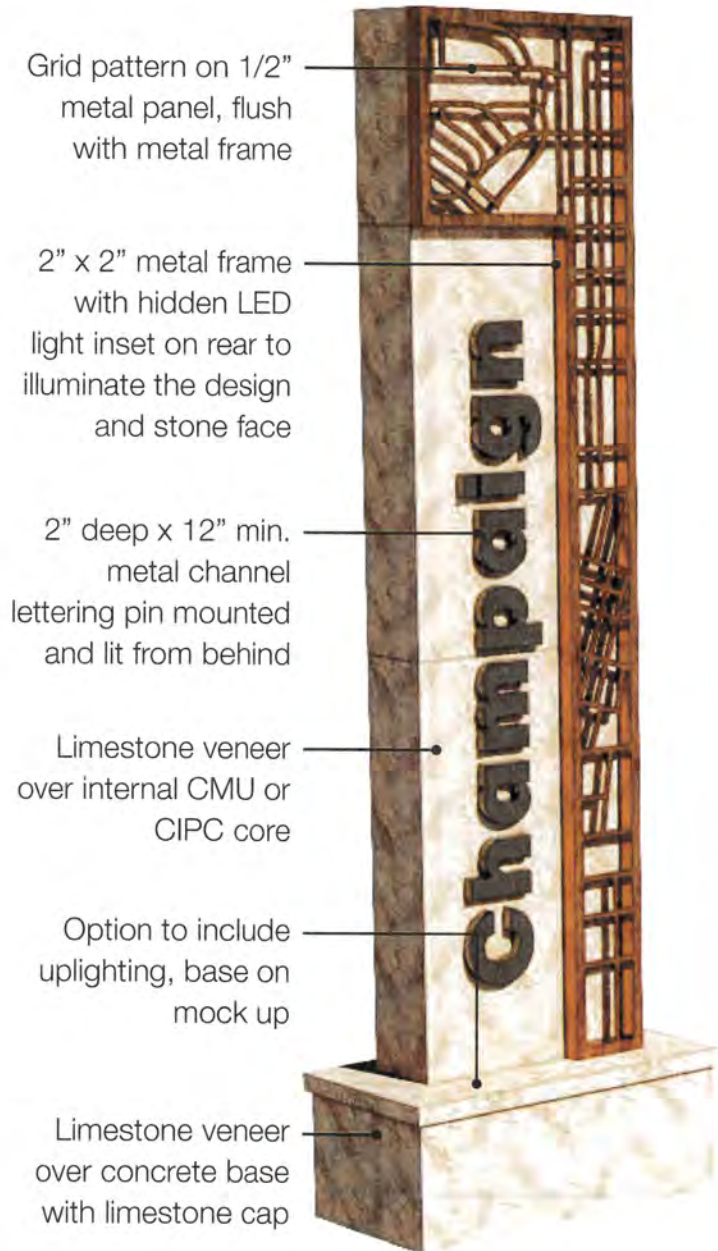


**Informational Signage**

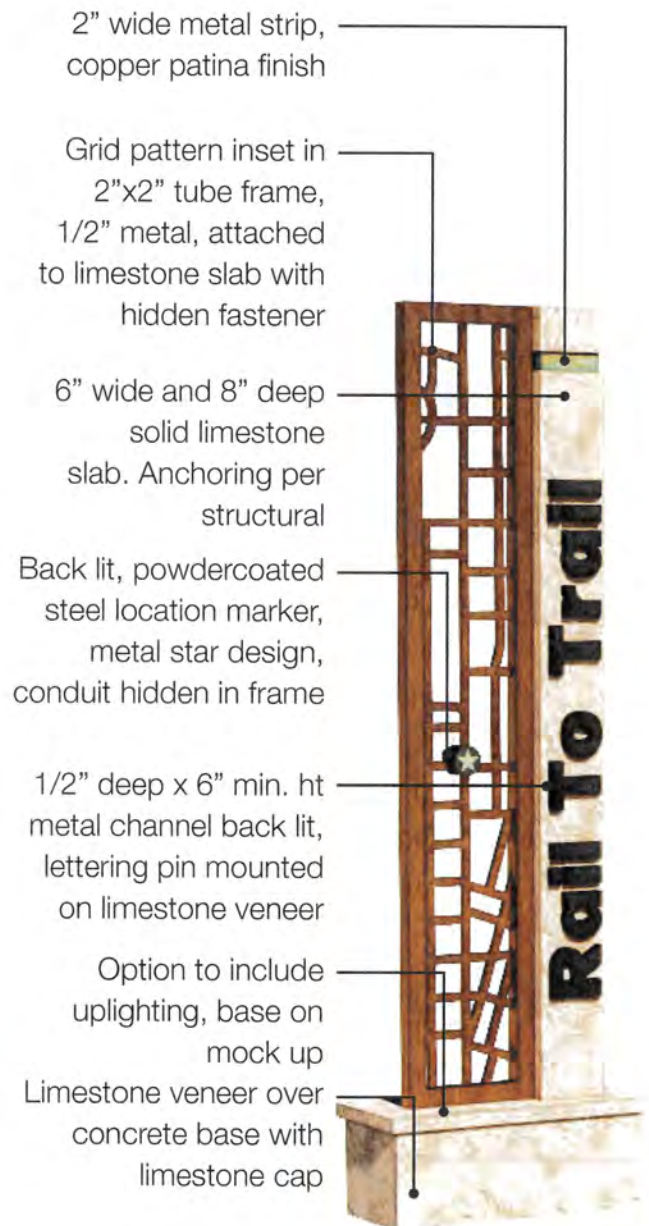
**Wayfinding Signage**

**Banner**

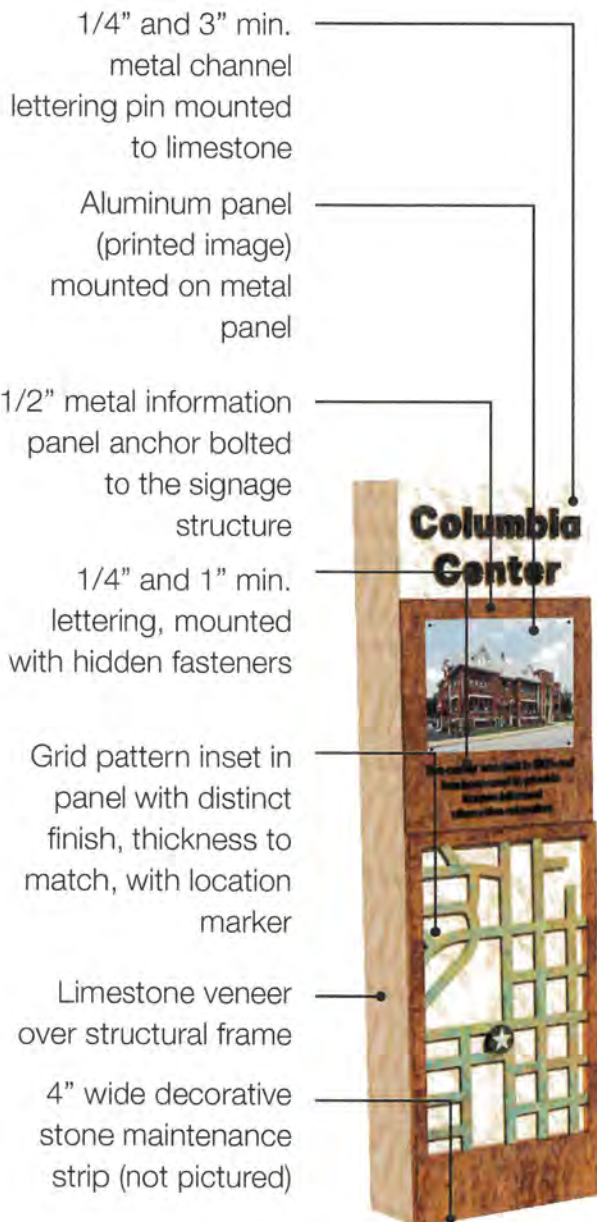
# Signage and Wayfinding System



**Primary Gateway**



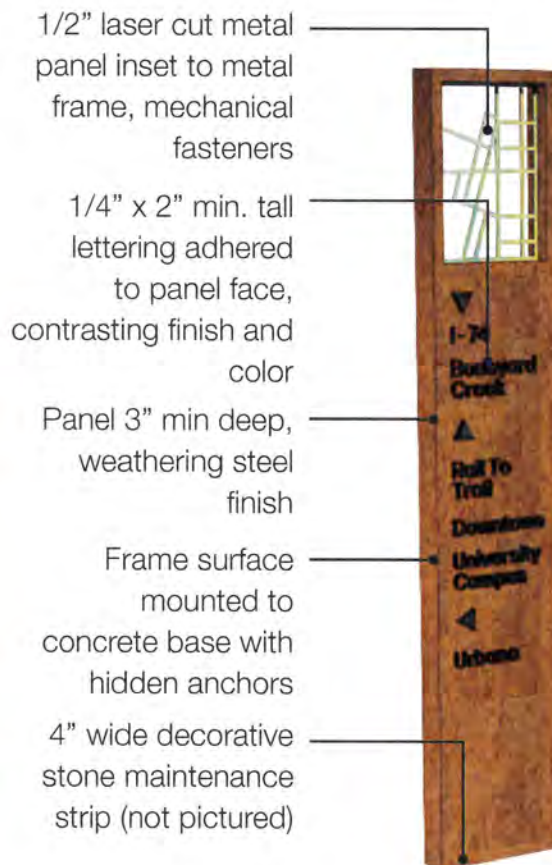
**Secondary Gateway**



**Informational Signage**



**Banner**



**Wayfinding Signage**

# General Notes

## DESIGN

- All signage and wayfinding will be developed in collaboration with the selected sign fabricator. Shop drawings are required approval from the Landscape Architect or City Officials.
- The design must comply with the City's graphic standards.
- Do not scale drawings. Direct any dimension or layout questions to the landscape architect for clarification.
- Site plan information used in streetscape and subarea plans is for reference only, taken from the City of Champaign provided data. A survey is required prior to construction purposes. Coordinate all layouts with the Public Works Department.
- All work must comply with city, state, and local regulations.

## MATERIAL SPECIFICATION

- Metal component finishes as noted. Finishes shall be powder-coated or high-performance coating. Weathering steel shall be used if pre-weathered prior to install to avoid staining.
- Metal city grid graphics shall be 1/2" thick minimum.
- All limestone to be dolomitic, buff colored, with consistent color and texture. Ease all edges. Exposed faces to be thermal or sandblasted finish. All corner stone joints to be 45-degree mitered joints.

- All horizontal stone surfaces should have a 1% wash for proper drainage.
- Anti-graffiti coating should be applied to all surfaces. Verify coating is matte finish, approval by owner.

## COORDINATION WITH SITE ELEMENTS

- Signage locations must be coordinated with existing utility lines, furnishings, trees, parkways, and other existing streetscape elements.
- Recommended streetscape improvements are to be coordinated with any future infrastructure enhancements.
- All layouts to be approved by City prior to foundations or other installation.
- A minimum 6-foot clearance must be maintained between all streetscape elements and buildings for snow maintenance.
- Structural elements, cores, and foundations will be designed based on future structural engineering and a geotechnical report (not in this report).

## MAINTENANCE AND CONSTRUCTION

- Maintenance will be handled by the Public Works Department.
- The estimated cost provided is for reference.

## **PLANTING**

- All plant material shall be of specimen quality and conform to the size and type specified in the planting palette.
  - Provide and install locally available shredded hardwood mulch around the base of all trees and shrubs located in shrub beds only. For trees and shrubs within a perennial, ornamental grass, or groundcover bed, apply local leaf mulch. No mulch within 4" of the crown.
  - The contractor shall provide plant material quantities that match the drawings and ensure total coverage at the specified spacing.
  - There shall be no substitutions of plant material without the written approval of the City / Landscape Architect. The City / Landscape Architect will determine the feasibility of substitutions based on information submitted by the contractor. Substitutions are not permitted unless supported by drawings and written requests.
  - Trees to be tagged by contractor. Photos of all plant material required for approval.
- spray heads. Turf areas shall receive pop-up rotor irrigation. Trees shall be irrigated with tree bubblers.
  - Planting soil will be a mix of imported topsoil, compost, and other amendments to provide the proper nutrients, drainage, and pH. Mix to be mixed thoroughly and stored in lifts less than 4' high.
  - All mixed planting areas shall be supplemented with 18 inches min of amended soil.
  - Irrigation is intended for periodic use during drought conditions only. Provide a controller and training.
  - All permanently irrigated areas shall be zoned separately from any temporary irrigation zones.
  - Different planting types shall be zoned separately for efficient irrigation.
  - Under drainage may be required in area that do not have sufficient natural infiltration. Perforated pipe should be connected to stormwater outfalls to provide drainage.
  - Infiltration testing required to establish sub grade infiltration rates.

## **IRRIGATION, SOILS AND EROSION CONTROL**

- SWPPP is required from a licensed engineer. (not in this document)
- Erosion control blankets shall be applied on all slopes with a ratio of 4:1 or greater.
- Erosion control blankets shall cover entire seeded area to increase germination rates.
- All planted areas shall receive irrigation. Mixed planting areas shall be irrigated with pop-up

## **Electrical**

- Assumes electrical conduit or handhole box is available in a short distance from each element requiring power. Controls are not included.

# Furnishings

The design concept combines wood and metal furnishings to create a cohesive family of modern elements, maintaining continuity with the corridor's existing material palette. The metal used as a secondary material in the signage design ties seamlessly with the furnishing palette. Wood, natural stone, and corten steel as the primary materials for tree grates, seating, and planter boxes throughout the streetscape of Neil Street to create a welcoming and friendly environment.





# Primary Gateway

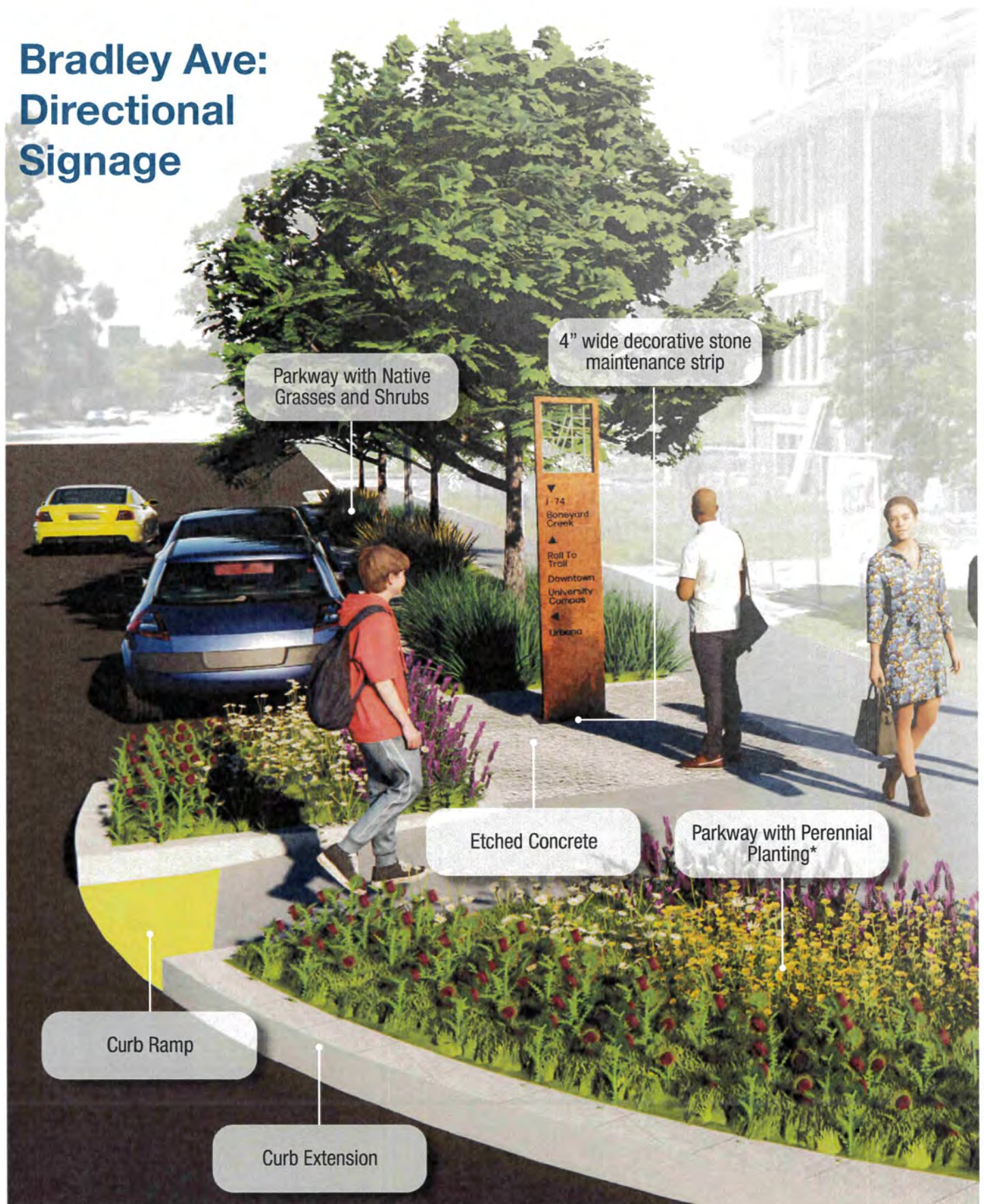




# Bradley Ave: Informational Signage



# Bradley Ave: Directional Signage



\*Plant height must not exceed 15 inches to maintain vehicle sightlines. Use salt tolerant plant species.



Source: Google Earth

# 05

## Appendix

# Community Assets Map

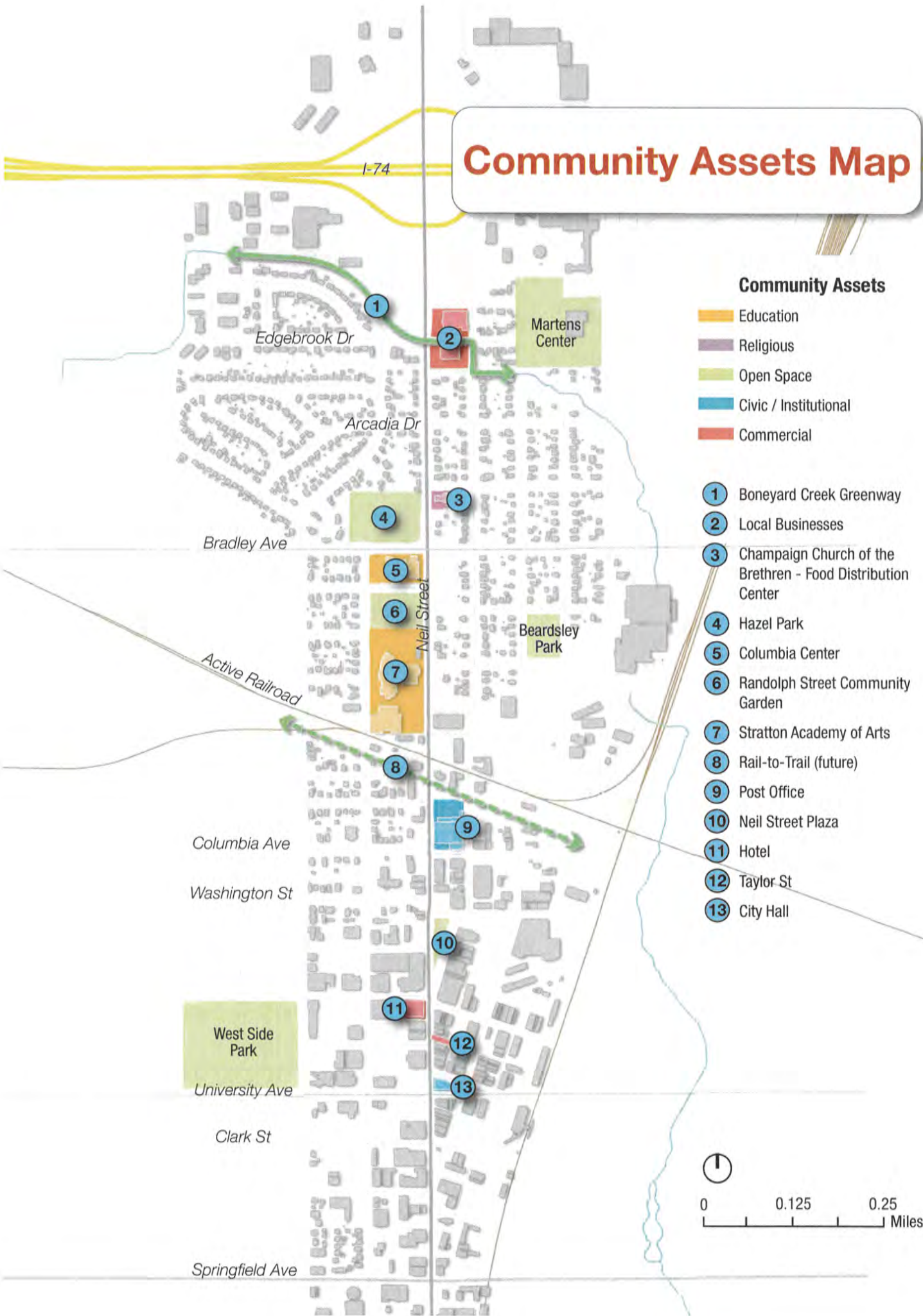
## Community Assets

- Education
- Religious
- Open Space
- Civic / Institutional
- Commercial

- ① Boneyard Creek Greenway
- ② Local Businesses
- ③ Champaign Church of the Brethren - Food Distribution Center
- ④ Hazel Park
- ⑤ Columbia Center
- ⑥ Randolph Street Community Garden
- ⑦ Stratton Academy of Arts
- ⑧ Rail-to-Trail (future)
- ⑨ Post Office
- ⑩ Neil Street Plaza
- ⑪ Hotel
- ⑫ Taylor St
- ⑬ City Hall



0 0.125 0.25 Miles



# Local Landmarks

-  Public Art
-  Historic Buildings\*
-  Historic Sites\*\*
-  National Historic District

-  1 Hickory Street Trolley Barn
-  2 Orpheum Theatre
-  3 City Hall
-  4 Atkinson Monument Company and Price Paint Store
-  5 Beardsley Hotel
-  6 Hamilton Hotel / Walker Opera House
-  7 The Illinois Building / W Lewis Department Store
-  8 Faulkner Building

\* Historic Buildings marks the locations of existing structures that were once landmarks, known by different names or used for other purposes in the past.

\*\* Historic Sites marks the locations where significant landmarks once stood, now replaced by empty lots or parking areas.



# Furnishings Product Information

## FGP Collection

Product Data Sheet



### FGP Litter Receptacle

- Litter available in single units with the openings on the side
- The litter is freestanding or surface mount (with base)
- The standard black polyethylene base is prefilled with concrete and then plugged. This allows the unit to be freestanding. There is also a slot in the base to allow for the unit to be surface-mounted
- Liner has approximately a 17 gallon capacity and is roto-molded polyethylene
- Litters meet applicable LFI and BIFMA light duty litter standards
- FGP Litter ships fully assembled
- Top and rim are finished with Pangard II® polyester powdercoat
- Top lid is hinged to swing upward

|  | Style  | Depth | Width | Height | Product Weight              |
|--|--------|-------|-------|--------|-----------------------------|
|  | litter | 19"   | 20"   | 37"    | lpe: 91 lb<br>Jarrah: 87 lb |

### Path Light and Pedestrian Light

- Please refer to product data sheet on the more details page for technical information and specifications.

### Finishes

- Exterior woods are unfinished and will weather to a soft pewter gray, requiring no future maintenance.
- Aluminum is a relatively soft, durable, lightweight, ductile and malleable metal with appearance ranging from silvery to dull gray, depending on the surface roughness.
- Metal is finished with Landscape Forms' proprietary Pangard II® polyester powdercoat, a hard yet flexible finish that resists rusting, chipping, peeling and fading.

Designed by Francisco Gomez Paz

[Click here](#) for patent information related to this product.

# FGP Collection

## Product Data Sheet

landscapeforms



FGP is an integrated collection of site furniture and lighting from Milan-based designer Francisco Gomez Paz. Part of Landscape Forms Global 45 initiative, FGP was designed for international application and appeal. The FGP Collection includes five elements: a bench, litter receptacle, bike rack and pedestrian and pathway LED lights. The design language is elegant and light. Elements have a fluid simplicity with subtly curved structural frames that give them a soft appearance. While contemporary in line and spirit, the collection echoes familiar forms, making it both welcoming and very modern. Cast aluminium structural parts are manufactured by Landscape Forms. Slats are available in standard Landscape Forms woods in North America and regionally sourced wood in international markets. Flat shipping and local assembly for international locations support carbon-reducing sustainability.

### FGP Bench

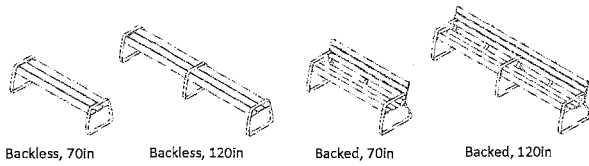
- Benches available backed or backless
- The bench has cast aluminum supports with a wood seating surface
- Supports are available in either an anodized finish or powdercoat
- Benches available in 70" or 120" lengths
- Benches are available as freestanding, surface mount, or embedded
- Supports offer a "hidden" mounting system
- Available in Ipe and Jarrah wood for exterior use
- Available in Jarrah wood with LF-80 finish for interior use
- FGP bench ships fully assembled

### FGP Bike Rack

- Capacity: 2 bikes
- The bike rack can be powdercoated or come prefinished anodized
- The cover plate has a durable dark grey anodized finish.
- Provides bicycle support with capability for attachment at two points to meet APBP (Association of Pedestrian and Bicycle Professionals) guidelines.
- Accommodates a variety of commonly used locks including horseshoe style
- Surface mount or embedded to concrete surface.
- FGP Bike Rack ships fully assembled
- Refer to installation guide to meet APBP Guidelines for bike rack spacing on site

|                                                                                     | Style         | Depth | Width | Height | Product Weight                |
|-------------------------------------------------------------------------------------|---------------|-------|-------|--------|-------------------------------|
|  | backed 70"    | 28"   | 70"   | 30"    | Ipe: 101 lb<br>Jarrah: 91 lb  |
|  | backed 120"   | 28"   | 120"  | 28"    | Ipe: 168 lb<br>Jarrah: 150 lb |
|  | backless 70"  | 23"   | 70"   | 21"    | Ipe: 75 lb<br>Jarrah: 67 lb   |
|  | backless 120" | 23"   | 120"  | 21"    | Ipe: 123 lb<br>Jarrah: 111 lb |

|                                                                                     | Style     | Depth | Width | Height | Product Weight |
|-------------------------------------------------------------------------------------|-----------|-------|-------|--------|----------------|
|  | bike rack | 4"    | 30"   | 32"    | 21 lb          |



Included components (surface mount)



4x — 5/8-11 thread  
Surface mt bolt



4x — M6-1 x 25mm  
Set screw

Included components (embedded)



4x — M8 x 1.25 x 100mm  
Embedded threaded rod

**Tools Required**

- Hammer drill with masonry bits

**For surface mount option:**

- (4) zinc-plated drop-in anchors for 5/8-11 thread size, for use with Magni-coated bolts
- 3mm hex key
- Slotted screw driver

**For embedded option:**

- For embedded mount option: chemical anchoring adhesive (Hilti HIT RE 500 or equivalent)

**INSTALLATION PROCEDURE:**

Bench ships fully assembled. Freestanding unit can be set in place.

**FOR EMBEDDED MOUNT:**

1. Turn bench upside down on protective surface.
2. Remove four outer screws from glides as shown in Fig. 1. Leave glides installed.
3. Install four threaded rods as shown in Fig. 2.
4. Set unit in position and mark hole locations.
5. Move unit aside.
6. Drill holes according to Fig. 3. Clear holes of debris.
7. Set unit back in position, ensuring that threaded rods are not resting on the bottom of the hole. If necessary, move unit and drill holes deeper.
8. Fill holes with adhesive to level recommended by adhesive manufacturer.
9. Set unit in position. Wipe away excess adhesive before it cures.

**FOR SURFACE MOUNT:**

1. Turn bench upside down on protective surface.
2. Install surface mount bolts and set screws as shown in Fig. 4.
3. Set unit in position and mark hole locations.
4. Move unit aside. Remove surface mount bolts and set screws.
5. Drill holes according to concrete anchor manufacturer's recommendations.
6. Clear holes of debris.
7. Install concrete anchors (not included).
8. Install surface mount bolts into concrete anchors.
9. Set bench in position over surface mount bolts.
10. Install set screws as shown in Fig. 5.

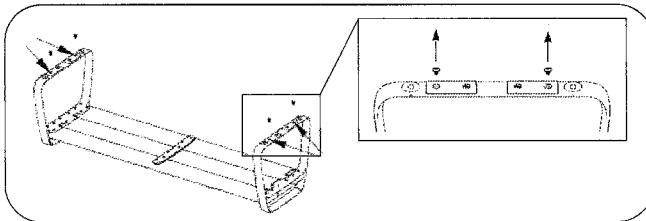


Fig. 1 — Remove screws for threaded rod install

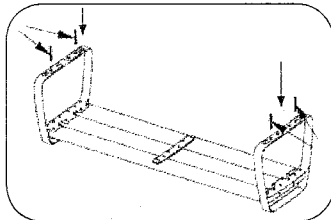


Fig. 2 — Install threaded rods

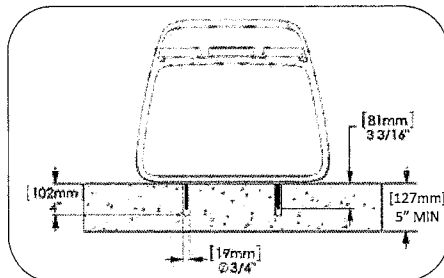


Fig. 3 — Embedded section detail for holes

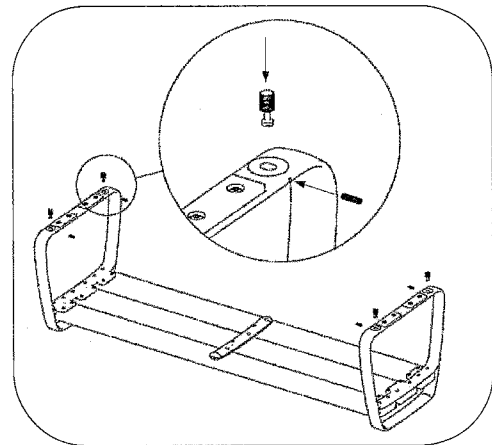


Fig. 4 — Install surface mount bolts and set screws

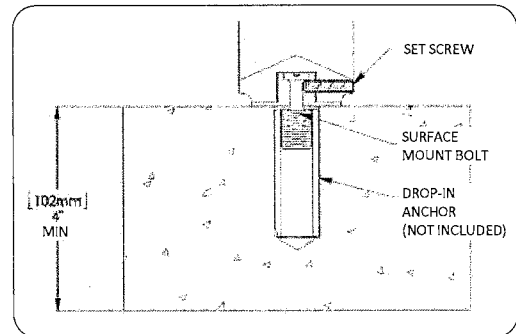


Fig. 5 — Surface mount bolt section view



Side Opening Litter

#### Tools Required

- Safety glasses
- Litter receptacle ships fully assembled. Freestanding unit can be set in place.
- Anchoring hardware for surface mount option: One anchor, 1/2" [12mm] diameter or less, is required per unit. The base adds 9/16" [14mm] to the anchor length. The roto-molded base will compress about 1/8" upon tightening of the anchor bolt. The installer is responsible for anchoring hardware suitable for site conditions. Corrosion-resistant anchors are recommended.

#### PROCEDURE FOR INSTALLATION:

##### FOR SURFACE MOUNTED LITTER RECEPTACLE:

1. Place the unit in the desired position. Open the lid to check clearance.
2. Remove the liner and mark anchor location through the slot in the base.
3. Move the unit to allow access for the drilling hole.
4. Drill hole at marked location according to anchor manufacturer's specification.
5. Complete the anchor installation according to the anchor manufacturer's instructions.

**ASSEMBLE WITH CARE!** Pangard II® Polyester Powdercoat is a strong, long-lasting finish. To protect this finish during assembly, place unwrapped powdercoated parts on packaging foam or other non-marring surface. Do not place or slide powdercoated parts on concrete or other hard or textured surface – this will damage the finish causing rust to occur. Use touch-up paint on any gouges in the finish caused by assembly tools.

landscapelforms®



Fig. 1 – lift lid and remove liner

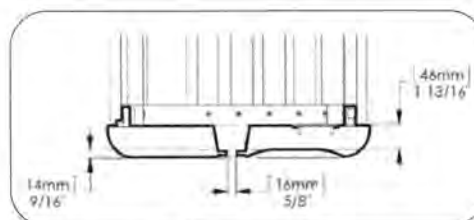


Fig. 2 – section view of base

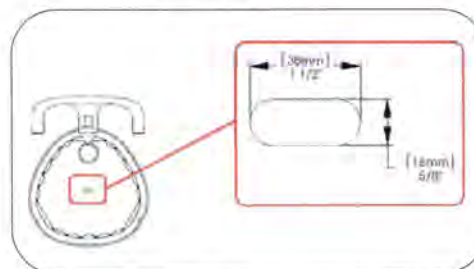


Fig. 3 – size of slot for surface mounting

# FGP Bench

## Material / Colors Sheet

landscapeforms

### Woodgrains (Exterior, No Finish)\*



Domestically Sourced  
Thermally Modified Ash



Ipe (P)



Jarrah (P)

### Woodgrains (Interior, LF-80 Finish)\*



Domestically Sourced  
Thermally Modified Ash



Jarrah (P)

### Anodized Aluminum



Anodized Aluminum

### Powdercoated Metal

Powdercoated Metal Pangard II® Polyester Powdercoat is a hard, yet flexible, finish that resists rusting, chipping, peeling and fading. In addition to colors shown, a wide selection of optional and custom colors may be specified for an upcharge.

\* All colors and patterns shown are approximate and may vary from sample and final.

### Woodgrains (Exterior, No Finish)

Exterior woods weather to a warm, pewter gray; no finish is applied so no maintenance is required. Available in Ipe, Jarrah, and Domestically Sourced Thermally Modified Ash (DSTMA); and if applicable, Redwood, Teak, or Alaskan Yellow Cedar. Pricing for standard woods and options varies. (P) = Premium Woods

\* All colors and woodgrains shown are approximate and may vary

### Woodgrains (Interior, LF-80 Finish)

Interior woods are finished with Landscape Forms' exclusive LF-80 wood finish, a clear, catalyzed acrylic lacquer. Available in Oak, Maple, Jarrah, and Domestically Sourced Thermally Modified Ash (DSTMA). Pricing for standard woods and options varies. (P) = Premium Woods

\* All colors and woodgrains shown are approximate and may vary

Visit [landscapeforms.com](https://landscapeforms.com) for more information. Specifications are subject to change without notice. Landscape Forms supports the Landscape Architecture Foundation at the Second Century level. ©2023 Landscape Forms, Inc.

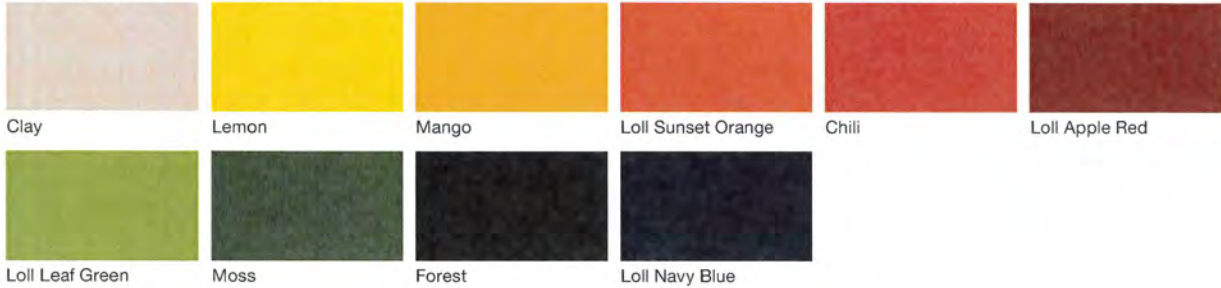
[landscapeforms.com](https://landscapeforms.com) | [specify@landscapeforms.com](mailto:specify@landscapeforms.com)

# FGP Bench

## Material / Colors Sheet

landscapeforms®

### Vivid Series - Powdercoated Metal\* (Fine Texture)



### Neutral Series - Powdercoated Metal\*



### Architectural Series - Powdercoated Metal\* (Fine Texture)



# Planter Rack

The Planter Rack is a unique product offering secure cycle parking for 6 bicycles as well as built in planters which are ideal for greening public spaces. This product is modular in design and features wheel recesses under the planter keeping its footprint compact. The Planter Rack is made from durable, sustainably sourced wood and thick steel tube stands and also features reflective strips for increased visibility. This robust product is easy to install and requires minimal floor drilling making it ideal for both permanent and temporary parking solutions.

The Planter Rack is available in a range of materials, colours and can be planted with all-weather plants.

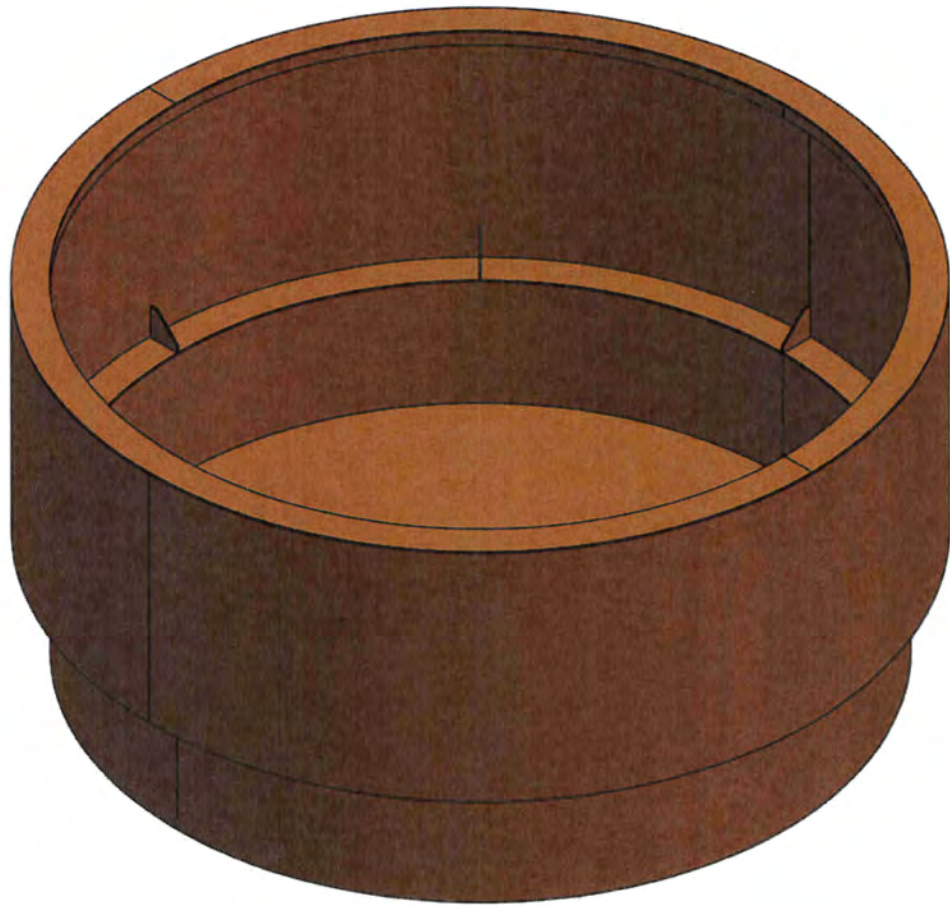
## Specification

- Each unit offers space for 6 bicycles
- 60mm OD x 3mm Thick steel tube stands
- Cycle stands securely fixed with shear nuts and security bolts
- No concrete base and little drilling required
- 3M 610C Scotchile High Intensity Grade Reflective Tape Foil on 1mm Aluminium strips
- FSC Thermowood
- Wheel recess fits any size bike wheel
- Standard colour of wheel inserts: Yellow Green: RAL 6018
- Optional powder coating available
- Standard finish of the tube stands: gun metal powder coated
- Options of Hardwood:
  - FSC Thermowood Ash or Softwood
  - FSC Thermowood Pine





Corten Steel precedent image is a custom planter.  
The below is one of their standard corten planter  
options however they can also be customized  
based on preferences.



DRAWN Luuk van den Heuvel  
REVISION



Color: -

DATE

Mass (kg): **85.02**

TITLE:

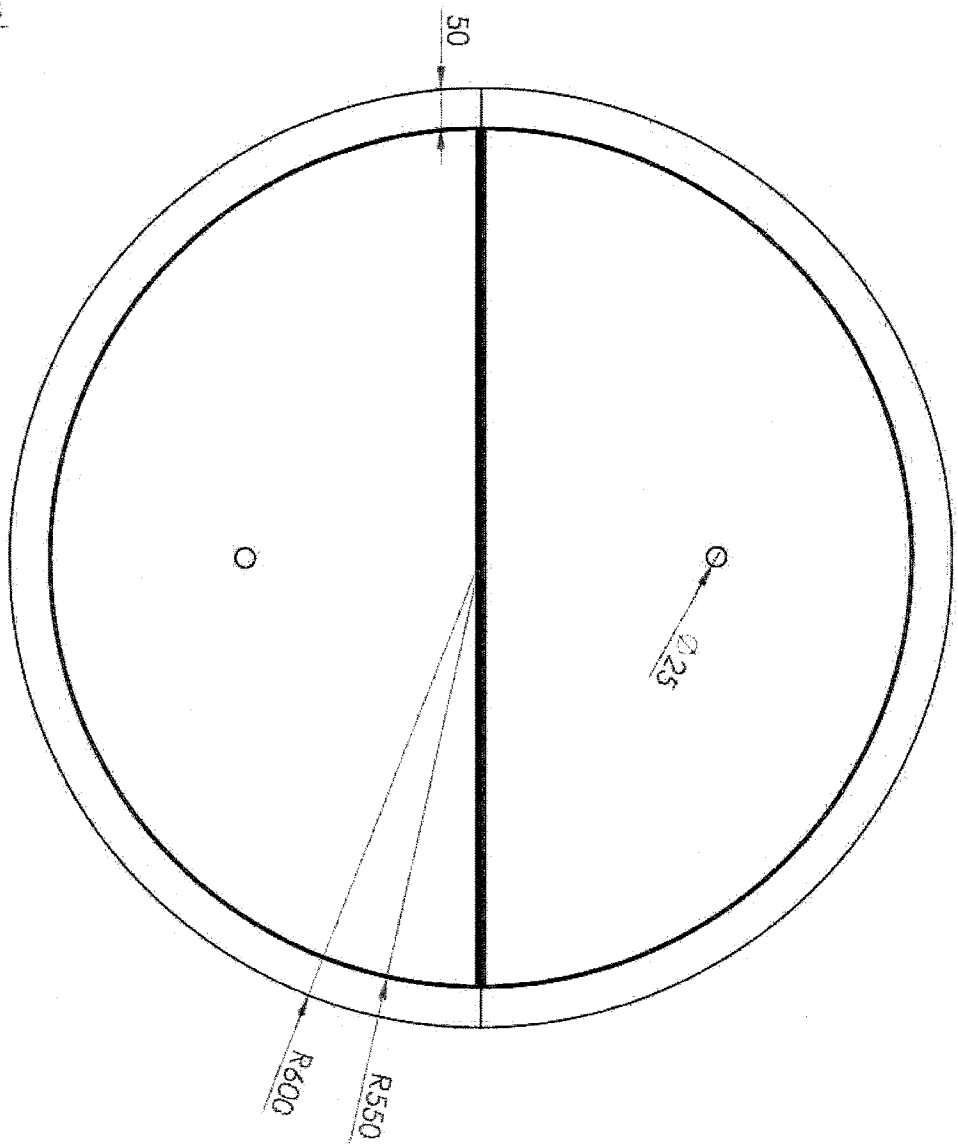
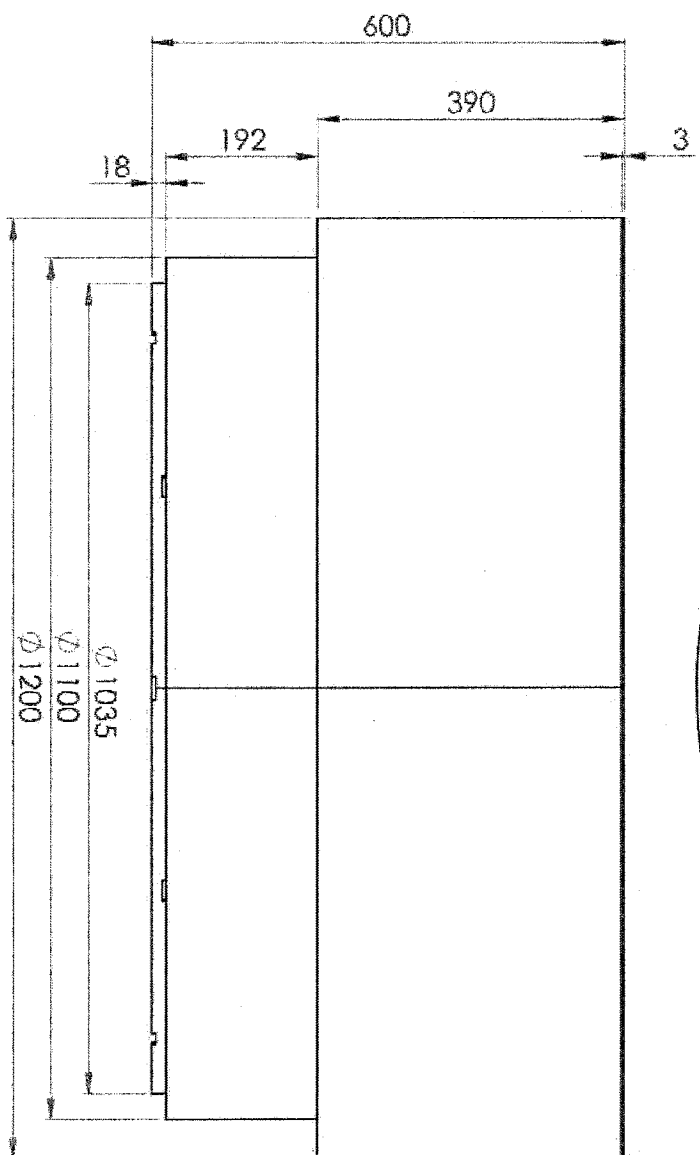
**3mm Corten**

Drawing:

**SCCXT1**

SCALE:1:8

SHEET 1 OF 11



The curved corten bench and planter is also a custom furnishing option from Streetlife. It is their Rough & Ready bench customized with a planter that can be done in numerous shapes. Additional details has been requested.



Rough&Ready Circular Bench + low backrest



Rough&Ready Circular Bench in All Black



Rough&Ready Odds&Ends Circular Bench



Alphen a/d Rijn (NL)



### Rough&Ready Odds&Ends Bench

The seat of the Rough&Ready (R&R) Odds&Ends Bench is made from residual waste created during the production of benches in the Streetlife R&R Range. The residual beams are assembled using stainless steel Streetlock™ pin connections developed for this purpose. Because the pieces vary in length, a unique and playful pattern is created.



### Rough&Ready USB Power Charger

The stainless steel USB Power Charger module is placed on the end of an R&R beam. The USB Power Charger can be used across the entire R&R Range. The Charger has an IP67 protection rating, a standby function and is IEC (CB) and EMC certified to guarantee safe use outdoors.

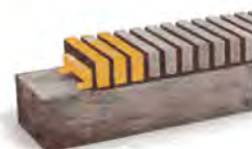


### Rough&Ready Hug a Tub Cylindrical

The Rough&Ready (R&R) Hug a Tub is available in Rectangular, Oval and Cylindrical versions. The Cylindrical Shrubtub of Ø235 cm is fitted with a R&R Curved wall bench; a genuine eye-catcher. A flowering, multi-stemmed tree will come into its own in this sturdy structure. The R&R seat can be fitted completely round, half round or a quarter round.

### Rough&Ready Closed Top Seats

The closed load-bearing comb of the Rough&Ready (R&R) Closed Top Seats ensures that dirt and leaves do not accumulate between the seat and the base. These separate seating elements are mounted on a stone or concrete wall. R&R Closed Top Seats are made with FSC®-certified hardwood or the TWIN material All Black.



## Environment-friendly choices

The distinctive image of our products is defined by the materials we use. While colour and texture are important, choice of material is also determined by maintenance and durability. Many of the materials Streetlife uses can be returned to the production chain at the end of a product's lifespan: they can be recycled or reused or are made from bio-based composites. Waste is thus minimised. Moreover, Streetlife sources its materials sustainably and our FSC certification ensures that only hardwood from responsibly managed forests is used.

Innovations in the field of sustainable materials, including biobased substances and composites made from residual waste, provide a wealth of opportunities to make the Streetlife Collection more sustainable. Recycling contributes to stemming the growth of the waste mountain and reduces the amount of material incinerated for energy or used as landfill. In the event of reuse, existing materials undergo minimal processing when given a second life in a new product.



**LAVA GREY**  
Drifter: 30x30 cm | 12x12"  
Heavy-Heavy: 14x21 cm | 5.5x8.3"  
Recycled Post Consumer Plastics  
100% Recycled PE & PP  
Density: 1020 kg/m³



**ALL BLACK**  
In Rough&Ready: 7x15 cm | 2.8x5.9"  
Recycled industrial and agriculture plastics  
100% Recycled PE & PP  
Density: 800 kg/m³



**VIRGIN HARDWOOD 1**  
Rough&Ready: 7x15 cm | 2.8x5.9"  
Virgin FSC 100% wood  
Density: 800 kg/m³



**ACCOYA** (Only in EU)  
Rough&Ready: 7x15 cm | 2.8x5.9"  
Virgin FSC mix 70% wood  
Density: 512 kg/m³



**RECYCLED HARDWOOD**  
Drifter: 30x30 cm | 12x12"  
Heavy-Heavy: 14x21 cm | 5.5x8.3"  
FSC Recycled 100% wood  
Density: 1100 kg/m³



**FSC 100% RECYCLED WOOD**  
Drifter: 30x30 cm | 12x12"  
Heavy-Heavy: 14x21 cm | 5.5x8.3"  
FSC Recycled 100% wood  
Density: 1100 kg/m³

**Product Sheet**

**Rough&Ready Circular Tree Isles**

Circular shaped steel walls with integrated seating in Rough&Ready style



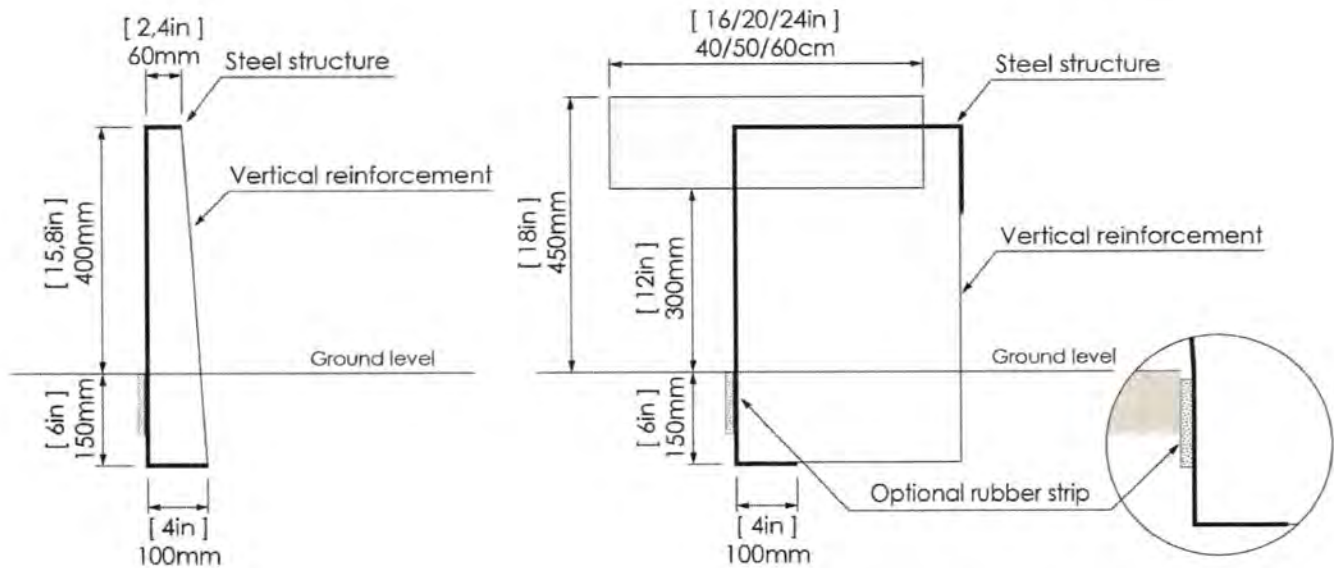
|                                            |                                                                                                                                                                                                                                                                                     |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Product Code                               | See last page                                                                                                                                                                                                                                                                       |
| Dimensions                                 | Available in 300/400/500/600/700cm diameter, see specifications on last page                                                                                                                                                                                                        |
| Weight                                     | See last page                                                                                                                                                                                                                                                                       |
| Material seat                              | Untreated FSC® 100% Louro Gamela hardwood                                                                                                                                                                                                                                           |
| Optional material seat/beams (Europe only) | -AB: All Black - Fully recycled synthetic black material<br>UV stabilized composite of PE and PP, surface finish fibre 120<br>Dimension composite slats 7×15 cm<br>-AC: FSC® Mix 70% Accoya - Acetylated Radiata Pine                                                               |
| Optional material seat/beams (US only)     | -AB: All Black - Fully recycled synthetic black material, fibre reinforced<br>UV stabilized composite of PE and PP<br>Dimension composite slats 7×15 cm   2.8×5.9"<br>-AC: FSC® Mix 70% Accoya - Acetylated Radiata Pine                                                            |
| Material steel support                     | Supports -TH version: hot dip galvanised steel, galvanisation according to NEN-EN-ISO 1461: 2009NL<br>Supports -CT version: weathering steel (CorTen), delivered unweathered<br>Supports -PC version: weathering steel (CorTen) finished with a double powder coating in RAL colour |
| Mounting equipment                         | Included for assembly of the prefab modules                                                                                                                                                                                                                                         |

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Optional accessories/extras | <p>Single or double beam backrest in untreated FSC® 100% Louro Gamela hardwood, convex planed on one side</p> <p>Armrest in stainless steel with micro-peen finish</p> <p>LED-Ready: steel provision in steel walls to house a LED strip lighting (by third party)</p> <p>Permeable rubber profile (placed outside walls at ground level)</p> <p>Integrated root ball anchoring system</p> <p>USB charging point with 2 connections and IP67 protection rating</p> <p>Round tree collar (tree trunk protection)</p>                                                                                                                                                                                           |
| Delivery                    | Fully pre-assembled modules - ready to install                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Installation                | <p>Walls have horizontal flanges at the bottom for load distribution and are standard placed ca.15cm   6" below ground level. Normally no additional foundation is needed. However, this depends on local soil conditions and should be determined by the client.</p> <p>Seating and wall come pre-assembled. Walls are connected together by nuts, bolts and washers(included).</p> <p>A semi-permeable rubber strip can be fitted around the steel wall to prevent rust stains on the pavement or damage to powder coating during paving.</p>                                                                                                                                                               |
| Cleaning & Maintenance      | <p>Timber: cleaning with clear water and soft brush or cloth; do not use high pressure cleaner or similar (this can open up the wood grain and make the surface coarse). The timber can be gently sanded every 2-3 year (in the direction of the wood grain)</p> <p>-TH version: Clean twice annually or more often when required with water or mild cleaning agent.</p> <p>-CT version: No maintenance required. Most graffiti can be removed with a high-pressure cleaner or by sanding. The rust patina is then locally removed, but will gradually return.</p> <p>-PC version: Clean twice annually or more often when required with water or mild cleaning agent. Immediately repair deep scratches.</p> |

## Overview configurations

|                                 | D700 | D600 | D500 | D400 | D300 |
|---------------------------------|------|------|------|------|------|
| TI-D300-PL-TH/-CT/-PC           |      |      |      |      |      |
| TI-D400-PL-TH/-CT/-PC           |      |      |      |      |      |
| TI-D500-PL-TH/-CT/-PC           |      |      |      |      |      |
| TI-D600-PL-TH/-CT/-PC           |      |      |      |      |      |
| TI-D700-PL-TH/-CT/-PC           |      |      |      |      |      |
| TI-D300-Seat-321-40-TH/-CT/-PC  |      |      |      |      |      |
| TI-D400-Seat-321-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D500-Seat-321-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D600-Seat-321-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D700-Seat-321-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D300-Seat-625-40-TH/-CT/-PC  |      |      |      |      |      |
| TI-D400-Seat-625-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D500-Seat-625-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D600-Seat-625-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D700-Seat-625-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D300-Seat-942-40-TH/-CT/-PC  |      |      |      |      |      |
| TI-D400-Seat-949-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D500-Seat-949-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D600-Seat-949-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D700-Seat-949-50-TH/-CT/-PC  |      |      |      |      |      |
| TI-D400-Seat-1256-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D500-Seat-1263-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D600-Seat-1263-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D700-Seat-1263-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D500-Seat-1570-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D600-Seat-1577-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D700-Seat-1577-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D600-Seat-1884-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D700-Seat-1891-50-TH/-CT/-PC |      |      |      |      |      |
| TI-D700-Seat-2198-50-TH/-CT/-PC |      |      |      |      |      |

Rendering



\*Metric units are leading

Design: Streetlife  
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