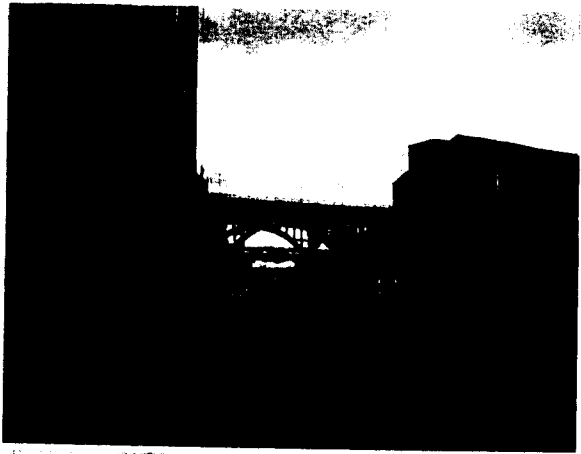


STREETSCAPE GUIDELINES

INTRODUCTION

Streetscape is the artful arrangement of common physical elements that make up a street - from paving to lighting, trees to trash cans - for the purpose of improving the function, safety and delight of the street itself. Often, improving streetscape is the first concrete step towards a neighborhood's renewal.

In achieving the objectives of the West Harlem Master Plan and creating a wonderful, recreational place on the West Harlem waterfront, there are two major goals for the streetscape: to unify the design of the waterfront area and to improve West 125th Street, the gateway to it. This requires thinking about streetscape in two zones: the waterfront zone from the piers to 12th Avenue, and the West 125th Street zone from Broadway to the waterfront.



WEST HARLEM



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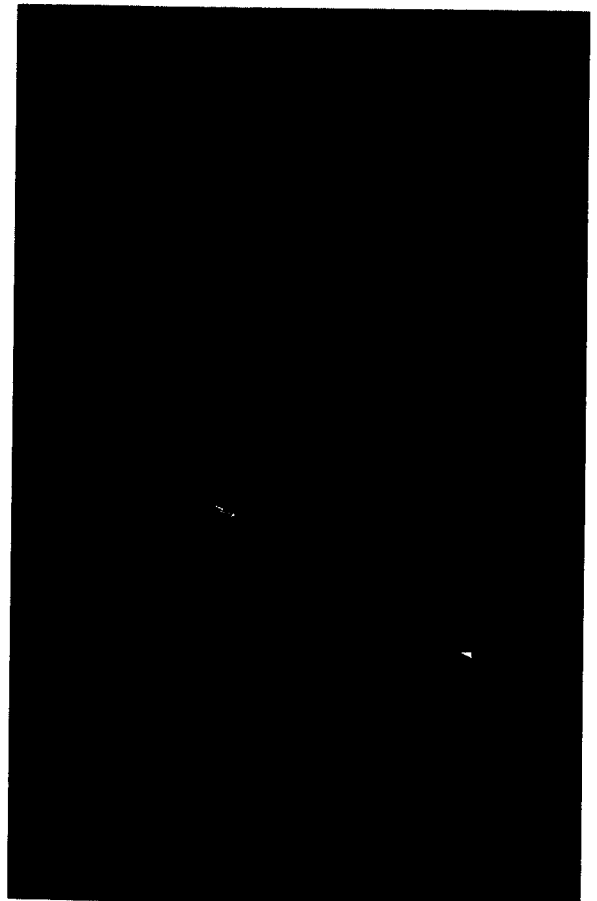


THIS PAGE TOP:
LUMINOUS RENDERING OF
W125TH STREET

THIS PAGE LOWER LEFT:
GREEN ELEMENTS

THIS PAGE LOWER RIGHT:
STREETSCAPE CONCEPT
DIAGRAM

NEXT PAGE TOP:
PROPOSED W125TH
STREET RENDERING WITH
TREES LOOKING TOWARDS
THE WATERFRONT





DESIGN CONCEPTS

DUALITIES

Night/Day...Gateway/Park...Luminous/Green. The street system encompassing West 125th Street and the waterfront area faces a complex series of overlapping demands, dualities of function that must be accommodated in the streetscape. The design interest is therefore two-fold, emphasizing different identities for both day and night, park and street, the destination and the means to get there. In the day, the overall design intent is to create a gateway to the waterfront by extending the park-like character of the waterfront up West 125th Street to Broadway through planting. At night, the design intent is to bring the luminous character of West 125th Street down to the area centered around 12th Avenue and touching the waterfront.

While fulfilling different functions, all the streetscape elements must work together to create a unique sense of place.

DESIGN CONCEPTS - WEST 125TH STREET

West 125th Street must carry substantial traffic, and it must become safer for pedestrians and bicyclists. It is a gateway to West Harlem, and it is also an extension of the waterfront park. It is a daytime

shopping corridor, and it is a nighttime cultural and entertainment portal. It is a ribbon of green during the day, and it is a luminous promenade at night. There is a duality inherent in every aspect of function for the street, and the streetscape looks to express that duality for diversity and richness.

Physically, the tree-lined streetscape focuses the view of the historic viaducts over Broadway and over 12th Avenue. At night, the street takes on a more 'lively' aspect, through the use of appropriate street and shop window lighting and luminous street furniture elements.

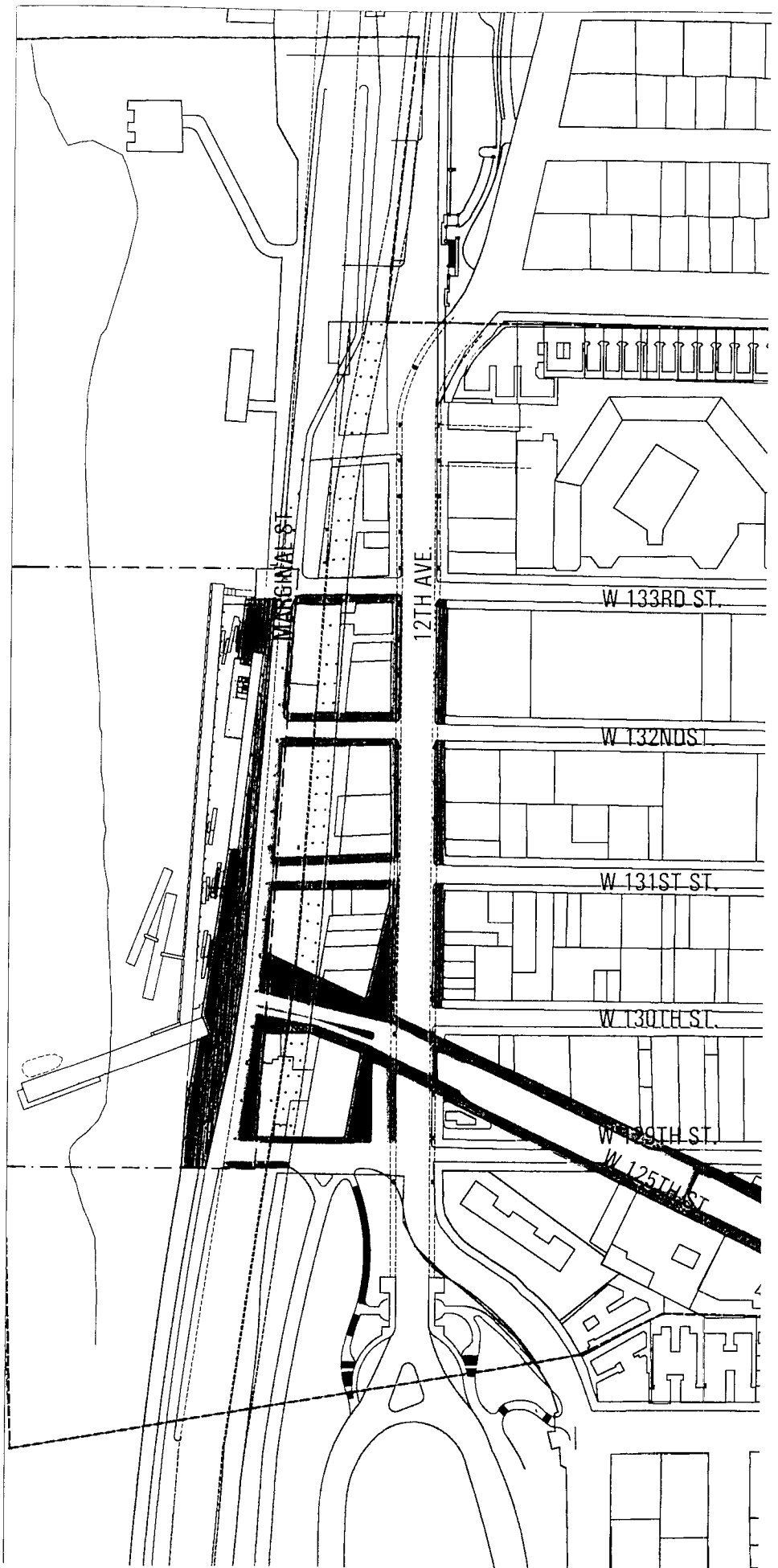
DESIGN CONCEPTS: WATERFRONT ZONE

The design goal of the streetscape for the waterfront zone is to unify the areas directly on the water with the small commercial streets which lead back to the 12th Avenue viaduct and the regional attraction. Paving, lighting, street furniture and planting where possible will be in the same family as developed for the pier area, unifying the waterfront area into a cohesive destination zone.

WEST HARLEM



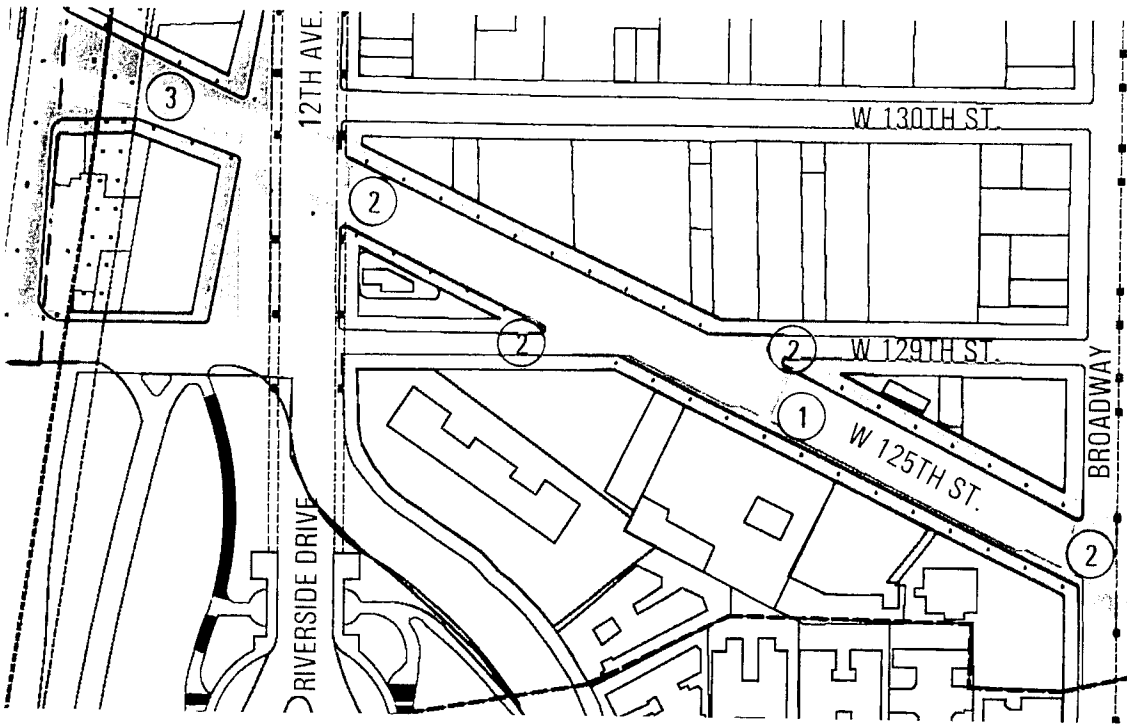
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THIS PAGE:
PAVEMENT PLAN

NEXT PAGE TOP:
ENLARGED PLAN OF
W125TH STREET

NEXT PAGE BOTTOM:
BIKE ROUTE



1. NEW MID BLOCK PEDESTRIAN CROSSING
2. PAVER CROSSWALKS
3. EXTEND SIDEWALK AS REQUIRED FOR NEW TRAFFIC PATTERN. GATEWAY TO PARK

PAVING

SIDEWALK PAVING AND CURBS

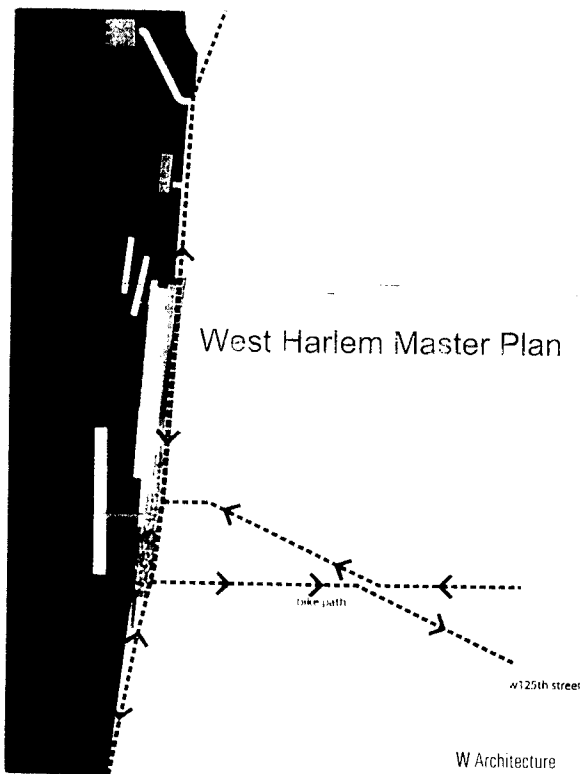
Paving will unify the waterfront and West 125th Street areas. The large dark grey concrete unit pavers (approx. 12"x24") resemble stone paving and match those used at the waterfront. The pattern should be staggered running bond. Tree planting strips should be paved with a smaller scale paver (cobblestone) set in sand to let the water through. Curbs are standard concrete.

STREET CONFIGURATION - West 125th Street

The existing street is approximately 77 feet wide. Approximately 66 feet is required for vehicular movement. Wider sidewalks will reduce unnecessary street width, create safer pedestrian crossings and focus views of the water. At intersections, extending sidewalks into the parking lane ("neck down") where feasible, will reduce crossing width and increase pedestrian safety. It will be necessary to coordinate with the Cotton Club and McDonald's to incorporate their requirements for bus drop off and drive-in as the project progresses.

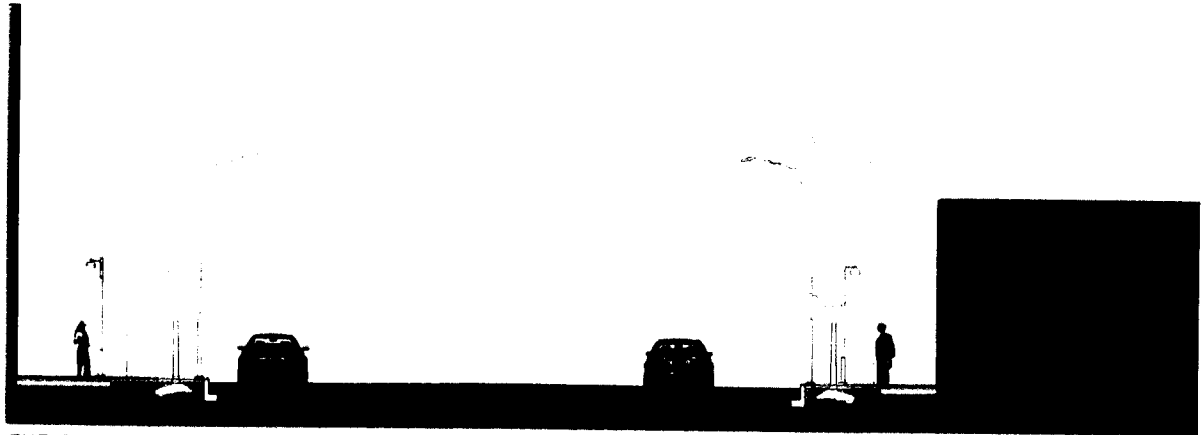
BIKE ROUTE

An on-street bike pathway should be coordinated into the final street plan, as specified in the current bikeway plan by NYC Department of City Planning in conjunction with DOT Bicycle Program. The diagram suggests creating a one-way bike path system incorporating West 129th St. and West 125th St., minimizing bicycle conflict with crossing vehicular traffic.

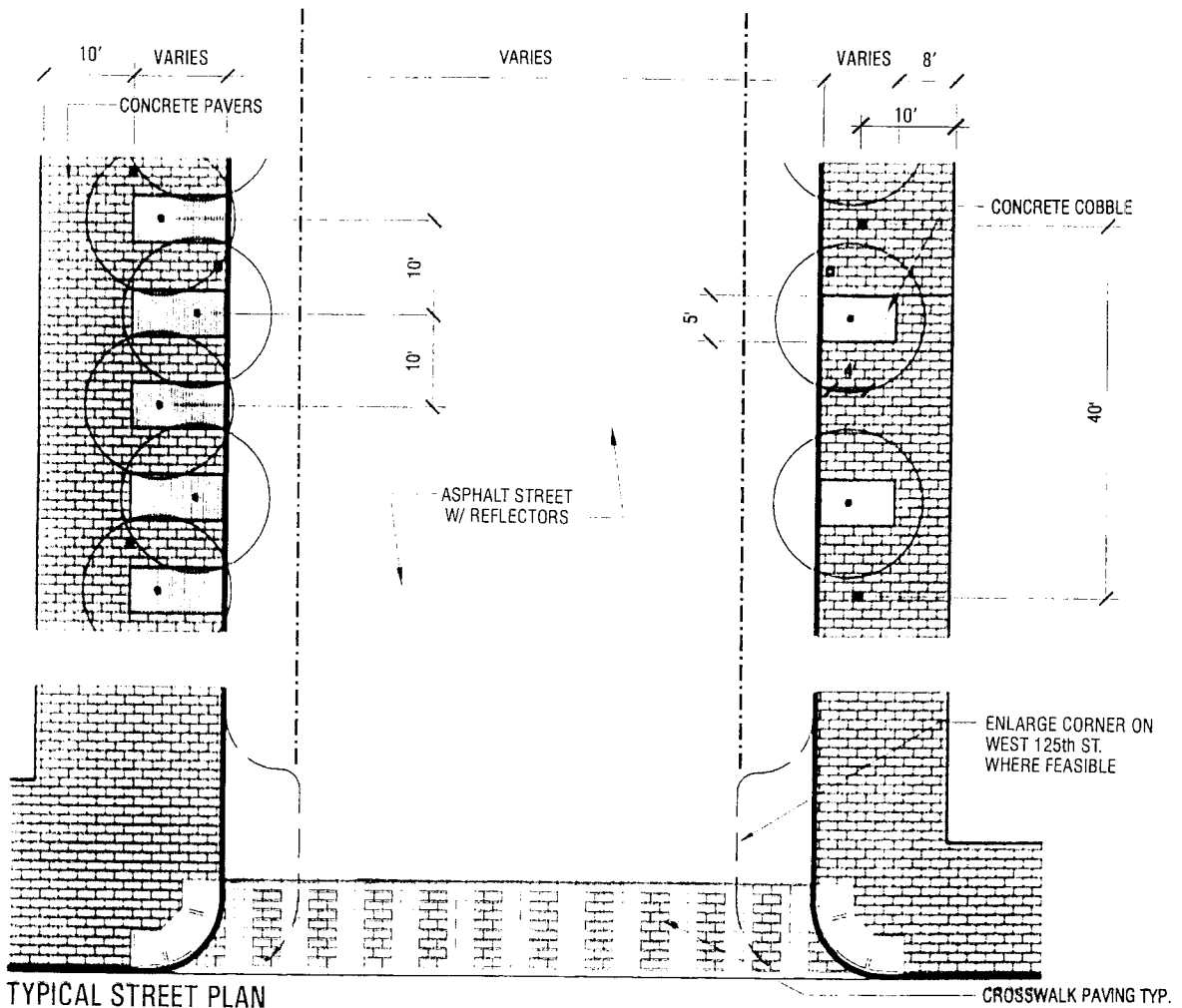


WEST HARLEM





TYPICAL STREET SECTION



TYPICAL STREET PLAN

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TYPICAL STREET SECTION

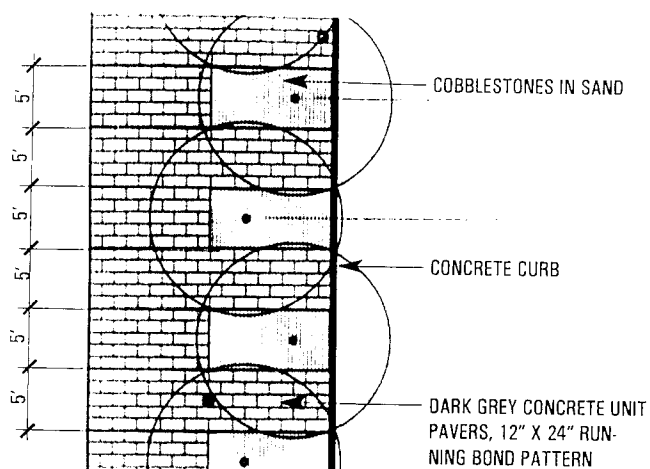
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TYPICAL STREET PLAN

NEXT PAGE TOP LEFT:
TYPICAL STREET CURB

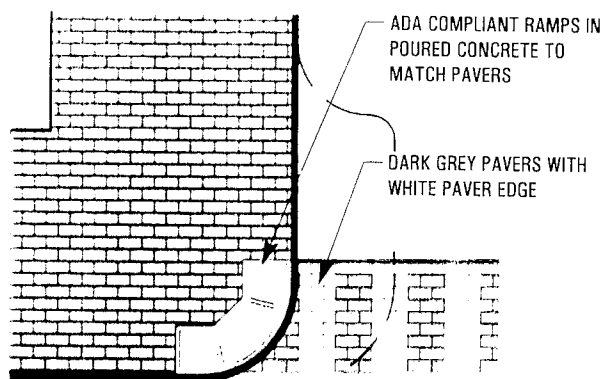
NEXT PAGE BOTTOM LEFT:
TYPICAL STREET CORNER

NEXT PAGE
TOP RIGHT:
SNOWPLOWABLE MARKER

NEXT PAGE
BOTTOM RIGHT:
SNOWPLOWABLE MARKERS
IN SERIES



TYPICAL STREET



TYPICAL CORNER

CORNERS AND CROSSWALKS

Street corners should neck down where possible to minimize the pedestrian travel distance in crossing the street. ADA compliant ramps should be paved from colored concrete to match the pavers with a textured broom finish. The unit pavers should extend across the street creating a crosswalk, with white pavers edging the walk for clear definition.

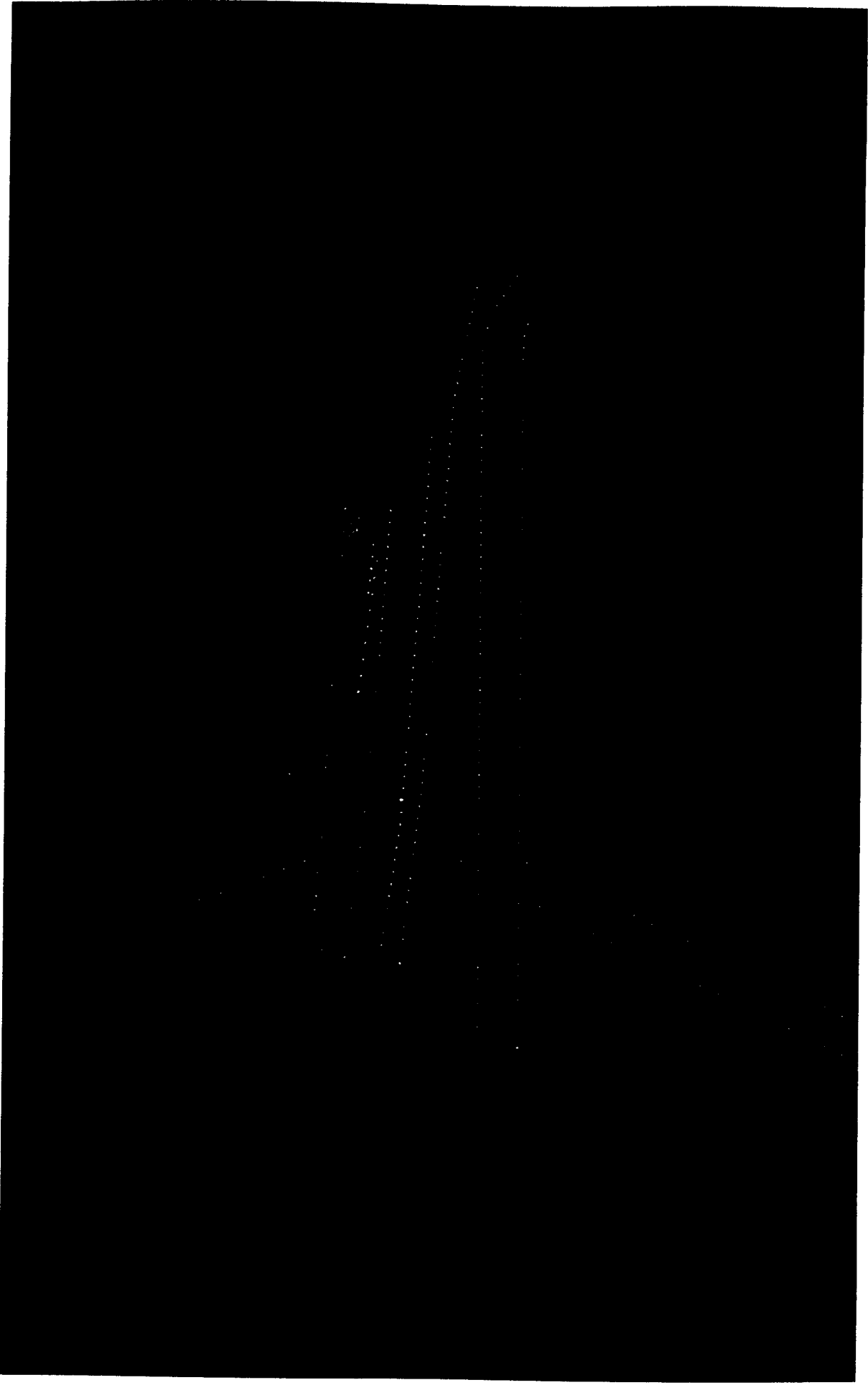
STREET PAVING

On West 125th Street, the program of street paving should include a series of AASHTO approved reflective lane markers. These small, passive, snowplowable reflectors, such as the 3M Series 190, are affixed to the pavement to heighten the visibility of crosswalks, dividers and lane markers at night. Essentially a safety enhancement, these small reflectors will also enhance the luminous quality of the street axis.



WEST HARLEM

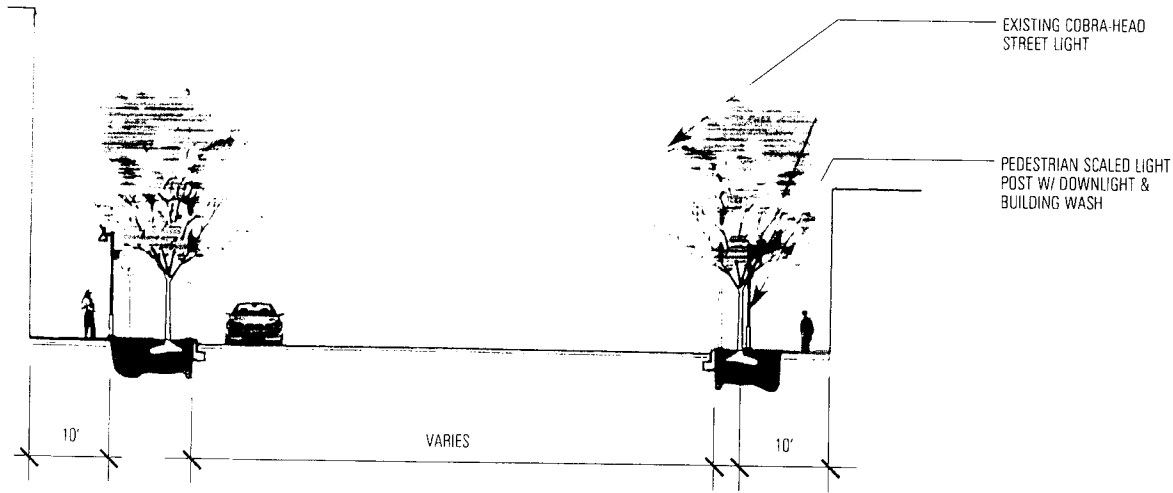




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LIGHTING PLAN

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STREET SECTION WITH
PEDESTRIAN LIGHTING

NEXT PAGE BOTTOM:
EXAMPLES OF POSSIBLE
FIXTURE TYPES



W 125th STREET SECTION

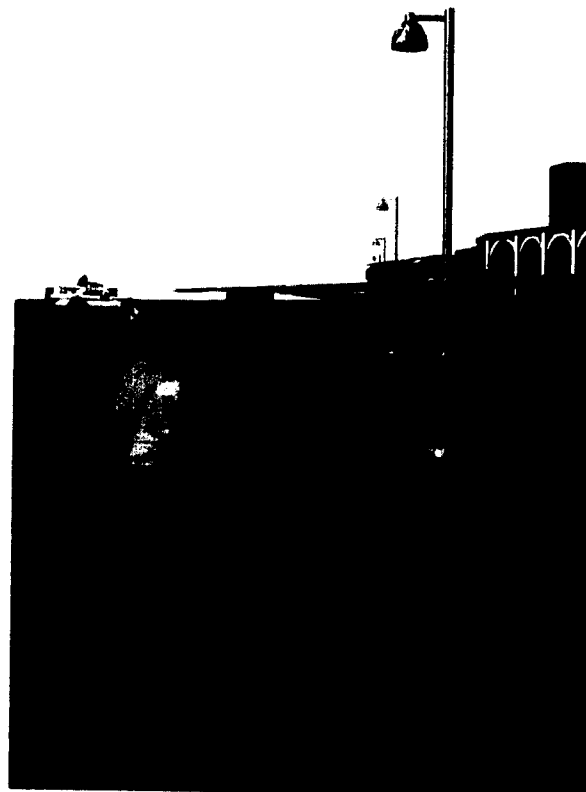
LIGHTING

WEST 125TH STREET LIGHTING

Cobra head fixtures currently light the streets. This provides good illumination for drivers, but the light is not pleasant for pedestrian and the size of the pole is not pedestrian scale. A new pedestrian scaled light pole should be incorporated into the street design. These fixtures should provide down light as well as illuminate the building facades. This creates a sense of scale for the street by lighting its defining edges and at the same time providing a sense of security from the well-illuminated facades. These pedestrian scale, post mounted fixtures should be placed approximately 40 feet on center in a straight line approximately 10' from the building face. The fixture should be in the same family as those used at the waterfront. The luminare should be white light (like metal halide), not high pressure sodium. The character of the post should reflect the past history of the area (industrial), and look to the future. We recommend a cast aluminum post and luminaire of simple design.

SUBWAY STATION LIGHTING

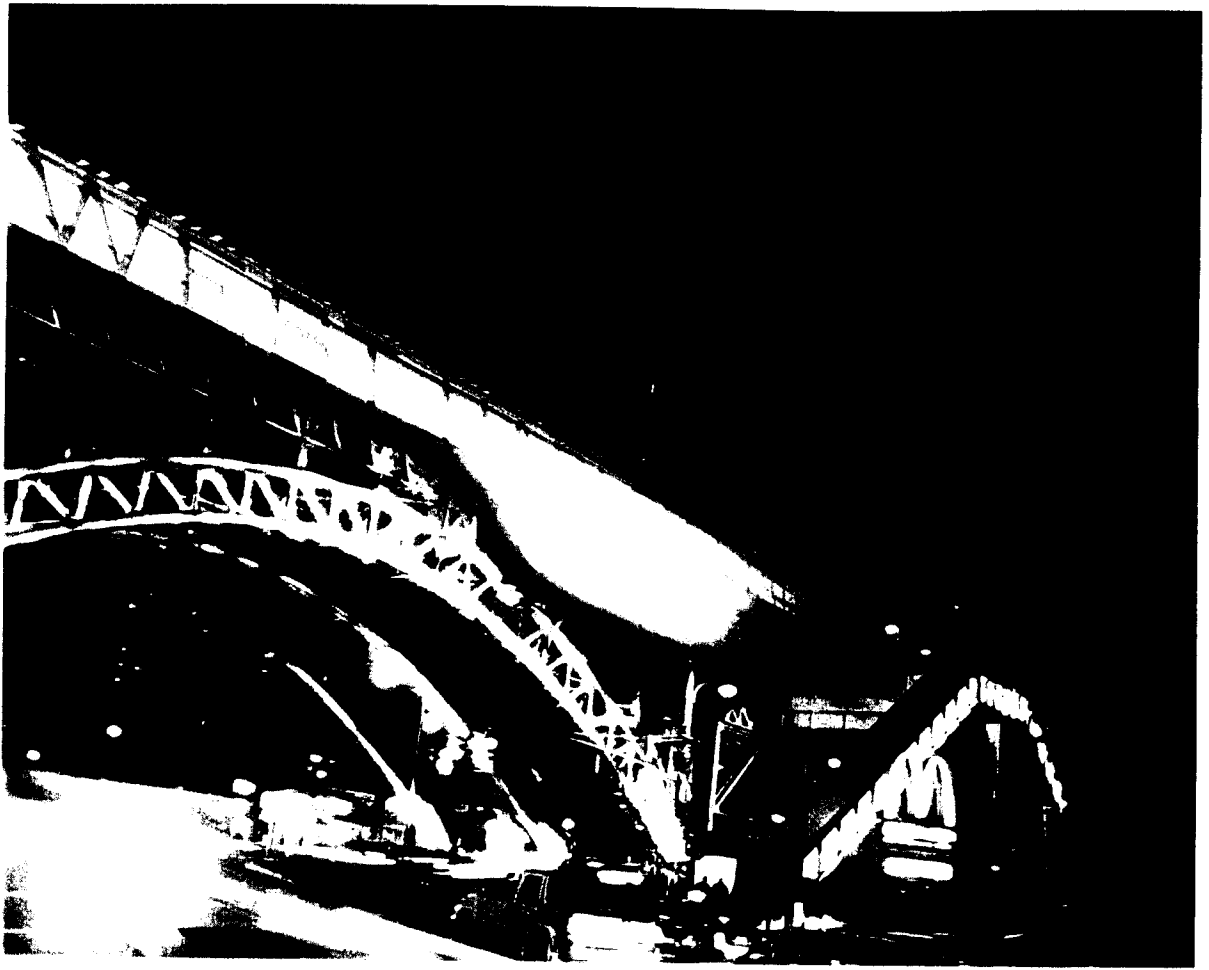
The MTA has just completed the installation of escalators at the Broadway IRT, with important implications for street lighting. The escalators are brightly illuminated and enclosed in translucent materials. As the rest of the station is eventually renovated, this lighting within translucency should be extended to the platforms above the apex of the magnificent arches, as detailed in the Master Plan report. In addition, the arches themselves, one of the great feats of engineering in NYC, should be lit. This overall illumination of the IRT will provide an unparalleled gateway at the entry to the study area.



WEST HARLEM

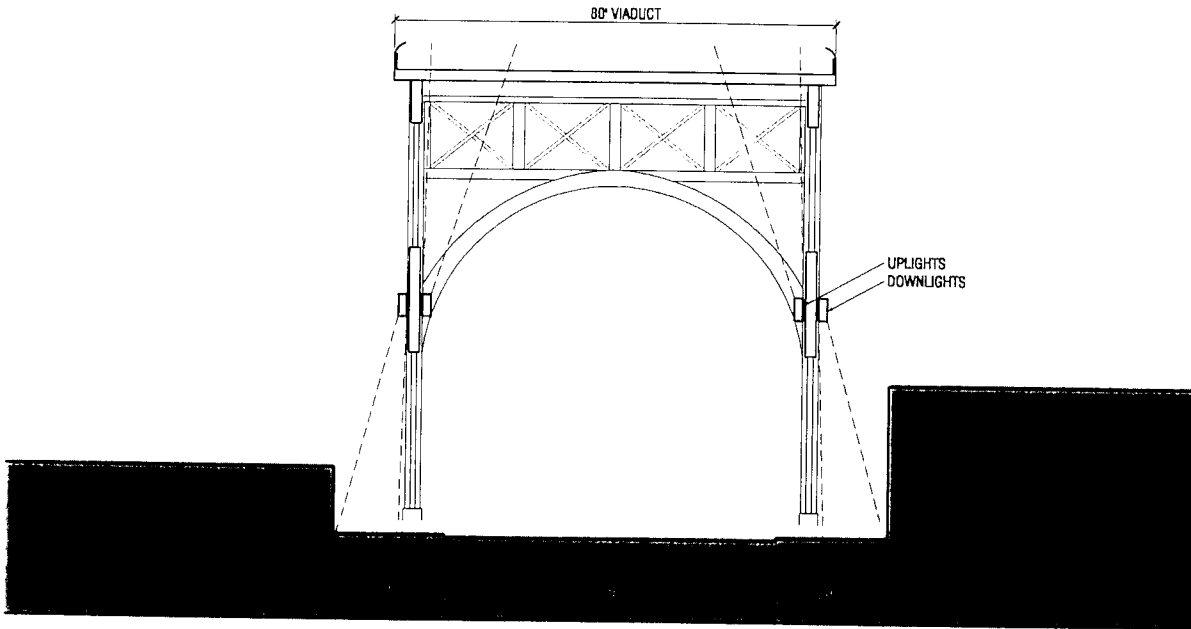


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THIS PAGE TOP:
NIGHT RENDERING OF
W125TH STREET SUBWAY
STATION

NEXT PAGE:
12TH AVE SECTION



12th AVE SECTION

12TH AVENUE LIGHTING

A program of careful up-lighting is necessary under the restored viaduct. The viaduct is dramatic during the day, but at night, with the proper lighting of its existing structural members, the 12th Avenue viaduct will literally be cathedral-like. At street level, contrasting down lights will illuminate the pedestrian pathway, and the adjacent facades' storefronts should be internally illuminated, as suggested for West 125th Street.

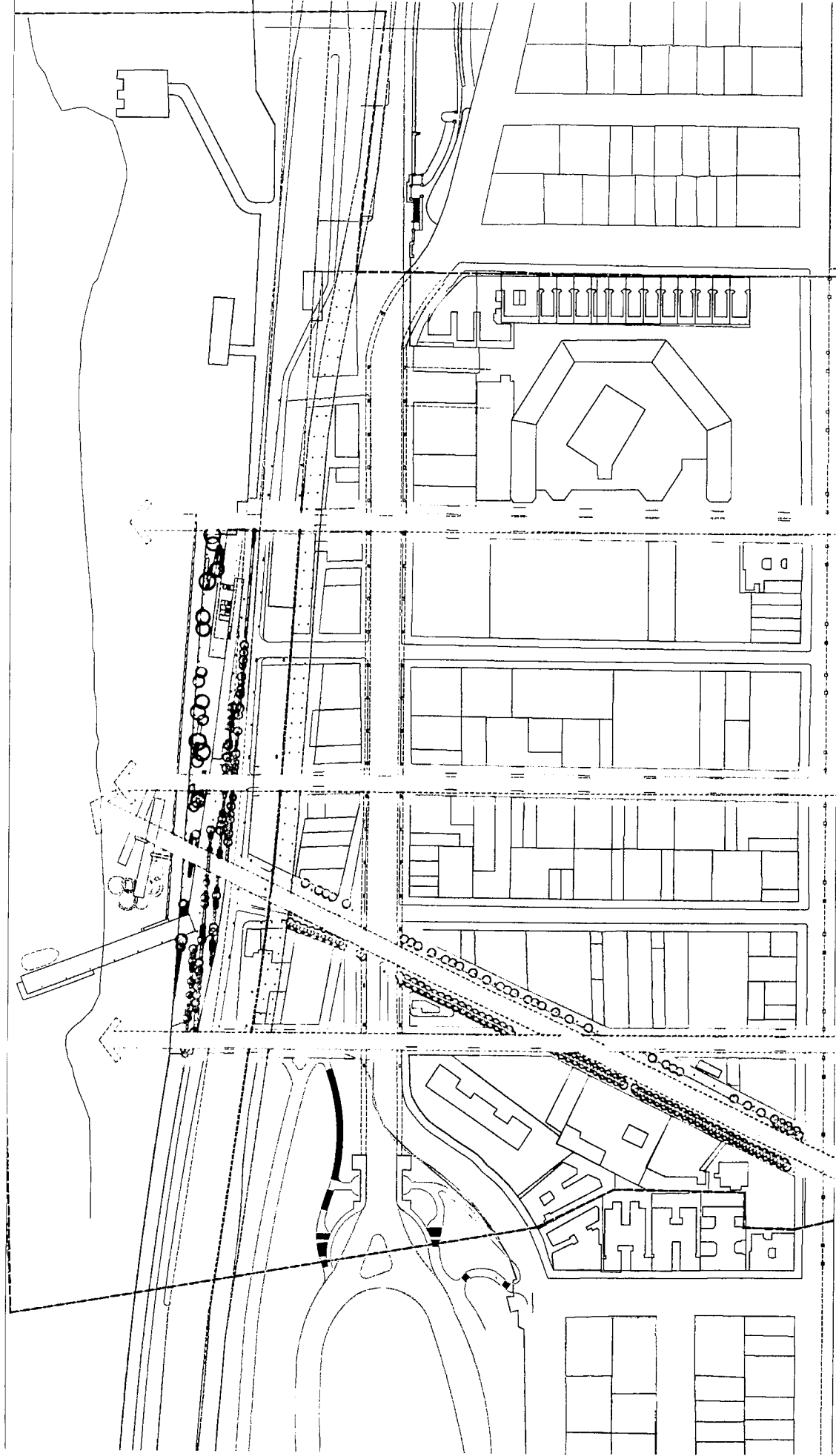
WATERFRONT LIGHTING

Pedestrian scaled light fixtures will illuminate the slope as well as the major pier areas. The intent will be to heighten both the sense of pedestrian safety and security, but also to enhance the natural qualities of the waterfront. On the piers, the light fixtures will illuminate a linear pathway in a series of circles of overlapping downlights. From the shore, their point source will be reflected in the water, and a play of reflections is set up with the numerous lights on the horizon across the Hudson.

At the slope, luminous bollards along with ground illuminating features will make the slope vivid in the evening, taking advantage of the perceptual heightening of color saturation when the green is illuminated with appropriate intensity against the night sky.

WEST HARLEM

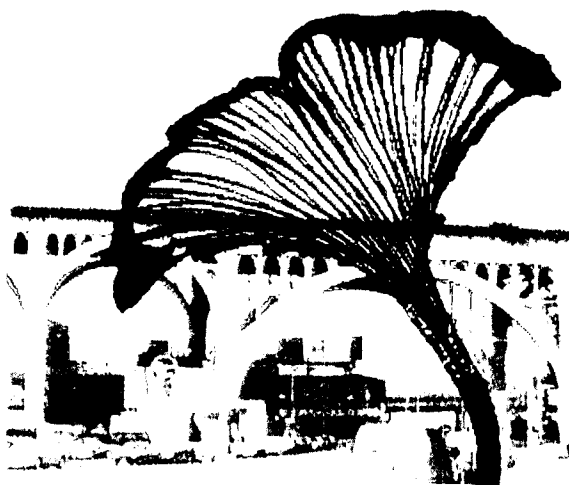




THIS PAGE:
PLANTING PLAN
WITH VIEW
CORRIDORS

NEXT PAGE TOP LEFT:
PHOTO OF GINGKO TREE

NEXT PAGE TOP RIGHT:
PHOTO OF GINGKO LEAF



PLANTING

STREET TREES

Generous use of street trees is recommended to integrate the park-like feel of the waterfront all the way up to Broadway. Trees are closely spaced to create greater impact. Species selection should create visual identity; we recommend *Ginkgo biloba* (no females) to create a spectacular fall showing (brilliant yellow) and allow for the spacing indicated. Trees should be of significant caliber (3" min.) when planted and high branching to allow for pedestrian movement. The *Ginkgo* leaf's shape provides a subtle marker of place: its leaf geometry consists of two arches springing from the stem and supporting the body of the leaf. For the detail-minded, these countless miniature natural arches might evoke the neighborhood's signature viaducts.

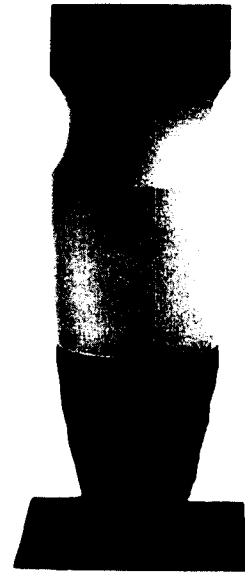
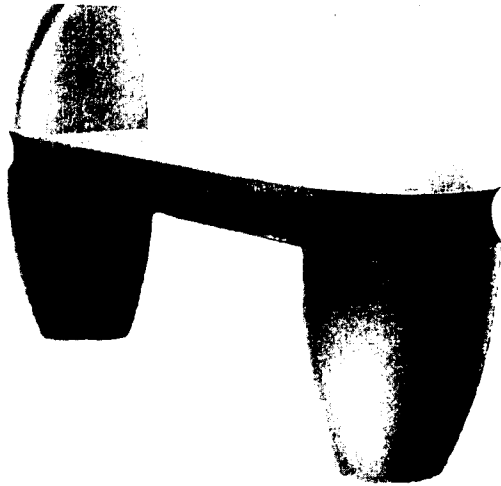
STREET TREE PLANTING

As indicated earlier, the typically street tree will be planted in a 5 foot wide by 6 - 8 foot deep, planting strip with a cobblestone surface. Where a more formal plaza space is required, in front of a major building entrance for instance, the cobblestone tree pit can be replaced with a 5' by 5' tree grate. NYC/DOT and NYC/DPR do not typically install or maintain tree grates. These must be installed and maintained by the property owner. Approval for the installation is obtained from the Builders Pavement Section of NYC/DOT and must conform to the standards adopted under the Americans with Disabilities Act.

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STREETSCAPE ELEMENTS

The goal of this section is to create a family of elements that work together to create a safer and more aesthetically pleasing street. The elements are conceived to be compatible with the mixed use nature of the area - including present industrial and future retail, cultural and institutional uses. The street furniture and light poles will be made of metal with clear finishes. Special features for historical and cultural information will be incorporated into the paving or will be integrated with the street furniture and signage system.

STREET FURNITURE

Street furniture includes benches, trash receptacles, bollards, bus stop canopies, information panels, and telephones. Their careful placement and selection will help unify the area and provide pedestrian amenities. All street furniture is to be metallic in color, either aluminum or stainless steel.

Street furniture falls into two categories: Standard NYC street furniture and distinctive furniture. Distinctive furniture must be installed and maintained by private property owners or a public private agency.

LUMINOUS FURNITURE

Into this second category falls what can become a signature element of the neighborhood's streetscape. Just as generous planting of street trees coming up West 125TH Street was a way to bring the park-like nature of the waterfront up the street to the gateway of the Broadway viaduct, the use of luminous street furniture is a way to bring the nighttime vitality of Harlem down to the water.

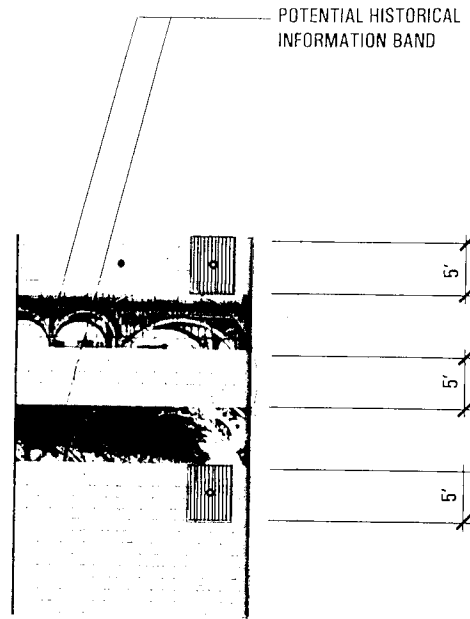
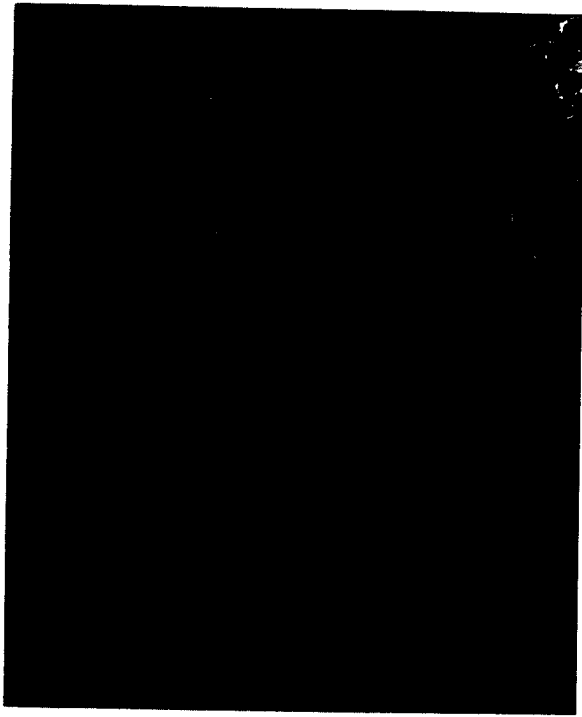
Luminous furniture can be extremely simple. Basically, it requires the incorporation of a light source and a translucent or reflective material. A good example would be a bollard made with a cap or band of cast glass. Cast glass is made from recycled bottles and can be sanded for maintenance. It is durable and cheap, and when illuminated from within, its natural characteristics can be beautiful.

THIS PAGE LEFT:
CAST GLASS, LEAD AND
GRANITE BENCH BY
ARTIST HOWARD BEN TRE

THIS PAGE RIGHT:
BOLLARD WITH CAST
GLASS BY HOWARD BEN
TRE

NEXT PAGE LEFT:
EXAMPLE OF ARTIST'S
WORK OVERLAYING PAVE-
MENT

NEXT PAGE RIGHT:
ENLARGED PLAN SHOWING
POTENTIAL HISTORICAL
INFORMATION BANDS



STANDARD NYC BUS SHELTER

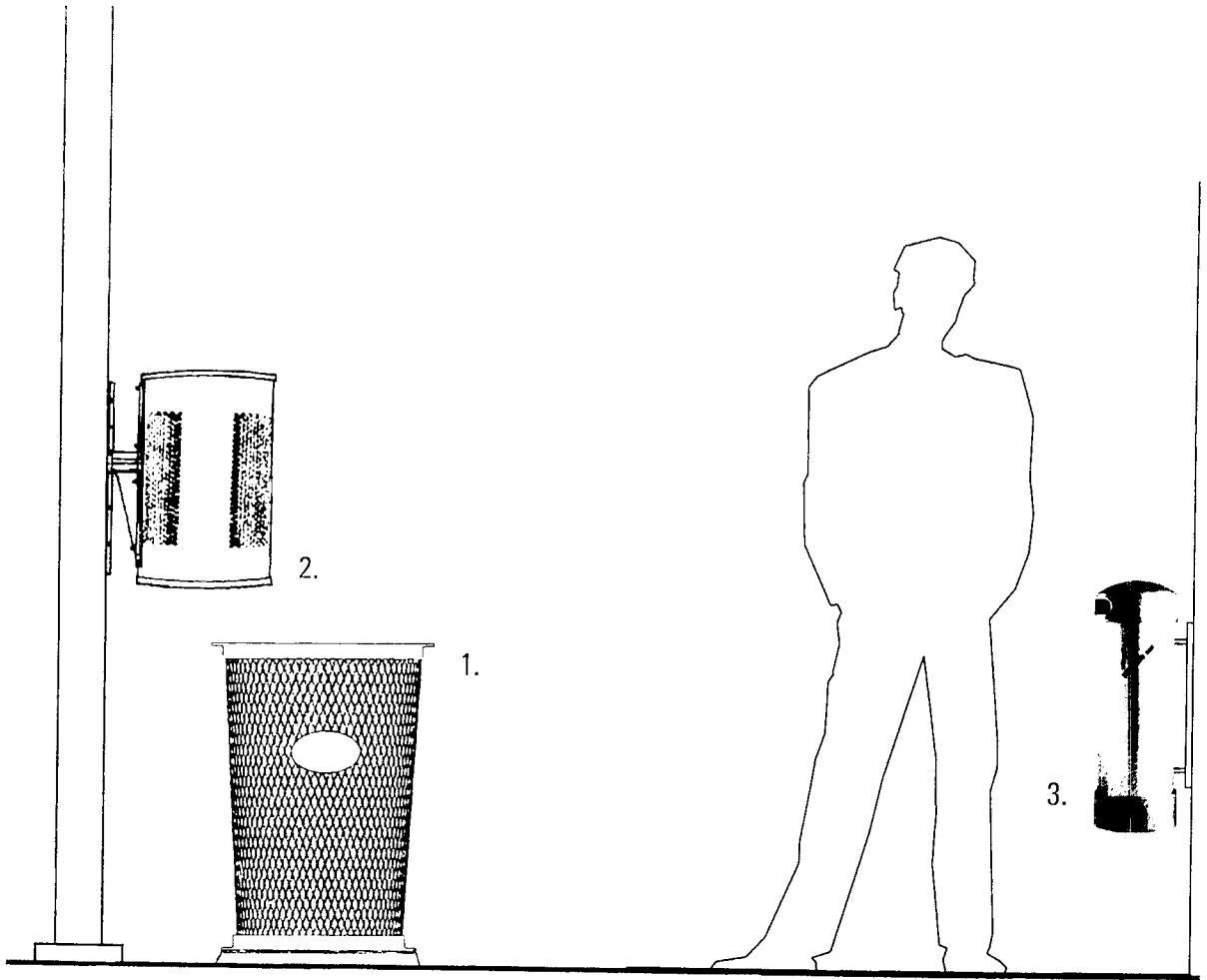
The New York City DOT administers bus shelters in the five boroughs through the Bureau of Franchises and Revocable Consent. A franchise arrangement is made with a private company for installation and maintenance. This company repaints the bus shelters annually. A request to paint the bus shelters metallic silver or to eliminate painting and finish the metal structure with a protected clear finish would add greatly to the consistency and success of these guidelines.

HISTORIC AND CULTURAL MARKERS

Specially designed markers placed in the sidewalk should highlight the cultural and historical significance of the area. Artists or graphic designers, as well as a curator to select appropriate dates, events and names to be incorporated in the pavement should be included in future design teams. The markers can either overlay the existing pavement pattern or create banding by replacing pavers with a different material incorporating the information.

WEST HARLEM



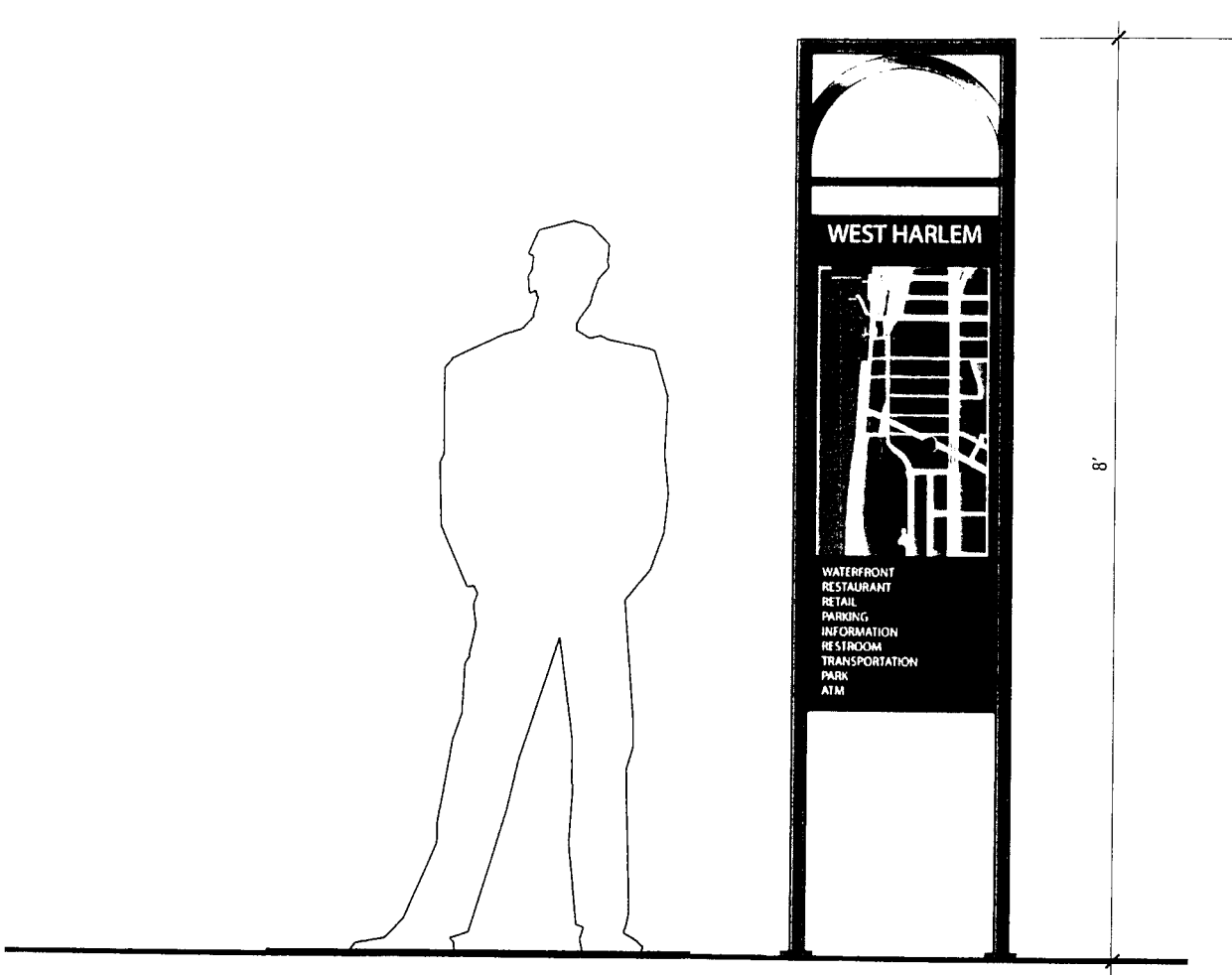


THIS PAGE RIGHT:
POST-MOUNTED
STAINLESS STEEL
SMARTBASKET

THIS PAGE MIDDLE:
STAINLESS STEEL TRASH
RECEPTACLE

THIS PAGE RIGHT:
WALL-MOUNTED STAIN-
LESS STEEL ASH
RECEPTACLE

NEXT PAGE:
PEDESTRIAN
ORIENTATION SIGNS



TRASH AND ASH RECEPTACLES

The standard NYC receptacle is manufactured by the NYS Correctional Facilities. Use of the standard NYC receptacle is not recommended. Ash cans and trash receptacles outside individual properties will reduce litter and improve the aesthetic quality of the district by harmonizing with the other streetscape components. Due to the long block configuration in the area, trashcans at corners only are not sufficient. To avoid proliferation of obstacles to pedestrians, hanging trash receptacles on the pedestrian light poles ("Smartbaskets") is encouraged. Larger trash bins can be placed selectively at areas of larger need. Building mounted ash receptacles will minimize streetscape clutter.

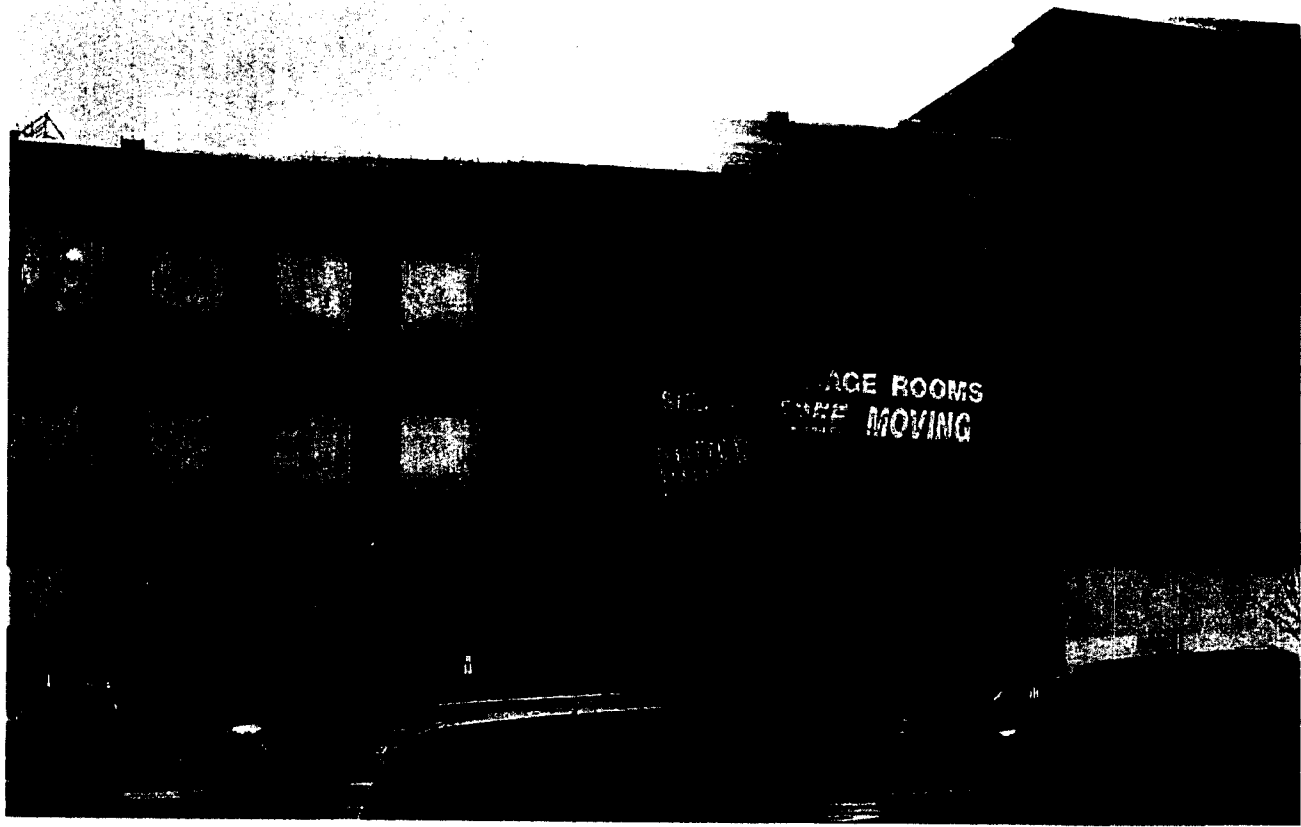
1. Trash receptacles
2. Smartbaskets
3. Ash receptacles

PEDESTRIAN ORIENTATION SIGNS

Pedestrian orientation signage that orients the visitor to the attractions of the area is proposed. The pedestrian orientation signage could incorporate historical or cultural information and should be made of similar materials to the other streetscape elements.

WEST HARLEM





TOP
PHOTOGRAPH SHOWS
THAT CURRENT GROUND
FLOOR USES DO NOT
CATER TO PEDESTRIANS

BOTTOM:
PHOTOGRAPHS SHOWING
PEDESTRIAN ORIENTED
USES WHICH SHOULD BE
ENCOURAGED



BUILDING FACADES

Pedestrian-related uses should be encouraged in ground floors of existing and new buildings. Existing buildings should be restored. New building should maintain the street edge with pedestrian areas recessed into the façade via arcades. Uses are encouraged to spill out onto the street where appropriate, creating the feeling of a more active and pedestrian-friendly community.

For evening, and to promote the luminous theme, property owners should be encouraged to use interior security grates which allow views into store windows and to illuminate window displays at night.



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