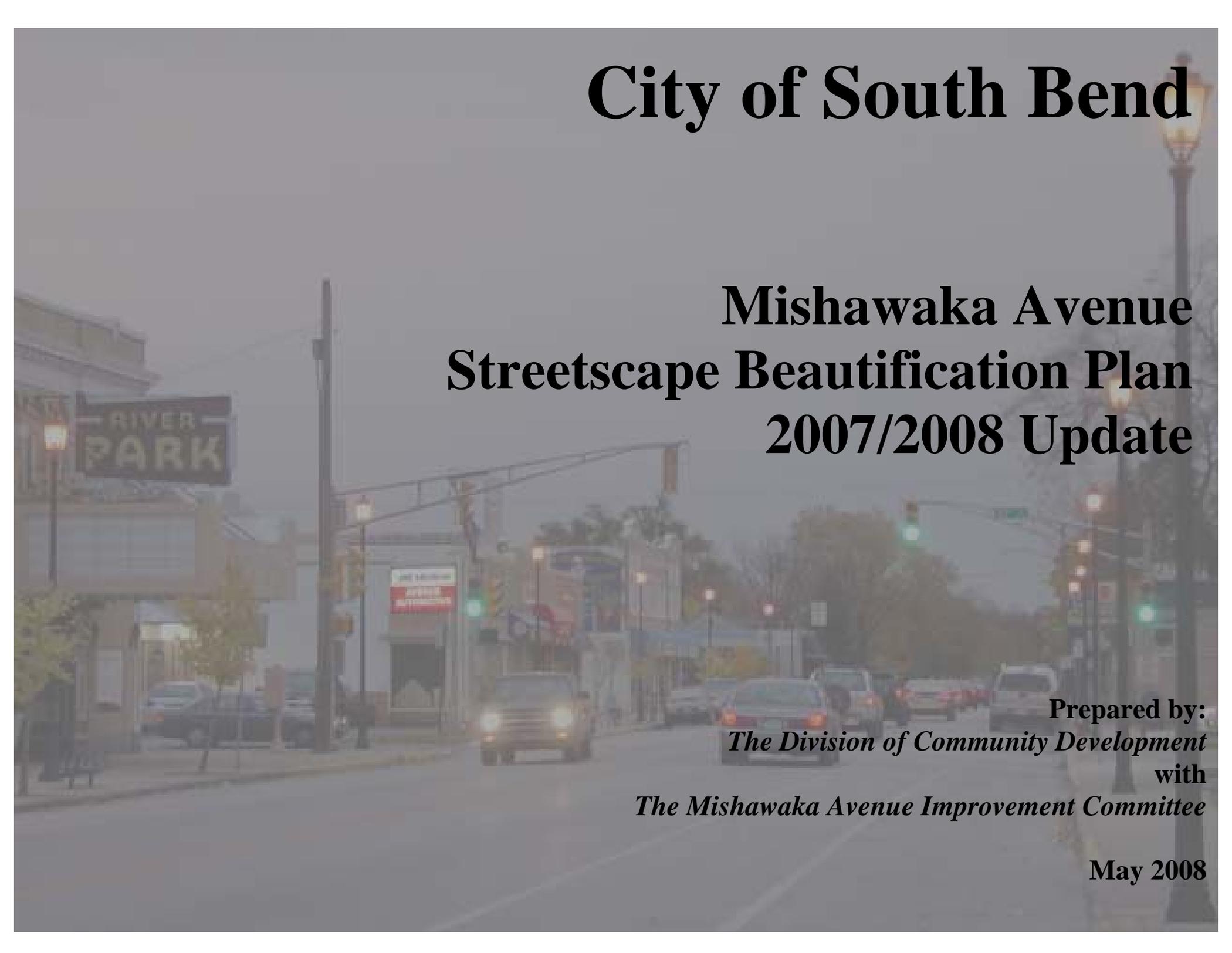


# City of South Bend

A faded background image of a city street scene. On the left, a building features a large sign that reads 'RIVER PARK'. In the center, there are traffic lights and a street sign. Several cars are visible on the road, and a street lamp is on the right side.

## Mishawaka Avenue Streetscape Beautification Plan 2007/2008 Update

Prepared by:  
*The Division of Community Development*  
with  
*The Mishawaka Avenue Improvement Committee*

May 2008

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**Cover Photo: Mishawaka Avenue at Dusk**

## **INTRODUCTION**

The purpose of this plan is to provide the latest update to the original Mishawaka Avenue Streetscape Beautification Plan from 1998 and its 2004 update, by continuing to target defined improvement areas through the implementation of various streetscape elements. As with the original plan, this update is seen as an opportunity to complement other Avenue improvement opportunities as a part of a long-term comprehensive corridor improvement effort. With this planning process now marking ten years of accomplishments, there was an opportunity to build on past accomplishments by introducing bold and exciting element concepts not only new to the “Avenue”, but as you’ll read further into this document, some are unavailable to the City of South Bend as a whole.

By detailing these enhancement areas, this update serves as a continuation of the original plan’s strategy aimed at making Mishawaka Avenue a more pedestrian friendly and attractive environment to shop and conduct business. The information on this plan was developed by the Mishawaka Avenue Improvement Committee with support from the Division of Community Development. This six member Committee was reformed for the purpose of conducting the plan update process. Committee members provided representation from the River Park Business and Neighborhood Associations. The goal of the Committee was to develop a plan that would benefit business owners, employees, residents, customers, and other visitors to the area. In a process that lasted several months and included dozens of meetings, the committee members took the necessary time to evaluate and scrutinize these elements introduced in this plan, using public input and expert opinion to guide decisions and determine priorities. These committee members are acknowledged below.

### **Acknowledgments**

#### Mishawaka Avenue Improvement Committee Members:

DiAnn Becker, River Park Business Association / For Pet’s Sake\*  
Dr. Pat Case, River Park Business Association / Active Health and Wellness  
David Nufer, President, River Park Business Association / Burton’s Laundry  
Jan Maciulski, River Park Neighborhood Association  
K.R. Palmer, Palmer Funeral Homes\*  
Jeanne Ross, River Park Neighborhood Association

*\* denotes member of the original (1998) Mishawaka Avenue Improvement Committee*

#### Staff Support

Christopher D. Dressel - Planner

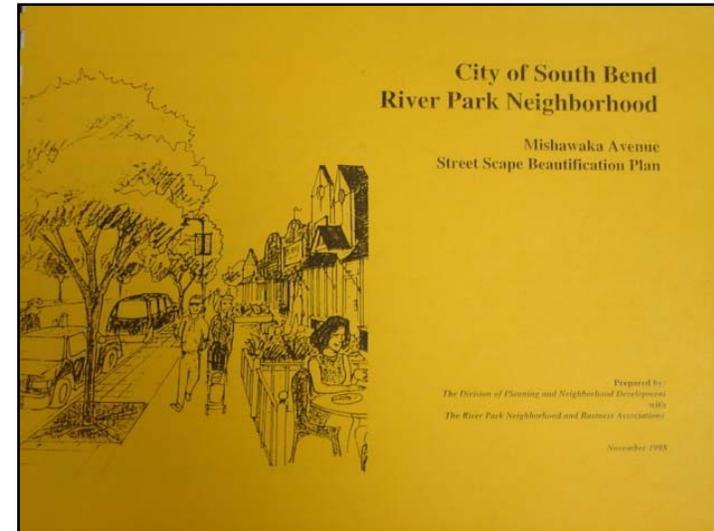


**Photo 1: Mishawaka Avenue Improvement Committee: From L-R: DiAnn Becker, Dr. Pat Case, Jeanne Ross, and Dave Nufer. Not Pictured: KR Palmer and Jan Maciulski**

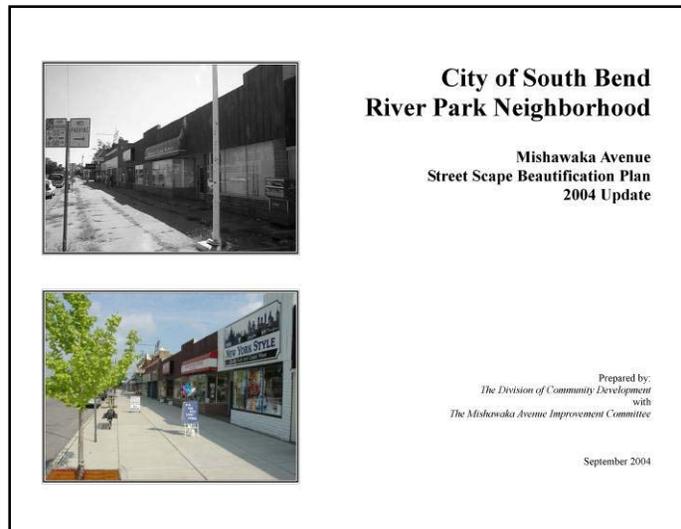
## **A BRIEF PLAN HISTORY**

The Mishawaka Avenue Beautification Plan Process originated from the 1997 River Park Neighborhood Preservation and Improvement Plan, a future improvement plan and organizational tool which has been successfully utilized and implemented within the River Park Neighborhood. The Preservation and Improvement Plan strived for improvement within the Mishawaka Avenue Corridor via the following steps: making avenue fully accessible for the physically challenged; creating a pedestrian friendly and attractive streetscape; and improving and beautifying neighborhood gateways.

The Mishawaka Avenue Streetscape Beautification Plan (1998) took the cue from the Neighborhood Preservation and Improvement Plan by serving as a vehicle to beautify the Avenue as part of a long term comprehensive revitalization effort. The origination of the plan process led to the formation of the Mishawaka Avenue Improvement Committee, who with support from the City of South Bend Division of Planning and Neighborhood Development,



**Figure 1: 1998 Streetscape Beautification Plan**



**Figure 2: 2004 Streetscape Beautification Plan Update**

established guiding factors and principals (to be detailed later), designated planning sectors, and utilized public input to develop the final plan documents in November 1998. In reading this current plan update document, you'll note all of these components are still important to the planning process.

In 2004, the Mishawaka Avenue Streetscape Beautification planning process was restored to build upon the results of the now completed 1998 plan. The 8 month planning process included the reformation of Mishawaka Avenue Improvement Committee. In again working with the Division of Community Development, the planning process resulted in 2 public input meetings and the addition of 2 planning sectors to the West of the original plan scope (these will be detailed later in this plan). This update would serve as an amendment to the original plan not only by operating under the established framework and guidelines, but also seizing the opportunity to introduce a new distinct stage of improvements that would complement the existing enhancements. The final plan document was completed in September 2004.

**PLAN RESULTS: 1999-2007**

**1998 Streetscape Beautification Plan**

The improvements detailed within the 1998 Plan were completed by 2002, a span of only 4 years. The plan’s ability to produce rapid results was undoubtedly greatly benefited by the following key components: very specific implementation strategy; a detailed timetable and map of improvements; a coordinated consensus among city representatives, and a proactive effort to meet the concerns of residents and businesses. The finished results of the 1998 plan included the addition of curbs, sidewalks, trees, tree grates, benches, and bike racks within the three designated target areas. With completion of the 1998 plan, more than \$250,000 of city funding was invested within the Mishawaka Avenue infrastructure and streetscape improvements. This investment helped serve as both a practical and visual enhancement to the Avenue corridor by addressing the areas of infrastructure in poorest condition and complementing the historic and well maintained commercial structures. These improvements are summarized in Table 1. For before and after photo comparisons of the plan results by target area, please refer to the appendix.



**Photo 2: Curb, Sidewalk, Trees, Tree Grates, and Benches near 30th Street**

**Table 1: Summary of 1998 Mishawaka Avenue Streetscape Beautification Plan Results**

“Target Area” and Location	Year	Improvement Details	Final Cost
“East Sector” – 31 <sup>st</sup> St. to Logan St. (Selected Areas)	1999	Curbs, Sidewalks, Approaches, Handicapped Ramps	\$43,869.00
“A” – Twyckenham Dr. to Esther St. - South Side	2002	Curbs, Sidewalks, Trees w/Grates, Benches, & Bike Racks	\$70,157.35
“B” – 23 <sup>rd</sup> St. Intersection - North & South	2000	Curbs, Sidewalks, Trees w/Grates, Benches, & Bike Racks	\$31,445.77
“C” – 29 <sup>th</sup> St. to 31 <sup>st</sup> St. - North	2001	Curbs, Sidewalks, Trees w/Grates, Benches, & Bike Racks	\$55,018.64
“Market Sector” – Beyer/Longfellow Intersection - N & S	2003	Curbs, Sidewalks, Trees w/Grates	\$67,889.76
<b>TOTAL</b>	<b>1999 - 2003</b>		<b>\$268,380.52</b>

***Mishawaka Avenue Streetscape Beautification Plan – 2007/2008 Update***

**West Sector Addition**

In 2003, prior to the development process for the next plan update, an interim area was selected for improvements, as the River Park Business Association was eager not to lose any momentum from the original plan’s success. The area selected was on the far western extent of the Mishawaka Avenue corridor. This area is bounded by the Cooper (Eddy Street) Bridge to the West and the Canadian National Railroad Bridge to the East. Situated just to the North of the Farmer’s Market the improvements within this target area included the installation of curb and sidewalk, trees, and tree grates and were completed in May 2004 for nearly \$70,000.

**2004 Plan Update**

The 2004 Plan Update items were completed between 2004 and 2007 and resulted in more than \$450,000 worth of investment over 4 years. These items specifically included the improvement of infrastructure through sidewalk repairs and handicapped ramp installation and the enhancement of the streetscape through decorative lighting (**Photo 5**), stamped, and colored concrete crosswalks. Please refer to **Table 2** for details regarding these improvements. For before and after photos comparisons of the plan results by target area, please refer to the appendix. The plan also called for the initiation of a pilot trash receptacle program. These receptacles are now slated for installation in 2008 in coordination with the first phase of decorative lighting. The Island/Median enhancements that were originally included within the 2004 plan update remain incomplete. For more information on the trash receptacle and island/median enhancement implementation, please refer to the description of 2007-2008 plan update elements.



**Photo 3: Installation of Decorative Lighting at 26th Street**

**Table 2: Summary of Mishawaka Avenue Streetscape Beautification Plan - 2004 Plan Update Results**

<b>Target Area</b>	<b>Improvement Details</b>	<b>Year</b>	<b>Final Cost</b>
Ironwood Drive to 25 <sup>th</sup> Street	Decorative Lighting and Stamped and Colored Crosswalks	2005 - 2006	\$136,400
25 <sup>th</sup> to 29 <sup>th</sup> Streets	Decorative Lighting and Stamped and Colored Crosswalks	2005, 2007	\$181,866
29 <sup>th</sup> to 31 <sup>st</sup> Streets	Decorative Lighting and Stamped and Colored Crosswalks	2006 - 2007	\$90,933
Twyckenham Drive to Ironwood Drive	Island / Median Enhancements	N/A	\$0
CN RR Bridge to Twyckenham Drive	Island / Median Enhancements	N/A	\$0
<b>TOTAL</b>		<b>2005-2007</b>	<b>\$409,199</b>

## **2007 – 2008 PLAN UPDATE FRAMEWORK AND PROCESS**

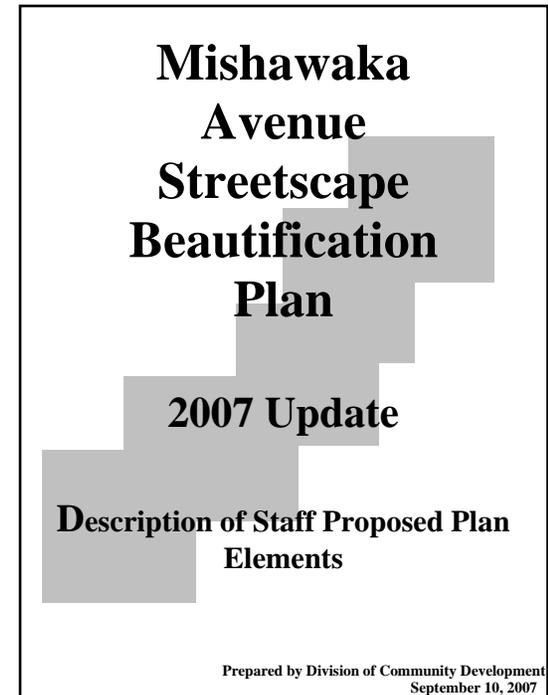
### **Update Process**

In August 2007, the Mishawaka Avenue Improvement Committee, with support from the Division of Community Development, formally started work on the next plan update process. The committee decided they would proceed with this proposed 5 year plan update despite the 2004 update plan improvements only partially implemented, as the trash receptacle program was postponed and trash island/median enhancements not completed. This decision was justified by two factors: (1) the perceived demand from the business community and neighborhood to extend the decorative lighting and/or stamped and colored concrete crosswalks east of 31<sup>st</sup> Street and (2) Mishawaka Avenue's ascension to fully fledged commercial corridor status providing the opportunity of an increased annual funding award. The process began with staff presenting proposed plan elements to the improvement committee for their preliminary approval. The committee was then asked to evaluate and prioritize these elements in anticipation of a period of public feedback. Elements were given consideration for inclusion within a final plan document in the following context:

- Anticipate a 5 year plan period starting in 2008
- Plan elements are creative yet economically feasible
- Based upon an annual corridor funding request of \$125,000
- Opportunities to partner for resources are encouraged
- Some elements may only be conceptual at this early stage
- Some cost projections are preliminary

The following plan elements were selected for preliminary inclusion within the plan and presentation to the public in a series of outreach meetings. The selected plan elements were as follows (with locations in parenthesis):

- DECORATIVE LIGHTING (31st Street – Logan Street)
- LIGHT POLE BANNERS (Ironwood Drive – Logan Street)
- TRASH RECEPTACLES (Selected Locations)
- BUS SHELTERS (Selected Locations)
- POCKET PARK (30th Street Intersection)
- ISLAND / MEDIAN ENHANCEMENTS (Ironwood Drive to CN RR Bridge)
- GATEWAY SIGNS (East and West ends of Avenue)
- MAST ARM (STREET NAME) SIGNS (Signalized Intersections)
- DURA THERM ® CROSSWALKS (Signalized Intersections)
- STAMPED AND COLORED CONCRETE CROSSWALKS (31st – Logan Streets)



**Figure 3: Proposed Plan Elements prior to public input and stakeholder opinion**

### **Guiding Principals and Factors**

As noted earlier, this most recent plan update is an outgrowth of the continued Mishawaka Avenue Streetscape Beautification Plan Update process and it intends to operate under the guidelines developed in the original plan. As a reminder, the original plan established the two priority goals of (1) increased accessibility for the physically challenged and (2) creating a pedestrian friendly / attractive streetscape along Mishawaka Avenue. With the support of the Committee, this update also follows the framework of the guiding principles and factors that governed the original plan process. These factors and principals are as follows:



**Photo 4: Colonial Gardens (2900) Block – An example of well-maintained, connected commercial units**

### ***Guiding Principles***

- Promote the Avenue as a nice place to start a small business
- Create a safe, convenient, and attractive environment for the pedestrian
- Listen to the desires of existing property owners and business operators
- Build on the existing physical assets, such as well maintained commercial units
- Provide visual clues to drivers (and pedestrians) that they have entered a special place
- Help retain existing businesses by improving the physical environment around them

### ***Guiding Factors***

- The availability of public right-of-way
- Key intersections and high visibility
- The existence of long rows of connected commercial units
- The cost of improvements
- Implementation Feasibility within plan term
- Consistency with the goals, objectives, and policies of City Plan: a 20 year comprehensive approved by Common Council in 2006 and intended as a guide for city development practices



**Figure 4: City Plan - The City of South Bend's first comprehensive plan since 1961.**

## **PUBLIC INPUT**

### **Outreach Presentations**

On three occasions the Mishawaka Avenue Improvement Committee hosted public presentations within the River Park Community in an effort to share the proposed plan elements. These meetings were held on the following dates (with the targeted audience in parentheses):

- September 27, 2007 (River Park Community)
- November 1, 2008 (River Park Neighborhood Association)
- November 21, 2008 (River Park Business Association)

Following each of these presentations, attendees were asked to provide feedback with a survey response form, which included a request to list their top three proposed plan elements. The committee and staff then determined a range of preliminary priorities partially based upon the feedback results. These priorities and voting results are represented in the table listed below:

**Table 3: Public Feedback and Preliminary Priorities for Plan Elements**

<b>Proposed Plan Element</b>	<b>Proposed Location</b>	<b>% of Total Votes Cast</b>	<b>Preliminary MAIC Priority</b>
Decorative Lighting	31 <sup>st</sup> to Logan Streets (North and South Blocks)	60	High
Light Pole Banners	Ironwood Drive to Logan Street (North and South Blocks)	45	High
Bus Shelters	Selected Locations	40	High
Trash Receptacles	Selected Locations	25	High
Gateway Signs	CN Railroad Bridge and Logan Street Intersection	35	Medium
Mast Arm (Street Name) Signs	Twyckenham Drive to Logan Street – Signalized Intersections	15	Medium
Enhanced / Landscaped Medians	31 <sup>st</sup> to Logan Streets - Intersections	5	Medium
Pocket Park	30 <sup>th</sup> Street Intersection (Southeast corner)	5	Medium
Stamped and Colored Crosswalks	31 <sup>st</sup> to Logan Streets – Intersections	45	Low
Dura Therm ® Crosswalks	Twyckenham Drive to Logan Street – Signalized Intersections	5	Low

**Stakeholder Interviews**

Armed with public input, the committee and staff moved ahead towards a second set of meetings, this time with individuals representing groups, organizations, and entities who could provide their expertise and/or had a stake in the successful implementation of certain proposed plan elements. These individuals were considered “stakeholders” in the process. By serving as an additional filter in the planning process, stakeholders would lend to determining the feasibility of carrying out these elements within the context of a five year plan. Furthermore, the input from stakeholders was used to gauge their support of the process and their willingness to provide the crucial follow-up for some elements that would ensure long term viability and success. Please see the table below for details on the stakeholder meeting and topic schedule.

**Table 4: Stakeholder Meeting Schedule and Participants**

<b>Meeting Topic</b>	<b>Meeting Attendees / Title</b>	<b>Organization Represented</b>	<b>Meeting Date</b>
Bus Shelters	William “Rick” Brown – General Manager Carl Littrell – City Engineer	TRANSPO City of South Bend Public Works	January 22, 2008
Pocket Park	Betsy Harriman – Director of Administrative Services Matthew Moyer – Special Projects Manager Carl Littrell – City Engineer	South Bend Parks and Recreation South Bend Parks and Recreation City of South Bend Public Works	January 29, 2008
Enhanced / Landscaped Medians	Betsy Harriman – Director of Administrative Services Matthew Moyer – Special Projects Manager Carl Littrell – City Engineer William O’Donnell – Vice Chancellor Karen White – Academic Affairs Pete Kaminski – Manager	South Bend Parks and Recreation South Bend Parks and Recreation City of South Bend Public Works Indiana University South Bend Indiana University South Bend South Bend Bureau of Streets	January 29, 2008
Mast Arm (Street Name) Signs	Carl Littrell – City Engineer	City of South Bend Public Works	N/A*
Gateway Signs	Carl Littrell – City Engineer	City of South Bend Public Works	N/A*

\* Stakeholder input provided separately without meeting.

Prior to each stakeholder meeting, invitees were provided a list of questions / discussion points to review that pertained to the scheduled meeting topic. These questions then served as the basis for the meeting discussion. These discussions proved very helpful to the committee, as the stakeholders could speak frankly when offering their advice, with the full understanding that these items were at the preliminary or conceptual stage. Many stakeholders expressed their appreciation for being consulted early in the process.

## SITE ANALYSIS AND SELECTION

### Improvement Sectors

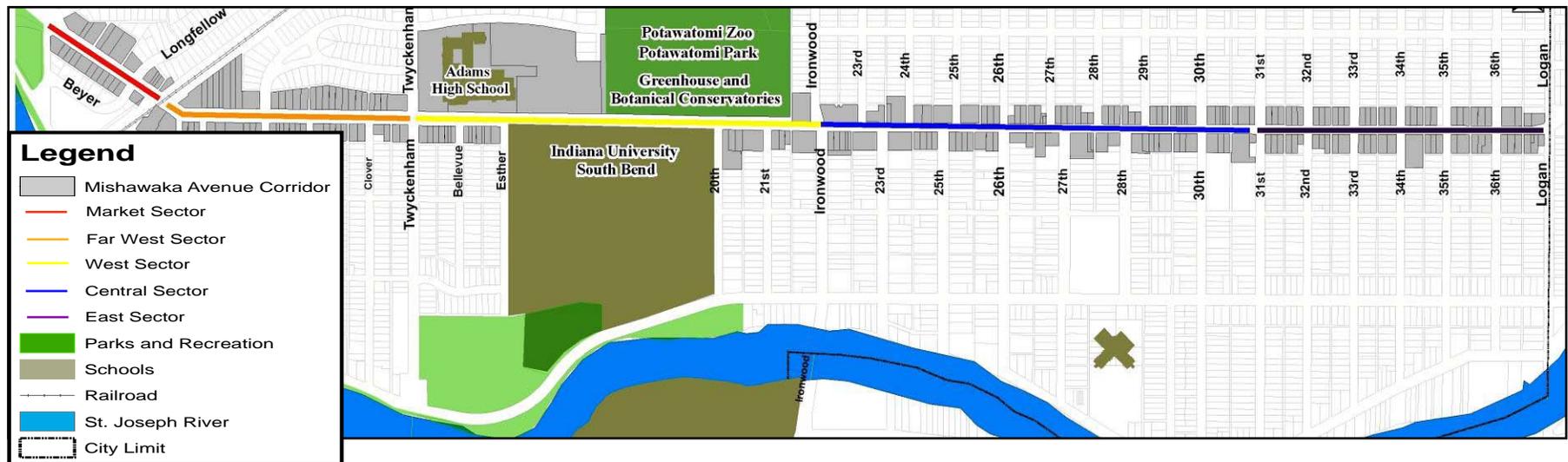
As part of the 1998 plan, Mishawaka Avenue was divided into three improvement sectors for planning purposes (also see **Map 1**). These sectors are briefly noted as:

- West Sector (Institutional/Educational/Recreational) - Twyckenham Drive to Ironwood Drive
- Central Sector (Commercial) - Ironwood Drive to 31st Street
- East Sector (Mixed Use) - 31st Street to Logan Street

For the purposes of the 2004 update and to provide appropriate coverage for the entire extent of Mishawaka Avenue, the following additional improvement sectors were defined:

- Far West Sector (Residential/Commercial) – CN Railroad Bridge to Twyckenham Drive
- Market Sector (Commercial) Eddy Street (Cooper Bridge) to CN Railroad Bridge

**Map 1: Mishawaka Avenue Improvement Sectors**



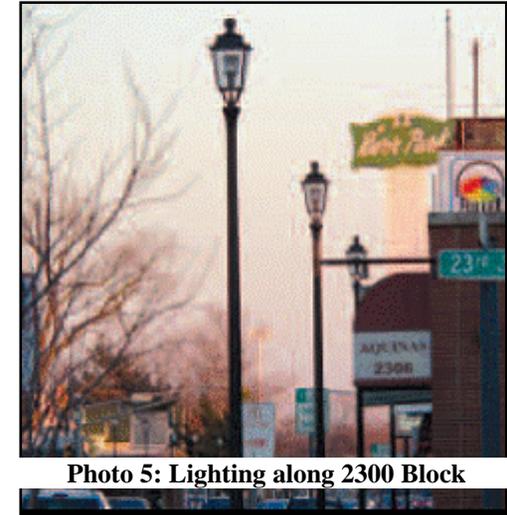


**SELECTED STREET SCAPE ELEMENTS**

## DECORATIVE LIGHTING

**Target Date – 2008 – 2009**  
**Funding Request -- \$240,000**  
**Location/Scope: 31st to Logan Streets**  
**Improvement Sector: East**

Since the decorative lighting installation initiative began in 2005, businesses, residents, and others in the River Park community have been looking forward to future phases of the project. Installation of these fluted poles and classic fixtures, combined with removal of overhead wiring has lent an immediate enhancement to Mishawaka Avenue by complimenting existing architecture, respecting setbacks, and reducing streetscape clutter. As this support for additional lighting has grown with the completion of additional phases, it was obvious to the improvement committee that it should become a priority within the plan update. Adding the lighting between 31st Street and Logan Street would serve to continue the designation and identity of the area between Ironwood Drive and 31<sup>st</sup> Street and mark the first improvements to the East Sector made possible through the plan, as all improvements to date have been east of 31<sup>st</sup> Street. The presence of the light poles in these areas also lends to the future attachment of banners and/or flags, as detailed later in the plan.



The first phase of lighting installation is projected to begin in 2008 between 31<sup>st</sup> and 34<sup>th</sup> Streets and include 27 lights. A second phase would follow in 2009 and include an additional 27 lights between 34<sup>th</sup> and Logan Streets. As with previous phases, decorative lighting installation would mean removal of existing Indiana Michigan (AEP) poles on the South side and new pole installation on the North side with specific pole location to be determined by spacing as deemed necessary for proper lighting coverage. It's expected that the availability of right of way should be sufficient for installation in this mixture of connected commercial units and residences. Pole bases will be installed either at the curb or behind the sidewalk, as determined by the accommodations available on each block. Per past installation practice, the pole base locations may vary from block to block but would remain consistent within a particular block.

The two-year cost of decorative light installation is estimated at \$240,000. The River Park Business Association has requested the entire amount through 2008 Commercial Corridor Program Funds, but it is expected that only a portion will be awarded due to the competitive nature of the funding process. As of April 2008, the RPBA is still awaiting the commercial corridor decision and funding award. The more realistic scenario is that only Phase I funding will be available in 2008 and Phase II funding will be requested through the 2009 corridor funding process.

## **TRASH RECEPTACLES**

**Target Date – 2008 – 2009**  
**Funding Request -- \$10,000**  
**Location/Scope: 4-5 Receptacles**  
**Improvement Sector: Selected**

As noted earlier, the development of a Trash Receptacle initiative on Mishawaka Avenue has its origins within the 2004 update. The Committee felt that strategically placed decorative receptacles would be an attractive and practical solution to the public demand for increased avenue cleanliness. The Committee proposed the solution of consulting a few business and/or property owners to take part in a pilot program before the full scale implementation of these receptacles should take place. However, due to a lower assigned priority within the 2004 plan update and the increased costs necessary to carry out decorative lighting and enhanced crosswalk construction, the receptacles have yet to be installed. The committee agreed that it made sense to revisit this initiative through the current plan process began the trash receptacle discussion by starting with the question of maintenance, particularly when this responsibility is placed in the hands of adjacent property owners. It was reasoned that without proper and regular maintenance, the image of the initiative could be compromised and perhaps overshadowed by bad publicity. With dependable maintenance at the forefront, but additional consideration given to available right of way; proximity to other streetscape elements; and business needs, the following two Mishawaka Avenue locations were selected for trash receptacle installation in the 2008 pilot program (with the designated responsible party in parentheses):

**NE Corner of 30<sup>th</sup> Street (Avenue Automotive Service)**  
**SW Corner of 27<sup>th</sup> Street (Burton’s Laundry)**  
**Additional 2008 and 2009 locations to be determined**

Although it’s been determined that the adjacent property owner will handle service to these receptacles during the pilot year, the committee continues to explore the option of creating a sponsorship program that would identify the responsible party via a plaque or sign attached to each receptacle. The other long term solution includes transferring remains maintenance to a third party contractor. Installation of additional receptacles in 2009 and the future solution to maintenance will be largely determined by the success of the pilot program. The selected trash receptacle model is the Tivoli ® Litter Receptacle manufactured by the California based Forms and Surfaces, Inc. This is the identical model to what has been used in the downtown area implemented through the initiative of Downtown South Bend (DTSB). The Tivoli ® model contains the following features: rustproof solid cast aluminum; a hinged side door for easy liner access; stainless steel hinges, pins and latch; advanced two-coat metal finishing system using TGIC polyester powder; domed lid and; fire-rated polyethylene liner. When installation and shipping costs are included, the cost of each receptacle is estimated at \$2,000 - \$2,500. It’s expected that the \$5,000.00 cost to implement the pilot year would be funded through 2008 Commercial Corridor Funding. It’s preferred that the installation take place through the contractor selected to complete the decorative lighting installation.



**Photo 7: Tivoli ® Receptacle Design in the Downtown**

## BUS SHELTERS

**Target Date – 2010**  
**Funding Request -- \$25,000**  
**Location/Scope: 2 Shelters**  
**Improvement Sector: Central**

Truth be told, the presence of bus shelters in the City of South Bend, let alone Mishawaka Avenue is extremely limited. Nevertheless, the Avenue is already home to one of these citywide shelters, located to the

North of IUSB campus and adjacent to the former Greenlawn Intersection (**Photo 8**). The reasons for such a low population of shelters are somewhat speculative, including: route efficiency, low rider ship, and reticence by property owners to assume maintenance responsibilities. Nevertheless, the committee felt that by partnering with TRANSPO to determine locations and solicit funding, locating shelters on the Avenue would provide options for existing mass transit users, while potentially encouraging new rider ship buy offering a safe, weather-resistant location. Adding shelters to Mishawaka Avenue also provided the opportunity to showcase Mishawaka Avenue as a pioneer in this field and encourage other areas in the City of South Bend to follow it's lead.



**Photo 8: Existing Bus Shelter North of IUSB**

TRANSPO routes operate on a non-designated stop system, where riders may be picked up anywhere along a designated route by “flagging down” a passing bus. This route system theoretically allows all potential riders to be located no more than 2 blocks from a bus route and/or stop. By working with TRANSPO to determine those blocks along Mishawaka Avenue with highest rider ship within Route 9 (**Map 2**) potential locations were first selected strategically to meet existing demands. The addition of shelters would not be purely functional. They could also be used to further compliment the identity of the avenue though place making. There are several design and color options that could serve to compliment the existing lights, benches, and bike racks. It's anticipated the capacity of the shelter would need to be no more than 3-4 persons and/or access for a single wheelchair.

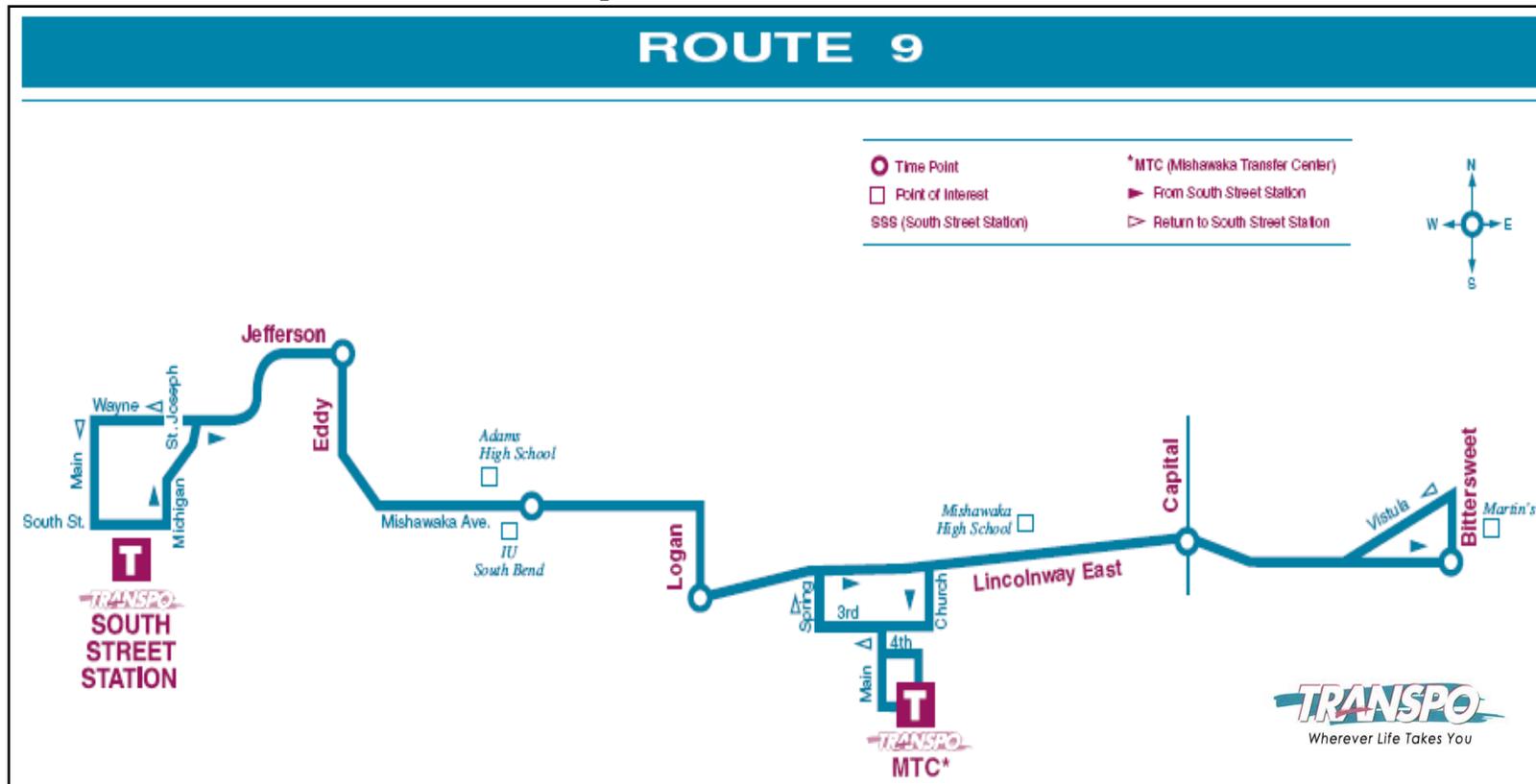


**Photo 9: Northeast corner of 30th Street - proposed location for new bus shelter**

Once again, maintenance was the key question to be answered when the committee began bus shelter discussions. These shelters would take on a high profile given their size and stature. During stakeholder discussions, TRANSPO acknowledged vandalism could not be ignored and conveyed the challenge and costs involved to combat the issue. TRANSPO also admitted that Plexiglas panel damage was the most prevalent problem in their shelters. Research

proved that vandal resistant materials have been used with some success in certain cities but to date this was an exception. The committee agreed that eliminating vandalism was not realistic, but through location, design, and materials, opportunities for vandalism could be minimized. Some maintenance, such as snow removal, could be assigned to the adjacent property owner not unlike the maintenance arrangement determined for trash receptacles. However, for some items such as repairs, painting, and part replacement, private maintenance is not the fair or appropriate solution for property owners. Moreover, maintenance costs have not historically been funded through the commercial corridor program. As a result, the committee is continuing to pursue alternate sources of funding to meet these anticipated costs in advance of the shelter installation. The committee ultimately decided to locate two shelters on Mishawaka Avenue, beginning in 2010. The projected locations for installation include the northeast corner of 30<sup>th</sup> Street (**Photo 9**) and southwest corner of 27<sup>th</sup> Street. The selected design has not yet been finalized but the use of vandal resistant materials will be a high priority. The cost of each shelter is anticipated to be \$5,000 - \$10,000. TRANSPO has offered opportunity to fund up to 80% of shelter purchase and installation costs through their federal funding application process.

**Map 2 : TRANSPO Bus Route 9**



## LIGHT POLE BANNERS

**Target Date – 2010**  
**Funding Request -- \$50,000**  
**Location/Scope: Ironwood – Logan**  
**Improvement Sector: Central & East**

The installation of banners and/or flags on decorative light poles along the Avenue was another initiative that has its origins within the 2004 plan update. The height of the poles was in part decided with the intent of installing banners and/or flags in the future. The history of banners on Mishawaka Avenue to date has produced mixed results. While past banners did serve to establish the identity of the corridor and River Park neighborhood, problems ranging from installation methods, and limited maintenance; to durability, and weather resistance often hampered this positive image. Armed with the successes and failures of past

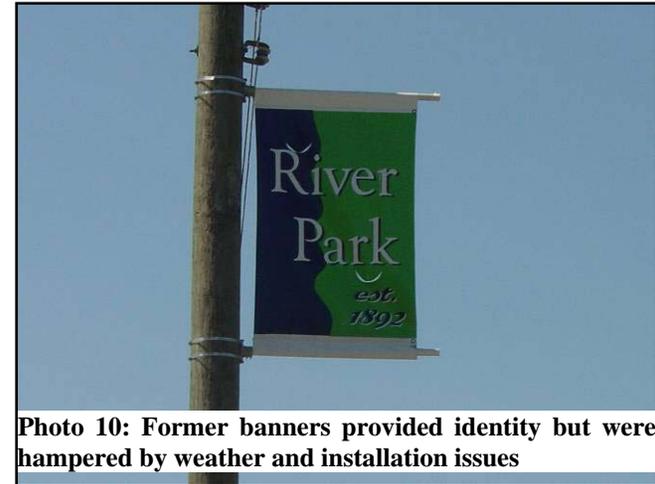
results, the committee agreed that it was important to design a banner that is equally visible and functional, all while requiring limited maintenance.



**Photo 11: Pole heights were selected to facilitate banner attachments**

The committee agreed that the banner size and design should ultimately be appropriate for the height of the pole, so that the risk of theft or vandalism can be lessened. Banner hardware would be scrutinized so it does not clash with the color, style, or design of the light posts and exhibits the necessary durability to withstand weather conditions. One of the principal problems with earlier banners and their hardware was a lack of wind resistance, causing higher winds to place stress on the hardware framework resulting in a loss of tension and loosening of banners. This situation often served as a detractor as banners and hardware were often left detached or missing. As the banners would be smaller in size and located closer to the ground, problems with wind resistance should be lessened but the committee will explore the use of hardware that would allow for flexibility in high wind conditions. The committee will also give consideration to hardware appropriate for the display of flags.

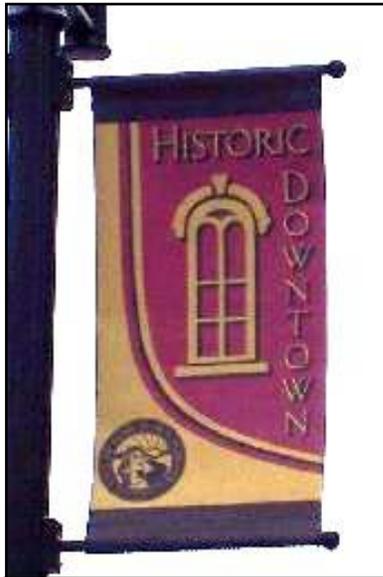
In an opportunity to achieve a larger community buy in to the project, the committee has proposed that banner designs be determined via a student contest, perhaps through Adams High School or IUSB. The committee has decided that these designs would serve as the principal design on the banner, to be accompanied by both a neighborhood/corridor logo and potentially an advertising sponsorship. The design concept may be consistent with a decided upon theme or could be part of



**Photo 10: Former banners provided identity but were hampered by weather and installation issues**

a rotation, perhaps on a seasonal (holiday) or event (River Park Days) basis. Some local banner examples were considered as models (**Photos 12 and 13**).

The issue of maintenance is once again significant and unfortunately there is no opportunity for property owners to participate. The banner installation and maintenance would need to be handled through a qualified contractor. As noted earlier, an opportunity may exist to provide advertising space for local businesses on the banners, thus providing a revenue stream that could cover costs. The committee has decided that these banners would be installed on existing poles and future poles between Ironwood Drive and Logan Street. Consideration will be given to both banner location strategies (all poles vs. every other pole) and duration (year round vs. seasonal installation). Installation is projected to begin in 2010, following a final selection of banner and banner hardware design. The funding request is estimated at \$50,000 based upon a cost of \$400 - \$500 dollars per banner. This cost is anticipated to include banners, hardware, shipping and first time installation costs. Future installation costs may not be available through commercial corridor funds.



**Photo 12: Downtown Mishawaka Banners**



**Photo 13: Bethel College Banners on Hickory Street**



**Photo 14: Conceptual banner design and appearance**

## MAST ARM (STREET NAME) SIGNS

**Target Date – 2010**  
**Funding Request -- \$25,000**  
**Location/Scope: Twyckenham,  
Ironwood, 26th, & 30th Street Intersect.**  
**Improvement Sector: West / Cent. / East**

Through a recently launched initiative of the River Park Neighborhood Association, a hierarchy of identity and gateway signage is planned for the River Park Neighborhood. This hierarchy

is expected to range between street sign toppers targeted for installation at several intersections throughout the neighborhood and two gateway signs (to be detailed later in this documents) defining the Eastern and Western ends of Mishawaka Avenue. Each sign is to include a logo already developed by the RPNA for inclusion on the street sign toppers (**Figure 5**). Through use of this same logo on all signs, this presents an opportunity for branding the corridor and neighborhood lending to a heightened sense of identity for neighbors, businesses, and visitors. Installation of the street sign toppers is expected to begin later this year.



Figure 5: RPNA Selected Logo Design

For those signalized intersections along Mishawaka Avenue, the RPNA has proposed that a distinctive identity sign be designed for attachment to the signal mast arm. This Mishawaka Avenue Improvement Committee has decided that these mast arm signs will incorporate the logo used and street name displayed upon a distinct color. The distinctiveness of the sign could be enhanced further through use of the new LED Edge-Lit ® illuminating sign technology, which would also serve to improve nighttime beautification, driver safety, and way finding. It is possible that this sign design concept could be shared amongst the other 5 commercial corridors and downtown to



Figure 6: Proposed Identity Sign concept for Traffic Signal Mast Arms



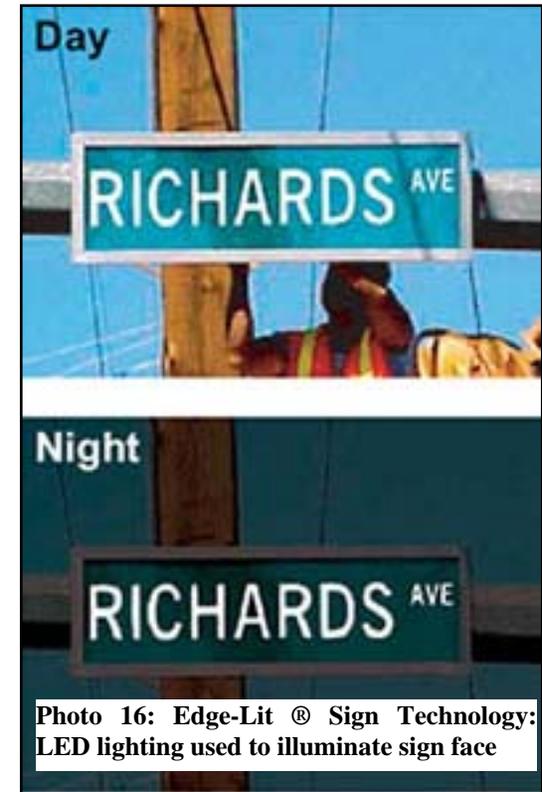
**Photo 15: Mast Arm Street Name Identity Sign Concept at 26<sup>th</sup> Street Intersection - Before (top) and After (bottom)**



serve as a city wide identification strategy. It's expected that discussions will take place with other corridor and city representatives to further discuss incorporation of these concepts and technologies as the implementation date draws closer.

The challenges of implementing these signs will include meeting the State of Indiana Manual on Uniform Traffic Control Devices (MUCTD), which amongst other things governs the size and weight of signage attached to signal mast arms. An example of these past restrictions limiting identity signage is the size of the existing "Welcome to River Park / Thank you for visiting River Park" signs. It will be necessary to work closely with the Department of Public Works to develop creative workarounds and ensure a successful result.

The committee has projected that sign installation begin in 2010 at all signalized intersections along the Avenue including Twyckenham Drive, Ironwood Drive, 26th Street, 30th Street and Logan Street. A total of 20 signs would be installed in total – 4 at each intersection. Sign costs are expected to cost \$200 each including design, materials, assembly and installation, with edge-lit LED signs estimated at about \$1,000.00 each. The resulting commercial corridor funding request in 2010 would be \$25,000.



**Photo 16: Edge-Lit ® Sign Technology: LED lighting used to illuminate sign face**

## ISLAND / MEDIAN ENHANCEMENTS

**Target Date – 2011-2012**  
**Funding Request -- \$220,000**  
**Location/Scope: 9 medians between Ironwood & RR Bridge Intersections**  
**Improvement Sector: West & Far West**

Island / median enhancements were also included as part of the 2004 update plan but remain incomplete to date.

As noted earlier, the committee felt that the favorable reaction to the decorative lighting gave credence to postponing work on the median enhancements to the next plan update process. The 2007 update would then be used to decide whether the proposed median enhancements would still be considered or postponed to a future update within the beautification process. The targeted area includes nine existing medians of varying sizes and conditions between Ironwood Drive and the Canadian National Railroad Bridge.

At one time, the medians did include trees and plants; complete with



**Photo 18: Existing median between Twyckenham Dr. and CN RR Bridge**



**Photo 17: Existing median between Ironwood Dr. and Twyckenham Dr.**

an irrigation system but over time the plantings disappeared and infrastructure declined. The current medians are extremely underutilized, some nothing more than a flat strip of lawn without curbs or plantings. The committee's proposed improvement would essentially include a rebuilding of the median more or less within the existing footprint but there is a potential to add new medians on the western end, near the CN railroad bridge. The curb would be reconstructed so it met the City of South Bend standard exposure above the road surface. However, in lieu of replacing the previous sprinkler system, native plantings would be used. The committee agreed that keeping inline with the global "go green" initiative, using native planting and negating the need for a sprinkling system not only would cut costs but reduce the burden on the local ecosystem.

The question of regular maintenance is once again a priority issue

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*Mishawaka Avenue Streetscape Beautification Plan – 2007/2008 Update*

in order to ensure long term viability. These green spaces have been historically maintained by the City of South Bend Parks and Recreation Department. As these spaces are nothing more than strips of lawn, a mowing crew has been sufficient to provide this maintenance. With the addition of new plants and infrastructure, consideration must be given to an alternate source of maintenance in the likely event that Parks and Recreation does not have sufficient resources available. Extra effort should be made to reach out the adjacent landowners, such as IUSB and John Adams High School in order to ensure their buy in to this project. Utilizing input from other stakeholders, including the Botanical Society of South Bend would be considered essential to the planning process. Securing these and other partners to share the maintenance burden not only compliments this highly visible beautification project but it builds relationships between adjacent property owners by having them share a common goal, the beautification of Mishawaka Avenue.

These proposed median improvements would effectively compliment other Avenue assets. These would include:

- Serving as an effective link between areas of adjacent green space (IUSB, Adams High School, & Greenhouse / Conservatories)

- Accentuating the presence of the Mishawaka Avenue bike lanes
- Separating opposing traffic lanes and lend to traffic calming through a perceived narrowing of traffic lanes.

- Create safe passages for pedestrians crossing the street by providing safe crossing facilities and/or forcing crossing designated areas

The committee has projected that island enhancements begin in 2011 between Ironwood Drive and Twyckenham Drive, and continue in 2012 between Twyckenham Drive and the CN Railroad bridge. The resulting commercial corridor funding request in 2011 would be \$100,000. In 2012 it's anticipated that this request would be \$120,000.



**Photo 19: Median / Island Enhancements would serve to compliment existing bike lanes**



**Photo 20: Landscaped Medians provide considerable enhancement and would complete the "boulevard" feel on the Avenue**

## GATEWAY SIGNS

**Target Date – 2011-2012**  
**Funding Request -- \$30,000**  
**Location/Scope: CN RR Bridge and 36<sup>th</sup> St Intersection**  
**Improvement Sector: Market and East**

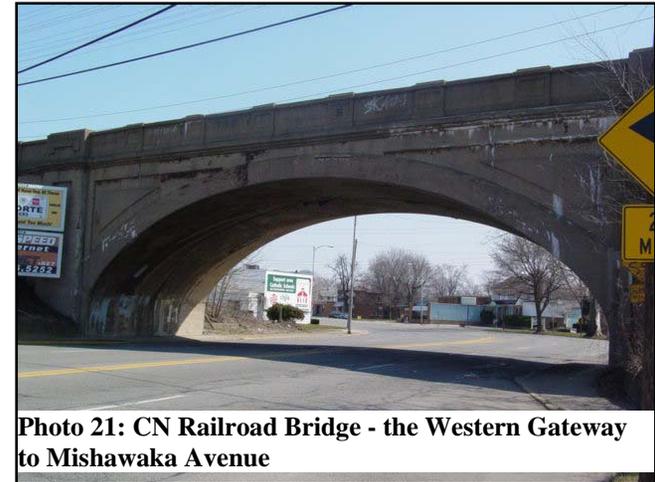
As these gateway signs are anticipated to represent the cornerstone and long lasting final piece of the aforementioned identity signage initiative, it's also fitting that they serve as the closing of the current update to the Mishawaka Streetscape Beautification Plan. These signs need to serve as physical and psychological reminders to all traveling the Mishawaka Avenue Corridor that they have entered into a unique place. As defined earlier in the plan, the thematic nature of the identity signage initiative means that the sign would include the thematic logo shared by all signs established in the initiative.

It's envisioned by the committee that these signs will be significant in size and in the use of high quality materials in order to capture attention and ensure their long life. Similar results have been achieved by other commercial corridors, including Miami St and S. Michigan St. In terms of size and materials, the Miami Street Corridor signs is seen as a effective model for future gateway signage on the Avenue (**Photo 22**). These signs were installed at the Northern and Southern ends of Miami St within the last decade to help establish the boundaries of the Miami Village Area. It's expected that these signs will require collaboration between many stakeholders within the River Park Neighborhood and Mishawaka Avenue business community. As to allow for appropriate public input, it's also appropriate that design and development be achieved through the use of professional consulting services.



**Photo 22: Miami Village Gateway Sign - seen as a model for future gateway signs on Mishawaka Avenue**

As these gateway signs are anticipated to represent the cornerstone and long lasting final piece of the aforementioned identity signage initiative, it's also fitting that they serve as the closing of the



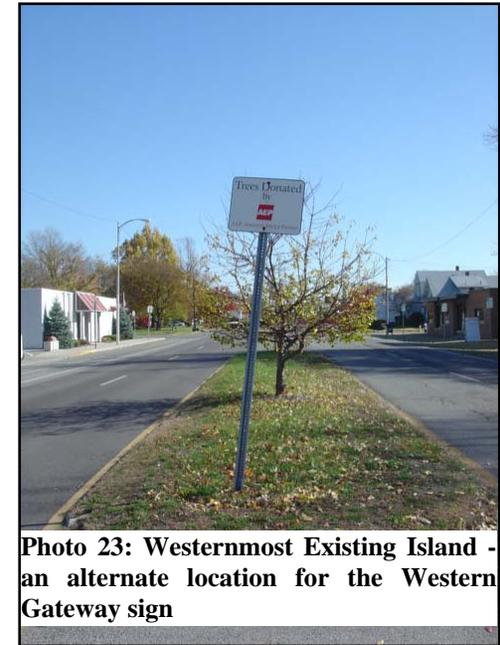
**Photo 21: CN Railroad Bridge - the Western Gateway to Mishawaka Avenue**

The largest anticipated challenge with the proposed gateway sign locations is the availability of either sufficient space or land at or immediately adjacent to the true endpoints of the corridor. At the Eastern end, the Logan Street intersection possesses the challenge of sufficient right of way to install more than a pole base sign (**Photo 24**). Anything larger (i.e. monument sign) would require either an easement or property acquisition, either or both of these options could prove time consuming and costly. The solution may be to locate the sign to the West, either at or adjacent to the 36<sup>th</sup> Street intersection, an area where right of way is more plentiful, damage from vehicular traffic is less likely, and finally signage and other clutter is less prevalent (**Photo 25**). At the Western end, use of the CN Railroad bridge also poses significant challenges as permissions would need to be obtained from the railroad company. In

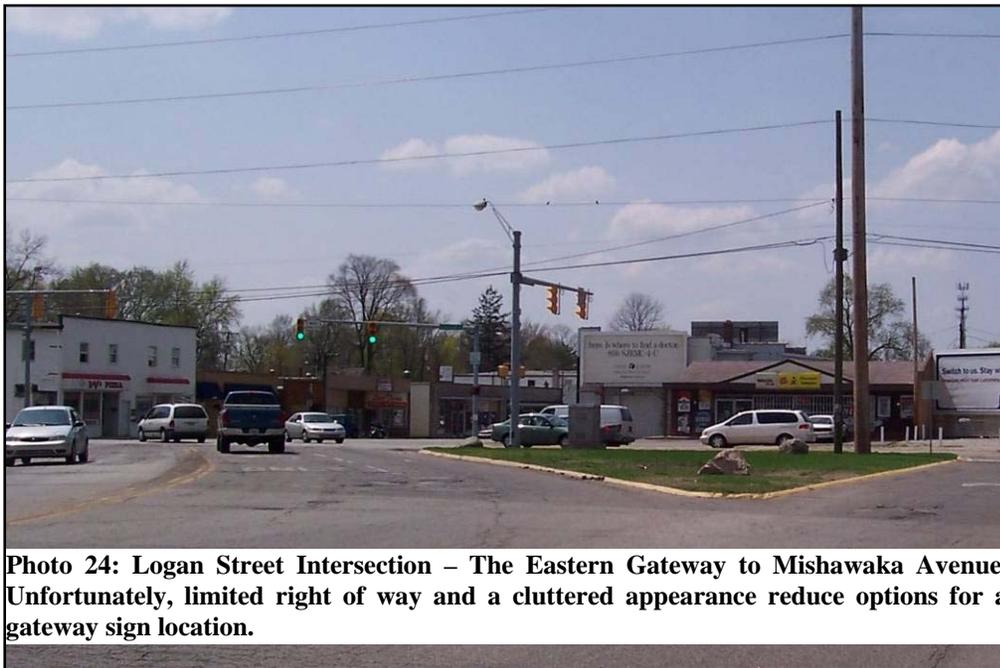
*Mishawaka Avenue Streetscape Beautification Plan – 2007/2008 Update*

preliminary conversations with the CN Railroad, they have ruled out the possibility of attaching signage to the bridge structure but may be amicable to locating signage within their property adjacent to the bridge (**Photo 21**). Significant additional conversations with the railroad will be necessary to determine if the bridge site can be finalized. In the event the railroad site does not prove feasible, the westernmost Mishawaka Avenue Island could serve as an effective alternate site for the Western gateway sign (**Photo 23**). City of South Bend property ownership, a high visibility location, and the ability to control sign design and setting through development of the island infrastructure are all advantages associated with this location.

The committee has proposed that completion of these gateway signs take place in 2011 and 2012, with the first year dedicated towards the design and input process and the second towards construction. The resulting commercial corridor funding request in 2011 would be \$5,000 for design. In 2012 this request would be \$25,000 for construction.



**Photo 23: Westernmost Existing Island - an alternate location for the Western Gateway sign**



**Photo 24: Logan Street Intersection – The Eastern Gateway to Mishawaka Avenue. Unfortunately, limited right of way and a cluttered appearance reduce options for a gateway sign location.**



**Photo 25: Westernmost Existing Island - an alternate location for the Eastern Gateway sign location.**

## PROJECT PHASES AND PROJECTED COSTS

Please see the table below for a summary of the project phases and projected costs detailed above.

**Table 5 : Summary of Project Phases and Projected Costs**

<b>Implementation Phase</b>	<b>Plan Element</b>	<b>Location (See Map for Details)</b>	<b>Projected Completion Year</b>	<b>Estimated (Construction) Costs</b>	<b>Annual Long Term Maintenance Costs *</b>
Phase I	Decorative Lighting	31 <sup>st</sup> to 34 <sup>th</sup> Streets	2008	\$120,000	\$0
	Trash Receptacles	Selected	2008	\$5,000	\$500
Phase II	Decorative Lighting	34 <sup>th</sup> to Logan Streets	2009	\$120,000	\$0
	Trash Receptacles	Selected	2009	\$5,000	\$500
Phase III	Bus Shelters	Selected	2010	\$25,000	\$5,000
	Banners	Ironwood Dr. to Logan St.	2010	\$50,000	\$1,000
	Mast Arm (Street Name) Signs	Signalized Intersections	2010	\$25,000	\$1,000
Phase IV	Island / Median Enhancement	Ironwood Dr. to Twyckenham	2011	\$120,000	\$1,000
	Gateway Signs (Design)	CN Railroad and 36 <sup>th</sup> St	2011	\$5,000	\$0
Phase V	Island / Median Enhancement	CN Railroad to Twyckenham	2012	\$100,000	\$1,000
	Gateway Signs (Construction)	CN Railroad and 36 <sup>th</sup> St	2012	\$25,000	\$0
<b>Phase I - V</b>			<b>2008 - 2012</b>	<b>\$600,000</b>	<b>\$10,000</b>

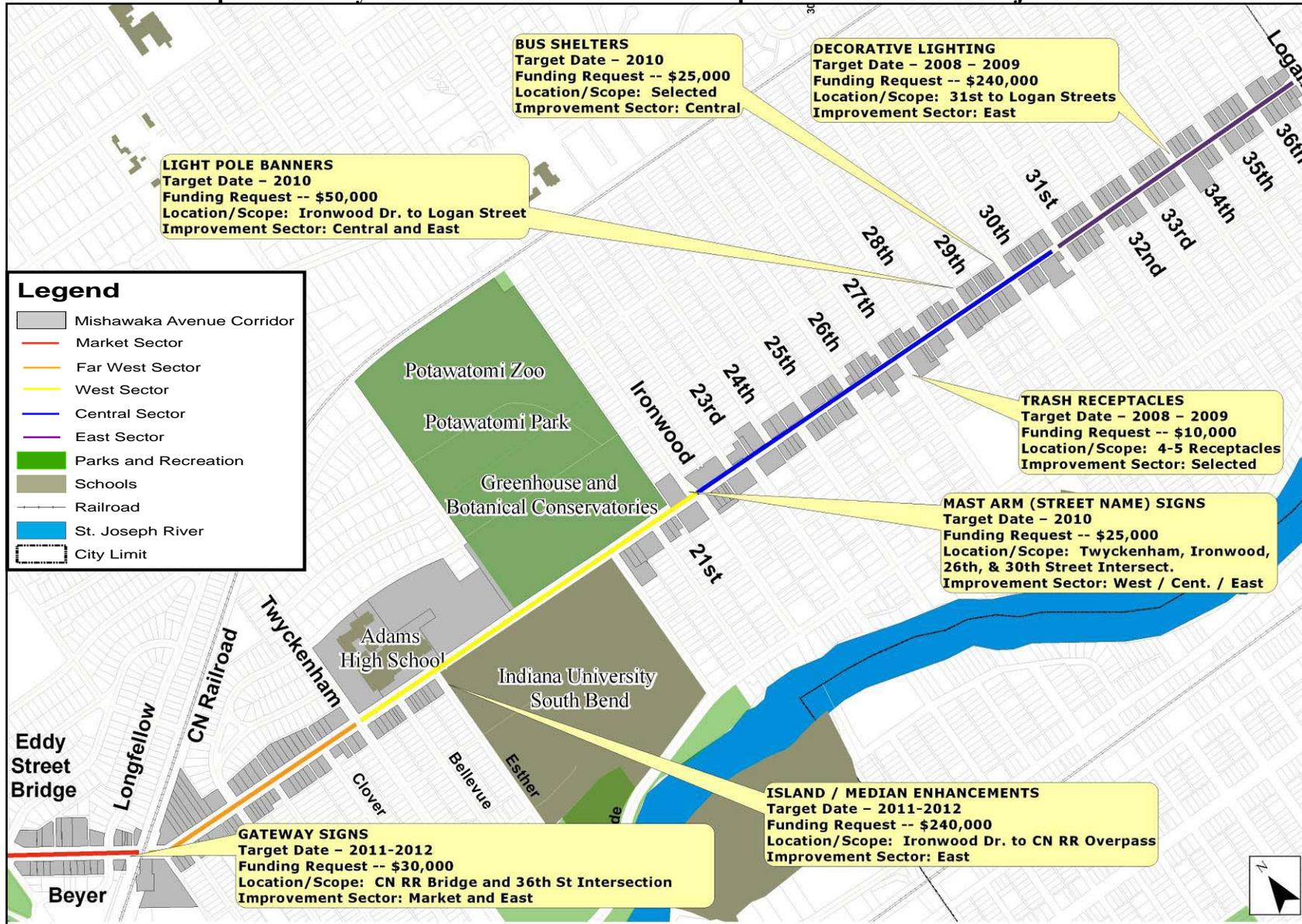
\* See description below

### Long Term Maintenance Costs

As noted earlier in this plan, many of the planned and/or proposed plan elements will require regular long term maintenance costs. Maintenance items would range from emptying of trash receptacles; snow removal at bus shelters; and island/median plantings. These costs are necessary both to ensure long term viability and to minimize the scenario where diminished appearances due to neglect and/or vandalism would attract negative attitudes preventing these elements from reaching their fullest potential.

As also noted earlier in this plan, utilizing commercial corridor program funding to meet these maintenance costs may not be a viable option. While some of these elements (trash receptacles and bus shelters) will be strategically located through pilot programs to ensure maintenance and save costs, others (enhanced/landscaped medians and Gateway signs) due to their scope and impact will require a more structured approach. The committee believes that the River Park Business and River Park Neighborhood Associations should be the larger entities charged with developing and/or participating in these crucial maintenance solutions.

Map 3: Summary of 2007/2008 Mishawaka Streetscape Beautification Plan Project Phases



## **SUMMARY AND CONCLUSIONS**

About 9 months ago, when the Mishawaka Avenue Improvement Committee and staff set out on a planning process that resulted in this plan update, they knew the importance of recognizing the emergence of Mishawaka Avenue as a key commercial corridor within the City of South Bend, while maintaining its century old relationship with the River Park Neighborhood. The result is a document that expresses bold solutions new to the corridor and City of South Bend, while also including those that are respectful to the texture of the surrounding River Park neighborhood.

This latest planning process also balanced public input and stakeholder opinion in looking forward towards an improved future for the River Park Community. This optimism is fueled by one of the biggest projects to come to the Mishawaka Avenue corridor in decades – the transition of Indiana University South Bend into a residential campus, beginning with the opening of the first phase in Fall 2008. The influx of 400-500 new residents into the River Park Community brings the promise of increased vibrancy and diversity that can only be delivered by a college student population. It's far from speculation to predict these residents will bring a positive economic and cultural impact to the avenue's assets and businesses.

Ascension to the ranks of a fully fledged commercial corridor will be a tremendous boon for the Avenue in as it brings increased opportunity for resources. This success has been further complemented by a continual private and public investment that has helped improve the physical character of the Avenue and the surrounding neighborhood. Through the Mishawaka Avenue Facade Improvement Matching Grant Program, dozens of businesses have been assisted and have contributed towards making a visual impact. Despite these successes, the revitalization of Mishawaka Avenue remains a long-term proposition. Other pressing issues, including limited parking, crime, and a lack of business recruitment continue to be high priority concerns not spoken to within the plan update. These items can only be effectively addressed in the long term through a continued partnership between the River Park Business Association, River Park Neighborhood Association and City of South Bend. It also should be noted again that the availability of public commercial corridor funds is always subject to change and should be viewed accordingly.

As the central thoroughfare within the River Park Neighborhood, the "Avenue" continues to be the home of many vibrant and essential neighborhood businesses, regional assets, and local historic structures. Completing this latest update plan, would result in improvements that will making a lasting impact on the corridor for many years into the future, redefining what the "Avenue" for both long time businesses and first time visitors alike.



**Photo 26: The "Avenue" has a bright future.**

# **APPENDIX**

**Summary of Completed Phases 2000 – 2007**  
(Shown in order of completion)

## **Target Area "B"**

Location: North and South 2300 Block (Ironwood Drive – 23<sup>rd</sup> Street)

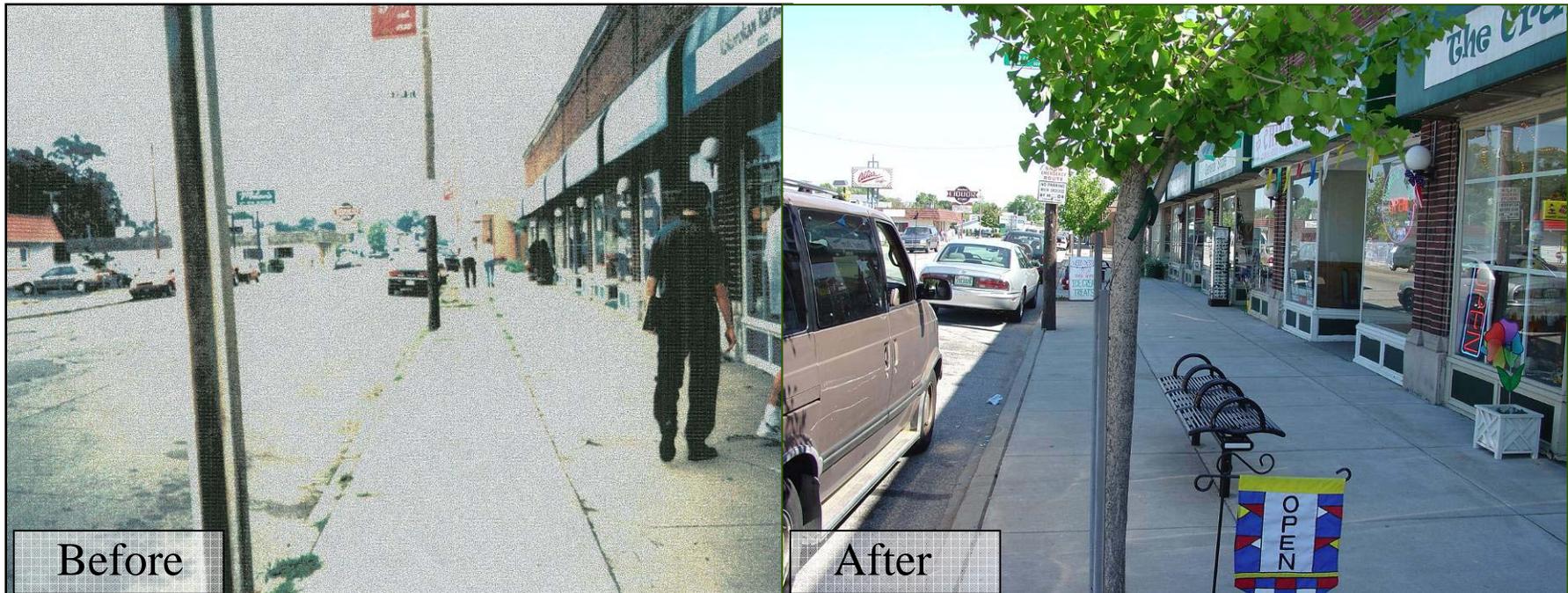
Improvement Sector: Central

Year Completed: 2000

Construction Cost: \$31,446

Scope of work:

- Curbs and Sidewalks / Handicapped Ramp / Alley Approach Replacement
- Trees and Tree Grates
- Benches and Bike Racks



## **Target Area "C"**

Location: North 2900-3000 Block  
(29th Street to 31st Street)

Improvement Sector: Central

Year Completed: 2001

Construction Cost: \$55,019

Scope of work:

- Curbs and Sidewalks / Handicapped Ramp / Alley Approach Replacement
- Trees and Tree Grates
- Benches and Bike Racks



## **Target Area "A"**

Location: South 1500 - 1600 Block (Twyckenham Drive to Esther Street)

Improvement Sector: West

Year Completed: 2002

Construction Cost: \$70,157

Scope of work:

- Curbs and Sidewalks / Handicapped ramp / Alley Approach Replacement
- Trees and Tree Grates
- Benches and Bike Racks



## **Target Area "X"**

Location: North and South 1100 - 1200 Block (Eddy St to CN RR Bridge)

Improvement Sector: Market

Year Completed: 2004

Construction Cost: \$67,889

Scope of work:

- Curbs and Sidewalks / Handicapped ramp / Alley Approach Replacement
- Trees and Tree Grates



## **Target Area "D"**

Location: North and South 2200 - 2400 Block (Ironwood Drive – 25th Street)

Improvement Sector: Central

Year Completed: 2005

Construction Cost: \$136,400

Scope of work:

- Decorative Lighting
- Stamped and Colored Concrete Crosswalks
- Handicapped Ramps and Sidewalk Repairs



## **Target Area "E"**

Location: North and South 2500 - 2800 Block (25th Street – 29th Street)

Improvement Sector: Central

Year(s) Completed: 2005 and 2007

Construction Cost: \$181,866

Scope of work:

- Decorative Lighting
- Stamped and Colored Concrete Crosswalks
- Handicapped Ramps and Sidewalk Repairs



## **Target Area "F"**

Location: North and South 2900 - 3000 Block (29th Street - 31st Street)

Improvement Sector: Central

Year(s) Completed: 2006 and 2007

Construction Cost: \$90,933

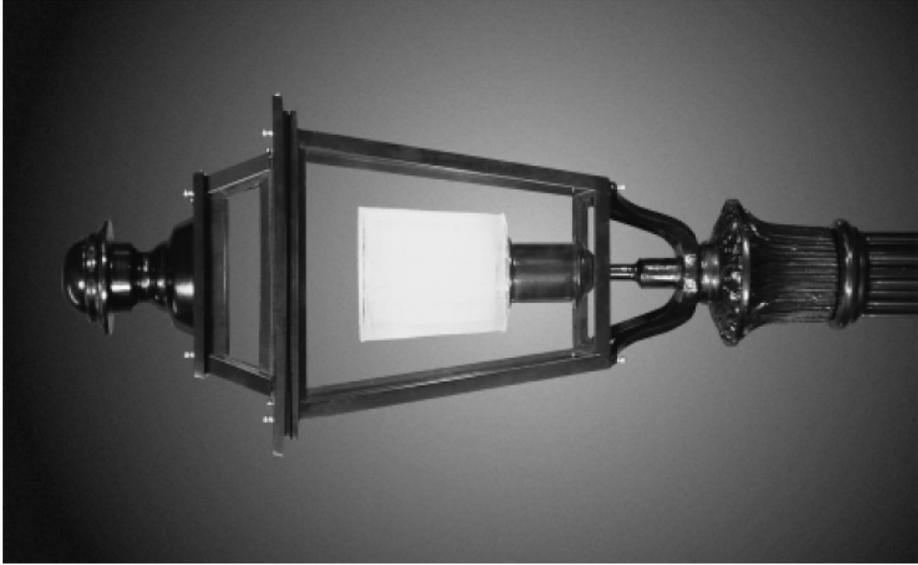
Scope of work:

- Decorative Lighting
- Stamped and Colored Concrete Crosswalks
- Handicapped Ramps and Sidewalk Repairs



# **SPECIFICATIONS AND CREDITS**

## Decorative Lighting Specifications

<p><b>SG36 Luminares</b></p>	
<p><b>SPECIFICATIONS</b></p>	<p><b>DESCRIPTION</b> The European Styled luminaire shall consist of a luminaire base with an integral socket housing, a four-sided tapered frame and roof with four lens panels each, finial and 12 decorative brass nuts. The frame shall have an open bottom and the roof shall be hinged.</p> <p><b>DIMENSIONS</b> Fixture dimensions shall be as detailed on back page.</p> <p><b>MATERIALS</b> The luminaire shall be heavy wall, copper free, cast aluminum produced from certified ASTM 356.1 ingot per ASTM B-179-95A or ASTM B26-95, formed true to the pattern with complete detail. Decorative nuts shall be brass. Lens panels shall be smooth, textured, or prismatic. Lenses are available in clear polycarbonate or clear acrylic. Internal refractors shall be borosilicate glass and reflectors shall be polished aluminum. All hardware shall be stainless steel. All exterior hardware shall be tamper resistant.</p> <p><b>INSTALLATION</b> The luminaire shall mount on a 3" O.D. x 3" tenon with six 1/4" dia. socket set screws. The socket assembly shall be furnished with a quick disconnect plug. The ballast assembly shall be remote.</p> <p><b>FINISH</b> For finish specifications and color options see "Finish" section in catalog.</p> <p><b>LIGHT SOURCE</b> Luminaires shall be furnished with an H.I.D. ballast (remote location) and socket assembly. Luminaire shall be UL listed and labeled as suitable for wet locations. Sockets shall be glazed porcelain, mogul or medium base, with a copper alloy nickel plated screw shell and center contact. Ballast shall be core and coil, high power factor, regulating type.</p> <p><b>CERTIFICATION</b> Upon request, manufacturer shall certify the use of 356.1 ingot alloy. Upon request, manufacturer shall supply UL file# and listing information.</p>
<p><b>SG36</b></p>	<p><b>ANTIQUÉ</b> <b>Street Lamps</b> 2011-B W. Rundberg Ln., Austin, TX 78758 Ph: (512) 977-8444 • Fax: (512) 977-9622</p>

L-61

# Trash Receptacle Specifications

## TIVOLI™ LITTER RECEPTACLES tech brief

page 1 of 1 Rev. 02-01-08  
toll free 800.451.0410 • www.forms-surfaces.com

Distinctive and durable, the Tivoli™ Litter Receptacle's tapered shape and fan-like form impart a light, airy feel that belies the design's incredible robustness.

Construction is solid cast Aluminum with a powdercoat finish, ensuring many years of service with no worries about rust or corrosion. Tivoli™ can be specified with or without a domed top, providing varied design and application options. Both versions feature a hinged side door for easy liner access with less strain for maintenance personnel.

Suitable for a broad range of landscape environments, Tivoli™ receptacles look great by themselves or when used in conjunction with our Copenhagen™ Bench and other Forms+Surfaces products.



Domed Top

Open Top

### Available Versions

	overall height	rim height	overall width	overall depth	base width	base depth
36 Gallon With Domed Top	51.61" (1317mm)	40.25" (1022mm)	30.00" (762mm)	22.00" (559mm)	28.38" (721mm)	20.63" (524mm)
36 Gallon with Open Top	40.25" (1022mm)	40.25" (1022mm)	29.50" (749mm)	21.75" (552mm)	28.38" (721mm)	20.63" (524mm)

### Materials

Frame with Base and Side Access Door	Solid cast Aluminum
Dome Top	Solid cast Aluminum
Hinges, Pins and Latch Assembly	Stainless Steel

### Liner.

Tivoli Receptacles use an independent and replaceable liner designed to be used with or without plastic litter bags. Liners are molded from black fire-rated polyethylene. Drain holes can be specified as an option.

### Finish and Color Options

Metal surfaces have an extremely durable TGIC polyester powdercoat finish. Powdercoat is available in a rich palette of standard colors. Custom RAL colors are also available. Textured powdercoat is generally preferred for cast Aluminum products. Please call to discuss finish and color options.



### Complementary Products

The Tivoli Receptacle was designed to coordinate with Forms+Surfaces' Copenhagen™ Bench. Please call or visit our web site for information on Copenhagen™ and the rest of our extensive collection of site furnishings and amenities.

**Installation**  
Surface mounting is recommended for all Tivoli™ Receptacles. Mounting holes are provided in the base; all required hardware is included with your order.

### Maintenance

Powdercoated surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Do not use abrasive cleaners.

### Environmental Considerations

The Tivoli™ Receptacle's Aluminum structure has a high recycled content. All components including liners are fully recyclable.



Forms+Surfaces is a member of the U.S. Green Building Council



### Net Pricing and Ordering Information

model	description	net price
SLTIV-36D	Tivoli Receptacle with domed top, 36 gallon, standard powdercoat color	\$1,844
SLTIV-36	Tivoli Receptacle with open top, 36 gallon, standard powdercoat color	\$1,593
Custom RAL powdercoat color	add \$500 per color/per order	

To order specify quantity, model, powdercoat color and liner with or without drain holes. Lead time: 6 weeks. Pricing does not include freight.

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tel 800.451.0410 fax 412.781.7840

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Photo 3 – City of South Bend  
Photo 4 – City of South Bend  
Photo 5 – Kitty Gerschoffer  
Photo 6 – Antique Street Lamps\*  
Photo 7 – City of South Bend  
Photo 8 – City of South Bend  
Photo 9 – City of South Bend

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Photo 11 – City of South Bend  
Photo 12 – Jeanne Ross  
Photo 13 – Jeanne Ross  
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Photo 16 – Western Systems \*\*  
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Map 2 – TRANSPO  
Map 3 – City of South Bend

\* Source: [http://configurator.antiquestreetlamps.com/CC\\_host/pages/custom/templates/asl/product.cfm?cc\\_nvl=\(\(CC,ASL,L,SG36\)\)](http://configurator.antiquestreetlamps.com/CC_host/pages/custom/templates/asl/product.cfm?cc_nvl=((CC,ASL,L,SG36)))  
ANTIQUÉ Street Lamps, 2011-B W. Rundberg Ln. Austin, TX 78758

\*\* [http://www.westernsystemsnetworks.com/solar\\_applications.htm](http://www.westernsystemsnetworks.com/solar_applications.htm)  
Western Systems, 909 SE Everett Mall Way, #A120, Everett, Washington, 98208