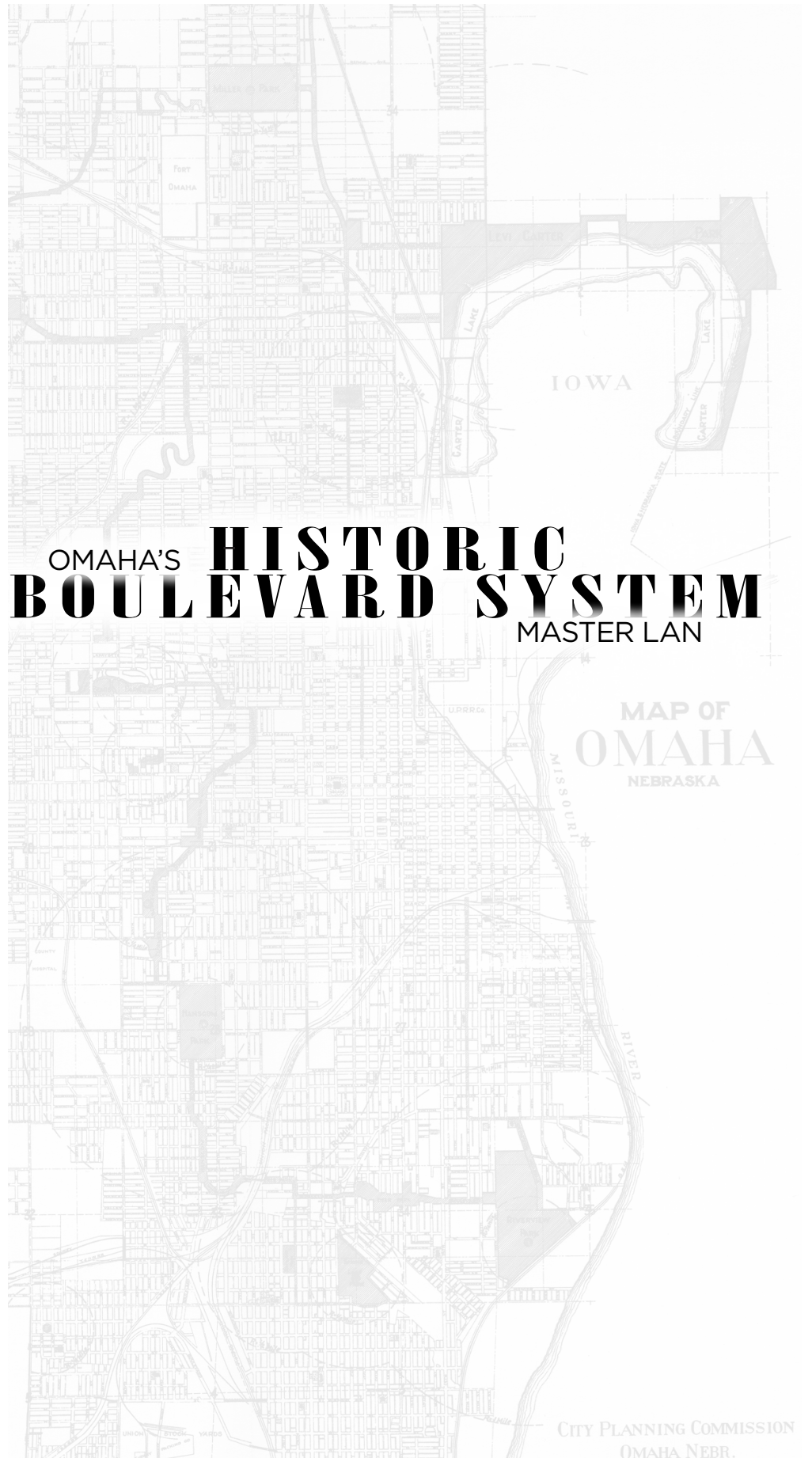




PREPARED BY



CITY OF OMAHA PARKS & RECREATION DEPARTMENT  
JANUARY 2013

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## Omaha's Historic Boulevard System Master Plan

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*“Public Parks are not merely a convenience or luxury, they are an absolute necessity to every great city. With a system of parks there must be boulevards, forming as it were a chain or belt of pleasure resorts.”*

(Art Work of Omaha, W.H. Parish Publishing Co., 1896)



Omaha- 20th & Dodge St. looking west, taken c.1892 -1912  
(Source: Omaha Public Library, 2012)

## INTRODUCTION

The following guidelines are meant to provide project managers, city staff and consultants with a design decision-making tool to ensure the preservation of, or expectations for, improvements within the historic Omaha Boulevard System. These guidelines provide a balance of historic design standards for these important roadways with today's traffic safety standards.

Public support for preservation of the system is strongly illustrated through comments received in the master planning process. Preserving historic integrity was ranked one of the highest among considerations for the system moving forward, followed by maintaining the system in terms of roadway and walk surface, curbs, tree trimming, etc.



# 1

## HISTORY OF THE OMAHA BOULEVARD SYSTEM

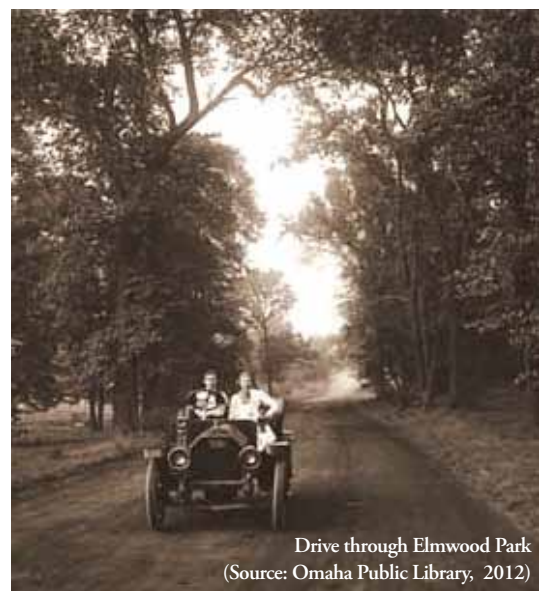
The Omaha Boulevard System Master Plan compliments the city's past efforts to catalogue, acknowledge and preserve this remarkable city-defining resource for future generations. As traffic increases and pressure on the existing system mounts from a variety of fronts it is important to remember the original aspirations for the system so its contribution to Omaha's quality of life and economic vitality is not lost.

The Boulevard System is a legacy left by the leadership of George L. Miller, president of Omaha's first Board of Park Commissioners in 1889. One of the Board's first actions was to commission H.W.S. Cleveland, visionary landscape architect of the late 1800's, to design a comprehensive, interconnected park system for the City. His interest and goals are expressed in the following quotations from his writing, *Suggestions for a system of Parks and Parkways for the City of Minneapolis*, 1883:

- » He saw purchasing land for such a system as “a wise and safe investment” that would “render a city attractive to strangers, while strengthening the local pride and affection of the inhabitants”.
- » Through establishment and maintenance of the system he saw that “the beauties of nature may be had almost without cost”.
- » His insight was notably prescient in realizing that “the bearing upon the work you have in hand is of tenfold more importance than the mere beautifying of your streets” and “this is a work for all time”.

Mr. Cleveland truly believed, and it has largely come to pass, that such a system of parks and interconnected green space would enhance and protect property values and provide access to nature and its benefits within the developing community.

Omaha is working to celebrate and build on this legacy with preservation of the Boulevard System. It is an important foundation for implementing the city's vision of becoming a more vibrant, livable and walkable city with a high quality of life. The historic system is the beginning of the city's Green Streets initiative and the backbone of a strong environmental ethic.



Drive through Elmwood Park  
(Source: Omaha Public Library, 2012)

# 2

## BOULEVARD GUIDING PRINCIPLES

The most important aspect of the Master Plan is the preparation of design guidelines which set out expectations related to future preservation of the system. In support of maintaining historic integrity as the primary driver for the guidelines, they largely reflect maintaining what “is” or replacing what “was”. The following Guiding Principles were developed with the help of citizens and city staff as a foundation for design criteria and were based on a thorough site investigation of the system as it exists today.

- 1. Preservation of existing trees is paramount.** Avoiding removal or damage is a primary objective.
- 2. Preserve existing center medians, curb radii, intersections and islands,** construct “new” traffic solutions such as turn lanes, round-a-bouts, bulb-outs, etc. only as a final measure to ensure safety of motorists and pedestrians. Consider first improvements to the network grid to solve problems rather than changes to the boulevard.
- 3. Preserve current horizontal and vertical alignment of Boulevards.**
- 4. Implement way-finding and identification throughout the system.** This is important to the preservation of the system. Create an identification package unique to the system and implement overtime. This may include streetlights and appropriate signs.
- 5. Preserve and enhance the long, linear expanse of parkway lawn** existing in most boulevard corridors. Prevent new curb cuts, parking bays in right-of-way and widening, or addition of new driveways. Maintain historic building setback.
- 6. Make use of the existing pavement width** to meet multi-modal needs.
- 7. Prevent placement of overhead power lines** within or adjacent to the R.O.W. Bury or relocate those that exist as the opportunity arises. Allow placement of infrastructure facilities below ground only.
- 8. Restore historical connections** where economically feasible and important to the community-wide roadway network. Create new connections where historic connections are not feasible. New connections could occur where improvements would provide multiple benefits such as bicycle, pedestrian and community enhancement.

# 3

## BOULEVARD RECOMMENDATIONS BY SEGMENT

It was clear from the inventory process that one-size does not fit all of the boulevards, nor will a single set of guidelines be helpful to preservation of the system. Therefore, the Boulevard Master Plan Design Guidelines identify segments with tailored recommendations for each piece. For each segment, the guidelines present general information including:

- » Segment Length
- » Right-of-Way Width
- » Average Daily Traffic, if available
- » Adjacent Land Use
- » Important Features and Considerations
- » Implementation Opportunities and/or Policy Support for Recommendations

The Segment recommendations are listed alphabetically by the name of Boulevard.

The road right-of-way on a single boulevard can vary from industrial, with minimal sidewalks, to a serene park setting, to a residential street with wide parkway areas.



The following is an overview of the recommendation criteria specific to each segment of the boulevard system. For further information/illustration of criteria refer to the graphic glossary, pg. 120.

**1. Pavement Width, Existing and Ideal**

This includes recommendations by segment for ideal pavement width. In some cases it will include parking accommodation, in some bicycle facilities, and in others both. Eleven foot (11 ft.) travel lanes and eight foot (8') parking lanes are desirable, however there may be some segments where recommendations differ to accomplish bicycle accommodation or traffic calming.

**2. Number of Through Lanes**

Also includes identification of one-way or two-way traffic.

**3. Truck Traffic**

Whether or not the segment is an approved Truck Route and therefore allows anything other than incidental truck traffic by vehicles with more than two axles.

**4. On-Street Parking**

Whether or not the route includes or is desired to include on-street parking.

**5. Curb Return Radius**

Radius of existing curb return and recommended curb radius, if different. This feature is important to historic integrity. Where adjacent land uses and amount of traffic permits, radii should be restored to historic condition.

**6. Maximum Speed**

Defines maximum segment speed.

**7. Median, Existing and Ideal**

Whether there is a median or not, whether one is proposed and the width of the median.

**8. Signalized Intersections**

The existence of signalized intersections in the segment and noting the necessity to meet traffic warrants before signalization is considered.

**9. Crosswalks**

Install Boulevard Standard Crosswalks, standard to be designed as part of the way-finding and identity package on pg. 116. It is understood that implementation of this item will occur as money is available.

**10. Driveways and Curb Cuts**

These are proposed to be a maximum of 15' unless the segment is in a commercial area. Historical configurations (radius instead of flares) should be the default when repair or replacement takes place.



## 11. Traffic Calming

This item identifies acceptable traffic calming opportunities that may provide multiple benefits to motorists as well as cyclists/pedestrians specific to the site conditions of the segment. Appropriate traffic calming devices, as defined by the *Omaha Traffic Calming Program* include: speed humps, raised intersections, on-street parking, reduced lane width, traffic circles (as a last option) and street trees. Any new traffic calming device or method require Parks Staff and UDRB approval.

## 12. Bike Facilities

This notes the appropriate facility (i.e. bike lane, sharrow or asymmetric sharrow) for the segment. It is recognized that there may be innovative approaches to bicycle accommodation that go beyond those identified, and should be reviewed on a case-by-case basis. It is a goal of this plan to provide multi-modal connectivity within the entire system.

## 13. Building Setback

To match setback of existing structures along the boulevard.

## 14. Street Lighting

Install Boulevard Standard Streetlights or create an identity for use of existing streetlights. Standard to be designed as part of the way-finding and identity package. It is understood that implementation of this item will occur as money is available.

## 15. Utilities

Allow utility boxes, lines and related infrastructure below ground only, median green space is to be left intact and undisturbed by such facilities. If the opportunity to relocate or bury power lines arises, it should be taken.

## 16. Fencing

Fencing should not extend beyond the building setback line identified above.

## 17. Sidewalks

Five foot is the desired minimum sidewalk width, occurring on both sides of street where site conditions allow. It is understood that improvements will match existing unless an entire block is being reconstructed.

## 18. Trails/Sidepaths

This designates if a trail or sidepath is appropriate to the segment. Locations are consistent with the city's Transportation Master Plan.

## 19. Street Tree Configuration

This identifies appropriate tree placement and whether trees should be symmetrical or informal in nature. This depends largely upon what is existing. It is important to provide continuous tree canopy as envisioned by Cleveland by filling gaps where possible.

## 20. Tree Species

This refers to the tree species groupings identified in Omaha's *Green Streets* manual. There may also be some segments identifying a specific

ROAD, R.O.W., & TRAFFIC

LANDSCAPE,  
AESTHETICS &  
DESIGN

dominant tree species that exists and should be preserved/restored due to its impact on the aesthetic of the boulevard.

#### 21. Parkway Lawn

Parkway Lawn is the area from the back of curb to the edge of sidewalk. The recommendations indicate the ideal Parkway Lawn in a particular segment. There may be some that exist that are smaller, but they are considered “grandfathered in”.

#### 22. Stormwater BMP's

Generally speaking, stormwater BMP's are acceptable when designed to compliment historic context and result in needed water quality benefit. The Environmental Quality Control Division of Public Works is a good resource for alternative approaches and their suitability in a variety of conditions. Any new approaches should be carefully reviewed for consistency of landscape aesthetic by the Parks Department. New approaches are subject to Urban Design Review Board approval (UDRB) with Park Staff Recommendation.

#### 23. Water Features

By Park Board Approval

#### 24. Artwork & Ornamentation

By Park Board and Public Arts Commission Approval

#### 25. Memorials & Monuments

By Park Board Approval

#### 26. Wayfinding & Signage

Install Boulevard Standard Wayfinding and Signage, standard to be designed as part of the identity package. It is understood that implementation of this item will occur as money is available. See pg. 116 for further information.

#### 27. Banners/Flower Baskets

By UDRB Approval. Should be consistent in nature to existing character, street lights and wayfinding/signage. Where no existing elements exist reference the Omaha Streetscape Handbook.

#### 28. Pedestrian Lighting

By UDRB Approval. Should be consistent in nature to existing character, street lights and wayfinding/signage. Where no existing elements exist reference the Omaha Streetscape Handbook.

#### 29. Street Furnishings

By Parks Department Administrative Approval. Should be consistent in nature to existing character, street lights and wayfinding/signage. Where no existing elements exist reference the Omaha Streetscape Handbook.

\* For more information on defining the criteria, see the graphic glossary, pg. 120.

The recommendations that follow are listed in alphabetical order of Boulevard name.











## BELVEDERE BOULEVARD

Perhaps the most winding portion of boulevard, at its summit, Belvedere Blvd provides a vista extending more than ten miles looking east across Miller Park, Levi Carter Park, and into Iowa. The bluff is said to be one of the highest in the city at nearly twelve hundred feet.

This section of boulevard provides a scenic connection from Miller Park/Florence Blvd to Fontenelle Blvd with its dense canopy “roof” created by the over-arching trees.

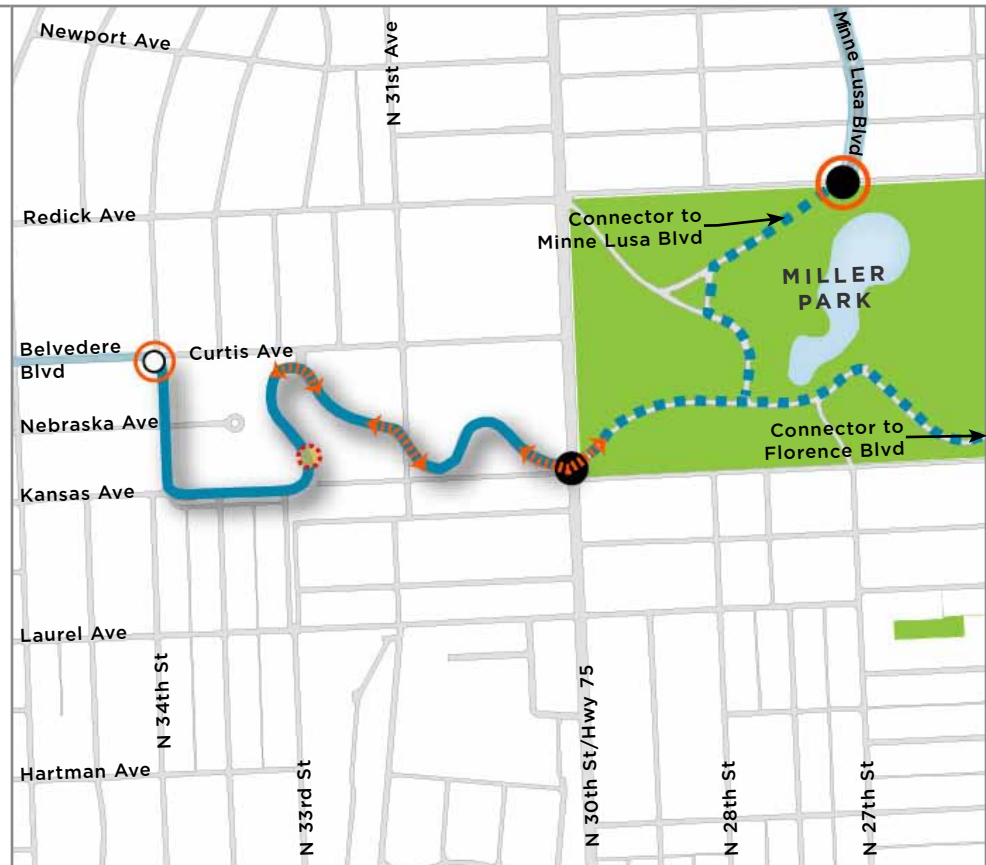


# SEGMENT 1 | BELVEDERE BOULEVARD

{N 30th St to Curtis Ave}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector
-  Overlook



**Approx. Length** 3,800 lf.

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** Data Not Available for segment.

**Important Considerations** Maintain curvilinear alignment.

Said to be one of the highest points in the city.

Many intersections along the boulevard require wayfinding cues.

Intersection at Curtis Ave needs directional signage for clarification.

**Opportunities** Possible connection to Florence and Minne Lusa Boulevards through Miller Park.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Yes - both sides	Parallel parking only
	CURB RETURN RADIUS	25 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	25 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes at 30th St/Hwy 75	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum 12 ft.
	TRAFFIC CALMING	Curvilinear alignment	
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	Varies	Minimum 20 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 4 ft.	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	Varies	15 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By PAC & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By PAC & Park Board Approval
	MEMORIALS & MONUMENTS	Yes - overlook	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.

UDRB (Urban Design Review Board), PAC (Public Arts Commission)



Belvedere Boulevard (looking NW toward Curtis Ave/N 32nd St Intersection)

## SEGMENT 2 | BELVEDERE BOULEVARD

{Curtis Ave to Fontenelle Blvd}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



<b>Length</b>	1,055 lf.
<b>Right-of-way Width</b>	80 ft.
<b>Adjacent Land Use</b>	Residential
<b>Average Daily Traffic</b>	2,055 ADT at the intersection of Belvedere Blvd and Fontenelle Blvd (Source: City of Omaha Public Works Department Traffic Counts, Sep. 2004/2011)
<b>Important Considerations</b>	Wayfinding and signage at intersections with Belvedere Blvd-segment 1 and Fontenelle Blvd - segment 1. Well-maintained portion of the system.
<b>Opportunities</b>	Enhanced intersection at Fontenelle Blvd to include special feature and wayfinding/signage. (see glossary)

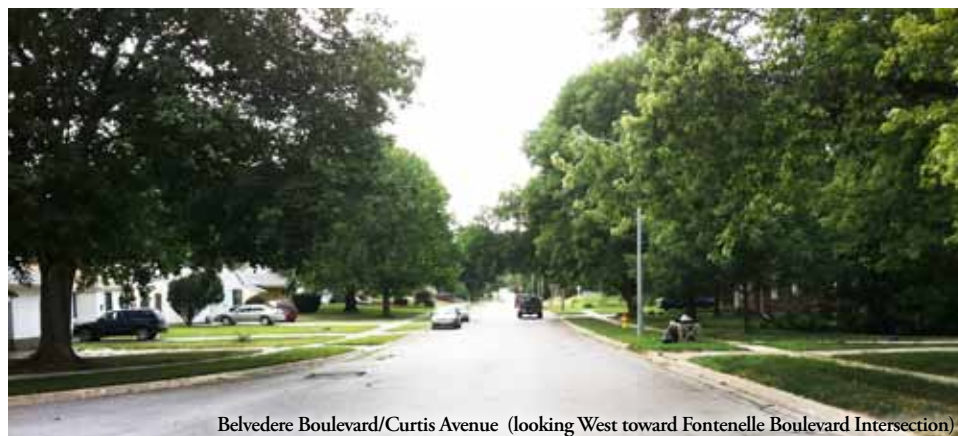


# GUIDELINE RECOMMENDATIONS:

	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Yes - one side	Parallel parking only
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes at Fontenelle Blvd	Allowed - where warranted
	CROSSWALKS	Yes at Fontenelle Blvd	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	Varies	Minimum 25 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	8 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate, By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.

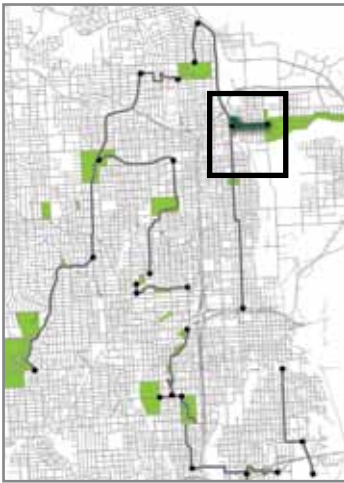


Belvedere Boulevard/Curtis Avenue (looking West toward Fontenelle Boulevard Intersection)



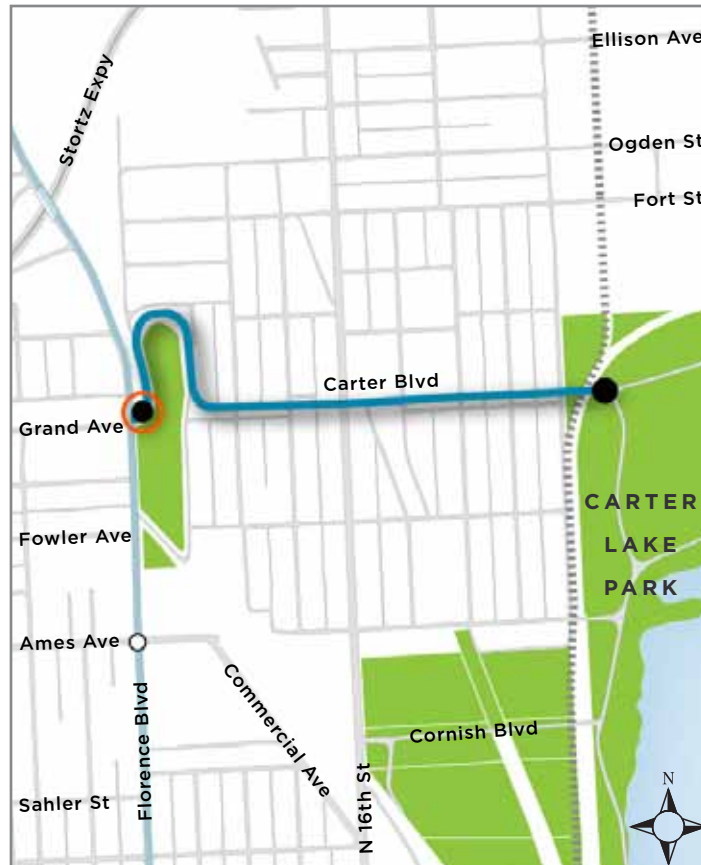
# CARTER BOULEVARD

{Florence Blvd to Levi Carter Lake Park}



## LEGEND

- Wayfinding
- Wayfinding Feature (signage, pavement markings, etc.)
- Park/Open Space
- Historic Boulevard
- Boulevard Connector



**Length** 3,500 lf.

**Right-of-way Width** 160 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** Data not available for segment

**Important Considerations** Rural-like section of the boulevard system.

While this boulevard does not provide sidewalks, the frontage road provides the same edge to the parkway lawn.

**Opportunities** Improvements to Levi Carter Lake Park and Drive to extend the Drive to Abbott Dr.

Rain Gardens or bio-retention basins are appropriate to this portion of road as no curb and gutter currently exist.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	28 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	35 ft.	Maximum 20 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, bike lane
	BUILDING SETBACK	0 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - width varies	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	40 ft. - 60 ft.	Minimum 40 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

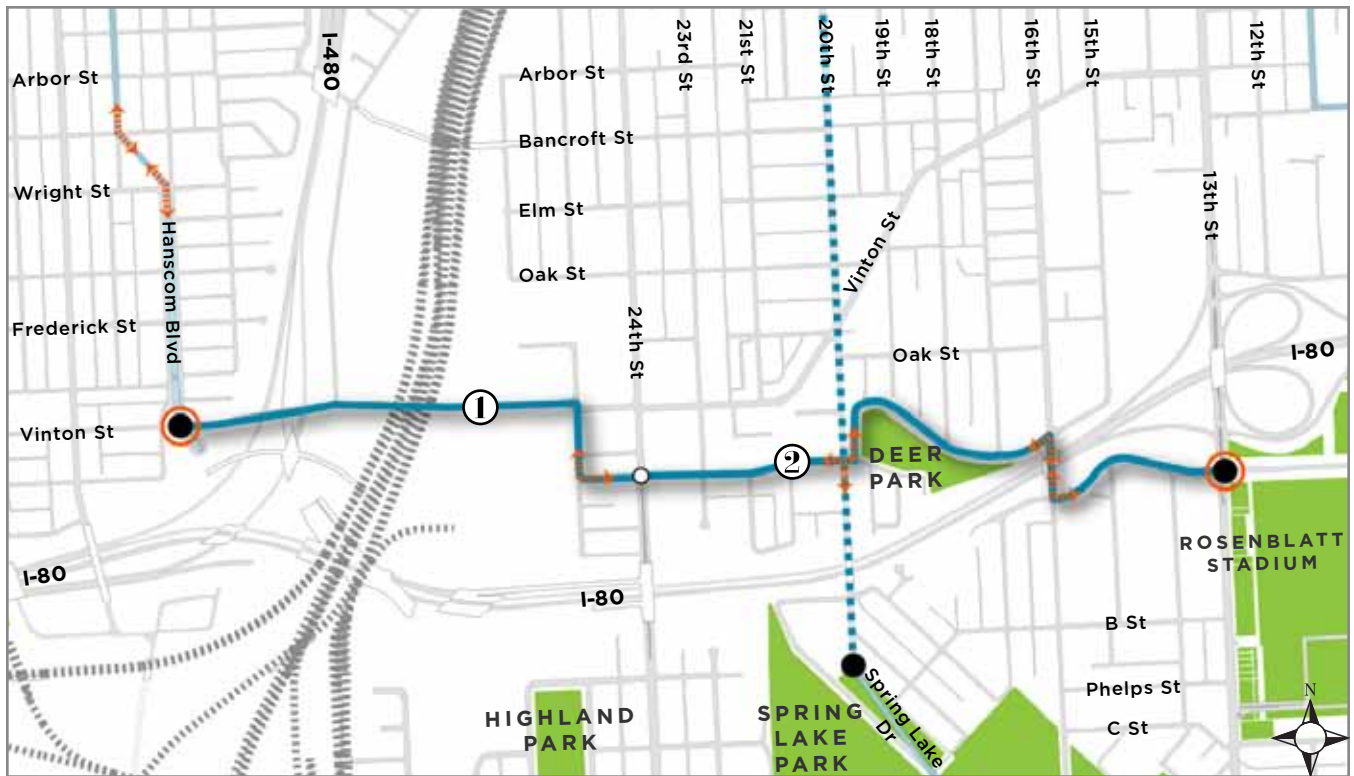
+ Refer to Graphic Glossary for further information/definition.











## DEER PARK BOULEVARD

Deer Park Boulevard is perhaps the corridor that retains the least of its original character, excepting the segment that runs through the park.






The boulevard's original alignment originally passed through what is now Omaha's Henry Doorly Zoo. This Missouri River basin landscape of heavily forested slopes undoubtedly was chosen by H.W.S. Cleveland to provide a splendid carriage ride while experiencing the vast river setting.

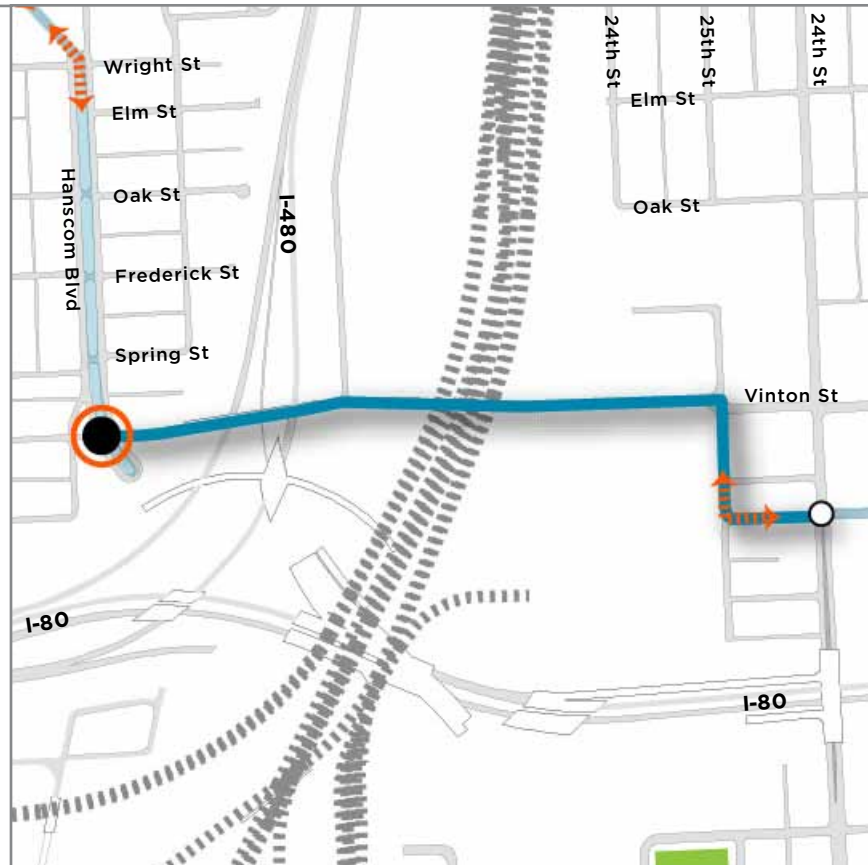


# SEGMENT 1 | DEER PARK BOULEVARD

{Hanscom Blvd to 24th St}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,560 lf.

**Right-of-way Width** 150 ft. (Hanscom Blvd to 25th St) 100 ft. (25th St to 24th St)

**Adjacent Land Use** Commercial, Park/Open Space, Civic, Industrial

**Average Daily Traffic** Data not available for segment

**Important Considerations** The bridges spanning Interstate 480 and rail lines are a major feature to this segment.

Adjacent land uses, existing character and minimal maintenance contribute to the perception of disconnect of this section of Deer Park Blvd from the historic system.

**Opportunities** Enhance existing bridges as a special feature and better accommodate bicycle and pedestrians. The planned improvements to Vinton will make this connection over Interstate 480 and rail lines very important.

Wayfinding to connect the boulevard at 25th St.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	30 ft.	25 ft.
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 30 ft.	Maximum 20 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, asymmetric sharrows
	BUILDING SETBACK	Varies	Minimum 10 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Above ground - electric	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 4 ft.	Both sides - Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical spacing w/ gaps	Restore symmetrical, evenly spaced; max. 40 ft. spacing
	TREE SPECIES	Various	Groups 1, 2 & 5+ maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 8 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Deer Park Boulevard (looking West to bridge over rail lines)








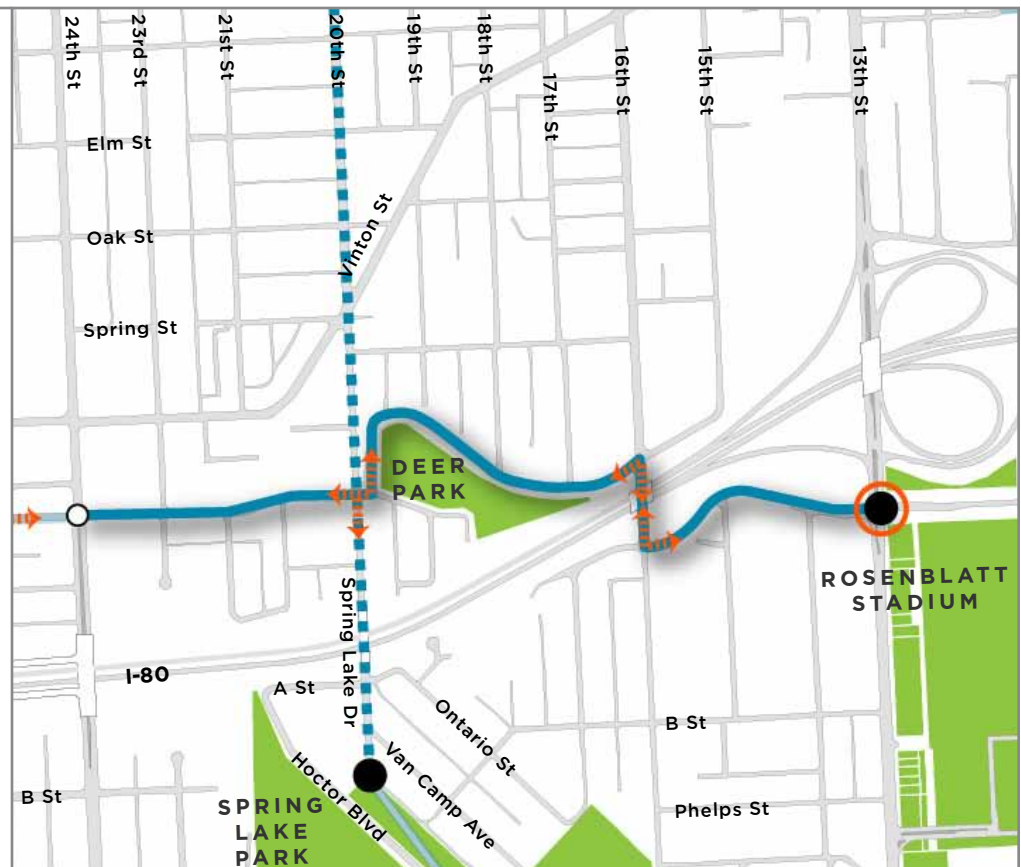
View of historic post office located on Deer Park Boulevard

## SEGMENT 2 | DEER PARK BOULEVARD

{S 24th St to S 15th St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,700 lf.

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential, Institutional, Park/Open Space

**Average Daily Traffic** Data not available for this segment

**Important Considerations** This segment represents a remnant of the historic system. Preserve historic architecture such as the Vinton School.

Restore parkway lawn and building setback in areas where private property/fencing has expanded beyond.

Preserve/restore mature tree canopy rhythm per recommendations.

Provide needed maintenance of roadway and sidewalks.

Preserve the character of the boulevard and neighborhood.

Interstate 80 is highly visible from the boulevard and park.

**Opportunities** Enhanced intersection at 20th St/Spring Lake Dr to include special feature and wayfinding/signage to connect to Spring Lake Park.



**GUIDELINE RECOMMENDATIONS:**

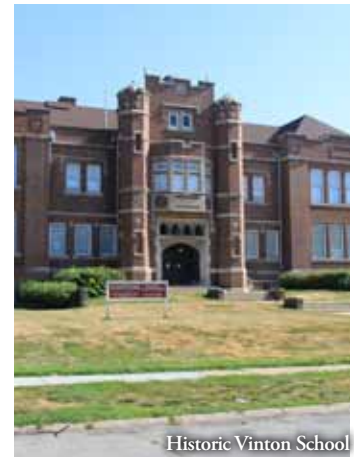
	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	36 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - (west of 20th St); one side (east of 20th St)	Parking both sides where possible
	CURB RETURN RADIUS	20 ft.	
	MAXIMUM SPEED	25 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, asymmetrical sharrow
	BUILDING SETBACK	20 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical spacing w/ gaps	Restore symmetrical, evenly spaced; max. 40 ft. spacing
	TREE SPECIES	Various	Groups 1, 2 & 5+ maintain continuous canopy
	PARKWAY LAWN	Minimum 6 ft.	Minimum 8 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



View looking into Deer Park from Deer Park Boulevard (looking SE)



Historic Vinton School





## FLORENCE BOULEVARD

Florence Boulevard was the first constructed boulevard in the system as envisioned by H.W.S. Cleveland. The picturesque northern segment of the corridor was once called “The Prettiest Mile,” with its arching Sycamore trees, attractive home frontages and views of the Missouri River valley. The boulevard now expands into a more urban context and is used not only for residential/pleasure driving, but also for light industrial traffic.






Florence Boulevard provides an important connection from the urban core, to Creighton University, as well as Kountze and Miller Parks.

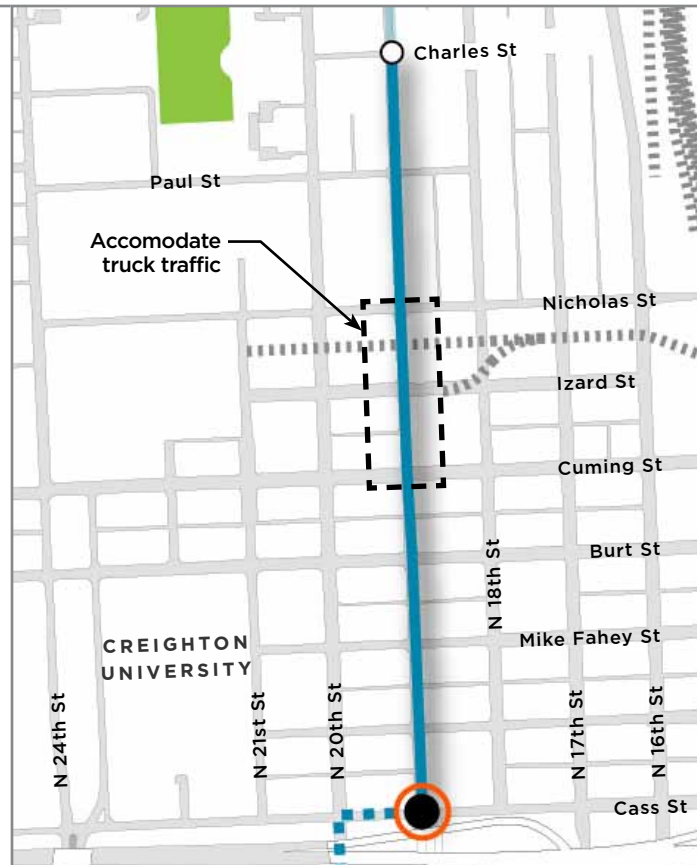


# SEGMENT 1 | FLORENCE BOULEVARD

{Cass St to Charles St}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Length** 3,500 lf.

**Right-of-way Width** 75 ft.

**Adjacent Land Use** Residential, Commercial, Industrial, Institutional

**Average Daily Traffic** 2,120 ADT along corridor; \*20,888 ADT (primarily going East/West) on Cumming St. (Source: City of Omaha Public Works Department Traffic Counts, average of counts taken Aug. 2008, Mar. 2009, Apr. & Oct. 2010)

**Important Considerations** Urban/Industrial portion of the system. This portion of Florence is a part of the City's Master Plan "Areas of Civic Importance" or ACI -1 District, *Downtown-Like*.

Creighton University provides a nice "entrance" to the boulevard.

On a Metro Bus Route. Major transit stops could be improved to enhance accessibility and ridership.

This segment may be converted from one-way to two-way.

**Opportunities** Converting portions of Florence Blvd will require re-striping of the roadway and may provide an opportunity to install sharrows, as appropriate.

Potential trail/bike route connection between Creighton University and the Riverfront Trail.

A stronger pedestrian vocabulary to the street should be encouraged to relate to Creighton University.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	40 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	
	ON-STREET PARKING	Yes - both sides	
	CURB RETURN RADIUS	30 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	35 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	20 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	7 ft. (west) 4 ft. (east)	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced at Creighton University only	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> throughout
	TREE SPECIES	Various	Groups 1 thru 4, 6 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	0-7 ft.	Minimum 6 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	Acorn at Creighton Univ.	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Florence Boulevard at Creighton University (looking north)



Florence Boulevard and Izard Street (looking north)

## SEGMENT 2 | FLORENCE BOULEVARD

{Charles St to Ames Ave}

### LEGEND



Wayfinding



Wayfinding Feature  
(signage, pavement  
markings, etc.)



Park/Open Space



Historic Boulevard



Boulevard Connector

### Length

9,850 lf.

### Right-of-way Width

100 ft.

### Adjacent Land Use

Residential, Commercial, Industrial

### Average Daily Traffic

3,243 ADT along corridor

(Source: City of Omaha Public Works  
Department Traffic Counts; average of counts  
taken Aug. 2004 & 2008, Feb. 2007, Oct.  
2008 & 2010, Mar. 2009)

### Important Considerations

This portion of Florence is a part of  
the “Areas of Civic Importance” or  
ACI -1 District, *Downtown-Like*.

Florence Blvd and 20th Street may  
be converted to two-way traffic. As  
a result, the intersection of Florence  
and Ohio Street will be converted  
to 90 degree turns and will require  
wayfinding through intersections.

### Opportunities

Converting portions of Florence  
Blvd to two-way vehicular traffic will  
require re-striping of the roadway and  
may provide an opportunity to install  
sharrows, as appropriate.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	40 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	Prohibited
	ON-STREET PARKING	Yes - both sides	
	CURB RETURN RADIUS	30 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum 15 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	20 ft.	Minimum 30 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - width varies	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, lack of continuous canopy	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> throughout
	TREE SPECIES	Various	Groups 1 thru 4 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 6 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








Florence Boulevard and Grace Street (looking north)

## SEGMENT 3 | FLORENCE BOULEVARD

{Ames Ave to Laurel Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Length** 4,750 lf.

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Primarily Residential

**Average Daily Traffic** 4,904 ADT along corridor

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken June & Oct. 2010)

**Important Considerations** Intersection of Florence Blvd and Carter Blvd

**Opportunities** Enhance intersection at Carter Blvd to provide wayfinding.

Incorporate Bike Lanes by removing on-street parking on one side, per recommendation of the *Transportation Element*.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	40 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	Prohibited
	ON-STREET PARKING	Yes - both sides	
	CURB RETURN RADIUS	30 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	Varies	30 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - width varies	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, lack of continuous canopy	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> throughout
	TREE SPECIES	Various	Groups 1 thru 4 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 7 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Florence Boulevard and Ellison Ave (looking north)






*"Because of its scenic, level course and the fact that the roadbed was not broken up by street railway trackage, the boulevard was described in 1895 as 'the only suitable driveway in the city.'"*

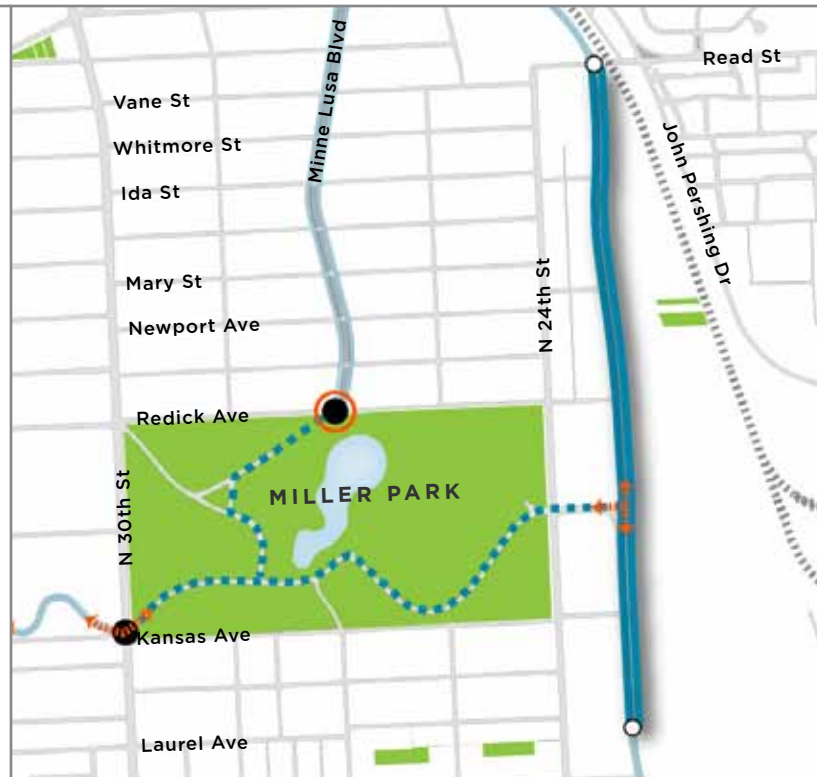
*~Omaha Planning Dept.  
Omaha's Historic Park &  
Boulevard System, 1992*

## SEGMENT 4 | FLORENCE BOULEVARD

{Laurel Ave to Read St }

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Length** 4,000 lf.

Additional 3,500 lf. connector through Miller Park to Belvedere Blvd/N 30th St

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** Data not available for this segment

**Important Considerations** Most recognizable segment of Florence Boulevard requiring little enhancement. Maintenance and preservation of existing features are most important to this segment.

Preserve continuity of central median by prohibiting acceleration or deceleration lanes.

**Opportunities** A more defined, identifiable connection to (and through) Miller Park, see *Wayfinding and Identification* in section 4 for further information.

**GUIDELINE RECOMMENDATIONS:**

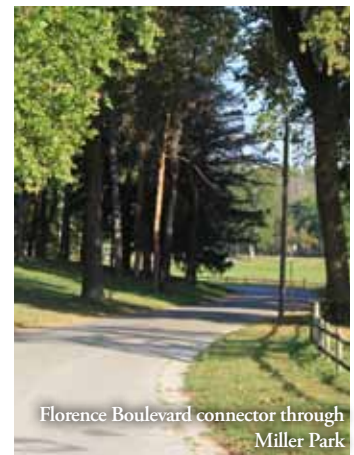
	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	24 ft. either side of median	
	NO. OF THROUGH LANES	1 either side of median	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Yes - both sides	
	CURB RETURN RADIUS	25 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	Yes - 22 ft.(north) 43 ft. (south)	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	Varies	40 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - width varies	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Evenly spaced within median and parkway in some areas	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various, <i>Catalpa</i> dominant	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	9 ft. (west) 12 ft. (east)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Florence Boulevard (looking south toward Redick Ave)








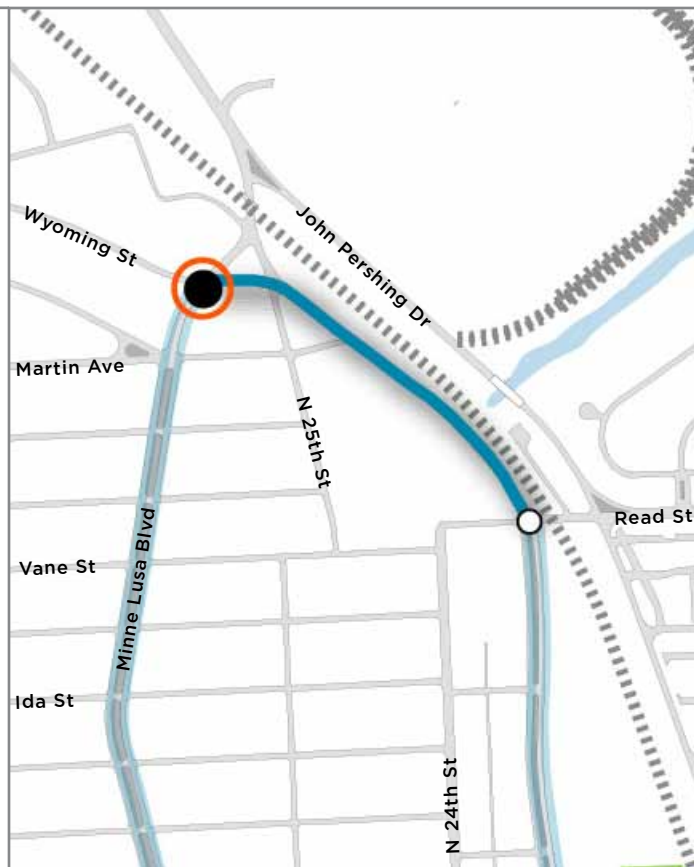
Florence Boulevard connector through Miller Park

## SEGMENT 5 | FLORENCE BOULEVARD

{Read St to Minne Lusa Blvd}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



<b>Length</b>	1,800 lf.
<b>Right-of-way Width</b>	100 ft. (Read to 24th); 200 ft. (24th to Minne Lusa)
<b>Adjacent Land Use</b>	Residential
<b>Average Daily Traffic</b>	Data not available for this segment
<b>Important Considerations</b>	<p>Rural-like segment of Florence Blvd with a wide right-of-way and very park-like feel to be preserved.</p> <p>Low density residential housing.</p>
<b>Opportunities</b>	<p>Connection to Minne Lusa Blvd on Wyoming St., see <i>Wayfinding and Identification</i> (Section 4) for further information.</p> <p>Priority Improvements Include:</p> <ul style="list-style-type: none"> <li>» Wayfinding and Identity</li> <li>» Street lighting updates</li> </ul>



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	30 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrows
	BUILDING SETBACK	Varies	40 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - width varies	Both sides - minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 30 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Rural section of Florence Boulevard (looking NW toward Martin Ave)





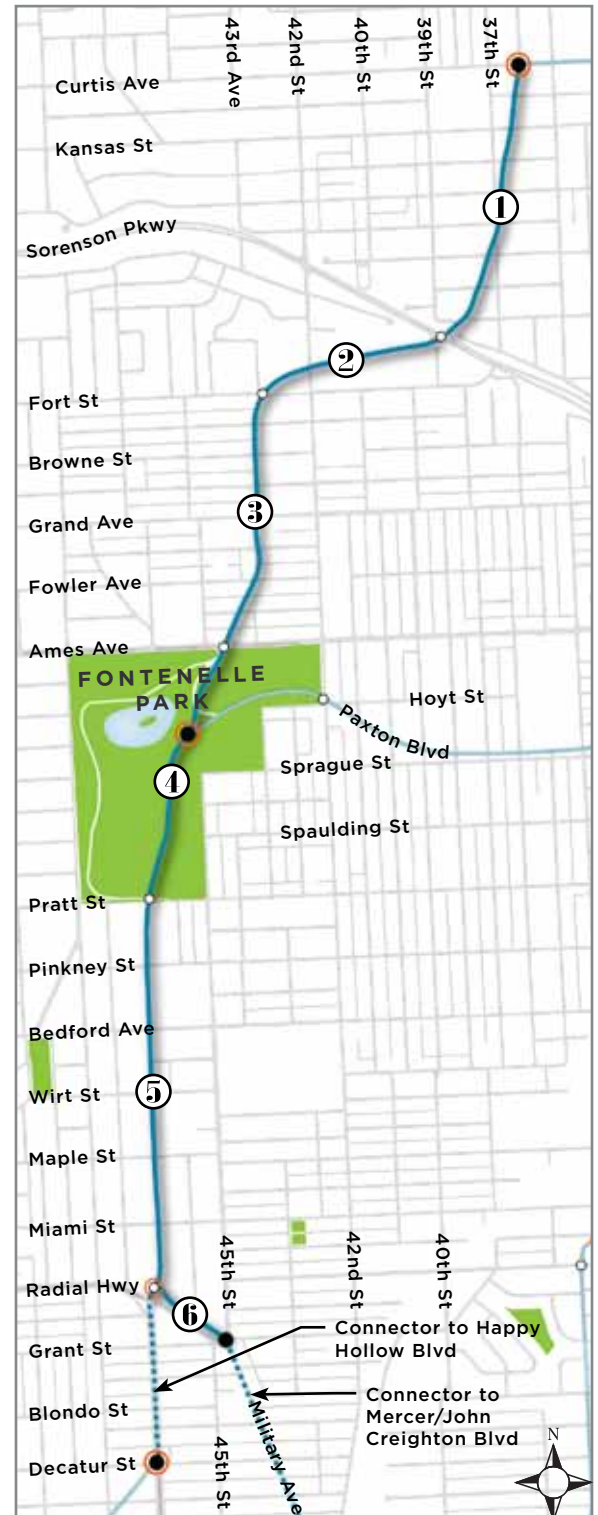
## FONTENELLE BOULEVARD

*“Broad parkings and pleasant homes set back among the trees.”*

*(Omaha’s Historic Park and Boulevard System, 1992)*

Fontenelle Blvd as described in 1926 still applies today. As originally conceived, the boulevard provides a direct route connecting Florence Blvd / Miller Park/Belvedere Blvd, to Fontenelle Park, to Happy Hollow Blvd.

While much of its beauty has been preserved, traffic function and needs have changed. In particular, this boulevard sees a large number of motorists daily, which also means it is the most likely to require improvements. Improvements will be held to a high standard of preservation and restoration, and may provide opportunities to incorporate Green Streets standards as appropriate.










## SEGMENT 1 | FONTENELLE BOULEVARD

{Curtis Ave/Belvedere Blvd to Sorenson Pkwy}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,150 lf..

**Right-of-way Width** 100 ft. to 150 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** 8,617 ADT along corridor segment  
 \* 11,498 at Curtis Ave/Belvedere Blvd intersection  
 \* 32,466 at Sorenson Pkwy intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Sep. 2004 & 2011)

**Important Considerations** Preserve Parklawn width, restore where parking stalls have encroached.

Preserve the character of the boulevard and neighborhood.

**Opportunities** Proposed bike lanes in the Omaha Master Plan *Transportation Element*.

Enhanced intersection at Fontenelle Blvd to include special feature and wayfinding/signage. (see glossary for further information/definition)



GUIDELINE RECOMMENDATIONS:			
	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	28 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	Parallel parking - one side if possible
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	30 ft.	Maximum 12 ft.
	TRAFFIC CALMING		Reduce lane width; add parallel parking to one side if possible
	BIKE FACILITIES	No	On-road, sharrows
	BUILDING SETBACK	Varies	Minimum 30 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	18 ft. (west) 14 ft. (east)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate, By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








Fontenelle Boulevard (looking South from Nebraska Avenue)

## SEGMENT 2 | FONTENELLE BOULEVARD

{Sorensen Pkwy to Fort St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,050 lf..

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** 8,163 ADT along corridor segment  
 \* 32,466 at Sorensen Pkwy intersection  
 \* 12,968 at 42nd St intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in July & Oct. 2010)

**Important Considerations** Preserve Parklawn width, restore where parking stalls have encroached.

Preserve the character of the boulevard and neighborhood.

**Opportunities** Proposed bike lanes in the Omaha Master Plan *Transportation Element*

# GUIDELINE RECOMMENDATIONS:

	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	28 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	30 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrows
	BUILDING SETBACK	Varies	30 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	18 ft. (north) 12 ft. (south)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate, By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








Fontenelle Boulevard (looking East from 42nd Street intersection)

## SEGMENT 3 | FONTENELLE BOULEVARD

{Fort St to Ames Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,800 lf..

**Right-of-way Width** 120 ft. to 130 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** 9,653 ADT along corridor segment

\* 12,968 at 42nd St intersection

\* 29,030 at Ames Ave intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Aug. 2007 & 2008)

**Important Considerations** Preserve Parkway lawn, restore where parking stalls have encroached.

Preserve the character of the boulevard and neighborhood.

**Opportunities** Proposed bike facilities in the *Transportation Element*



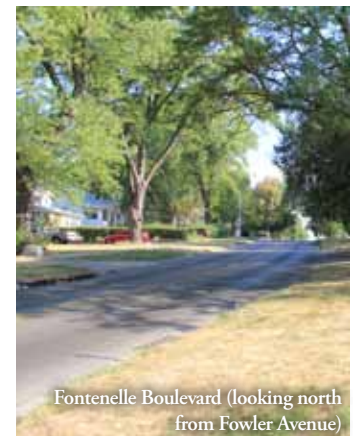
GUIDELINE RECOMMENDATIONS:			
	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	28 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	Parallel parking - one side if possible
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	18 ft.	Maximum 12 ft.
	TRAFFIC CALMING		Reduce lane width; add parallel parking to one side if possible
	BIKE FACILITIES	No	On-road, sharrows
	BUILDING SETBACK	Varies	12 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	22 ft. (west) 14 ft. (east)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate, By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Fontenelle Boulevard (looking South from Camden Avenue )








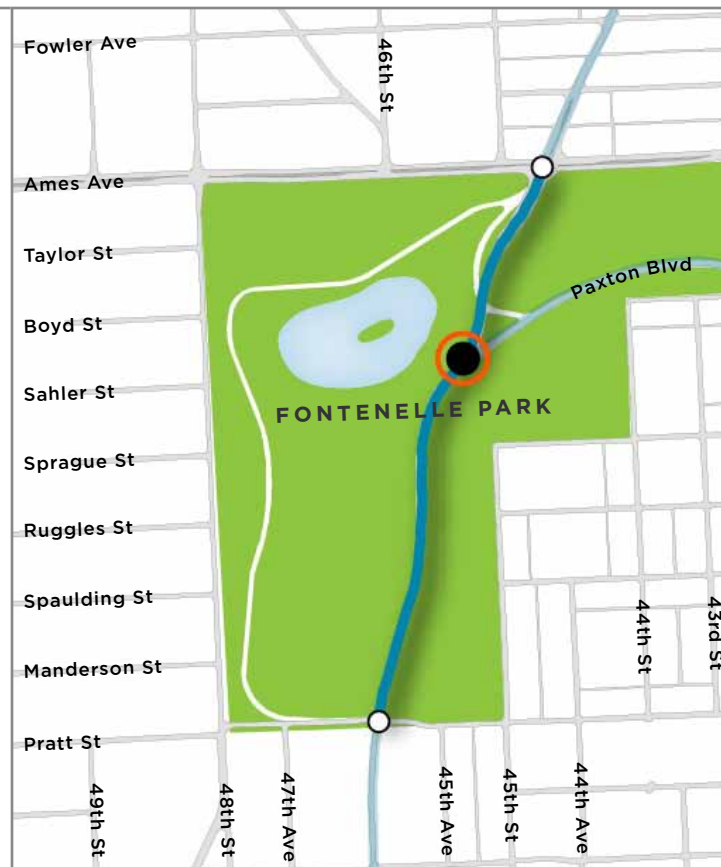
Fontenelle Boulevard (looking north from Fowler Avenue)

## SEGMENT 4 | FONTENELLE BOULEVARD

{Ames Ave to Pratt St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,915 lf..

**Right-of-way Width** Varies

**Adjacent Land Use** Park/Open Space

**Average Daily Traffic** 10,005 ADT along corridor segment

\* 29,030 at Ames Ave intersection

\* 13,628 at Pratt St intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Apr. 2006 & Aug. 2007)

**Important Considerations** Preserve parkway lawn as it creates visual continuity of corridor.  
Preserve the character of the boulevard and neighborhood.

**Opportunities** Proposed bike lanes in the *Transportation Element*.

Installation of new sidewalk or trail and stormwater BMP's as part of the Combined Sewer Overflow Program improvements and Fontenelle Park improvements.

Enhanced intersection at Paxton Blvd to include special feature and wayfinding/signage. (see glossary for further information)

Improvements of Fontenelle Park, per the Fontenelle Park Concept Plan completed in 2012.

GUIDELINE RECOMMENDATIONS:			
	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	28 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	Parallel parking - one side if possible
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	Allowed - where warranted
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	30 ft.	Maximum 20 ft.
	TRAFFIC CALMING		Reduce lane width; add parallel parking to one side if possible
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	100 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	One side - 4 ft.	Minimum 6 ft.
	TRAILS	No	Encouraged as part of recreation, 10 ft. wide
	STREET TREE CONFIGURATION	Naturalistic spacing of trees	
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy throughout
	PARKWAY LAWN	4 ft.	8 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate, By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Fontenelle Boulevard (looking South in Fontenelle Park)








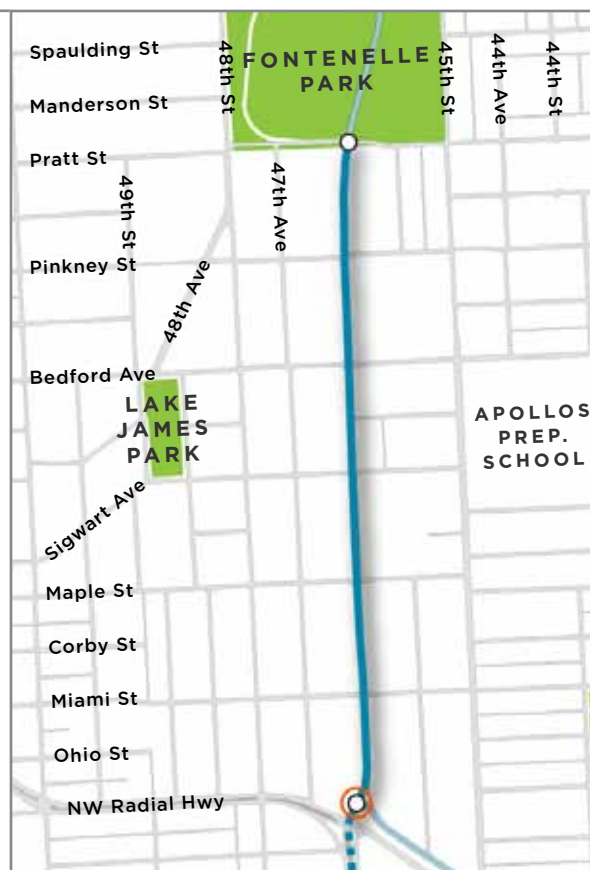
Historic aerial photograph of Fontenelle Park

## SEGMENT 5 | FONTENELLE BOULEVARD

{Pratt St to NW Radial Hwy}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



Approx. Length	4,215 lf..
Right-of-way Width	150 ft.
Adjacent Land Use	Residential
Average Daily Traffic	10,795 ADT along corridor segment
	* 13,628 at Pratt St intersection
	* 16,586 at Bedford Ave intersection
	* 12,662 at Maple St intersection
	* 35,832 at NW Radial Hwy intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Oct. 2003, Apr./May 2006, & July 2008)

Important Considerations	Preserve Parklawn width, restore where parking stalls have encroached.
	Preserve the character of the boulevard and neighborhood.
	Intersections greater than 12,000 ADT may be candidates for future traffic improvements. These improvements should provide the most appropriate solution to <b>preserve</b> or <b>enhance</b> the historic boulevard and/or right-of-way. Round-a-bouts and removal of parkway lawn for additional pavement are not appropriate solutions, and should only be considered as a last option.
Opportunities	Installation of new sidewalk and stormwater BMP's as part of the Combined Sewer Overflow Program improvements.



# GUIDELINE RECOMMENDATIONS:

	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	28 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	Parallel parking - one side if possible; eliminate parking within parkway lawn
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	30 ft.	Maximum 20 ft.
	TRAFFIC CALMING		Reduce lane width; add parallel parking to one side if possible
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	30 ft. (west) 45 ft. (east)	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	No	Encouraged as part of bike facilities, 10 ft. wide
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy throughout
	PARKWAY LAWN	30 ft. (west) 40 ft. (east)	Minimum 30 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate, By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.







Parking within the Parkway Lawn occurring along Fontenelle Boulevard



## SEGMENT 6 | FONTENELLE BOULEVARD

{NW Radial Hwy to Military Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 1,075 lf..

Additional 1,800 lf.. NW Radial Connector to Happy Hollow Blvd

Additional 5,250 lf.. Military Ave Connector to Mercer Blvd/Walnut Hill Park

**Right-of-way Width** 160 ft.

**Adjacent Land Use** Residential/Commercial/Mixed-Use

**Average Daily Traffic** No data available for Fontenelle Segment.

32,486 ADT along NW Radial Connector

\* 35,832 at NW Radial Hwy intersection

\* 36,418 at Decatur St/Happy Hollow Blvd intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in July 2008 and 2010)

### Important Considerations

Preserve Parklawn width as it creates visual continuity along corridor.

Preserve the character of the boulevard and neighborhood.

Intersections greater than 12,000 ADT may be candidates for future traffic improvements. These improvements should provide the most appropriate solution to **preserve** or **enhance** the historic boulevard and/or right-of-way. Round-a-bouts and removal of parkway lawn for additional pavement are not appropriate solutions, and should be considered as a last option.

GUIDELINE RECOMMENDATIONS:			
	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	Allowed - where warranted
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	12 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, bike lane
	BUILDING SETBACK	30 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	One side - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings (north); naturalistic plantings (south)	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various deciduous and evergreen species	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	17 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



NW Radial Hwy (looking south from Grant Street)







## HANSCOM BOULEVARD

Hanscom was the second link in the historic Omaha Boulevard system. It was designed to connect the city's first two parks, Hanscom and Riverview. Hanscom Park was designed by H.W.S. Cleveland, the originator of Omaha's Boulevard System concept. The corridor runs largely through residential property and has some unique characteristics.






The tree plantings in one section are a combination of evergreens and deciduous street trees, an unusual approach. There is a median in the southern segment that divides two, two-way streets rather than the characteristic one-way pair.



# SEGMENT 1 | HANSCOM BOULEVARD

{Woolworth Ave to Ed Creighton Ave}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,000 lf.

Additional 700 lf. connector on Ed Creighton Ave

**Right-of-way Width** Varies

**Adjacent Land Use** Park/Open Space

**Average Daily Traffic** Data not available for this segment

**Important Considerations** Runs through picturesque Hanscom Park, one of the most intact designs as intended by H.W.S. Cleveland. The curvilinear alignment and varied topography provides framed views of park features and surrounding neighborhoods.

Preserve landform and passive recreation uses of the Park and Boulevard.

**Opportunities** A connection is needed along Ed Creighton Ave. Wayfinding and identification could provide the connection without requiring significant changes to roadway cross-section.

GUIDELINE RECOMMENDATIONS:			
	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	20 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	15 ft.	
	MAXIMUM SPEED	20 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	15 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	
	BUILDING SETBACK	100 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	Nothing in front of setback line	
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	No	
	TRAILS	No	
	STREET TREE CONFIGURATION	Naturalistic spacing to frame views	Restore tree plantings where die-off has occurred
	TREE SPECIES	Various	Groups 1 thru 5**
	PARKWAY LAWN	No	Minimum 8 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.





+ Refer to Graphic Glossary for further information/definition.

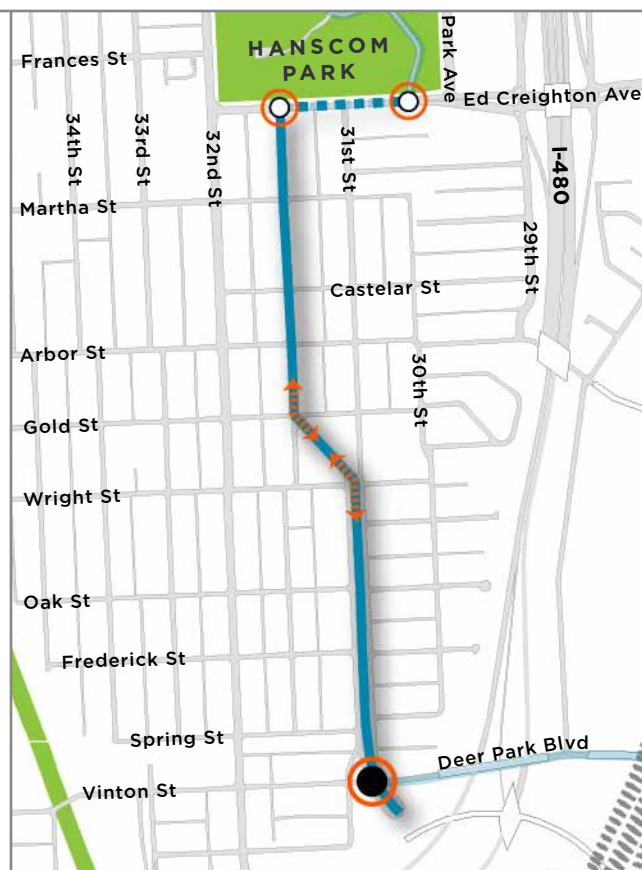


## SEGMENT 2 | HANSCOM BOULEVARD

{Ed Creighton Ave to Deer Park Blvd}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 4,000 lf.

**Right-of-way Width** 100 ft. (180 ft. at divided portion)

**Adjacent Land Use** Residential, Commercial, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Wide right-of-way and deep setback of homes create spacious boulevard feel.

Tree replacement needed to restore rhythm of tree canopy, particularly in the south divided portion.

Wayfinding needed at Gold and Wright Streets to identify desired route.

Preserve the character of the boulevard and neighborhood

**Opportunities** If feasible and acceptable to residents, consider converting divided portion to one-way, encircling the median.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	36 ft. (30 ft. either side of median at divided portion)	
	NO. OF THROUGH LANES	4 (2 either side of median)	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	20 ft.	
	MAXIMUM SPEED	25 mph	
	MEDIAN	Yes-Wright St to Deer Park Blvd 42 ft. width	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	20 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical spacing w/ gaps	Restore symmetrical, evenly spaced
	TREE SPECIES	Various	Groups 1, 2 & 5** maintain continuous canopy
	PARKWAY LAWN	12 ft. (6 ft.- east, 27 ft.- west at divided portion)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Divided portion of Hanscom Boulevard. Two-way traffic and parking on both sides of median.







## HAPPY HOLLOW BOULEVARD






Providing a connection from NW Radial Highway to Elmwood Park, Happy Hollow remains one of the most intact boulevards with Cleveland's vision for Omaha's system of parks and boulevards. The gently winding road follows natural topography to highlight view of historic structures and beautiful natural features. Happy Hollow is the ideal setting for the architecturally stunning homes lining its sidewalks. The mature vegetation provides a lush and inviting atmosphere that announces arrival to this special stretch of road that provides a balance of functionality and beauty.

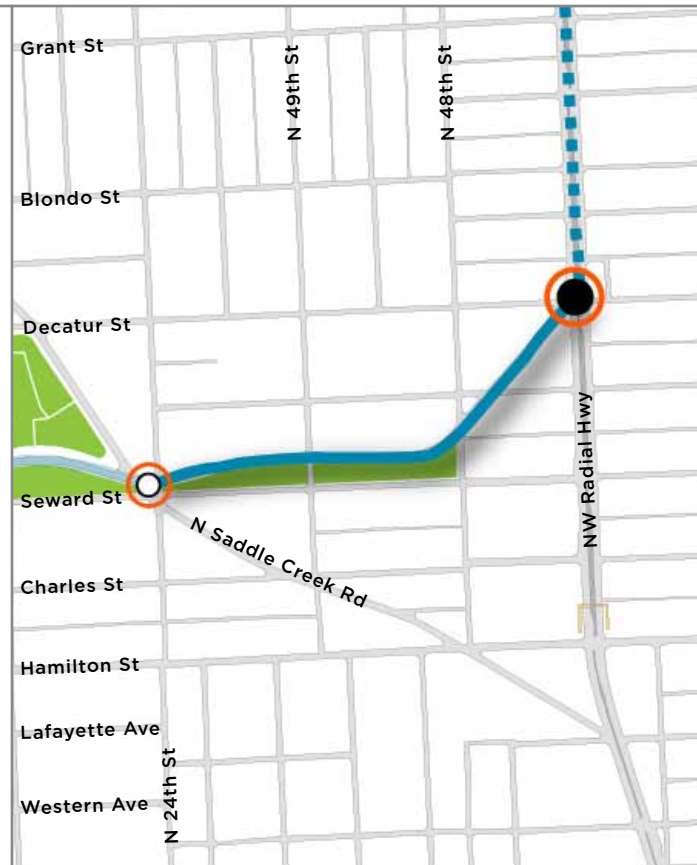


# SEGMENT 1 | HAPPY HOLLOW BOULEVARD

{NW Radial Hwy to N. Saddle Creek Rd}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,300 lf.

**Right-of-way Width** 100 ft. to 250 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** 1,674 ADT along corridor segment.

\* 36,418 at Decatur St/Happy Hollow Blvd intersection

\* 14,904 at N Saddle Creek Rd/Seward St/Country Club Ave

(Source: City of Omaha Public Works Department Traffic Counts, based on counts taken in Oct. 2008)

**Important Considerations** Preserve the character of the boulevard and neighborhood. Happy Hollow has a distinct character because of its ornate furnishings, deep setback of homes, historic architecture and dense, mature tree canopy.

Adjacent open space creates a park-like drive. Maintain and preserve as an amenity for the neighborhood.

A connection/identification is needed from Fontenelle Blvd to NW Radial Hwy and then onto Happy Hollow Blvd.

Improvements such as trails or multi-use paths must not detract from proportions and historic character of the boulevard.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Yes - one side	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	18 ft.	Maximum 12 ft.
	TRAFFIC CALMING		If Improvements are required round-a-bouts and removal of parkway lawn should be used only as a last option
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	30 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 5 ft. (49th St to 50th St)	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings (north); naturalistic plantings (south)	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 18 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








Continuous tree canopy along Happy Hollow Boulevard (looking West toward 49th Street)



## SEGMENT 2 | HAPPY HOLLOW BOULEVARD

{N. Saddle Creek Rd to Western Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,525 lf.

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** 2,689 ADT along corridor segment.

\* 14,904 at N Saddle Creek Rd/Seward St/Country Club Ave

\* 11,048 at Western Ave/52nd St intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Feb. 2006, June 2009 and Oct. 2010)

### Important Considerations

Preserve the character of the boulevard and neighborhood. Happy Hollow has a distinct character because of its ornate furnishings, deep setback of homes, historic architecture and dense, mature tree canopy.

Increased setback of homes, curvilinear alignment and gentle topography create a park-like drive.

Careful design consideration of intersection improvements required. Improvements should not interrupt the character and geometry of the boulevard.

Wayfinding and identity to aid in navigating through the double round-a-bout at 50th St/N. Saddle Creek/Seward intersection.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 18 ft.	Maximum 12 ft.
	TRAFFIC CALMING		If Improvements are required round-a-bouts and removal of parkway lawn should be used only as a last option
	BIKE FACILITIES	Yes - on-road bike lane	
	BUILDING SETBACK	Varies	Minimum 10 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	Yes - in Happy Hollow Park	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings, naturalistic plantings within Park	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	17 ft.	Minimum 17 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Happy Hollow Boulevard and Lafayette Ave (looking north)








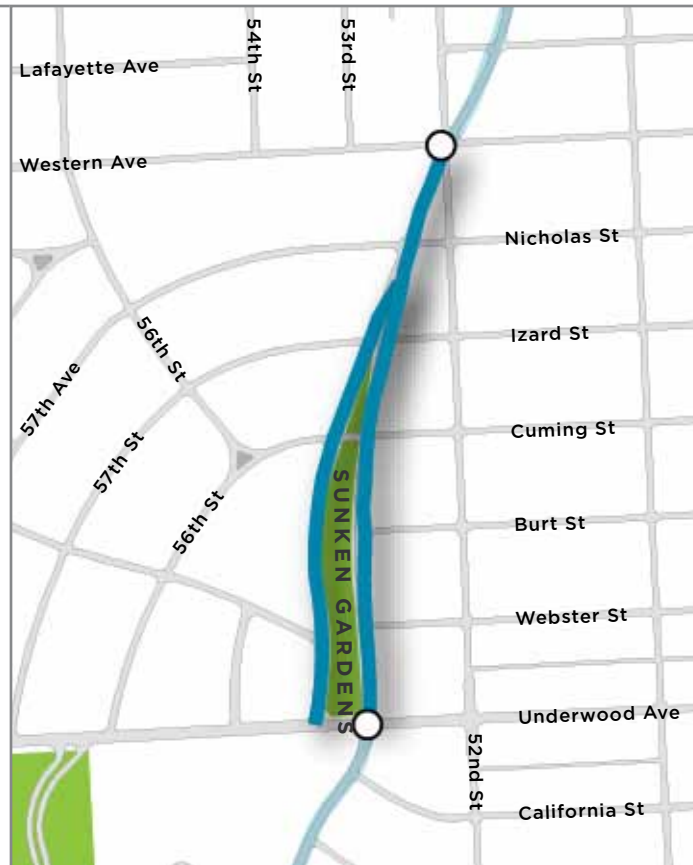
Happy Hollow Blvd currently has a one-way bike lane on the west side of the street

## SEGMENT 3 | HAPPY HOLLOW BOULEVARD

{Western Ave to Underwood Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,120 lf.

**Right-of-way Width** 150 ft. to 280 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** 1,449 ADT along West corridor segment.  
 4,726 ADT along East corridor segment.  
 \* 11,048 at Western Ave/52nd St intersection  
 \* 12,088 (West Leg) at Underwood Ave  
 \* 17,690 (East Leg) at Underwood Ave

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Feb. 2006, Sep. 2008 and Nov. 2011)

**Important Considerations** Preserve or restore Sunken Gardens as a feature along the boulevard. Iconic section of the system due to the wide expanse of the right-of-way and extensive mature vegetation.

Preserve the character of the boulevard and neighborhood. Happy Hollow has a distinct character because of its ornate furnishings, deep setback of homes, historic architecture and dense, mature tree canopy.



**GUIDELINE RECOMMENDATIONS:**

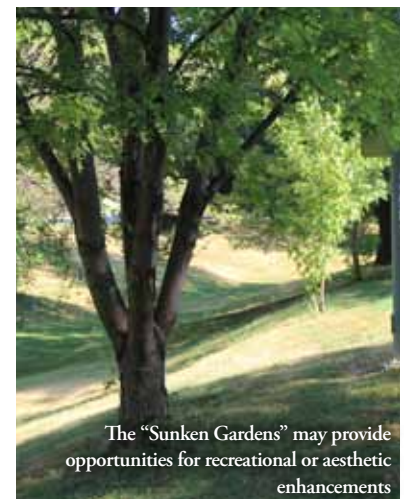
	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	32 ft. either side of median	
	NO. OF THROUGH LANES	2 either side of median	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	Yes - width varies, 125 ft. at widest	
	SIGNALIZED INTERSECTIONS	Yes	
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 18 ft.	Maximum 12 ft.
	TRAFFIC CALMING		If Improvements are required round-a-bouts and removal of parkway lawn are not appropriate solutions
	BIKE FACILITIES	Yes - on-road bike lane	
	BUILDING SETBACK	Varies	Minimum 10 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 5 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings, naturalistic plantings within median	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	12 ft.	Minimum 12 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



East leg of Happy Hollow Boulevard and Burt Street (looking south)








The "Sunken Gardens" may provide opportunities for recreational or aesthetic enhancements

## SEGMENT 4 | HAPPY HOLLOW BOULEVARD

{Underwood Ave to Leavenworth St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 5,710 lf.

**Right-of-way Width** 80 ft. to 100 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** 5,580 ADT along corridor segment  
 \* 12,088 (West Leg) at Underwood Ave  
 \* 17,690 (East Leg) at Underwood Ave  
 \* 53,188 at Dodge St intersection  
 \* 15,054 at Farnam St intersection  
 \* 20,790 at Leavenworth St intersection

(Source: City of Omaha Public Works Department Traffic Counts, average of counts taken in Sep. 2009, Oct. 2010 and Nov. 2011)

**Important Considerations** Preserve scenic wooded drive adjacent to Elmwood Park. Homes are single loaded along this segment of Happy Hollow Blvd.

Wayfinding at intersection with Dodge St/Farnam St.

Preserve the character of the boulevard and neighborhood. Happy Hollow has a distinct character because of its ornate furnishings, deep setback of homes, historic architecture and dense, mature tree canopy.

**Opportunities** Connect through Elmwood Park and Aksarban Village to Center Street/Woolworth Ave.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Yes - one side, parallel	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		If Improvements are required round-a-bouts and removal of parkway lawn are not appropriate solutions
	BIKE FACILITIES	Yes - 10 ft. wide sidepath	
	BUILDING SETBACK	30 - 60 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 5 ft.	Minimum 5 ft.
	TRAILS	Yes - 10 ft. wide (west)	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings, naturalistic plantings within Elmwood Park	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various, Oak dominant	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	12 ft.	Minimum 12 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	Yes - adjacent to the blvd	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	Yes - hanging baskets	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.





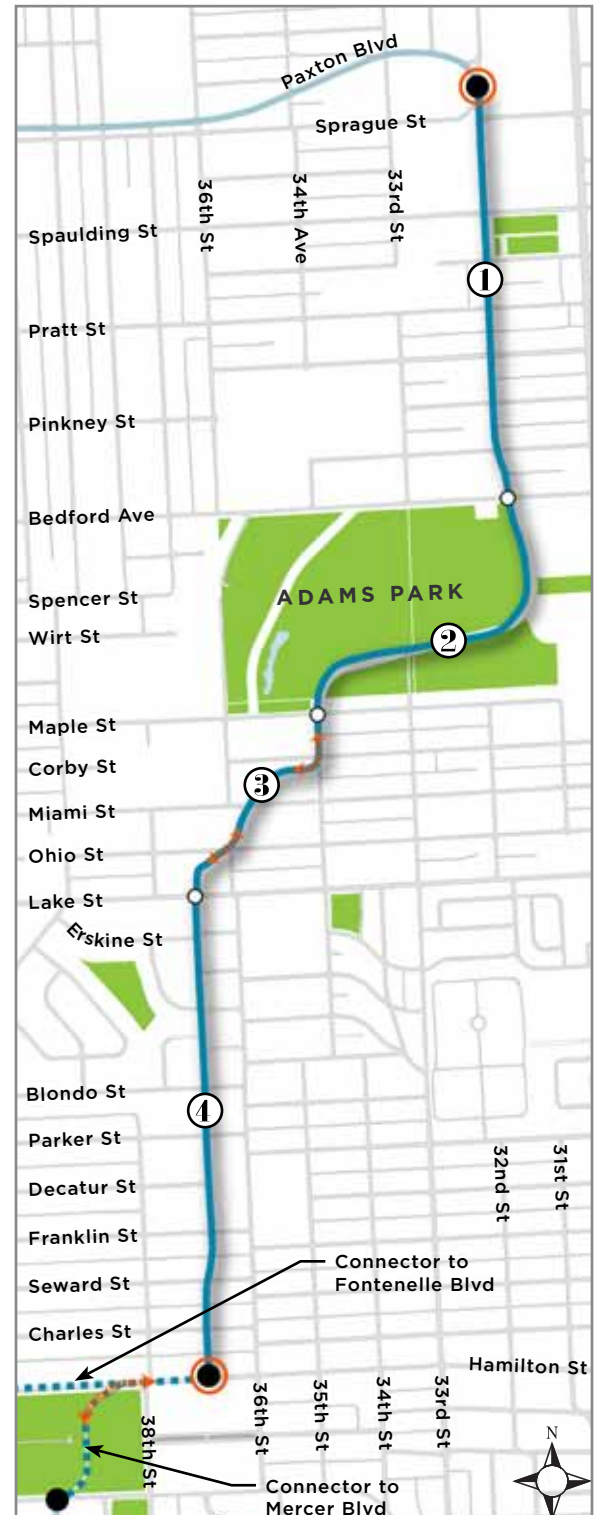






## JOHN A. CREIGHTON BOULEVARD






John A. Creighton Boulevard is unique in that it was constructed through developed portions of the City, rather than ahead of development. Houses were actually taken to make room for the roadway. As the roadway travels through Adams Park, the original hairpin turns have been replaced by a straighter alignment. The switchback can still be identified as open area within the park and on aerial photography. Today the boulevard runs through residential and commercial land uses and is the one segment of boulevard where overhead power lines run along the corridor, perhaps having the most significant impact on it's historic integrity. John A. Creighton Blvd. is slated as a location for future combined sewer overflow work and the following recommendations are the basis for restoration.



# SEGMENT 1 | JOHN A. CREIGHTON BOULEVARD

{Paxton Blvd to Bedford Ave/Adams Park}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,015 lf.

**Right-of-way Width** 150 ft.

**Adjacent Land Use** Residential, Industrial, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** In need of maintenance of vegetation and hardscape.

Varied land uses, setbacks and structure style detract from the formality and continuity of the boulevard.

**Opportunities** Only portion of the system that carries overhead utilities parallel to street. Any opportunity to bury the utilities should be considered concurrent with improvements occurring within the right-of-way.

This portion of the boulevard lies within the Combined Sewer Overflow program, which includes possible installation of Green Solutions and/or BMP's and widening of existing sidewalks and trails.

The intersection of Paxton Blvd with John Creighton Blvd should incorporate *special features* that include wayfinding and identity.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	Prohibited
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 35 ft.	Maximum 30 ft.
	TRAFFIC CALMING		Consider speed humps, raised intersections or similar at school crossings <sup>+</sup>
	BIKE FACILITIES	No	Expand existing west sidewalk to 10 ft. wide
	BUILDING SETBACK	Varies	Minimum 10 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Above ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	8 ft. (west) 6 ft. (east)	
	TRAILS	Yes - 8 ft. width	Expand to 10 ft. wide
	STREET TREE CONFIGURATION	Naturalistic spacing	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	10 ft. (west) 34 ft. (east)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



John A. Creighton Boulevard at Spaulding Street (looking south)








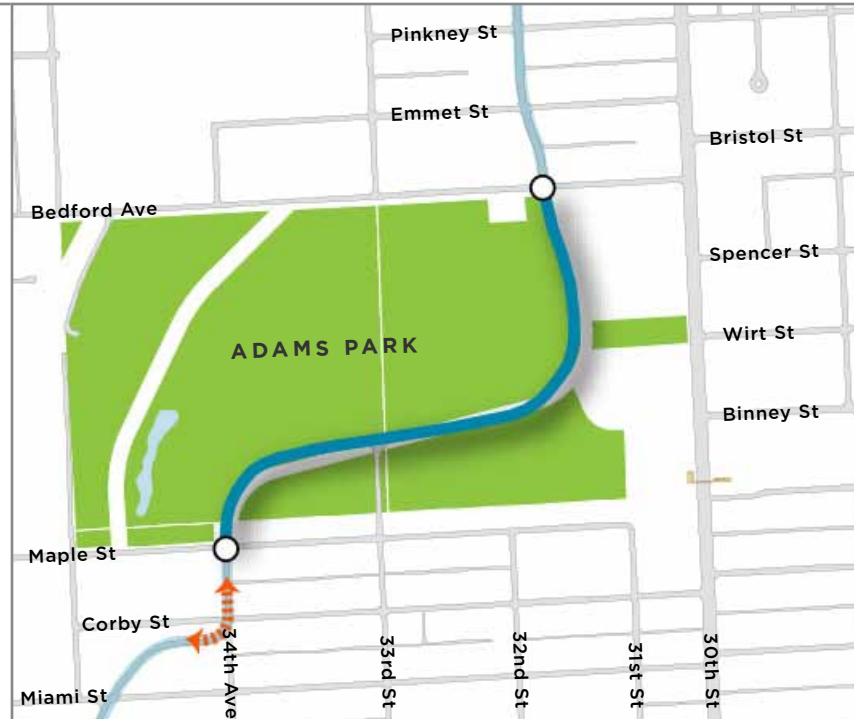
This segment is the only instance of above ground electrical lines running parallel to the boulevard.

## SEGMENT 2 | JOHN A. CREIGHTON BOULEVARD

{Bedford Ave/Adams Park to Maple St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,600 lf.

**Right-of-way Width** Varies

**Adjacent Land Use** Park/Open Space, Community Center

**Average Daily Traffic** No data available for this segment

**Important Considerations** Does not follow historic alignment. Due to the realignment of the roadway, tree canopy is not present along much of the roadway. This segment lies within Adams Park and provides access to Adams Community Center.

**Opportunities** Currently, improvements within Adams Park are being planned. As part of the project, tree replacement to restore rhythm of symmetrical tree plantings should be considered.

\*Reference the Adams Park Master Plan and Combined Sewer Overflow projects for further opportunities.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	Prohibited
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	35 ft.	25 ft.
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 15 ft.
	TRAFFIC CALMING		Restore historic “hairpin” alignment
	BIKE FACILITIES	No	Sidepath
	BUILDING SETBACK	100 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	No	Prohibited - utility boxes & overhead lines
	FENCING	No	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 6 ft.	Reference Adams Park Master Plan
	TRAILS	No	Encouraged as recreation - 10 ft. wide on park side of street
	STREET TREE CONFIGURATION	Naturalistic spacing	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	6 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - “de-clutter” & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








John A. Creighton Boulevard through Adams Park (looking west)

## SEGMENT 3 | JOHN A. CREIGHTON BOULEVARD

{Maple St to Lake St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



Approx. Length	1,775 lf.
Right-of-way Width	Varies
Adjacent Land Use	Residential
Average Daily Traffic	No data available for this segment
Important Considerations	<p>This portion quickly winds through the grided street network without visual cues for wayfinding.</p> <p>Informal section of boulevard, defined by sidewalks and parkway lawn rather than a consistent tree canopy.</p> <p>Irregular right-of-way widths created by curvilinear alignment of roadway.</p>
Opportunities	Wayfinding is necessary at Corby St as well as Ohio St.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	25 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	Prohibited
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	20 ft.
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 12 ft.	
	TRAFFIC CALMING	Curvilinear alignment	
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	Various	Minimum 12 ft.
	STREET LIGHTING	Cobra-head, various spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Naturalistic spacing	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	4 ft.	Minimum 6 ft. where existing trees would not be impacted by widening
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








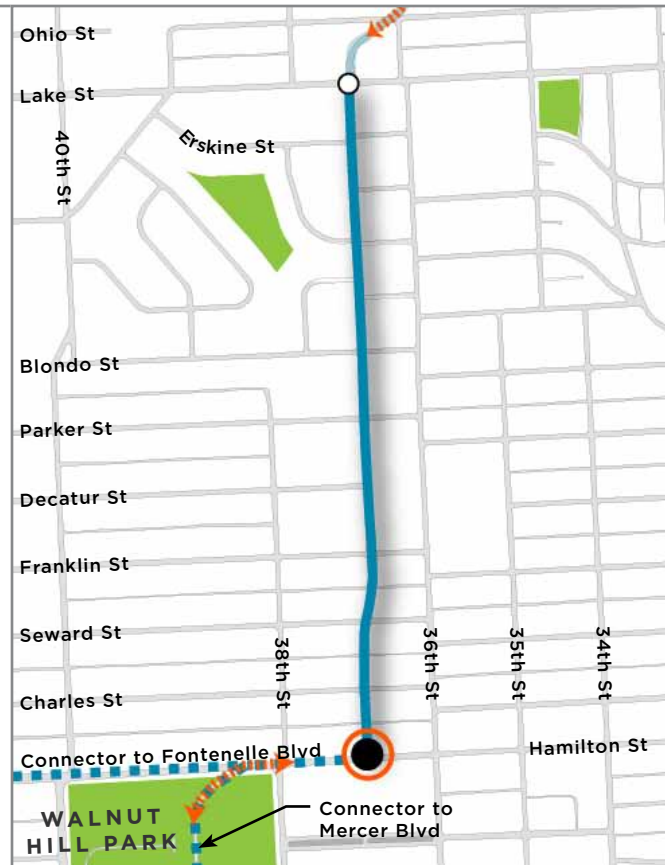
John A. Creighton Boulevard at Ohio Street (looking north)

## SEGMENT 4 | JOHN A. CREIGHTON BOULEVARD

{Lake St to Hamilton St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,500 lf.

**Right-of-way Width** 100 ft. (Lake St to Blondo St.)  
150 ft. (Blondo St. to Hamilton St.)

**Adjacent Land Use** Residential

**Average Daily Traffic** No data available for this segment

**Important Considerations** Well defined portion of the system despite different building setbacks on either side of the street. Although setbacks vary, the segment is perceived as a continuous boulevard.

Preserve mature tree canopy and parkway lawn.

Preserve the character of the boulevard and neighborhood.

**Opportunities** Connect to Mercer Blvd through Walnut Hill Park.

Connect west to Fontenelle Blvd via Hamilton St/Military Ave.

Wayfinding for connections will be important at Hamilton Street intersection.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, bike lanes
	BUILDING SETBACK	10 - 50 ft.	Minimum 20 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced with gaps	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	40 ft. (west) 14 ft. (east); 4 ft. (south of Blondo St)	Minimum 14 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

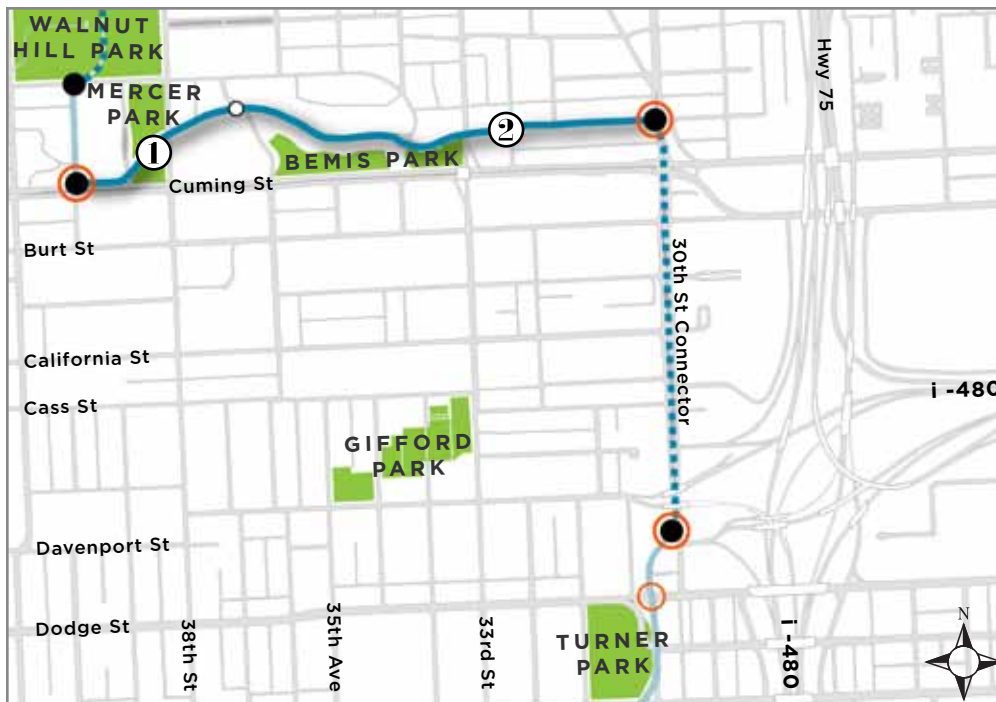
\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



John A. Creighton Boulevard at Burdette Street (looking south)





## LINCOLN BOULEVARD

Lincoln Boulevard was built in the early 1890's. It runs through the Bemis Park neighborhood east, from Mercer Boulevard to its end at North 30th Street. It then reemerges immediately north of Dodge Street and intersects with Turner Boulevard. The Bemis Park subdivision was the City's first subdivision to be laid out with a curvilinear street pattern responding to existing topography.






The section along Bemis Park stands today as an excellent example of the economic value transferred to adjacent properties through preservation of the park and boulevard system. Property values are high, the neighborhood retains its pedestrian friendly feel and one can readily imagine what it looked like in the early 1900's. In the 1960's a large portion of Lincoln Boulevard was lost to construction of Interstate 480 east of what is now Roberts Dairy and Creighton Hospital.



# SEGMENT 1 | LINCOLN BOULEVARD

{Mercer Blvd to Glenwood Ave}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 1,350 lf.

**Right-of-way Width** 70 ft.

**Adjacent Land Use** Residential, Commercial, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Attractive segment going through Mercer Park and winding down to Bemis Park. The variable topography is an significant asset to landscape form and character.

Preserve the character of the boulevard and neighborhood, particularly the historic sycamore trees.

Wayfinding opportunities will be important in connecting this Boulevard to others in the system.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - one side	
	CURB RETURN RADIUS	30 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum of 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	On-road, sharrow	
	BUILDING SETBACK	20 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced	Symmetrical tree plantings; max. 40 ft. spacing
	TREE SPECIES	Various, Sycamore dominant	Groups 1+ maintain continuous canopy
	PARKWAY LAWN	1 - 8 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.






+ Refer to Graphic Glossary for further information/definition.

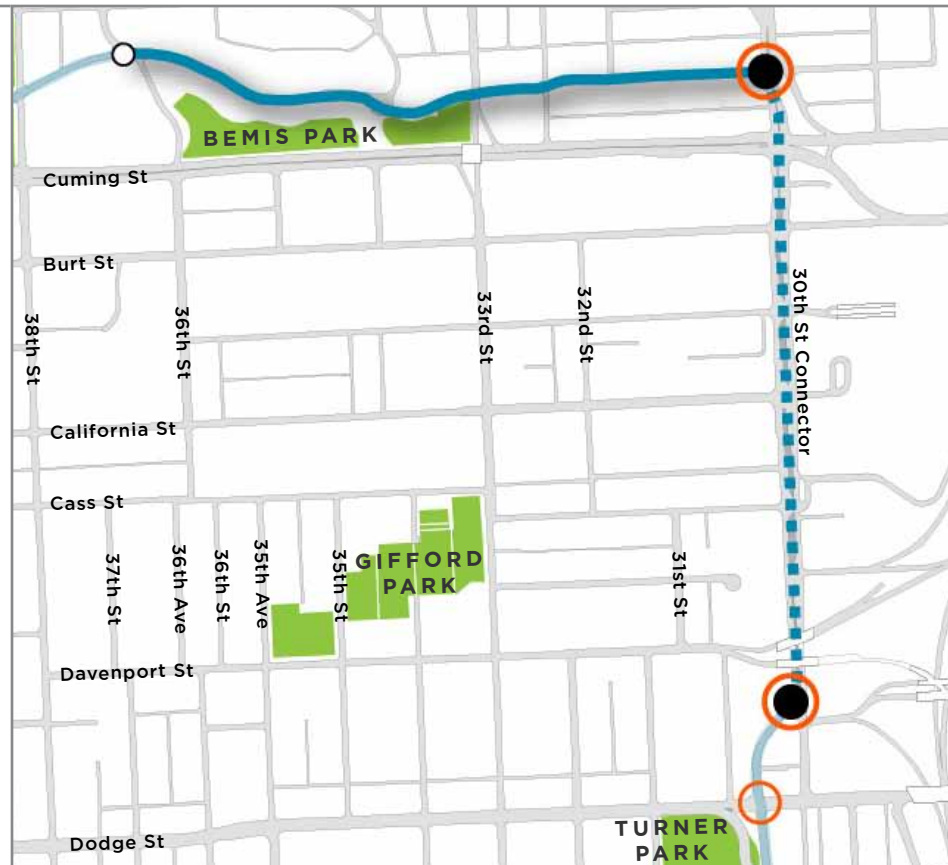


## SEGMENT 2 | LINCOLN BOULEVARD

{Glenwood Ave to N 30th St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 3,100 lf.

Additional 3,500 lf. connector to Turner Blvd on 30th St

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Preserve the character of the boulevard and neighborhood. Very close to downtown, yet feels quite and secluded.

Mature tree canopy helps to define the corridor.

Preserve and restore parkway lawn where fences have encroached beyond building setback line.

Preserve Bemis Park as a neighborhood amenity and an attractive landscape feature along the boulevard.

**Opportunities** Connect to Turner Blvd using 30th St. The historic alignment was irrevocably wiped out with the construction of I-480.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	30 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum of 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	On-road, sharrow	
	BUILDING SETBACK	20 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	5 ft. (north) 4 ft. (south)	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced with gaps	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	15 ft. (3 ft. north side of street at Bemis Park)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



View from Lincoln Boulevard adjacent to Bemis Park (looking east).

# MERCER BOULEVARD

{John A. Creighton Blvd to Lincoln Blvd}



## LEGEND

- Wayfinding
- Wayfinding Feature (signage, pavement markings, etc.)
- Park/Open Space
- Historic Boulevard
- Boulevard Connector



**Approx. Length** 700 lf.

Additional 1,300 lf. connector through Walnut Hill Park to John Creighton Blvd

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Picturesque setting. Historic character still intact today and can be seen by the historic architecture, aloft tree canopy and well maintained features.

Preserve the character of the boulevard and neighborhood.

**Opportunities** Connect to John Creighton Blvd through Walnut Hill Park.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 18 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	
	BUILDING SETBACK	25 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	Nothing in front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced with gaps	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	25 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage* particularly needed through Walnut Hill Park
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Mercer Boulevard (looking south).



Walnut Hill Park gateway (looking west).

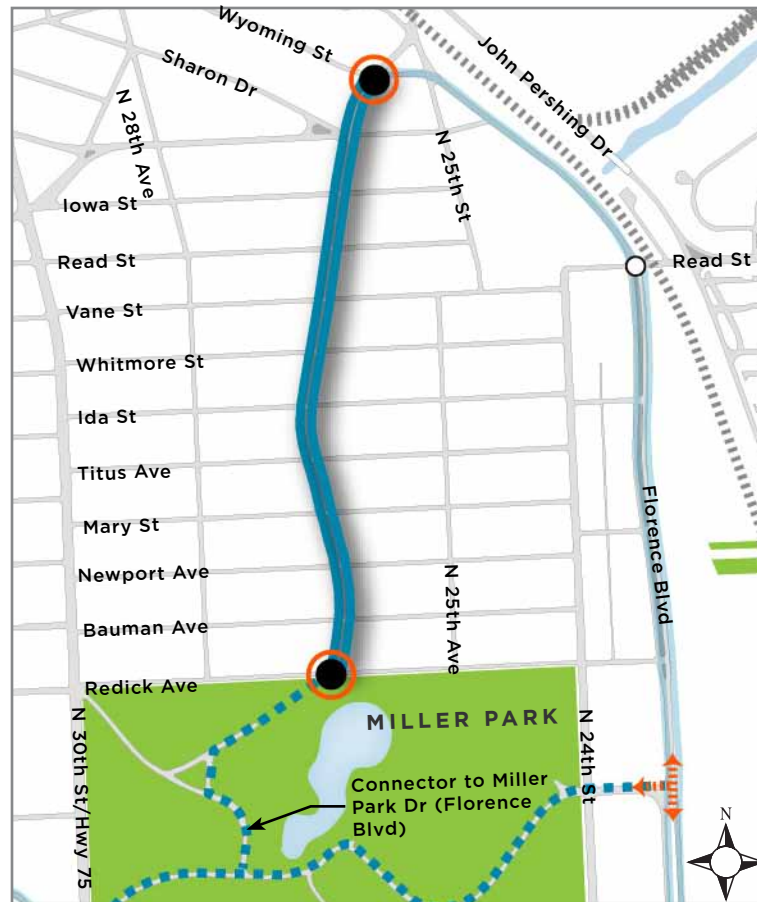
# MINNE LUSA BOULEVARD

{Florence Blvd to Redick Ave/Miller Park}



## LEGEND

- Wayfinding
- Wayfinding Feature (signage, pavement markings, etc.)
- Park/Open Space
- Historic Boulevard
- Boulevard Connector



**Length** 3,600 lf.

Additional 1,500 lf. connector through Miller Park to Florence Blvd

**Right-of-way Width** 150 ft.

**Adjacent Land Use** Residential

**Average Daily Traffic** No data available for this segment

**Important Considerations** While Minne Lusa is not part of the historic system, it has become a recognized and valued connector, and will be maintained as such.

Re-connect through Miller Park to Miller Park Dr (Florence Blvd).

**Opportunities** Should the opportunity arise, place the utility vault in the median, at the north end of the boulevard, on an adjacent street or underground. In the near-term consider ways to visually minimize the vault, subject to Parks Staff review and approval.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	23 ft. either side of median	
	NO. OF THROUGH LANES	1 either side of median	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Yes - both sides	
	CURB RETURN RADIUS	25 ft.	20 ft. ideal (25 ft. max.)
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	35 ft. wide	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, bike lane or sharrow
	BUILDING SETBACK	10 ft. to 25 ft.	Minimum 25 ft.
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 6 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Evenly spaced within median and parkway in some areas	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1, 2 & 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	7 ft. (west) 5 ft. (east)	6 ft. ideal for street trees
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	Yes	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.

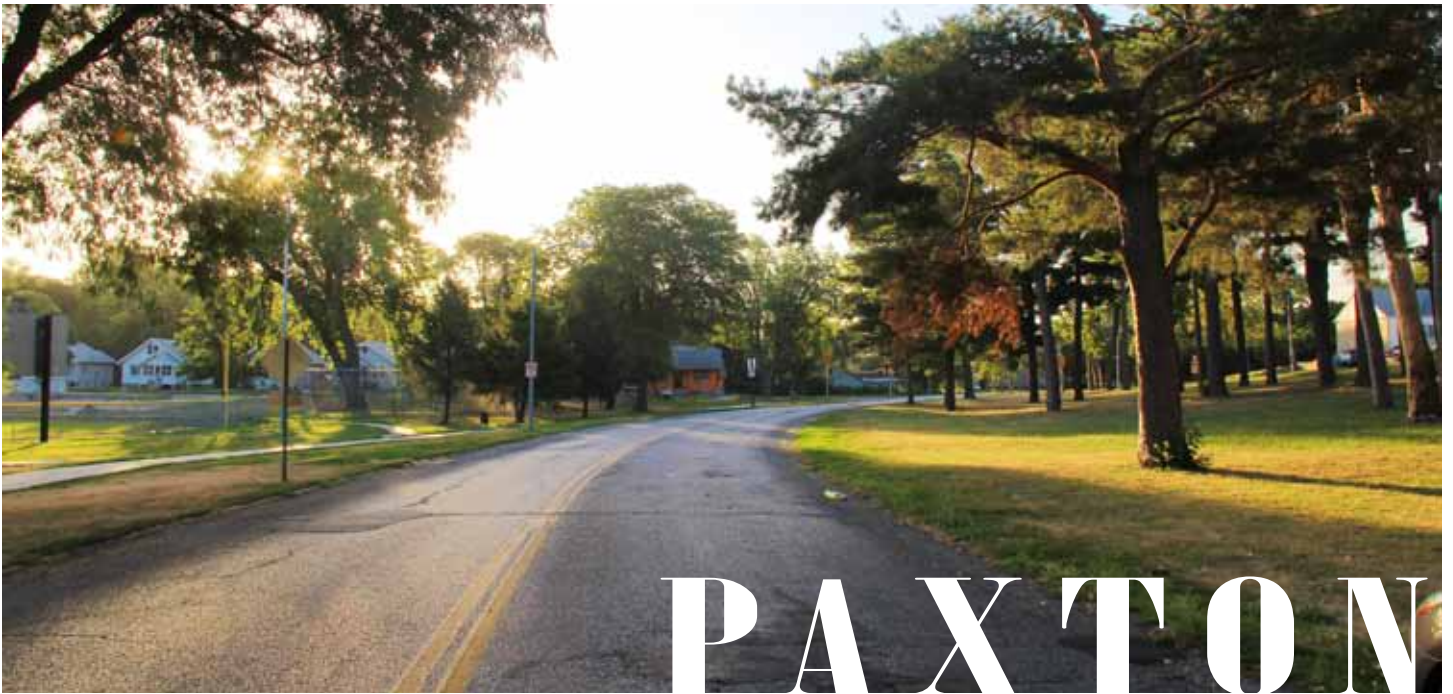


Minne Lusa Boulevard (looking south toward Redick Ave)

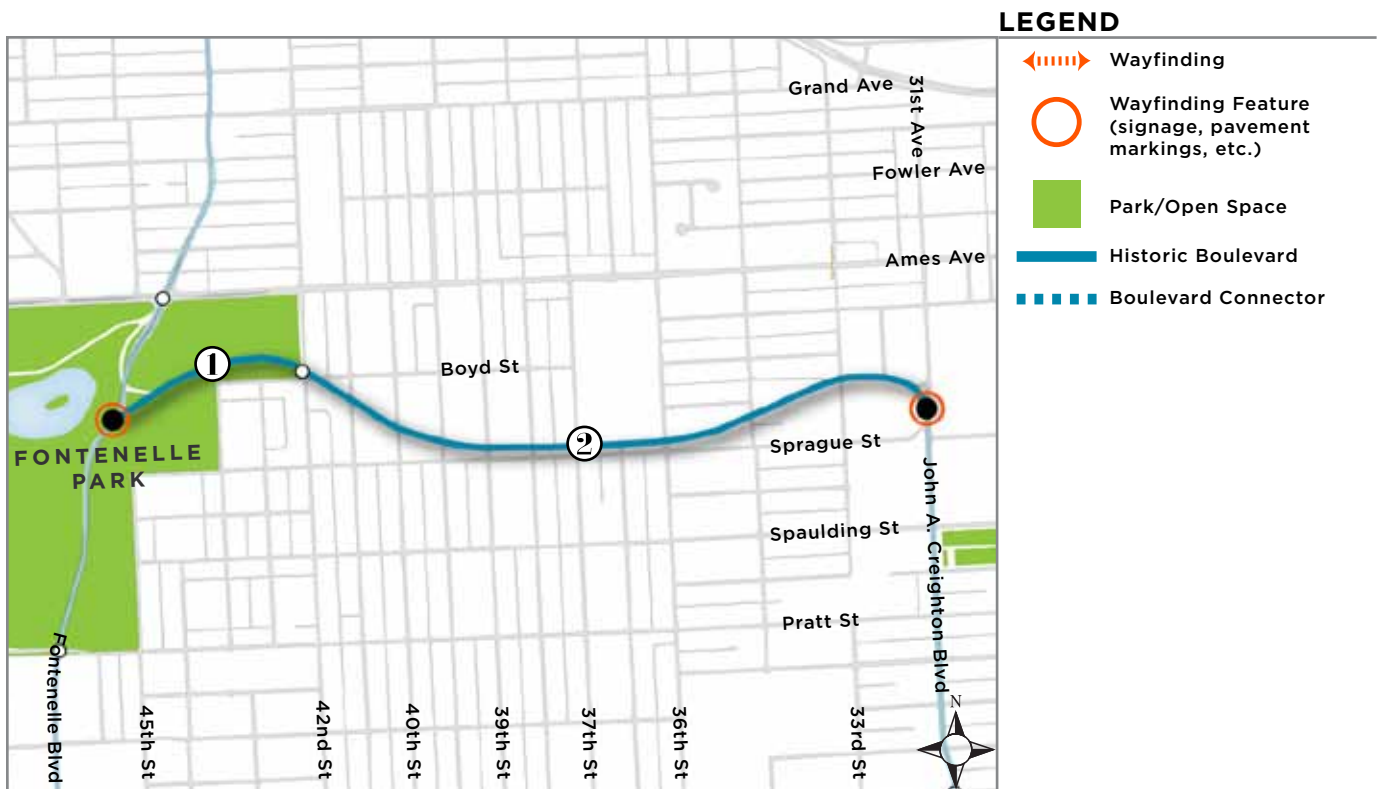


Monument in Minne Lusa median









## PAXTON BOULEVARD

Paxton Boulevard runs east-west through North Omaha from John A. Creighton Blvd at North 31st Avenue, connecting with Fontenelle Boulevard in Fontenelle Park. Paxton Boulevard is named for William A. Paxton (1837-July 18, 1907). He was a businessman and politician and often credited with the development of the Union Stockyards.






Today Paxton Boulevard exists as originally conceived in terms of right-of-way and alignment, however tree plantings need replacement at best or are missing completely and need reinstatement. There is opportunity for restoration of this corridor through Omaha's Combined Sewer Overflow Program which envisions this as a route for significant improvement. The following recommendations form the basis of how the roadway is to be restored as construction takes place.



# SEGMENT 1 | PAXTON BOULEVARD

{Fontenelle Blvd to N 42nd Ave}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 1,600 lf.

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Park/Open Space

**Average Daily Traffic** 1,552 ADT along corridor segment.

(Source: City of Omaha Public Works Department Traffic Counts, counts taken in July 2007)

**Important Considerations** Preserve the character of the boulevard, particularly quality mature tree canopy lining the street within Fontenelle Park.

Intersection of Paxton Blvd with Fontenelle Blvd.

**Opportunities** This portion of the boulevard lies within the Combined Sewer Overflow program, which includes possible installation of Green Solutions or BMP's, and reconstruction of existing trail.

The intersection of Paxton Blvd with Fontenelle Blvd is in the process of being realigned. Intersection *special features* that include wayfinding and identity could be incorporated into the project.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	32 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	No	Not Allowed
	TRAFFIC CALMING		
	BIKE FACILITIES	Yes - 10 ft. sidepath in park	
	BUILDING SETBACK	No buildings	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	No	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	No	One side - 5 ft. minimum where existing trees would not be impacted by installation
	TRAILS	Yes - 10 ft. sidepath in park	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings, naturalistic plantings within Park	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various, Honeylocust & Pine dominant	Groups 1, 2 & 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 20 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Paxton Boulevard through Fontenelle Park (looking east).








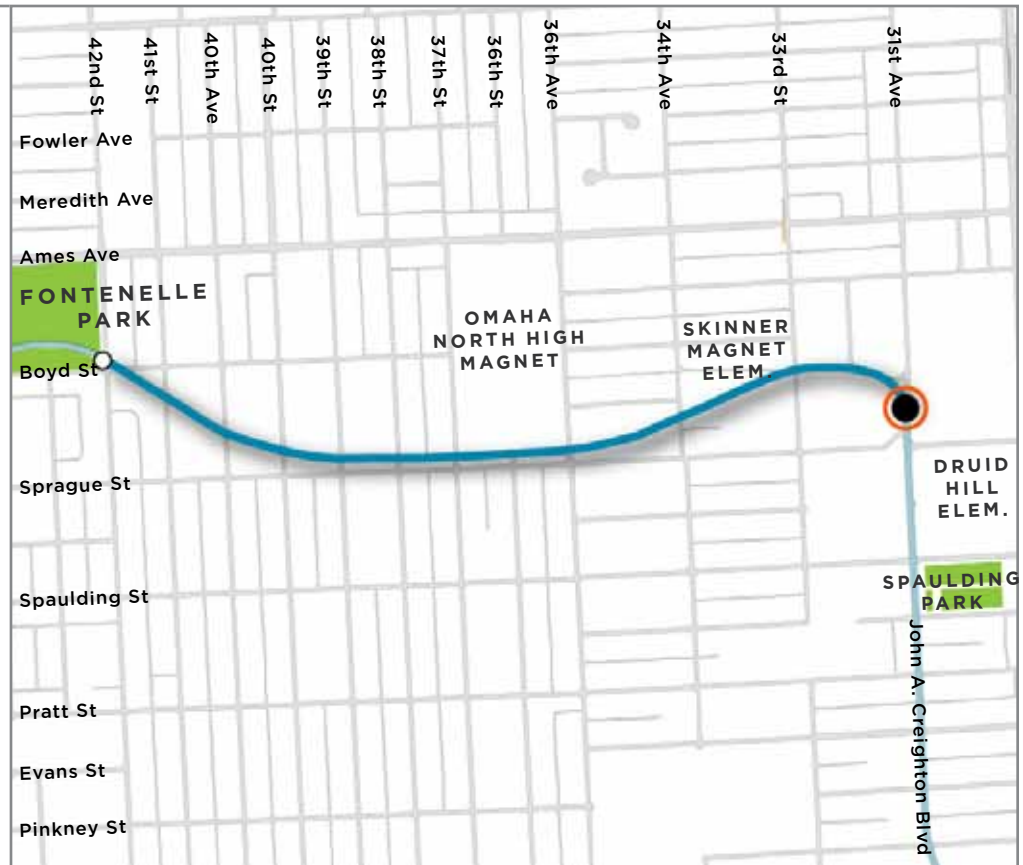
Historic photo taken from same vantage point.

## SEGMENT 2 | PAXTON BOULEVARD

{N 42nd Ave to John A. Creighton Blvd/31st Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 5,100 lf.

**Right-of-way Width** Varies

**Adjacent Land Use** Residential, Institutional, Park/Open Space

**Average Daily Traffic** 4,804 ADT along corridor segment.

(Source: City of Omaha Public Works Department Traffic Counts, counts taken in July 2007)

**Important Considerations** Continuity of the “iconic” boulevard due to broad parkway lawn.

Part of the Paxton Combined Sewer Overflow Separation project.

### Opportunities

This portion of the boulevard lies within the Combined Sewer Overflow program, which includes possible installation of Green Solutions, and/or BMP's and replacement of the existing 10 ft. trail adjacent to the roadway. Work on this portion may present an opportunity to restore the rhythm of tree canopy.

The intersection of Paxton Blvd with John A. Creighton Blvd should incorporate *special features* that include wayfinding and identity.

Careful design consideration of intersection improvements required. Improvements should not interrupt the character and geometry of the boulevard. Round-a-bouts should only be considered as a last option.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	Prohibited
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	Maximum 12 ft.
	TRAFFIC CALMING		Consider speed humps, raised intersections or similar at school crossings <sup>+</sup>
	BIKE FACILITIES	Yes - 10 ft. sidepath in park	
	BUILDING SETBACK	No buildings	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - utility boxes & overhead lines
	FENCING	No	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 4 ft.	Minimum 5 ft.
	TRAILS	Yes - 10 ft. sidepath in adjacent open space	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced tree plantings	Symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> , maintain continuous canopy
	PARKWAY LAWN	20 - 34 ft.	Minimum 20 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes - "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.







## RIVERVIEW BOULEVARD

Riverview Boulevard was an important part of Cleveland's vision for the Omaha System, however it is the corridor that exhibits fewer characteristics typical of the boulevards than any other. City records note that although it appears as part of the historic network and was planned to connect Riverview Park north to Bancroft and then to 11th Street "it appears that they (11th, Bancroft, and Riverview) received little improvement and remained "boulevards" primarily in name only.






Today the route is a relatively typical residential street from Mason to Bancroft and Bancroft east to the elementary school. School construction and the I-80 project changed the corridor and only the portion south of I-80 retains typical boulevard character.

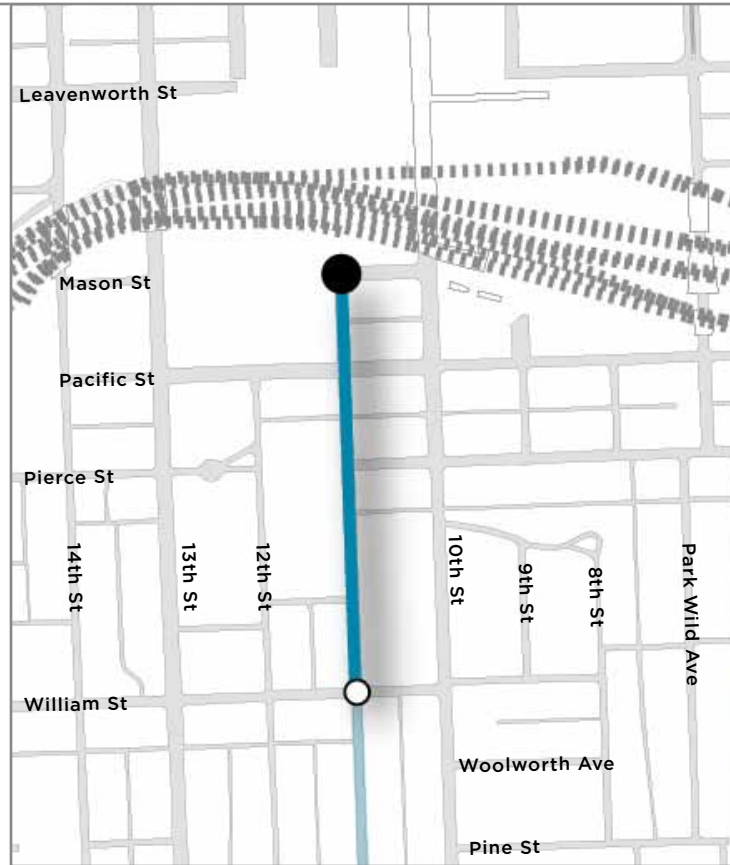


# SEGMENT 1 | RIVERVIEW BOULEVARD

{Mason St to William St}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



Approx. Length	1,670 lf.
Right-of-way Width	80 ft.
Adjacent Land Use	Commercial, Industrial
Average Daily Traffic	No data available for this segment
Important Considerations	Disconnected from the historic system. Much of the historic features and character are no longer present.
Opportunities	Connect to downtown and proposed/future Harney Bikeway.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	48 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	30 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 30 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	No	
	BUILDING SETBACK	10 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Above ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 4 - 6 ft.	Minimum 5 ft.
	TRAILS	No	
	STREET TREE CONFIGURATION	Individual tree plantings, unevenly spaced	Restore symmetrical, evenly spaced; max. 40 ft. spacing where gaps exist <sup>+</sup>
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	0 - 4 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








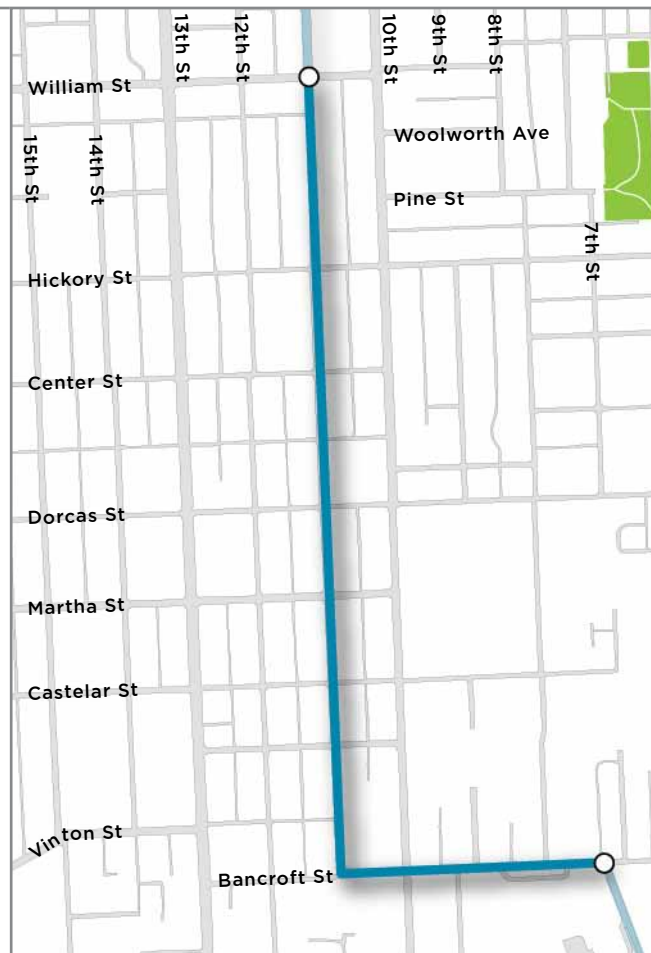
Historic photo of picnic at Riverview Park Pavillion in late 19th Century.

## SEGMENT 2 | RIVERVIEW BOULEVARD

{William St to Bancroft St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Length** 4,380 lf.

**Right-of-way Width** 80 ft. (William St to Hickory St)  
70 ft. (Hickory St to Bancroft St)

**Adjacent Land Use** Residential, Commercial, Industrial

**Average Daily Traffic** No data available for this segment

**Important Considerations** Disconnected from the historic system.

Much of the historic features and character are no longer present.

**Opportunities** Connect to downtown and future/proposed Harney Bikeway.

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	38 ft. (William St to Bancroft St) 32 ft. (along Bancroft St)	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	20 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 30 ft.	Maximum 12 ft. (residential); Maximum 20 ft. (commercial)
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow (on Bancroft)
	BUILDING SETBACK	10 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Above ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical tree spacing, with gaps	Restore symmetrical, evenly spaced; max. 40 ft. spacing where gaps exist <sup>+</sup>
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	10 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.








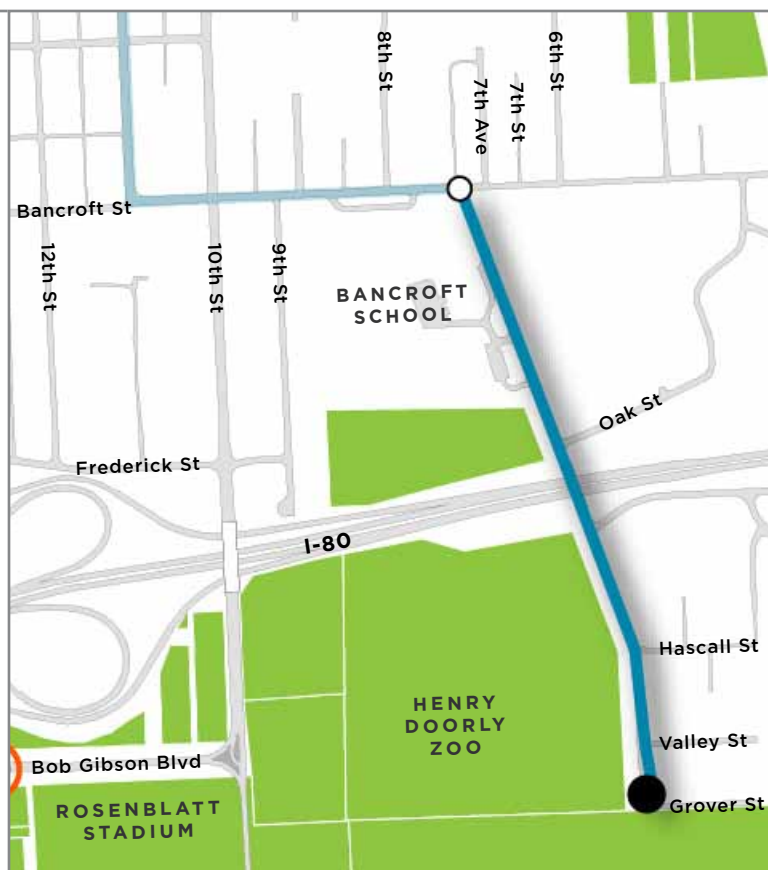
Photo of lake at Riverview Park in late 19th Century.

## SEGMENT 3 | RIVERVIEW BOULEVARD

{Bancroft St to Grover St}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,800 lf.

Additional 1,370 lf. Connector on Bancroft St

**Right-of-way Width** 130 ft. (Bancroft St to Hascall St)

150 ft. (Hascall St to Grover St)

**Adjacent Land Use** Residential, Institutional, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Currently disconnected from the historic system.

Much of the historic features and character are no longer present.

Parking lot on west side of Riverview Blvd adjacent to Henry Doorly Zoo is within the right-of-way.

**Opportunities** Connect to Deer Park Blvd via Bob Gibson Blvd and 10th Street.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Not Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	35 ft.	25 ft.
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 30 ft.	Maximum 20 ft.
	TRAFFIC CALMING		Consider speed humps, raised intersections or similar at school crossings <sup>+</sup>
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	15 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Above ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	Both sides - 5 ft. (Bancroft to Spring St)	Continue sidewalk to south on east side of road
	TRAILS	No	
	STREET TREE CONFIGURATION	Individual tree plantings, few historic	Restore symmetrical, evenly spaced; max. 40 ft. spacing where gaps exist <sup>+</sup>
	TREE SPECIES	Various	Groups 1 thru 5 <sup>+</sup> maintain continuous canopy
	PARKWAY LAWN	4 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Women in Riverview Park, early 20th Century.








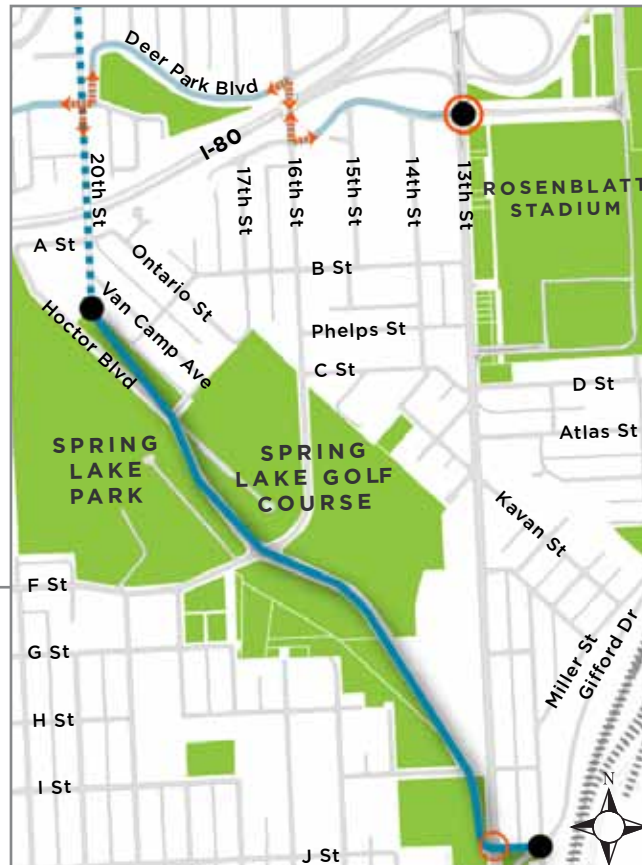
# | SPRING LAKE DRIVE

{S 20th St to S Gifford Dr}



## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 6,100 lf.

**Right-of-way Width** 130 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Provides a connection south over Interstate 80 to Spring Lake Park, 9-hole Golf Course and Riverfront Trail.

Naturalistic tree plantings add to the park-like drive.

Careful design consideration of intersection improvements required. Round-a-bouts should only be considered as a last option.

**Opportunities** Enhanced entrance to the system at Spring Lake Dr and S 13th St intersection.

GUIDELINE RECOMMENDATIONS:			
	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	30 ft.	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	20 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 15 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	20 ft.	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	One side - 5 ft.	
	TRAILS	Yes - 8 ft. (C St to I St)	Connect from I St to 13th Street
	STREET TREE CONFIGURATION	Symmetrical spacing w/ gaps	Restore symmetrical, evenly spaced; max. 40 ft. spacing
	TREE SPECIES	Various	Groups 1, 2 & 5+ maintain continuous canopy
	PARKWAY LAWN	Minimum 6 ft.	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval+
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Spring Lake Drive at golf course entrance (looking southeast)



Spring Lake Drive at golf course entrance (looking northwest)









## TURNER BOULEVARD

Turner Boulevard extends from 30th Street south to Woolworth Avenue. The first land for the boulevard was donated by Mrs. Charlotte M. Turner in memory of her son, Curtiss Turner. Turner Boulevard meanders its way through several neighborhoods and is anchored on each end by Turner Park on the north and Hanscom Park on the south.






This boulevard is probably one of more scenic and interesting of the system. The boulevard also retains some of the best examples of H.W.S. Cleveland's planting concepts of integrating deciduous and coniferous materials as street trees.



# SEGMENT 1 | TURNER BOULEVARD

{Dodge St to Harney St}

## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



<b>Approx. Length</b>	1,200 lf.
<b>Right-of-way Width</b>	Varies
<b>Adjacent Land Use</b>	Residential, Commercial, Park/Open Space
<b>Average Daily Traffic</b>	No data available for this segment
<b>Important Considerations</b>	<p>Preserve the character of the boulevard and adjacent Dewey and Turner Parks to provide as a neighborhood amenity.</p> <p>Very urban section that carries a significant amount of vehicular traffic. High visibility point in the system to incorporate significant wayfinding and identification.</p>
<b>Opportunities</b>	<p>Connect to Lincoln Blvd using 30th St. The historic alignment was irrevocably wiped out with the construction of I-480.</p> <p>“S” curve realignment at the intersection of Dodge St/Douglas St/ Turner Blvd. Restoring rhythm of tree canopy and parkway lawn should be a consideration in the design process. Also, restore to two-way traffic, if possible.</p> <p>Connect to the proposed Harney St Bikeway going east/west.</p>

**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	40 ft.	
	NO. OF THROUGH LANES	3	
	TRUCK TRAFFIC	Not Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	30 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 20 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	Yes - 8 ft. sidepath in Turner Park	
	BUILDING SETBACK	0 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	Nothing in front of setback line	
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 5 ft.	Both sides - minimum 6 ft. - ensure connectivity through 'S-curve' realignment project
	TRAILS	Yes - 10 ft.	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced with gaps	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5** maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 8 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.






+ Refer to Graphic Glossary for further information/definition.



## SEGMENT 2 | TURNER BOULEVARD

{Harney St to Leavenworth St }

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 2,300 lf.

**Right-of-way Width** Varies

**Adjacent Land Use** Residential, Commercial, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Curvilinear alignment contributes to park-like feel of the boulevard.

Existing 8' trail winding adjacent to and crossing the boulevard.

Preserve the character of the boulevard and neighborhood.

**Opportunities** Clarify wayfinding at Jackson and 34th Streets. Incorporate wayfinding feature at intersection with Harney St Bikeway.



**GUIDELINE RECOMMENDATIONS:**

	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	35 ft.	
	NO. OF THROUGH LANES	3	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	No	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	Yes	Allowed - where warranted
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 15 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	Yes - 8 ft. sidepath	On-road, sharrows
	BUILDING SETBACK	10 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	SIDEWALKS	One side - 5 ft.	Both sides - minimum 5 ft.
	TRAILS	Yes - 8 ft. sidepath	
	STREET TREE CONFIGURATION	Symmetrical, evenly spaced with gaps	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5** maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 8 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Turner Boulevard through Dewey Park (looking southwest)








Two boys in Curtiss Turner Park, taken in early 20th Century.

## SEGMENT 3 | TURNER BOULEVARD

{Leavenworth St to Woolworth Ave}

### LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length** 4,000 lf.

**Right-of-way Width** 100 ft.

**Adjacent Land Use** Residential, Park/Open Space

**Average Daily Traffic** No data available for this segment

**Important Considerations** Curvilinear ascent to the Field Club Neighborhood provides a very pleasant experience whether on the trail or driving. Mature trees provide orderly canopy while framing views of the park and surrounding neighborhoods.

Preserve the character of the boulevard and neighborhood.

**GUIDELINE RECOMMENDATIONS:**

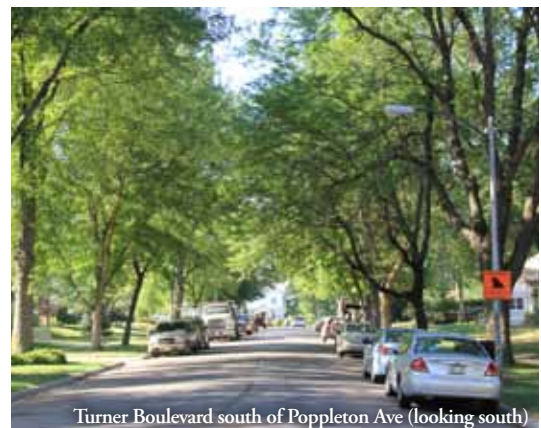
	<b>CRITERIA</b>	<b>EXISTING CONDITION</b>	<b>RECOMMENDATION (if different from exist.)</b>
<b>RIGHT-OF-WAY &amp; ROADWAY DESIGN</b>	PAVEMENT WIDTH	30 ft. (34 ft. Poppleton Ave to Woolworth Ave)	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - one side (both sides Poppleton Ave to Woolworth Ave)	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	30 mph	25 mph
	MEDIAN	No	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	Yes	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 15 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	Yes - 8 ft. sidepath (Leavenworth St to Pacific St)	On-road, sharrows
	BUILDING SETBACK	20 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
<b>LANDSCAPE &amp; AESTHETICS DESIGN</b>	FENCING	In front of setback line	Nothing in front of setback line
	SIDEWALKS	One side - 5 ft.	Both sides - minimum 5 ft.
	TRAILS	Yes - 8 ft. sidepath	
	STREET TREE CONFIGURATION	Naturalistic spacing	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5** maintain continuous canopy
	PARKWAY LAWN	Varies	Minimum 15 ft.
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Turner Boulevard through Curtiss Turner Park (looking north)








Turner Boulevard south of Poppleton Ave (looking south)

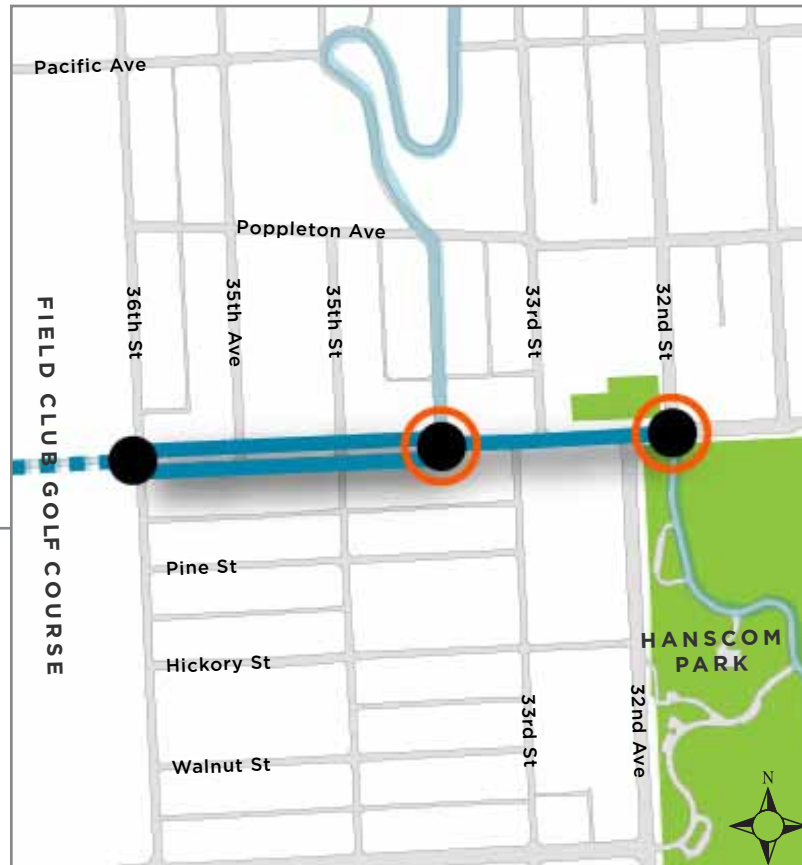
# | WOOLWORTH AVENUE

{S 36th St to Hanscom Blvd/S 32nd St}



## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector



**Approx. Length**

1,820 lf.

**Right-of-way Width**

100 ft.

**Adjacent Land Use**

Residential, Park/Open Space

**Average Daily Traffic**

2,871 ADT along corridor segment.

(Source: City of Omaha Public Works Department Traffic Counts, average counts taken in Oct. 2007 and 2010)

## Important Considerations

Despite its “Avenue” name designation, Woolworth is shown on Cleveland’s map as being part of the historic boulevard system and will be treated as such.

This portion is very well preserved. The historic architecture and geometric relationships of pavement to parkway lawn to sidewalk to vegetation provide an idyllic atmosphere conducive to both pedestrians and slow-moving vehicular traffic.

The narrower lanes of the divided portion of Woolworth Ave aid in traffic calming while still allowing on-street parking.

Provides a connection to Hanscom Park from Turner Blvd.

## Opportunities

As part of the Omaha Master Plan Transportation Element, this segment should be considered for bike lanes and sharrows.



# GUIDELINE RECOMMENDATIONS:

	CRITERIA	EXISTING CONDITION	RECOMMENDATION (if different from exist.)
RIGHT-OF-WAY & ROADWAY DESIGN	PAVEMENT WIDTH	36 ft.; 18 ft. either side at divided portion	
	NO. OF THROUGH LANES	2	
	TRUCK TRAFFIC	Prohibited	
	ON-STREET PARKING	Allowed - both sides	
	CURB RETURN RADIUS	25 ft.	
	MAXIMUM SPEED	25 mph	
	MEDIAN	Yes - 35 ft. width	
	SIGNALIZED INTERSECTIONS	No	
	CROSSWALKS	No	Allowed - as appropriate*
	DRIVEWAYS / CURB CUTS	Maximum 12 ft.	
	TRAFFIC CALMING		
	BIKE FACILITIES	No	On-road, sharrow
	BUILDING SETBACK	25 ft. setback	
	STREET LIGHTING	Cobra-head, 150 ft. spacing	Update*
	UTILITIES	Below ground	Prohibited - Utility Boxes & Overhead Lines
	FENCING	In front of setback line	Nothing in front of setback line
LANDSCAPE & AESTHETICS DESIGN	SIDEWALKS	Both sides - 5 ft.	
	TRAILS	No	
	STREET TREE CONFIGURATION	Symmetrical spacing with some gaps	Restore symmetrical tree plantings; max. 40 ft. spacing <sup>+</sup> where gaps exist
	TREE SPECIES	Various	Groups 1 thru 5** maintain continuous canopy
	PARKWAY LAWN	20 ft. (8 ft. at divided portion)	
	STORMWATER BMP'S	No	Allowed by Park Staff Recommendation & UDRB Approval <sup>+</sup>
	WATER FEATURES	No	By Public Arts Comm. & Park Board Approval
	ARTWORK & ORNAMENTATION	No	By Public Arts Comm. & Park Board Approval
	MEMORIALS & MONUMENTS	No	Not Appropriate; By Park Board Approval
	WAYFINDING & SIGNAGE	No	Yes, "de-clutter" & consolidate signage*
	BANNERS/HANGING BASKETS	No	By UDRB Approval
	PEDESTRIAN LIGHTING	No	By UDRB Approval
	STREET FURNISHINGS	No	By Administrative Approval

\* Refer to Wayfinding and Identification section, pg. 116 for further information.

+ Refer to Graphic Glossary for further information/definition.



Divided portion of Woolworth Avenue (looking west)



Tree lined parkway lawns on Woolworth Avenue (looking east)



# 4 IMPLEMENTATION

## The Historic System



The most significant conclusion of the Omaha Boulevard Master Plan is that the historic integrity of the system and the infrastructure be preserved and maintained. This was endorsed by the public through the planning process and largely shaped the preceding recommendations. For this reason, implementation focuses on maintenance of the existing improvements and careful review and consideration of any proposed change to an historic boulevard segment. The express intent of this Master Plan is to protect what is in place. As infrastructure deteriorates, as it will over time, it should be replaced consistent with the identified, segment by segment recommendations.

There is no existing, specific, budget allocation or dedicated funding source for Omaha's Boulevard System. In the future it may be desirable to create such a mechanism, however at the present time boulevard projects will likely be coupled with other capital improvement expenditures. As projects are proposed highest priority should be given to the following:

- 1. Preservation of existing trees, maintenance of existing trees** and the addition of trees along the boulevard where they no longer exist. This is important in that trees take many years to mature and the sooner they start the sooner they will contribute to the character of the segment.
- 2. Maintenance of curbs, sidewalks, and street pavement** including operational considerations such as street sweeping.
- 3. Installation of wayfinding and identification** consistent with recommendations to create a subtly recognizable identity for the historic system.
- 4. Systematic replacement or enhancement of cobra-head streetlights** with the recommended alternate fixture as an element of the wayfinding and identification package.

## Boulevard Connections

The Omaha Boulevard Master Plan process included a discussion of the extent to which boulevard segments are or are not connected to one another, how access to the historic system could be improved from other parts of the city and how it would be desirable to implement a higher design standard along the connector routes. The intent of these connections is to compliment the historic system, not try to replicate it.









The subject of appropriate connecting routes was covered in the public meetings and with the City of Omaha staff representatives. Their input led to the map below which illustrates those connections determined to be most important. **The intent of identifying the connections is that these roadways receive priority consideration for enhancements** but are not expected to be subject to the Historic Boulevard Recommendations contained in this Master Plan.

In terms of improvement standard, Omaha currently has adopted Boulevard Design Guidelines that dictate the design and character of the future Suburban Omaha Boulevard System. These guidelines are an excellent resource for the standard to be applied to the connector routes to the extent possible. It should be noted that specific connector routes may also fall under other adopted design recommendations such as:

- » Green Streets for Omaha
- » Omaha Streetscape Handbook
- » Urban Design Handbook for Omaha
- » Transportation Master Plan
- » Area of Civic Improvement Overlay District



## LEGEND

-  Wayfinding
-  Wayfinding Feature (signage, pavement markings, etc.)
-  Park/Open Space
-  Historic Boulevard
-  Boulevard Connector
-  Begin/End Boulevard
-  Begin/End Boulevard Segment
-  Segment Identification Number



## Wayfinding and Identification

Wayfinding encompasses all of the ways in which people orient themselves and navigate from place to place. Wayfinding signage, in addition to aiding navigation, enhances neighborhood identity and character. In studying the Omaha Boulevard system, there are wonderful historic streetscapes and landscapes, however it is difficult to follow as an identifiable network. This becomes more important as the system is designated as an historic landmark – a process which is expected to be complete in 2013 – as visitors and residents seek to experience and learn from urban and transportation planning practices of the past.

The importance of creating a coherent wayfinding and identity for the Historic Boulevard System was reinforced through the Master Plan process. **The purpose of this effort in the Master Plan was to determine a design concept and direction of wayfinding techniques.** Design of the actual elements for construction is the subject of a future planning process. In discussions with the public and city of Omaha staff, the following elements were chosen as most appropriate to incorporate into recommendations for wayfinding.

- » Street Lighting
- » Pavement Markings
- » Signage – both wayfinding and special street name signs

*Site furnishings are an important part of the streetscape experience and can enhance use and quality of any space. Any lighting, benches, trash receptacles, bike racks, etc. should be consistent with the **Omaha Streetscape Handbook** and approved by Administrative Staff.*



(left) OPPD standard Acorn fixture. An LED option is offered and should be considered for street lighting along the boulevards.

(right) Where replacement may not be feasible, a specially designed pole base cover similar to this one that coordinates with the acorn lights. These would be installed on existing poles.

## Street Lighting

The city currently relies upon the Omaha Public Power District (OPPD) to provide street lighting through a long standing agreement. OPPD installs, maintains, and operates the streetlights and charges the City for the service. In connection with their agreement, they offer a limited selection of streetlight styles, however the majority of the lights in place on the boulevard system are the standard “cobra head” style typical of most of Omaha’s streets.

The public and staff recognized through the Master Plan process that uniqueness and consistency in street light design could enhance wayfinding. It was also clear that recommendations needed to focus on the styles available from OPPD. Finally, it may be necessary to retain existing streetlights since funding for replacement may be incremental at best but it is still desirable to make the existing lights unique to the boulevard system. **The direction chosen was to work toward change out of the cobra head fixtures to the Acorn fixture offered by OPPD. Where this is not feasible, a specially designed cover that coordinates with the Acorn fixtures would be installed on the existing cobra head poles.** See the illustration as an example of what might be accomplished.

Following this general concept, work remains to create a strategic light replacement guide and design for the light pole covers.

## Pavement Markings

A less obvious but widely supported wayfinding implementation recommendation relates to pavement markings. There are a number of locations, identified on the system-wide map, pg. 115 (◀|||||▶ and ○) where it is difficult to know where the boulevard extends relative to intersecting streets. These are excellent opportunities for unique pavement markings to point the way.

The preferred approach through the Master Plan process was the use of a custom designed heat applied pavement marking inlay. The benefits of this technique were its



relative ease of installation on existing pavement, the relative lower maintenance prospect of this compared to other options and the somewhat limitless potential for unique design thereby adding to its effectiveness as wayfinding. In discussions with the public and the staff, it was recommended that the City research the use of the heat applied inlay as a complement to the centerline stripe on boulevard segments, not necessarily replacing the centerline stripe but perhaps augmenting it on either side. Using the inlay on crosswalks was also recommended although it was recognized that crosswalks are not likely to be installed in every location where confusion occurs.

Following this general concept, work remains to complete the design of the heat applied inlay and create a phasing plan for implementation.

### **Signage**

Finally, signage and distinctive street name signs complete the recommended wayfinding package. Currently there is a standard street name sign used throughout the city. In some cases, especially in historic neighborhoods, there are distinct street name signs. There are no signs identifying the boulevard network.

The recommendation rising from the Master Plan process is to create and implement an identity sign package for the boulevard system that includes a system logo, identification signs applied to streetlight or other appropriate poles and distinctive street name signs designed specifically for Omaha's Historic Boulevards. It was noted in the discussion that sign design be coordinated with the ongoing Bike Omaha signage since a number of routes overlap. In addition there may be other wayfinding recommendations in the urban Design Handbook for Omaha that should be coordinated with the boulevard sign program.

*Future work includes design of the boulevard system logo, identification signs and special street name signs. This effort would be accompanied by a phased implementation plan.*



(top) Ease of installation is a significant benefit of the heat applied inlay in lieu of pavers.

(bottom) The heat applied inlay also offers greater longevity than simply painting as it is integral with the pavement.

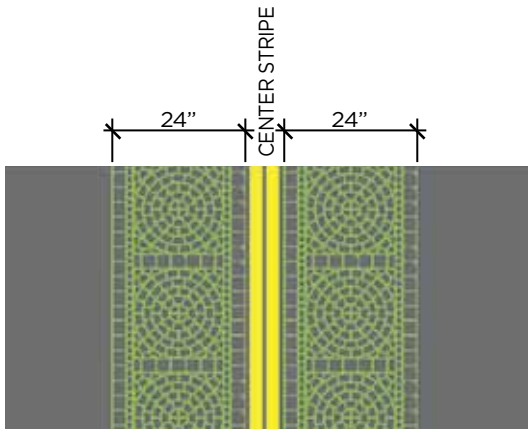


(above) Example of simple wayfinding signage incorporated onto existing fixtures. It is important to reduce signage "clutter" that currently exists on the system, by combining signs on the same pole or removing signs that are not needed.

(below) Graphic of distinctive street name signs that would be installed on all historic boulevards and boulevard connectors. Logo yet to be determined.







The heat applied inlay in two-foot bands on either side of road center stripe identifies and guides one through the boulevard system.

Wayfinding has the function to inform people of the surroundings in the (unfamiliar) built environment, it is important to show information at strategic points to guide people into the right directions. Complex structures in the build environment are interpreted and stored by the human memory. Distances, locations and time may be remembered differently than as they appear to be in reality.

An effective wayfinding system is based on human behavior and consists of the following characteristics:

» **Intuitive and apparent**

Create a comprehensive, clear and consistent visual communication system with concise messaging.

» **Show only what is needed**

Show information that is relevant to the space, location and / or navigation path.

» **Remove excessive information**

Remove unnecessary elements to create a clear visual environment ahead.



# 5 GRAPHIC GLOSSARY

## Bicycle Facilities

The Boulevard System is an important component of the city's bicycle facility network as it is proposed. Generally the boulevard corridors are easily ridden routes with gentle grades, connecting points of interest and public places. There are three facilities recommended for the system and the location of each depends on the segment under consideration. The three types of facility are:

- » **The Sharrow** – This is a shared lane marking placed on a travel lane to indicate that a bicyclist may use the lane. On multi-lane streets it is placed in the outside lane. This is the facility recommended for most boulevard corridors, as the pavement width of the boulevard system does not easily accommodate a bicycle lane.
- » **Bicycle Lane Marking** – Typically bicycle lanes are 5 feet in width and designated by a continuous lane marking on the street pavement. Most pavement widths in the Omaha Boulevard System are not sufficient to meet minimum lane width requirements.
- » **Side Path** – This is a path or trail that has been designated for use by pedestrians and cyclists which is separated from the roadway pavement by a curb and/or by distance. Within the existing boulevard system there is a side path along a portion of Happy Hollow and Turner Boulevard.



*Sharrow*



*Bike Lane Marking*



*Side Path*

## Building Setback

The building setback is the distance beyond which a building cannot extend toward the street. With respect to these guidelines the building setback is measured from the right-of-way line and sets a uniform appearance throughout a specific corridor or boulevard segment and is important to the visual character of the boulevard. Building setbacks vary throughout the system and are typically more generous than you see in other parts of the city. It is important to note that in addition to the building, fences are to be behind the building setback line.



*Building Setback*

## Curb Return Radius



*Building Setback*

Curb returns are the curved connection of the curbs in the corners formed by the intersection of two streets. Their purposes are to guide vehicles in turning corners and to separate vehicular traffic from pedestrian areas. The radius of the curb return is an important character defining element of the historic boulevard system. The radii are smaller than those characteristically found in modern street standards. Smaller curb return radii are considered by many to add to a more pedestrian friendly environment as they serve to decrease the length of pedestrian crosswalks and enhance pedestrian safety.

## Driveways/Curb Cuts

Driveways and/or curb cuts on boulevards help provide access to abutting land uses. The width of driveways impact the historic character of the system and are therefore limited to 20' in most cases.



*Median*

## Median

Medians are the center portion of a street that separates opposing direction of travel. Within the Omaha's Boulevard System the width of medians vary, however they are landscaped and are important character defining elements of the historic system. Not every boulevard has a median.

## Number of Through Lanes

The number of through lanes refer to the lanes of traffic that move along a specific boulevard corridor. Two through lanes mean that two lanes of traffic flow in opposite directions if a two-way route or two lanes flow in one direction if a one-way route. In some cases boulevard segments are four through lanes – two lanes for each direction.



*Parkway Lawn*

## Parkway Lawn

Parkway Lawn is the area between the curb and the sidewalk along boulevard corridors. Typically the Parkway Lawn is planted with street trees. In any event it is a defining characteristic of the boulevard system. Although the widths vary by segment, they are important to maintain as they exist and replace to a historically accurate dimension where possible.

## Pavement Width

Pavement width is the width of the street from edge to edge, in most cases from curb to curb. It varies throughout the boulevard system and may include parallel parking as well as traffic lanes. The pavement width impacts the speed of traffic, the number of lanes in a given corridor, and the ability to provide on road bicycle facilities



## Right-of-Way Width

The Right-of-way Width of a given boulevard is that specific strip of land that is granted for transportation purposes. The line is not readily discernible on the ground but is a legal right to use/ reserve the property for travel on, maintenance or expansion of the roadway. In the case of the Omaha Boulevard System the right-of-way is under the purview of the Parks and Recreation Department and they have sole discretion over what occurs within it. Boulevard rights-of-way vary depending on the location within the system but can be as wide as 200' and as narrow as 75'. Often the roadway pavement is centered in the right-of-way but not in all cases.

## Street Tree Configuration

Street tree plantings occur in a variety of forms within the boulevard system. In some cases there are formal rows of single species and in others, the design is more naturalistic. The spacing of trees along most of the boulevards is between 30 ft to 40 ft. The existing configuration along a particular segment should be maintained and/or enhanced.

## Stormwater BMP's

Improving water quality is essential to protecting our natural resources. The concept has grown in popularity as government regulation has focused attention the results of poor stormwater management on water quality. Stormwater BMP's (Best Management Practices) when appropriately designed, constructed and maintained serve to reduce roadway and other site pollutants from entering streams and waterways. They are valuable in slowing runoff and reducing erosion and siltation of waterways. There are a variety of ways to design such facilities and they can often serve double duty as site amenities (ponds, wetlands, rain gardens).

Often BMP's involve the use of native plant materials to filter pollutants and process stormwater, however, more structural applications are also helpful especially in developed areas, such as the boulevard system where space can be limited and historic integrity of the existing landscape is important. The science of BMP design is evolving and it is important to remain open to new approaches, however each new idea needs to be assessed relative to its ability to meet historic precedence within the system. Any proposed BMP method on the historic boulevard system may not result in the removal or damage of existing trees.

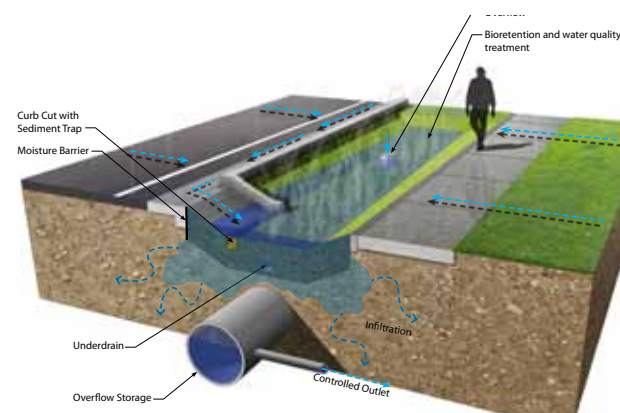
- » Bioretention
- » Rain Gardens
- » Porous Pavement
- » Sub-surface Storage
- » Other context appropriate technologies



*Symmetrical / Formal Tree Configuration*



*Naturalistic Tree Configuration*



*Function of Stormwater BMP diagram*



## Trees Species

Street trees provide environmental benefits by serving as habitat and corridors for urban wildlife. They provide shade and help to maintain air quality. They provide functional benefits by linking spaces, increasing the economic value of spaces and in the case of the boulevard system, are the single most important defining characteristic adding a park-like quality to the corridors. Appropriate tree species for the system include those originally identified in the Green Streets Manual as Group 1 through Group 6 and enumerated below. Other cultivars of the species listed may be appropriate however they must match the aesthetic characteristics of the group. Species with similar characteristics are grouped for convenience of selection. The intent is to provide visual continuity along any individual boulevard segment while allowing for horticultural diversity.

### GROUP 1

#### ***Large Trees with Round Canopies and Coarse Textured Foliage***

*Acer x freemanii* 'Jeffersred'  
Autumn Blaze Maple

*Acer x freemanii* 'Celzani'  
Acer Wigrum Black Maple

*Aesculus glabra*  
Ohio Buckeye

*Aesculus hippocastanum*  
Common Horsechestnut

*Platanus x acerifolia* 'Bloodgood'  
Bloodgood London Plane Tree

*Platanus x acerifolia* 'Columbia'  
Columbia London Plane Tree

*Platanus x acerifolia* 'Liberty'  
Liberty London Plane Tree

*Platanus x acerifolia* 'Yarwood'  
Yarwood London Plane Tree

*Platanus occidentalis*  
American Planetree

*Quercus macrocarpa*  
Bur Oak

*Quercus rubra*  
Red Oak

*Quercus alba*  
White Oak

*Quercus bicolor*  
Swamp White Oak

*Quercus robur*  
English Oak

*Quercus muhlenbergii*  
Chinkapin Oak

### GROUP 2

#### ***Large Trees with Round Canopies and Fine Textured Foliage***

*Cladrastis kentukea*  
Yellow Wood

*Gleditsia triacanthos* var. *inermis*  
Thornless Honeylocust

*Gleditsia triacanthos* var. *inermis* 'Christie'  
Halka Honeylocust

*Gleditsia triacanthos* var. *inermis* 'Moraine'  
Moraine Honeylocust

*Gleditsia triacanthos* var. *inermis* 'Shademaster'  
Shademaster Honeylocust

*Gleditsia triacanthos* var. *inermis* 'Imperial'  
Imperial Honeylocust

*Gleditsia triacanthos* var. *inermis*  
Thornless Honeylocust

*Gymnocladus dioica*  
Kentucky Coffee Tree

*Phellodendron amurense* 'Macho'  
Amur Cork Tree Macho

*Phellodendron amurense* 'His Majesty'  
Amur Cork Tree His Majesty

*Phellodendron amurense*  
Amur Cork Tree

*Sophora japonica* 'Regent'  
Regent Scholar Tree

*Sophora japonica*  
Japanese Pagoda Tree, Scholar Tree

*Sophora japonica* 'Halka'  
Millstone Scholar Tree

*Ulmus parvifolia* 'Dynasty'  
Dynasty Elm

## GROUP 3

### ***Large Trees with Oval Canopies and Fine Textured Foliage***

*Celtis occidentalis* 'Prairie Pride'  
Prairie Pride Hackberry

*Celtis occidentalis* 'Chicago Land'  
Chicago Land Hackberry

*Celtis occidentalis* 'Windy City'  
Windy City Hackberry

*Metasequoia glyptastroboides*  
Dawn Redwood

*Quercus imbricaria*  
Shingle Oak

*Robinia pseudoacacia* 'Bessoniana'  
Purple Robe Locust

*Taxodium distichum*  
Bald Cypress

*Tilia cordata* 'Chancellor'  
Chancellor Littleleaf Linden

*Tilia cordata* 'Glenleven'  
Glenleven Littleleaf Linden

*Tilia cordata* 'Greenspire'  
Greenspire Littleleaf Linden

*Tilia cordata* 'Olympic'  
Olympic Littleleaf Linden

## GROUP 4

### ***Large Trees with Oval Canopies and Coarse Textured Foliage***

*Catalpa speciosa*  
Catalpa

*Ginkgo biloba*  
Ginkgo

*Ginkgo biloba* 'Autumn Gold'  
Autumn Gold Ginkgo

*Gleditsia triacanthos inermis* 'Skyline'  
Skyline Honeylocust

*Liriodendron tulipifera*  
Tulip Tree

*Quercus coccinea*  
Scarlet Oak

*Quercus velutina*  
Northern Black Oak

*Tilia americana* 'Redmond'  
Redmond Basswood

*Tilia sp* 'Sterling'  
Sterling Linden

*Tilia sp* 'Green Meadows'  
Green Meadows Linden

*Tilia Tomentosa*  
Silver Linden

*Ulmus* 'Frontier'  
Frontier Elm

*Ulmus* 'Discovery Elm'  
Discovery Elm

*Ulmus* 'Morton Glossy'  
Morton Glossy Elm

## Truck Traffic

Truck traffic on the boulevard system is limited to trucks with two axles. All other truck traffic is prohibited. That said, it is understood that from time to time larger trucks may need to drive the system, such as a moving van but it is not a route suitable for regular use by such large vehicles.

## Utilities

Above ground utility boxes or infrastructure such as electrical, telephone, gas, water, cable tv, etc. significantly impact the historic integrity of the boulevard system and are prohibited within the right-of-way. Often, given the generous green space associated with boulevards, and the fact that the property is under control of the city the boulevard medians, parkway lawns and other open areas are targets for the placement of such above ground utilities this practice is not appropriate. Nor should this occur with "screening" as the utility infrastructure and the screening then become inconsistent historically and negatively impact the corridor.



*Inappropriate Above Ground Utilities*



*Inappropriate Utility Box Placement*

## GROUP 5

### ***Large Trees with Spreading Canopies and Fine Textured Foliage***

*Celtis occidentalis*  
Hackberry

*Celtis Occidentalis 'Magnififica'*  
Magnifica Hackberry

*Ulmus 'Accolade'*  
Accolade Elm

*Ulmus americana 'Delaware #2'*  
Delaware American Elm

*Ulmus americana 'Washington'*  
Washington American Elm

*Ulmus 'Princeton'*  
Princeton Elm

*Ulmus wilsoniana 'Prospector'*  
Prospector Elm

*Ulmus 'Morton Plainsman'*  
Vanguard Elm

*Ulmus 'Sapporo'*  
Autumn Gold

## GROUP 6

### ***Large Trees with Columnar Canopies***

*Carpinus betulus 'Fastigiata'*  
Upright European Hornbeam

*Ginkgo biloba 'Lakeview'*  
Lakeview Ginkgo

*Ginkgo biloba 'Princeton Sentry'*  
Princeton Sentry Ginkgo

*Pyrus calleryana 'Capital'*  
Capital Callery Pear

*Pyrus calleryana 'Chauticleer'*  
Chanticleer Pear

*Quercus robur 'Fastigiata'*  
Upright English Oak

*Quercus robur 'Long'*  
Regal Prince Oak

*Quercus robur 'Asjes'*  
Rosehill Oak

*Taxodium distichum 'Shawnee Brave'*  
Bald Cypress