

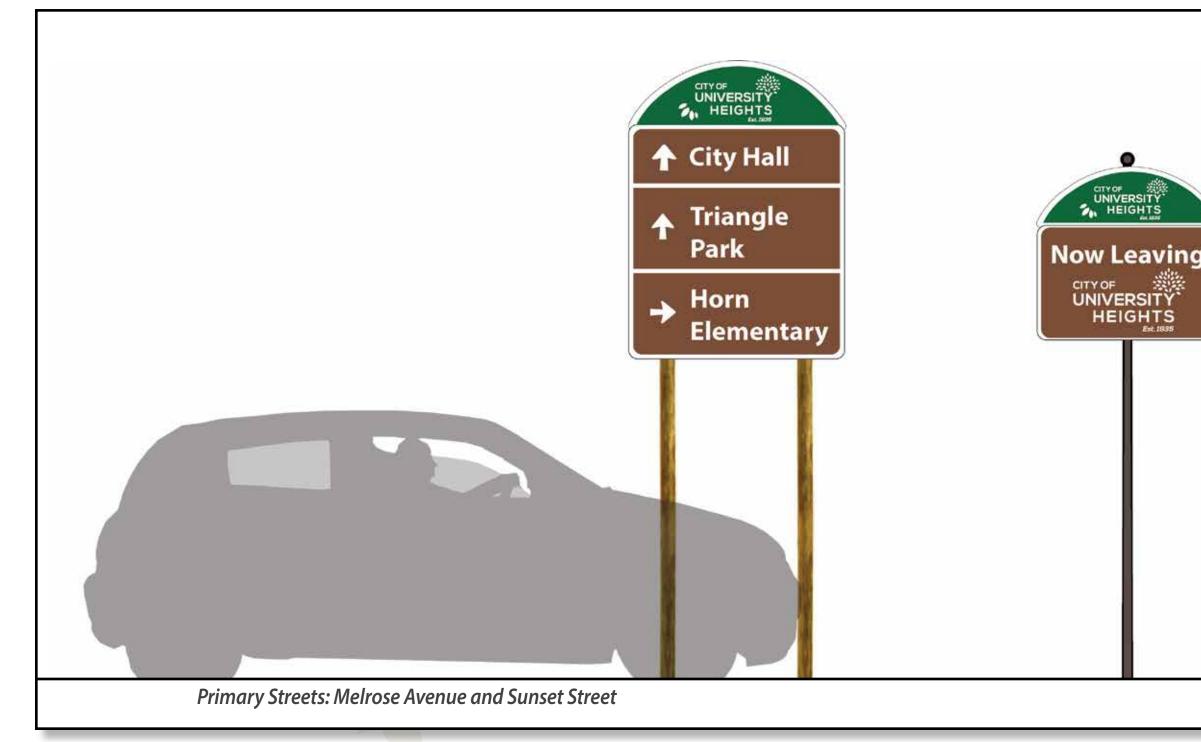
Proposed site amenities.

## Amenities and Way-finding Signage

Site amenities and way-finding signage not only enhance the experience of the user, but they also help create a sense of place and can strengthen the identity of a community.

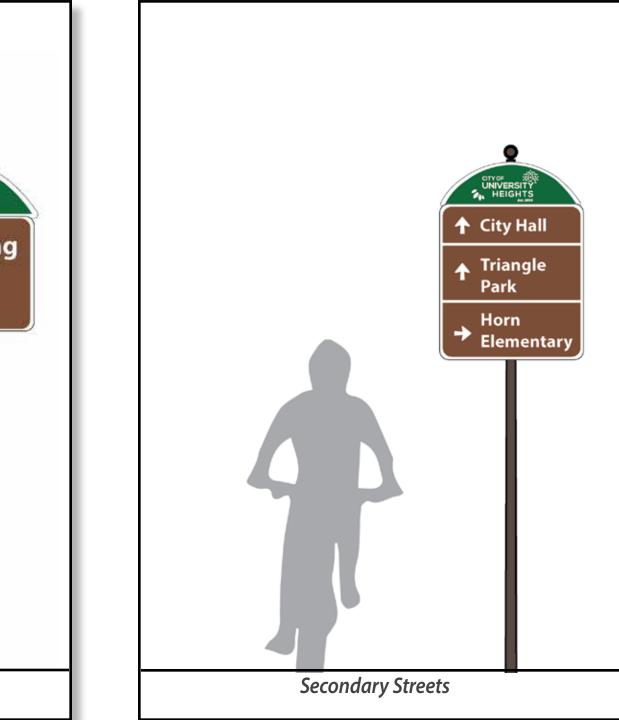
To create a unified look, all site amenities need to be the same color and of the same style. All site amenities should be commercial grade. The higher initial cost of the commercial grade amenities results in greater durability, less maintenance, increased safety, and less repair and replacement costs.

Way-finding signage needs to be simple, clear and quickly identifiable. The signage must also meet specific regulatory requirements. The concept proposed for the community cap (green portion of the illustrated sign) integrates the use of the city logo and name of the town to further reinforce University Heights identity.

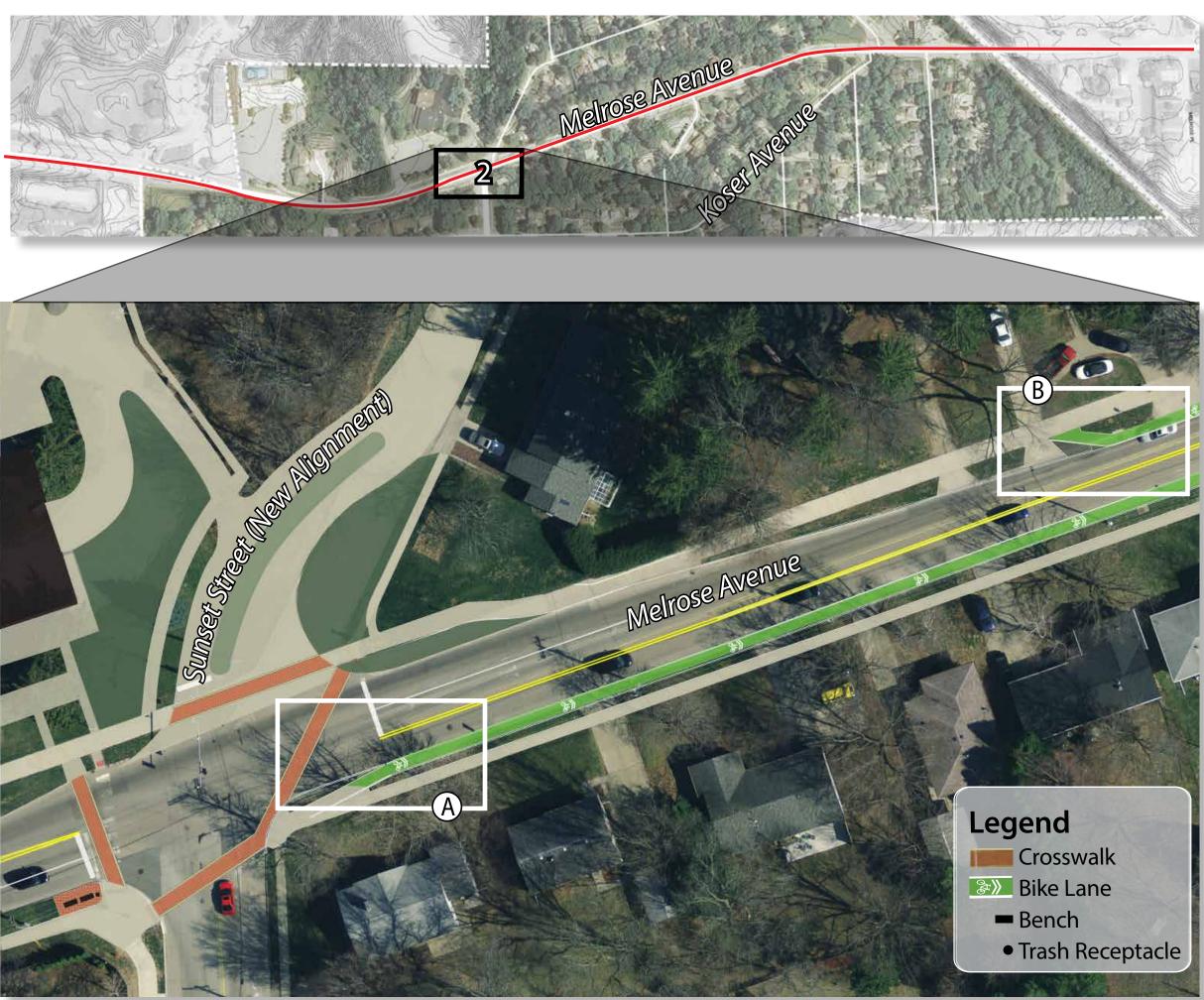


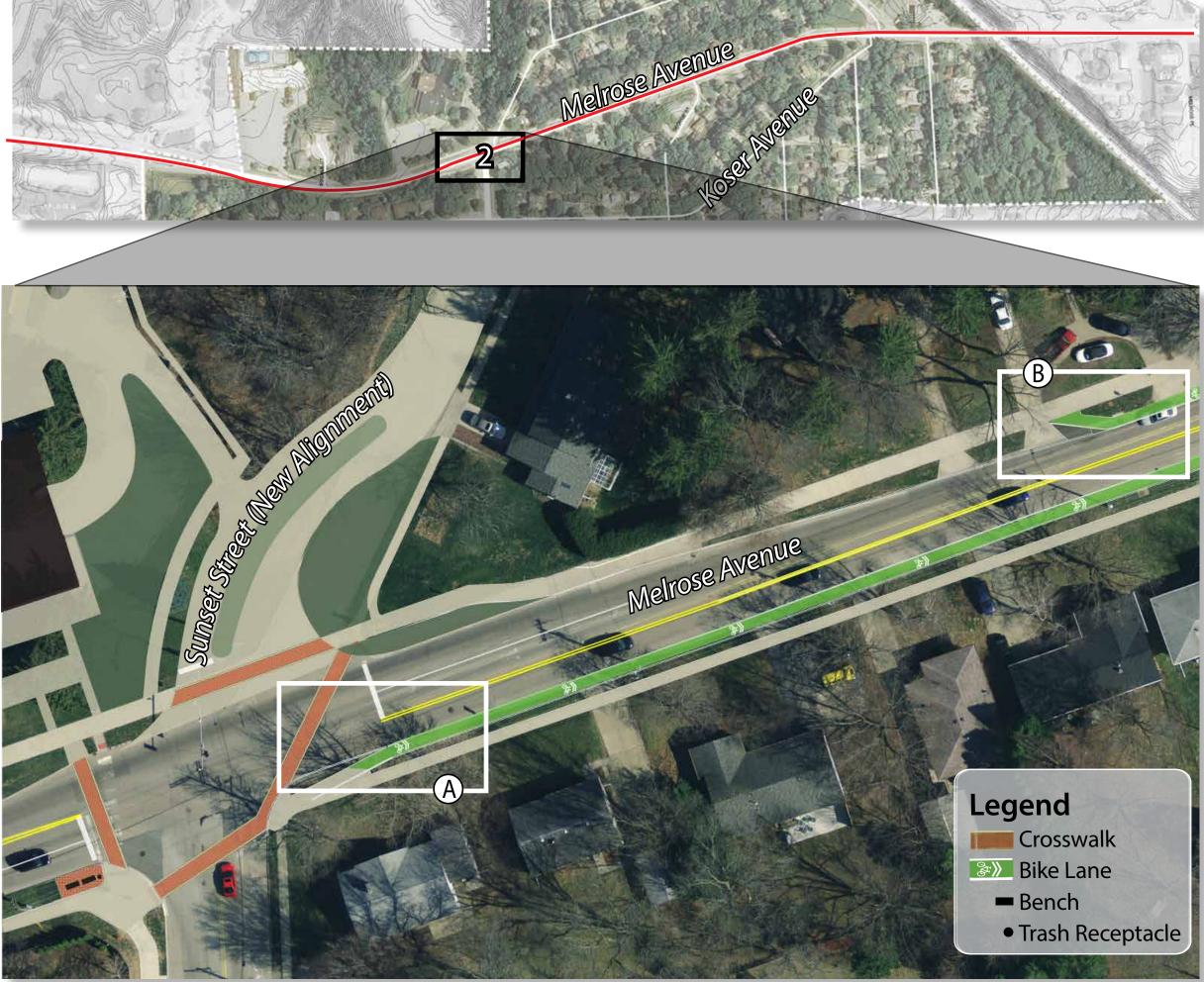
Proposed way-finding signage for primary streets.





Proposed way-finding signage secondary streets.

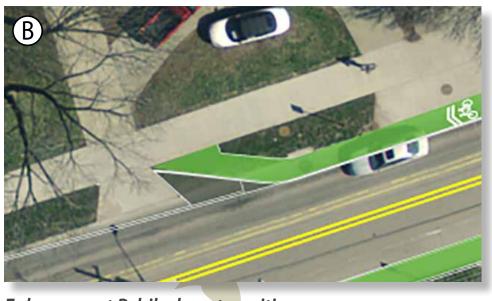




Conceptual plan 2: Sunset Street and Melrose Avenue intersection.



Enlargement A: bike lane transition



Enlargement B: bike lane transition

## Melrose Avenue Steetscape Amenities and Sunset Enhancements Landscape Architect: Meg Flenker, PLA, CPESC, CPSWQ Interns: Erika Birnbaum and Amanda Holtman - Flenker Land Architecture Consultants, LLC ISU Landscape Architecture Extension ISU Extension Community and Economic Development

## **Melrose Avenue at Sunset Street**

Sunset Street is the main north-south corridor for University Heights. Its intersection with Melrose Avenue is currently being reconstructed as part of the construction for the new University One Condos, which will be located on the northwest corner of the intersection. The design for the reconstructed intersection is reflected in the concept plan.

Enhancements being proposed for this area include the following: decorative pavement for the crosswalks; a decorative pavement area with benches and trash receptacle on the southwest corner of the intersection; and bike lanes that transition into and from a bike lane into a separate recreational path system

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