

Coleville: Character Inventory

Building Character



Building with recessed stoop and wood siding



Gable-ended building with wood siding and stone chimney



Gable-ended historic town dance hall

Frontage Character



Yard with retaining pond



Historic drive-through with retaining wall



Undefined, large setback

Signage Character



Yard sign incorporates area history.



Sidewalk sign; yard sign



Old arched entry to Hardy Park

Public Realm and Open Space



Cottonwoods are iconic along Highway 395 in Coleville.



One of two wooden bridges over West Walker River



West Walker River

Walker: Character Inventory

Building Character



Strong geometric shapes and colors

Frontage Character



Outdoor seating beneath shade and porch

Signage Character



Gateway sign to Antelope Valley

Public Realm and Open Space



Fishing at Mountain Gate



Western wood storefront with porch



Landscaping holds the street edge.



Metal details on wood sign; historic neon sign



Community park



Mid-century roof frame with wood siding



Engaged porch with wood-decking seating area



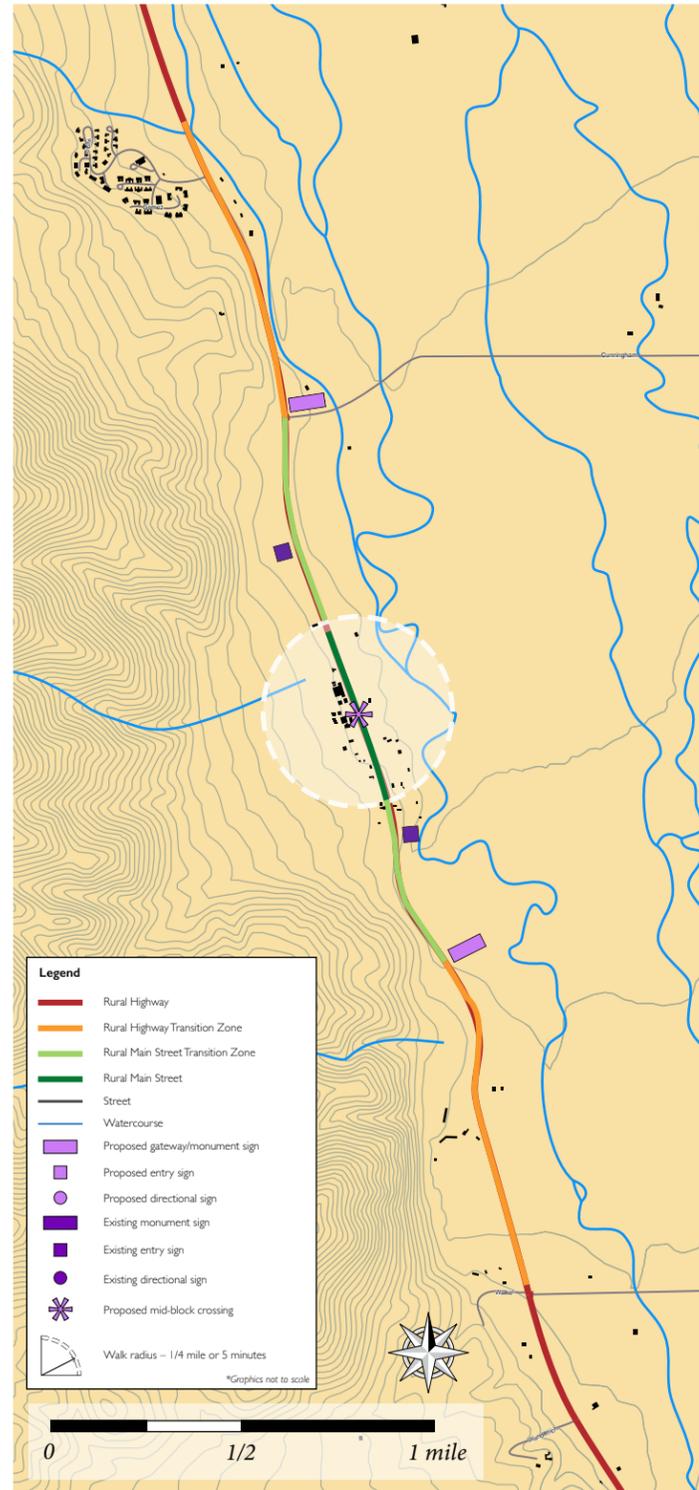
Painted sign with birdhouses



Wide right-of-way encourages high speeds.

Coleville

Context Zone Map



Highway 395 passing through Coleville is just two lanes through town. The location of the school district at the north edge of town signals a context change for drivers to maintain slower speeds through the community.

The rural main street environment found at the core of Coleville around the School could stretch a quarter-mile in either direction, extending a pedestrian-friendly environment through the core of the community. Gateway signage should be placed about a half-mile farther out, creating a transition zone where drivers are notified that they are entering town and should anticipate a reduction in travel speeds.

Coleville Illustrative Plan



Public Realm Improvements

A Colorized Shoulders/Bike Lanes

Along with new gateway signage, colorized bike lanes will signal to drivers that they are in a different context and should slow down. Bike lanes can help connect the community, extending from the post office in the north to the elementary and high school in the south.

B High School Parking Lot

Formalize the parking lot for high school students; provide landscaping at the sidewalk to enliven the public realm.

C Wide Sidewalk with Bus Lane

The current bus lane functions well; add a wide sidewalk to provide ample space for bus loading and unloading.

D Mid-block Crossing with Pedestrian Refuge

Repaint the mid-block crosswalk with white, perpendicular lines for high visibility; in the long-term, add an island to serve as a pedestrian refuge and create a safe crossing to a revitalized Hardy Park.

E Revitalization of Hardy Park

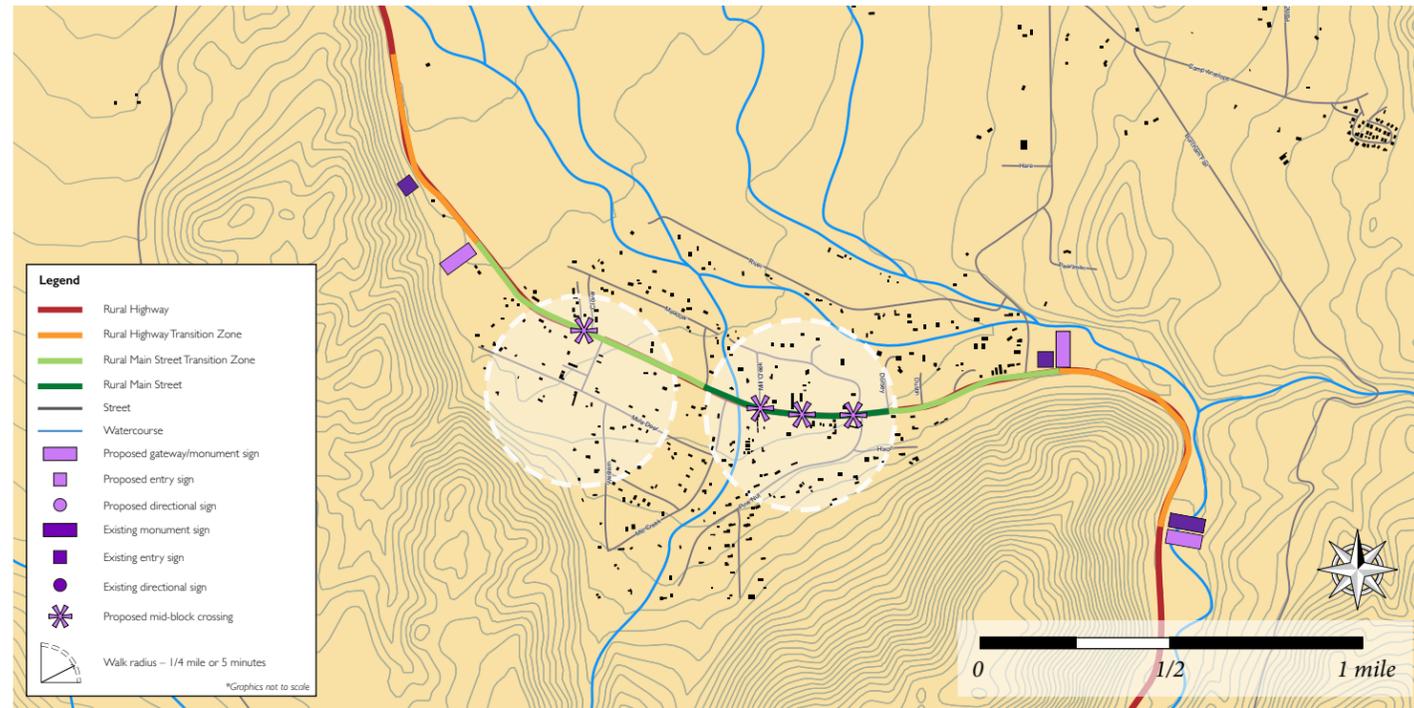
Recreate and/or beautify Hardy Park, including rebuilding the footbridge over the stormwater ditch; this could serve as both an amenity for community members and an image of identity for the community.

F Local Path Connections

Build a path of varying material to join private properties through Coleville and create a continuous path for pedestrians.

Walker

Context Zone Map



As drivers approach Walker, some enhancements could be made to signal a transition from the rural highway environment, and encourage a gradual reduction in travel speeds. One half-mile on either side of Walker, a gateway sign could announce to drivers that they are arriving into Walker: for westbound drivers, the gateway sign could coincide with a trailhead to Mountain Gate; for eastbound, the fire fighter memorial could be enhanced to announce the entrance to Walker.

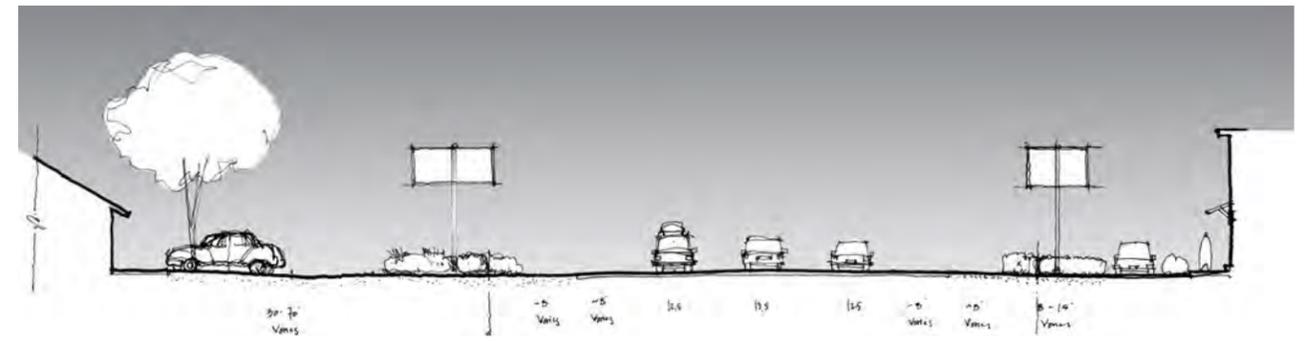
Beyond the gateway signs, an additional transition could be made to prepare drivers entering into the more commercially dense area of town. This third zone would be appropriate for a Rural Main Street, pedestrian-oriented environment, with low travel speeds that allow increased access for pedestrians and bicyclists, and encourage drivers to access local Walker businesses.

Streetscape Improvements

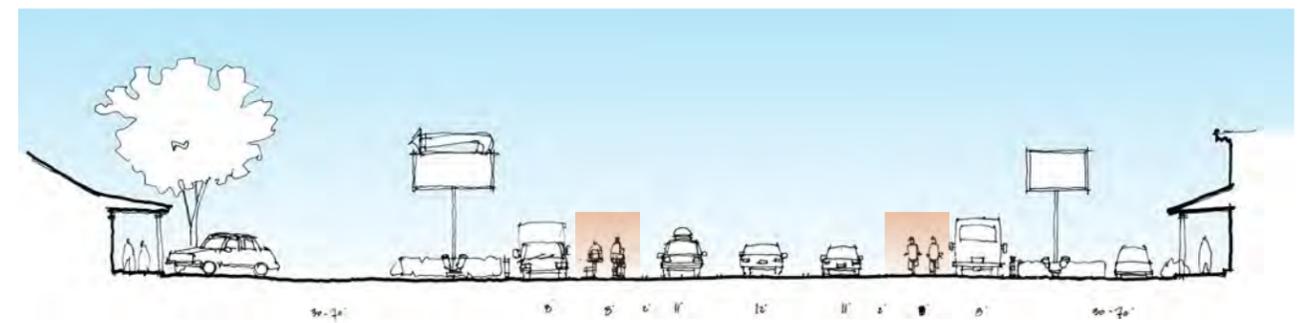
Efforts to make the core of Walker more pedestrian-friendly will likely need to occur incrementally through phased improvements that can gradually create a low-speed environment, as posted speed limits can only reflect the actual behavior of the majority of drivers. Subsequent reductions in speed limits will require an Engineering and Traffic Study (E&TS) that demonstrate a reduction in the 85th percentile travel speed.

Further information on Caltrans' policies for setting speed limits in Main Street contexts can be found in Caltrans' Main Street, California: A Guide for Improving Community and Transportation Vitality (2013), the California Manual for Setting Speed Limits (2014), and Chapter 100 (Basic Design Policies) of the Highway Design Manual (2014).

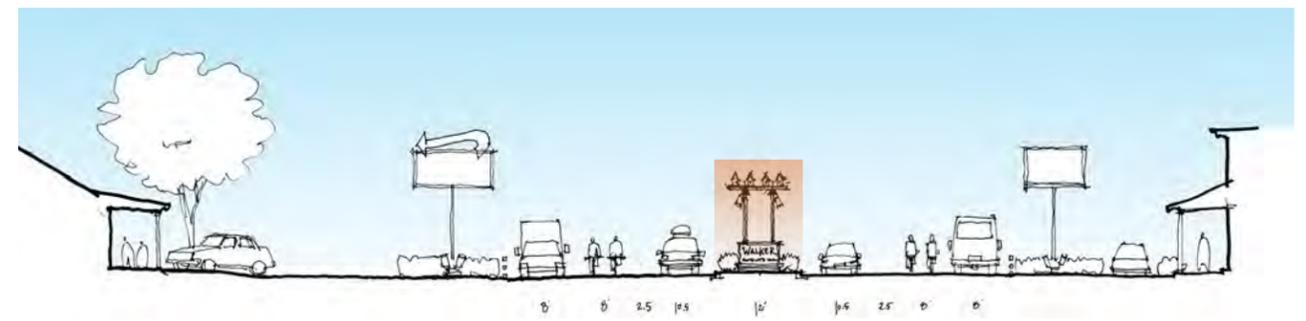
Phased Street Sections



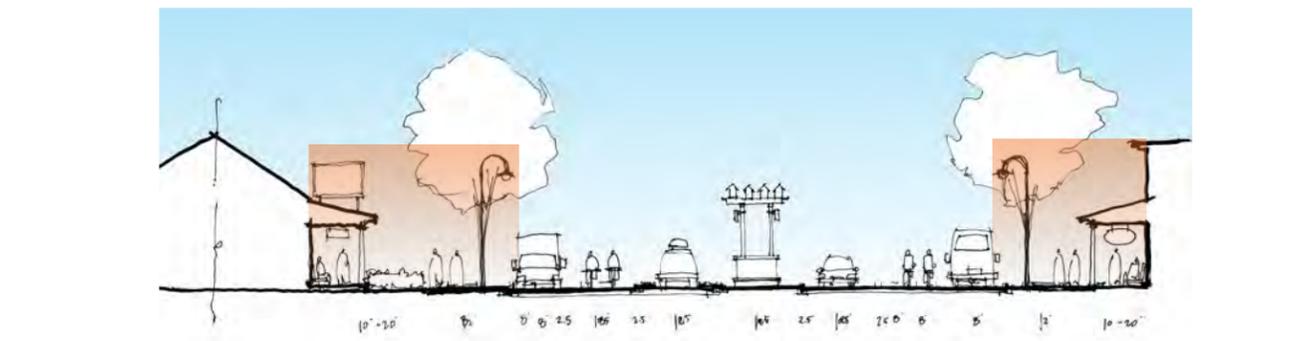
Existing right-of-way



Phase I: Add colored, buffered bike lanes using low-maintenance integral colored asphalt



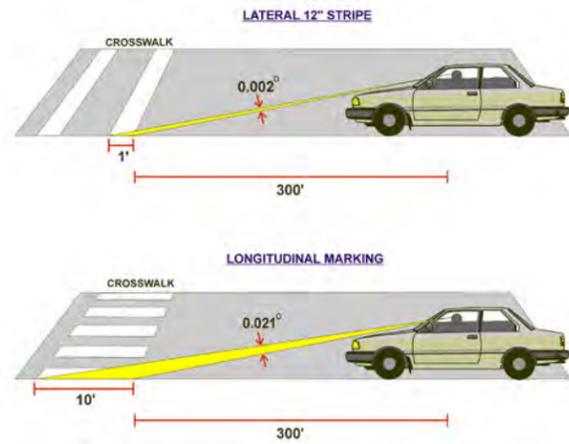
Phase II: Add mid-block crossings with pedestrian refuges; median doubles as a gateway element



Phase III: Street trees and pedestrian-scaled lighting in the core of the community; infill buildings are built closer to the right-of-way to encourage slower traffic

Walker and Coleville: Public Realm

Crosswalks



Crosswalks should be painted with 10 foot longitudinal lines, which are more visible to the driver.

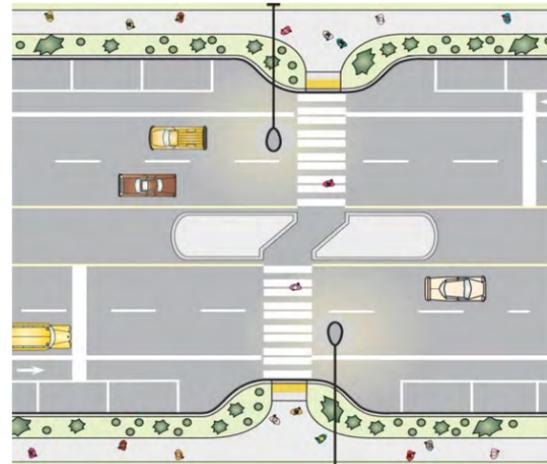


Stamped concrete has the appearance of brick; this both provides a color for visibility and a tactile reminder to drivers to slow down.



Rectangular Rapid Flashing Beacon flashes every second to announce that a pedestrian is present at the roadway.
Photo credit: <http://mutcd.fhwa.dot.gov/resources>

Medians and Pedestrian Refuges



Median islands can provide a pedestrian refuge for crossing wide streets; this would be especially useful in Walker where there is a wide ROW.



Median islands make the travel lane visually seem tighter, which can help reduce speeds and make a community more walkable.



A median island provides landscape and a gateway element into the community of Cloverdale, CA.

Bicycle Lanes



Colorized bicycle lanes are more visible to drivers; color can be integral to the asphalt mixture for increased durability.



Buffered bike lanes add a 2-3 foot space to protect bicyclists from higher-speed traffic that would be present on a state highway.



A traditional bike lane with parallel parking and two lanes of vehicular traffic

Public Gathering Spaces



McGee Creek near Crowley Lake offers access to enjoy the creek.



Pocket plaza in Lee Vining offers a place for pedestrians to stop along Highway 395.



A community park with pavilion in Calistoga, CA

Walker and Coleville: Streetscape Components

Street Trees

American Sweetgum



Photo credit: www.thetreeplantation.com



Photo credit: www.treepicturesonline.com

Raywood Ash



Photo credit: www.bigtreesupply.com



Photo credit: www.orgeonstate.edu

Water Birch



Photo credits: www.bowpointnursery.com



Photo credit: www.calflora.org



Photo credit: www.calflora.org, www.treebrowser.org

Recommended Tree Species

	American Sweetgum	Raywood Ash	Water Birch
Species	<i>Liquidambar styraciflua</i>	<i>Fraxinus oxycarpa 'Raywood'</i>	<i>Betula occidentalis</i>
Height	60-70 feet	40-50 feet	20-30 feet
Spread	45 feet	25-30 feet	Multi-trunk
Fall Color	Red	Red/purple	Yellow/Yellow-green
Purpose	Street tree	Street tree	Plant in bunches/Use as infill

Pedestrian-Scaled Lighting

Light Bollards

During the workshop, community members expressed a need for better lighting along 395, both for safety and in hopes of encouraging economic development. They discussed whether streetlights would be appropriate, as Walker is proud of its identity as a rural, working community. To reconcile the need for lighting with the desire to remain rural, the road could be lit with 36-inch tall lit bollards rather than conventional streetlights. This would provide a downcast light illuminating the ground along Highway 395, and creating an ambiance unique to Walker.

Property owners could work together to install bollards every 15-25 feet along the front edge of private properties. Various priorities will have to be balanced: better lighting for safety, dark sky compliance, and expense.



Traditional/Western LED Bollard: Sternberg Lighting Austin model; Mid-Century Modern LED Bollard: Philips Lumec CALB2 model; Solar-powered Bollard: Reliance Foundry R-9810-FL model



Bollards illuminate town gathering space; solar-powered bollards line rural road

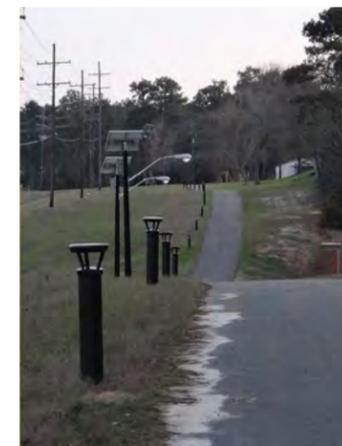


Photo credits: www.archiexpo.com, www.reliance-foundry.com

Path and Sign Lighting

To encourage tourists to stop in Walker, downcast sign lighting would add a lot of visibility to the community's businesses and help for nighttime navigation. These lights could attach to existing walls and monument signs.

Walker might also celebrate its unique identity by providing pedestrian-scaled lighting through simple path lighting along a connected local path network. Each property owner could purchase individual fixtures, or the town could select a standard for purchase and distribution. This can be an identifying element that helps to unify paths as they meander and change character between properties.



Downlighting for wall signage: B-K Lighting SignStar Style A and E; Solar-powered sign light: Carmanah EG series



Path lighting: Philips Hadco Copper Pathlyte CUL2; Path lighting illuminates decomposed gravel walkway

Photo credit: <http://blog.louielighting.com/low-voltage-landscape-lighting/>

Walker: Private Realm Improvements

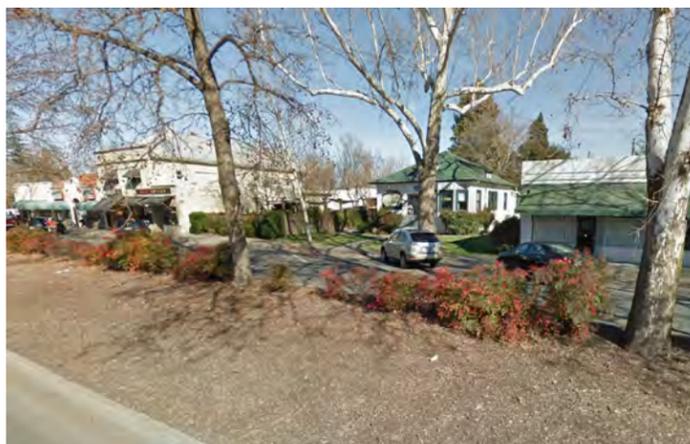
Slip Lane and Parking



A slip lane is a type of business frontage that provides access to parking off of the high-speed highway; it can be seen above at Walker Burger.



Similarly, a slip lane can connect multiple businesses; this could increase foot traffic and facilitate visits to neighboring properties.



In Chico, California, a frontage road connects multiple businesses, and provides safe parking. Photo credit: www.google.com

Local Path Networks



Two businesses are joined by a pedestrian path at the building edge; changes in material could add to the charm of a pedestrian network.



A stone walkway in the Toiyabe Motel landscaping provides access for guests to cross to restaurants across HWY 395.



Existing wood-slat walkway runs at the building face, and could extend to an adjoining property to create a pedestrian network.

Landscaping



Landscaping adds color and visual interest to the highway; placing landscaping at the ROW will help to slow traffic.



Working landscapes reuse historic machinery as accent pieces in a simple yard; .

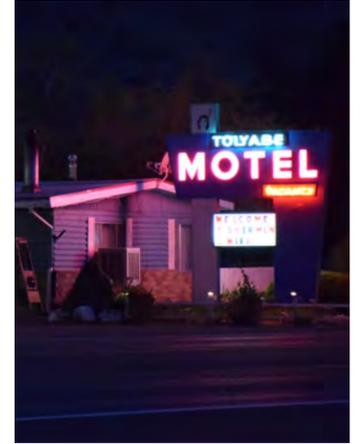


Painted tires serve as flower pots in Lee Vining.

Signage and Sign Lighting



Neon-lit signs are iconic in Walker.



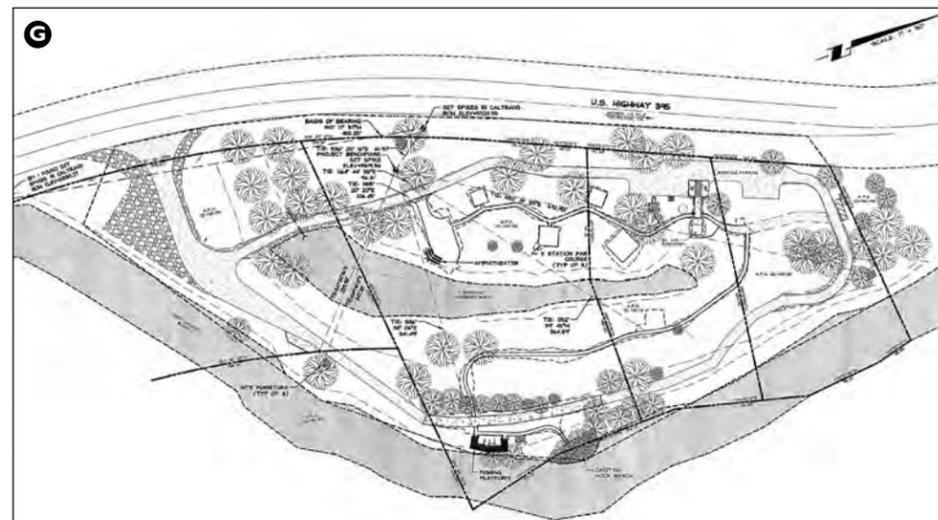
Painted sign in Walker; could be lit from above.



Sign lighting that faces down to reduce light pollution: B-K Lighting Twin SignStar Style A

Walker: Public and Private Realm Improvements

Walker Illustrative Plan



Mountain Gate Improvements Site Plan

Public Realm Improvements

A West Walker Gateway

Walker's landscape and character have been shaped by fire. The existing memorial to the 2002 crash of a C-130 firefighting tanker can serve as the western gateway into town.

B ESTA Bus Stop

Formalize the ESTA bus stop with a drive-through lane for buses. This would create space to plant landscaping and to beautify the entry-point of various tourists arriving by bus.

C Mill Creek Pedestrian Bridge and Seating Area

Improve pedestrian safety by building a pedestrian bridge to span Mill Creek. Also, work with property owner(s) to create a small outdoor gathering space along the river.

D Mid-block Crossings

The right-of-way in Walker is wide with few locations to provide crossings. Midblock crossings with medians for pedestrian refuge would increase safety and encourage more pedestrian traffic.

E Colorized Bike Lanes

Many bicyclists tour along Highway 395 using the shoulder. A bike lane should be formalized. Colorized bike lanes will signal to drivers that they are in a different context and should slow down.

F West Walker Trailhead and Gateway Sign

Construct a trail connecting Walker to the amenities at Mountain Gate. The trailhead could serve as a gateway into Walker from the south where the roadway context can change.

G Mountain Gate Trailhead and Fishing Platform

The new fishing platform is a community asset that should be made accessible to pedestrians and bicyclists.

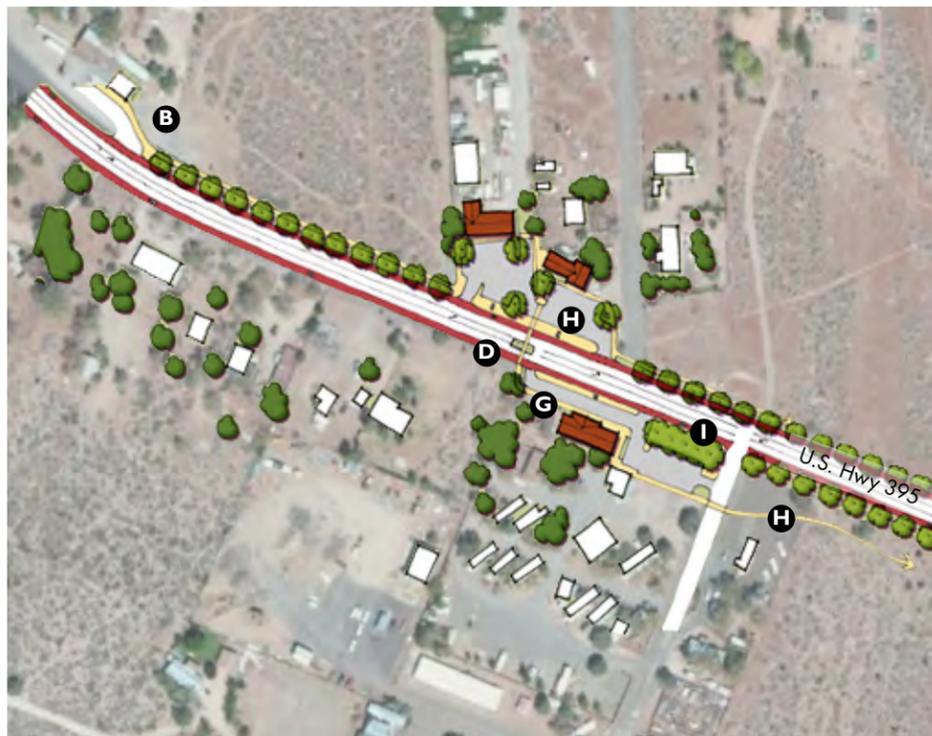
H West Walker River Access (not pictured)

The community desires greater access to the West Walker River for residents and visitors alike, including more access points and trails along the river.

Walker: Public and Private Realm Improvements (Continued)



Walker Illustrative Plan: Zoom in of Commercial Core



Walker Illustrative Plan: Zoom in of Western Portion of the Corridor



Walker Illustrative Plan: Zoom in of East Walker Trail Head

Public Realm Improvements (zoomed in)

- B** ESTA Bus Stop
(See previous page for description)
- C** Mill Creek Seating Area
(See previous page for description)
- D** Mid-block Crossings
(See previous page for description)
- E** Colorized Bike Lanes
(See previous page for description)
- F** East Walker Trailhead and Gateway Sign
(See previous page for description)

Private Realm Improvements

- G** Slip Lane with Parking
Slip lanes provide safer access to parking and reduce curb cuts; slip lanes providing access to multiple businesses encourage foot traffic.
- H** Local Connected Paths
Adjoining properties should build a path for pedestrians near the building face; pedestrian paths can provide increased connectivity without jeopardizing the rural character of Walker.
- I** Landscaping at the Public Right-of-Way
Use street trees and other vegetation to landscape at the street's edge, visually unifying the streetscape, enclosing the highway, and encouraging drivers to slow down.

Building Frontage Improvements: Example 1 (Coleville Antiques)

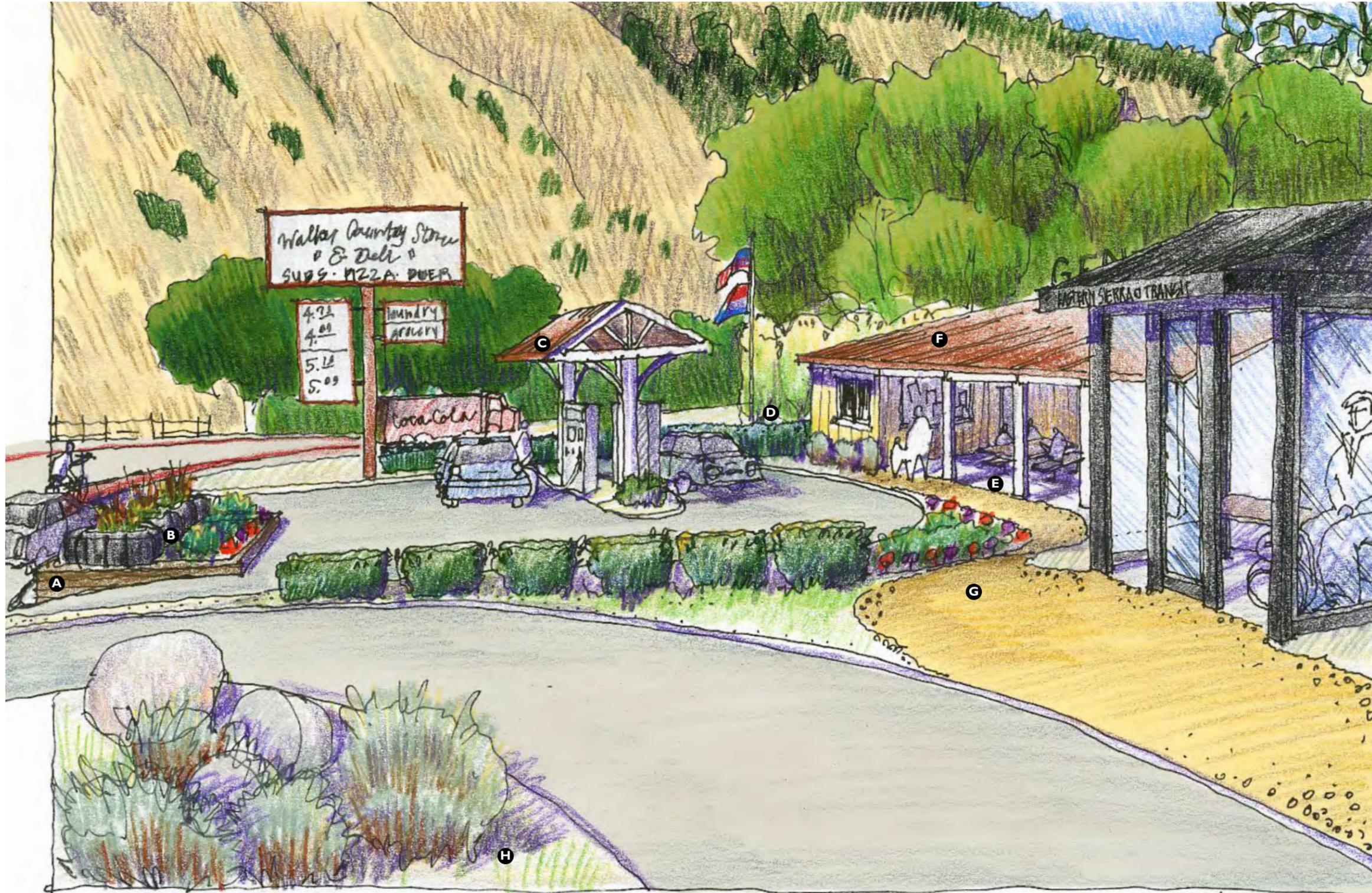


Example 1

- Flower box at right-of-way **A**
- Renovated porch with new handrail **B**
- Slip lane with diagonal parking **C**
- Local path at face of building **D**
- Landscaping against the fence **E**

**This illustrative perspective is meant to be representative of the types of private improvements that could occur throughout the Coleville and Walker communities. It is meant to help property owners generate ideas about how to improve their property, and the community as a whole.*

Building Frontage Improvements: Example 2 (Walker Country Store)



Example 2

- Landscaping at street **A**
- Re-use of rubber tires for flower pots **B**
- New gas canopy **C**
- Landscaping to hide clutter **D**
- Engaged porch provides outdoor seating **E**
- New roof with signage **F**
- Local path of decomposed gravel between parcels **G**
- Local vegetation of sagebrush **H**

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Highway 395 Corridor Branding

Scenic Byway Branding and Signage

Criteria for Designation

The National Scenic Byways Program sets forth criteria for the designation of roads as National Scenic Byways and All-American Roads based on their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. Highways must significantly meet at least one of the six intrinsic qualities; those meeting criteria for at least two of the intrinsic qualities may be designated as an All-American Road. A summary of these intrinsic qualities is provided below, copied from the Federal Highway Administration (FHWA)'s interim policy:

- 1. Scenic Quality** is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.
- 2. Natural Quality** applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.
- 3. Historic Quality** encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.
- 4. Cultural Quality** is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.
- 5. Archeological Quality** involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.
- 6. Recreational Quality** involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

Scenic Byway Characteristics of Highway 395 Communities					
Walker and Coleville	Bridgeport	Lee Vining	June Lake	Mammoth Lakes	Crowley Lake
Physical or Iconic Characteristics					
White Wood Bridge	Historic Courthouse	Mono Lake	Alpine Village and Lakes	Ski resort / 'Village in the Trees' Long Valley Caldera	
Canyon/Cliff walls	Contiguous main street	Tufa	Boulder	Skiing, Hiking	Crowley Lake and fishing
West Walker River in Antelope valley	Grazing land in Bridgeport Valley	Connection to Yosemite Nat'l Park	Oh! Ridge	Mountain range, Lava Domes, Devil's Postpile	
Effect of fire on landscape	Fishing, Hot Springs	Long Vistas	Mountain and skiing, Fishing	Entertainment / Events Center	
Sagebrush, Cottonwood	Twin Lakes Recreation		Old resort town/ European Mountain Village	Lake Basin	
Working landscapes - Ranching	Bodie ghost town		Pedestrian Scale	Coniferous	
River Rock	Sandstone		Granite	Granite	
Descriptive Adjectives					
Self-sufficient/ "Western"	Historic	Cosmopolitan, International	Quaint/Charming, Nordic	Destination	Rural villages
Authentic, Roadside	Roadside		Hidden gem	Modern	Rustic
Wood, Neon	Painted Wood, Neon		Rustic		
Primary Intrinsic Quality*					
Scenic	Historic	Scenic	Recreational/Scenic	Recreational/Scenic	Scenic/Natural

*The six intrinsic qualities of a National Scenic Byway are: (1) Scenic, (2) Natural, (3) Historic, (4) Cultural, (5) Archeological, (6) Recreational.

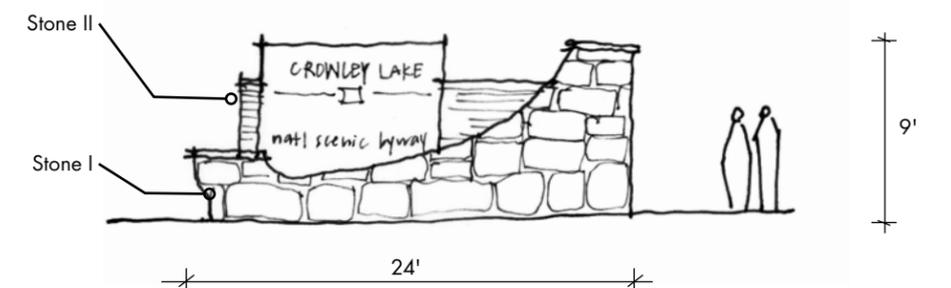
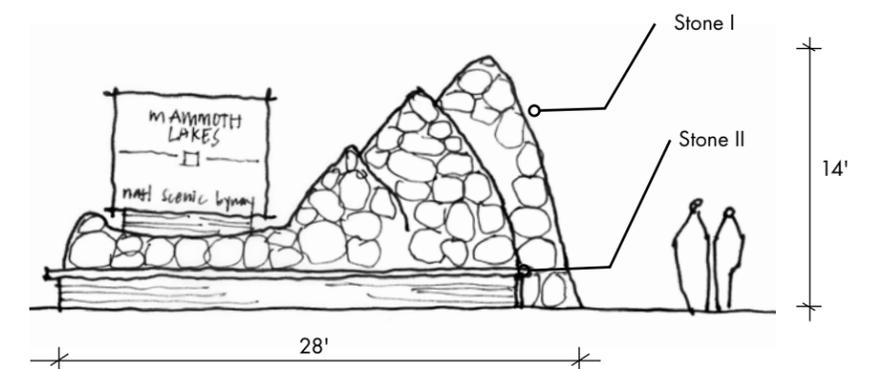
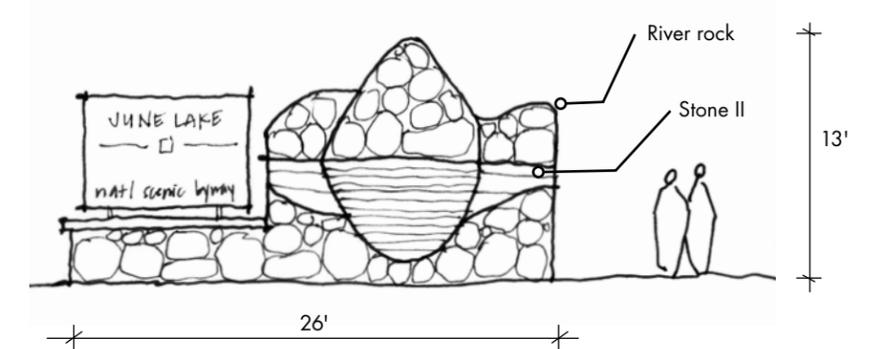
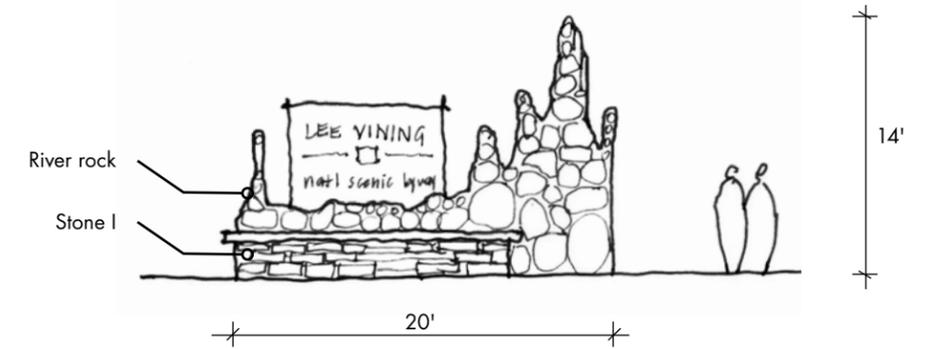
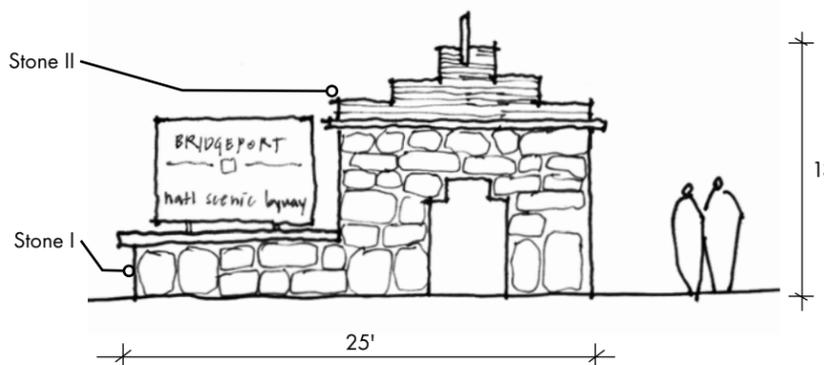
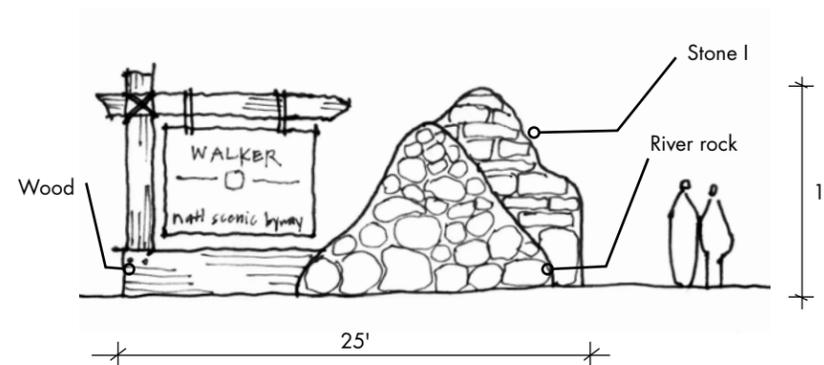
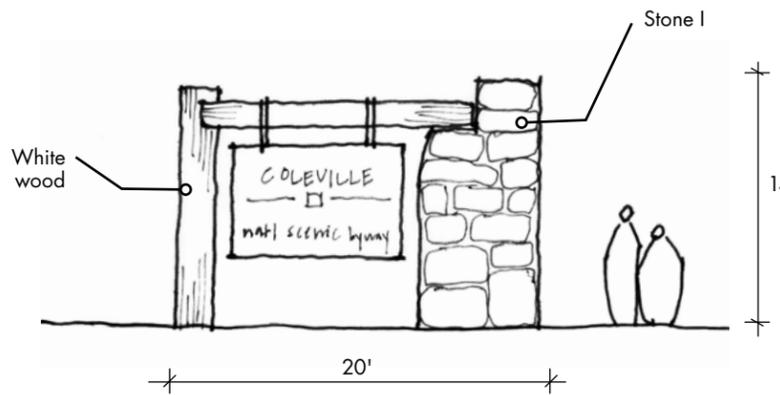
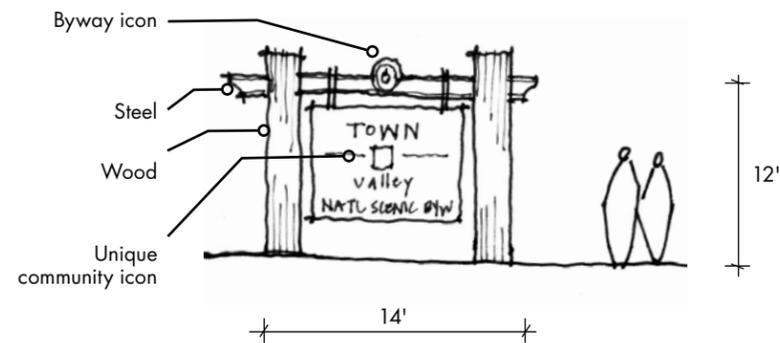
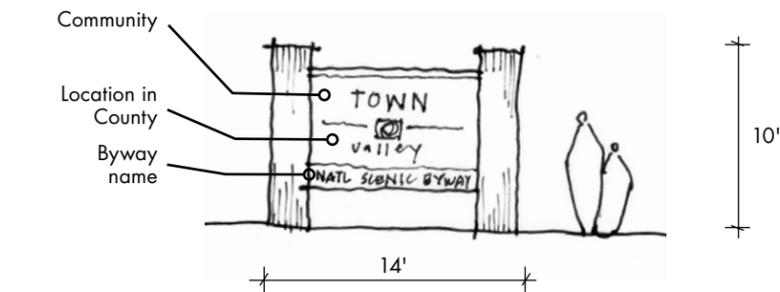
Gateway Signage Design Concepts

Uniform Identity between Communities

Depending on how the County wants to brand Highway 395, gateway signage between communities could unify the corridor with signs that are the same shape, materials, and typefont, and with a small icon or image that gives identity to unique stops along the corridor.

Unique Identity between Communities

If the County wants to accentuate the diverse communities that make up, and add to, the experience of Highway 395, they could use a few unifying elements, while allowing the communities to each express their sense of place. The conceptual sketches below use abstracted geographic or architectural icons associated with each community as the anchor of an identical sign. While unique, the signs are unified by the use of three materials: stone, river rock, and wood.



*These signage sketches are meant to be conceptual; Mono County will need to thoroughly investigate the aesthetics of signage along the corridor as the National Scenic Byway Designation application moves forward. At that time, the CMP can also explore other details of design, such as incorporating digital media into the wayfinding and informational signs, made available through the Digital 395 project.



SternbergLighting

ESTABLISHED 1923 / EMPLOYEE OWNED

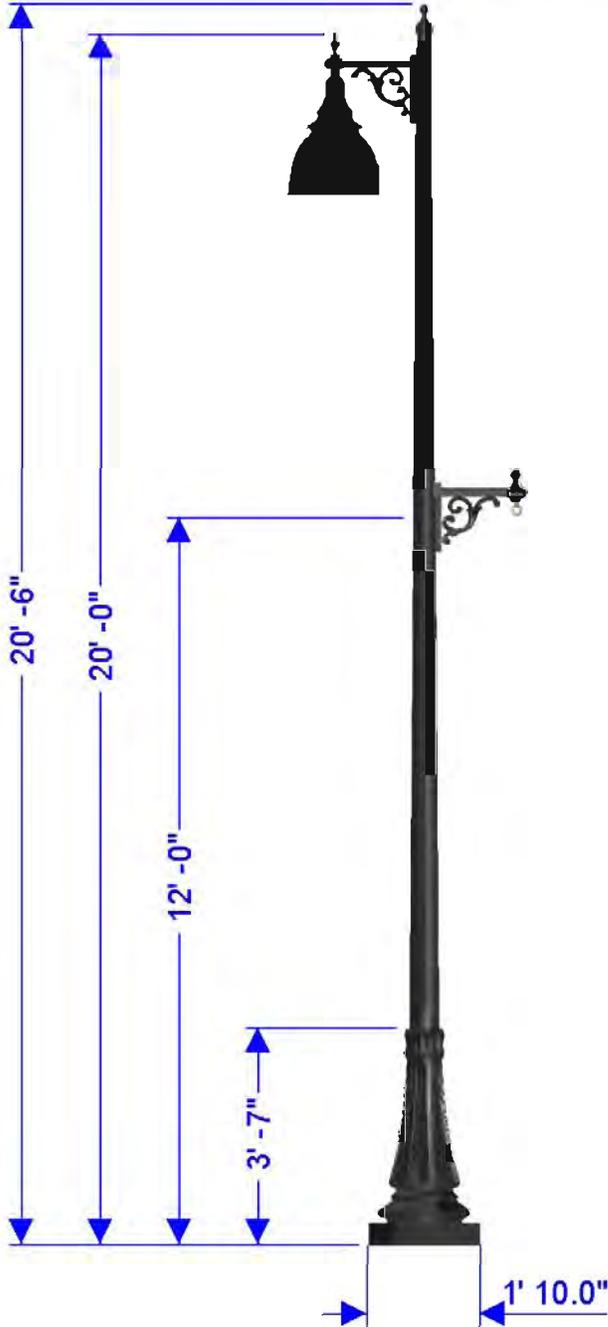
GENESIS Product Configurator

Catalog Number: 1-1910LED/5LB-LBL/5LBL/478FHPM/5420T6-3/BCC/4A1R35T5/120-277-MDL/PA478/BKT	Type:
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Customer Approval: _____

Conceptual assembly drawing, subject to Engineering verification by factory

Signature _____ Date _____



NUMBER OF ARMS: 1

ARM MOUNTED FIXTURE: 1910LED

The 1910/5/LBS and LBL Reno series are decorative downlight fixtures which consists of a decorative cast aluminum fitter, cast ballast housing, a spun aluminum full shade and lens.

Shade Assembly /5LBL

ARM: 478FHPM

478FHPM

POLE: 5420T6-3

The decorative post shall be aluminum, one-piece construction. The 22" hexagonal cast aluminum, ornamentally pleated base shall be constructed with a ____ inch diameter aluminum shaft. The model shall be Sternberg Lighting #5400 or #5400R for candy cane poles. the pole shall be U.L. or E.T.L. listed in U.S. and Canada.

POLE CAP: BCC

2" Ball Center Cap - BCC

LIGHT SOURCE: 4A1R35T5

Array - 4A1R

Color Temp - 35

Distribution - T5

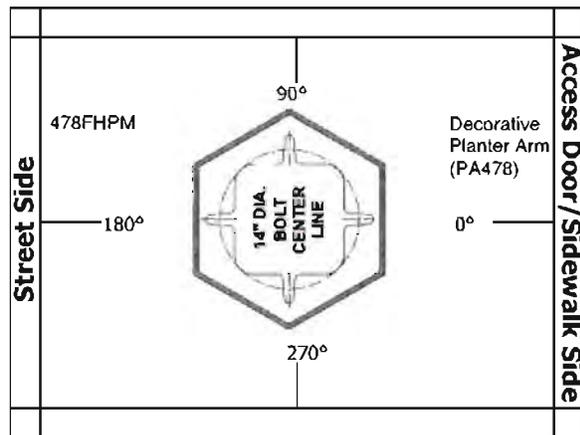
DRIVER: 120-277-MDL

Driver - 120-277-MDL

ACCESSORY: PA478

FINISH: BKT

Assembly shall be powder coated to Black Textured finish. Prior to coating, the assembly shall be chemically cleaned and etched in a 5-stage washing system which includes alkaline cleaning, rinsing, phosphoric etching, reverse osmosis water rinsing, and non-chrome sealing to ensure corrosion resistance.



Rev	Description	By	Date	Job Name:			
A				Job Location:			
B				Drawn By:			Drawing No.
C				Drawn Date:			1982
D				Checked By:		Checked Date:	
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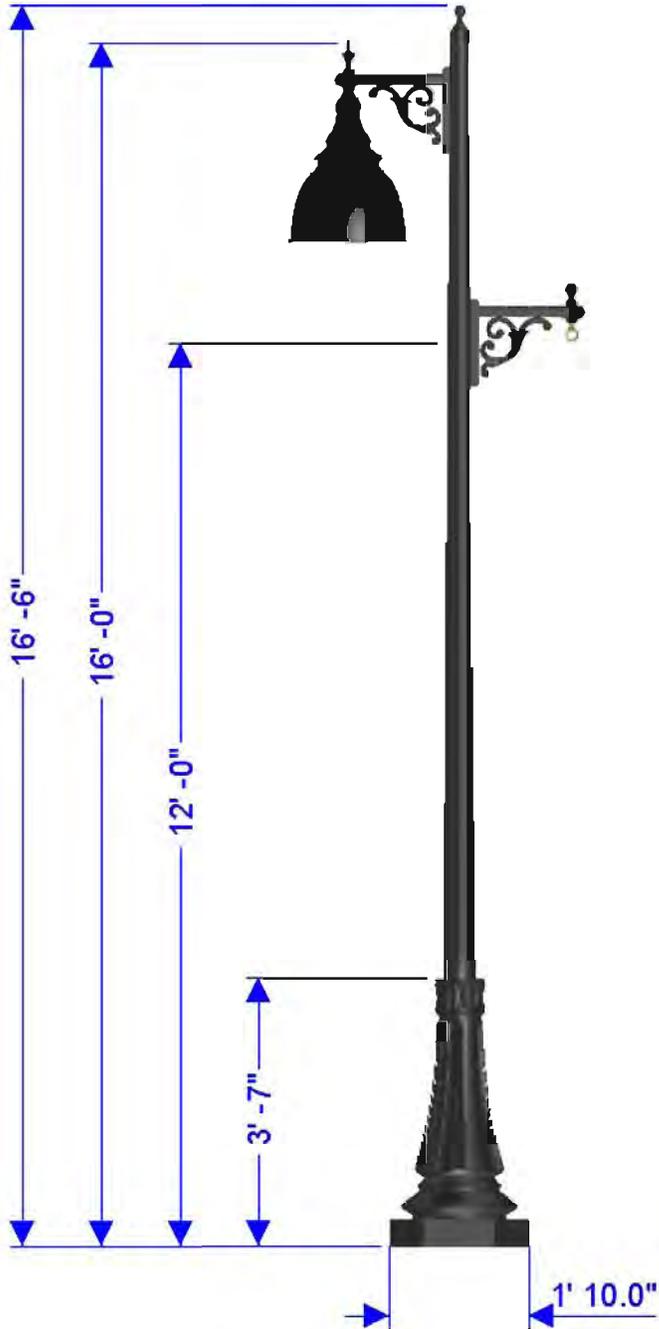
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Array - 4A1R

Color Temp - 35

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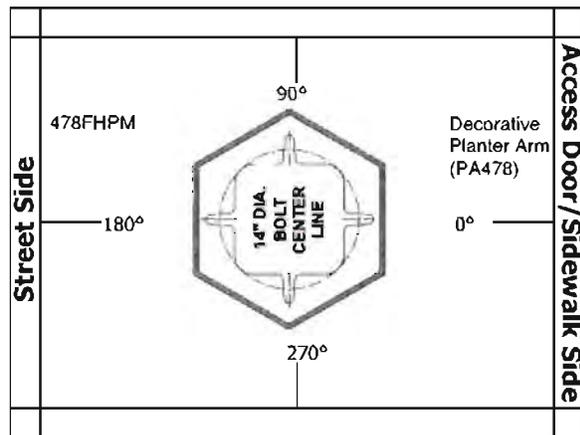
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Rev	Description	By	Date	Job Name:	Job Location:	Drawn By:	Drawn Date:	Checked By:	Checked Date:
A									
B									
C									
D									
E									

Drawing No.
1981

