



4.0 PUBLIC REALM GUIDELINES



The Public Realm Guidelines address the elements that involve pedestrians within the campus and informs the operational elements of the buildings, program use, service location, and architectural features. The guidelines provide a strategy for incremental implementation over time, through the development of new building projects, streetscape initiatives, and Beautification efforts. The Public Realm Guidelines are prescriptive, yet attentive to the varying sites, surrounding context, and building use. Thus, the guidelines must be flexible, balancing between the needs of the project and the larger campus wide initiatives.

The University of Alabama at Birmingham’s Public Realm Review Committee (PRRC) reviews and provides recommendations in accordance with the Campus Master Plan and supporting documents for all proposed capital and development projects that impact the public realm. “A-typical” projects, initiatives, and/or elements not specially identified by the Campus Master Plan but fall within the public realm are subject to review by the PRRC.



DISTRICTS

The physical form of UAB is not typical of most traditional higher education campuses. Located within the southwest area of downtown, the significant healthcare component, coupled with the relatively young age of the university, have created a campus that is not easily defined. While pragmatically the university has areas of overlap, for the purpose of establishing guidelines for the public realm, the campus is delineated into four different areas. While sharing similarities, the guidelines vary between districts.

A. ACADEMIC DISTRICT: ACADEMIC, CULTURAL, STUDENT HOUSING, ATHLETICS AND RECREATION AREAS

The Academic District is most similar to traditional higher education campuses. It is defined by the Campus Green, located at the center of the campus. Areas of housing and learning are generally separated, but linked together through pedestrian corridors. Buildings are generally set back from the street, surrounded by large areas of unused open space. While parking structures are becoming more prevalent within the district, surface parking lots still remain. Although several city streets have been removed, the existing grid structure still informs development. In areas where the street has been abandoned and converted to open space, the utilities remain below grade. This limits areas for construction, but preserves channels for pedestrian movement, utility infrastructure, and service access.

A.



C.



B.



D.



B. MEDICAL DISTRICT: HOSPITAL, RESEARCH AND ACADEMIC AREAS

The Medical District, located east of 18th Street South, encompasses academic, research, and healthcare related functions. UAB Medicine is primarily located within the northern half of the district.

The Medical District is heavily populated, resulting in a robust pedestrian environment. With some exceptions, the existing street grid has remained relatively intact. The existing city blocks accommodate major hospital facilities and research buildings, as well as large parking structures. Buildings generally maximize the available building envelope on each block.

C. SUPPORT DISTRICT

The Support District is located on the western edge of the university, physically separated from the campus by Interstate 65. This area is industrial in nature with many of the buildings repurposed to fit the university's various support needs. The area includes two significant remote parking lots.

D. UAB HOSPITAL-HIGHLANDS

The Highland's District includes the hospital and surrounding health care support services.

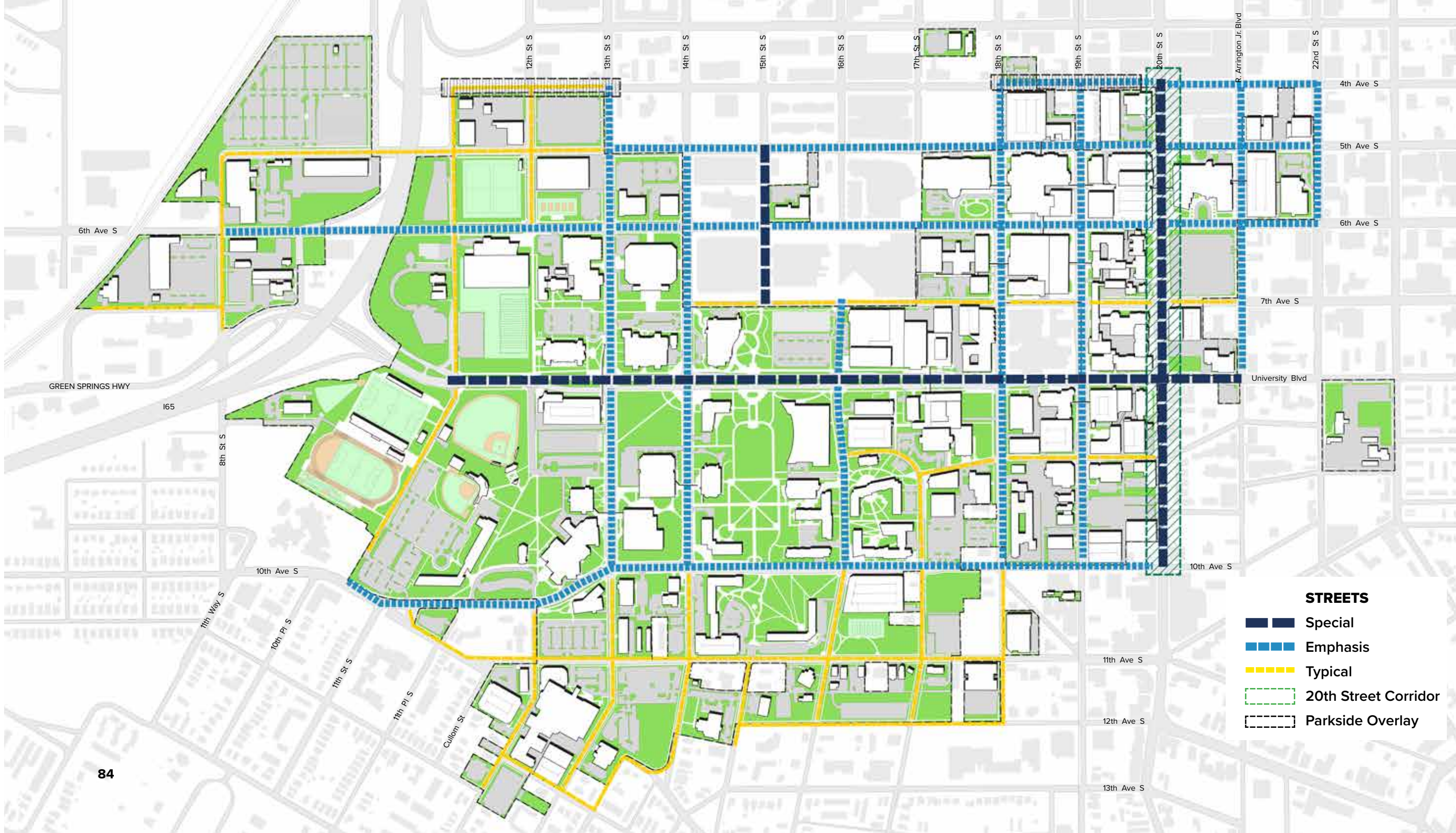


URBAN DESIGN

The public realm is often the first and last impression of the campus for prospective students, faculty, patients, and staff. A highly occupied pedestrian environment conveys a setting of engagement, openness, and collaboration – all core elements of great research institutions. The placement and design of buildings, open spaces, streets, and the landscape shape the fabric of the campus and impact visitor experience.

The Public Realm Guidelines expand on several key urban design elements that together create a vibrant pedestrian focused environment:

- **Street Hierarchy:** Streets should operate as either highly visible “main streets” or “utility streets” with less prominent features.
- **Streetscapes:** Streetscapes should provide environments that are safe, walkable, and comfortable at any time of the day or year.
- **Building Placement:** From the street, the front door should be obvious. The ground floor and/or upper floors facing the street or campus open space should be active and should contribute to a sense of place. Service and loading should be discreet and accessed from secondary streets.



STREET HIERARCHY

The physical form of the campus has been shaped by the underling city grid. Even in portions of the campus where the vehicular connections have been removed, the remaining corridors serve as critical pathways for pedestrian and utility infrastructure. Within this framework, there are streets that have more significance than others. Traffic flow, existing and proposed building use, building orientation, and other factors influence how a street operates.

With a typical block dimension of 420 feet x 440 feet, the existing street grid provides a richness of interest and movement for the pedestrian, as well as providing flexibility for vehicular circulation. In many cases within the Medical District, some of UAB's largest buildings occupy an entire block. The street impacts how a building is sited on a block.

Prioritizing streets informs future development where "front doors" should be located, where best to locate traditional back of house operations, what kind of ground floor uses are appropriate and where to locate them, and how traffic will operate. Coordinating these efforts can further strengthen and transform areas within the campus.

STREETSCAPE

The intent of prescribing the streetscapes is to bring consistency and functionality to the areas between the road and the building. The dimensional requirements of the streetscape, which are a key component for large open spaces and pedestrian mobility systems, provide a safe and comfortable environment for pedestrians by informing vehicular traffic of pedestrian sensitive areas and by setting the build-to-limits for new development. The streetscape is delineated into three zones: the tree zone, sidewalk zone, and landscape zone.

TREE ZONE

The tree zone is the first zone adjacent to the curb. Canopy trees, light standards, wayfinding signage, and other site furnishing elements are located within this space. This zone provides a physical separation between pedestrians and vehicles. The standard width of the tree zone shall be 6 feet, but may vary based on location within the campus. The tree zones can be hardscape and/or planted material. If on-street parking is present, an 18 inch hardscape edge (inclusive of the 6 inch curb) is required in order to maintain accessibility to parked vehicles. The tree zone shall maintain a maximum of 2 percent cross slope. The tree zone can often serve as a subtle but formative barrier when addressing security for buildings.

SIDEWALK ZONE

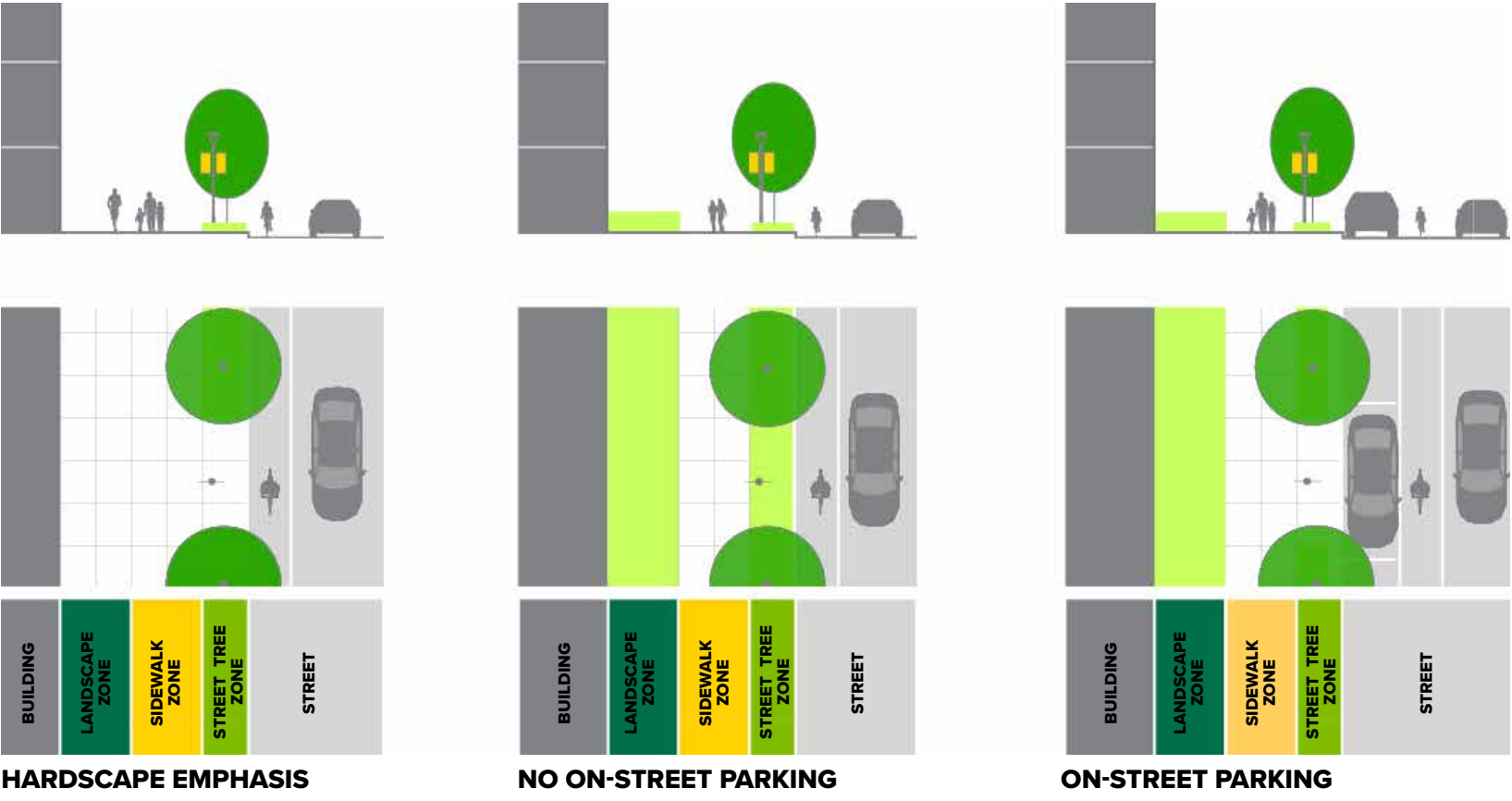
The sidewalk zone is immediately adjacent to the tree zone and is the primary walking area of the streetscape. The minimum width of the sidewalk zone is 8 feet, but varies based on location. The sidewalk zone is intentionally clear of obstructions that might impede pedestrian circulation. The sidewalk zone shall maintain a maximum of 2 percent cross slope.

LANDSCAPE ZONE

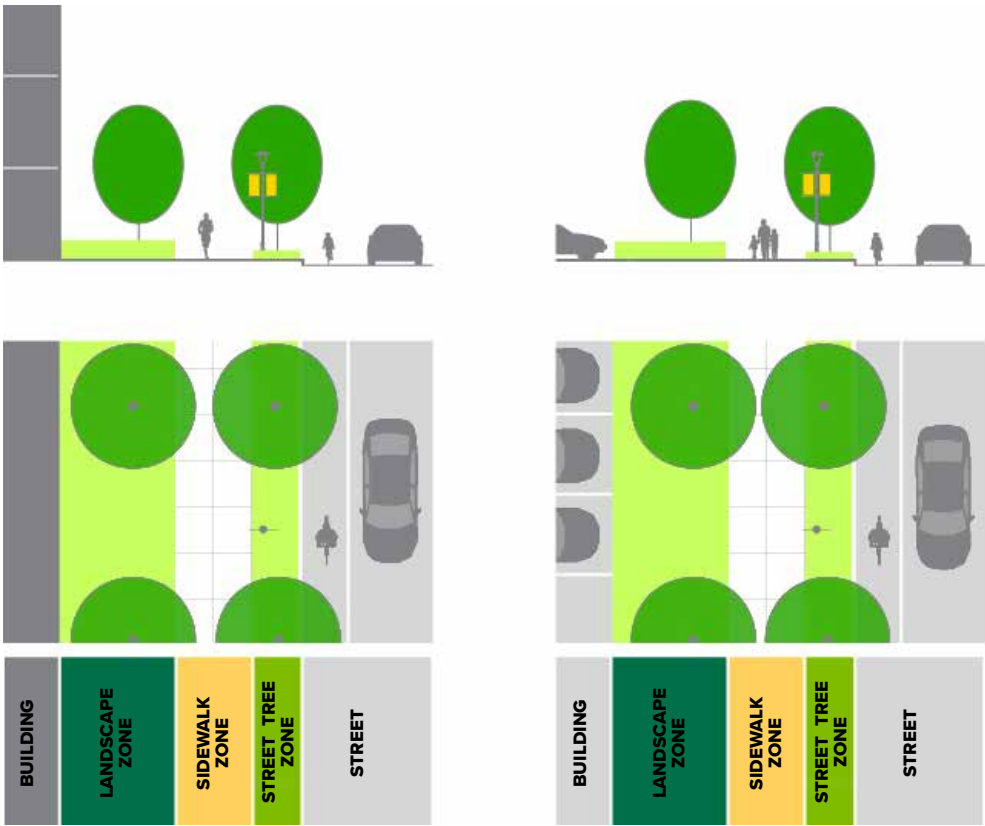
The landscape zone is the transition area between the edge of the required sidewalk and the building. The width of this space varies depending on location within the campus and the adjacent building program. The landscape zone may be either predominately landscape or hardscape. Specified landscape material shall not exceed a height that would impede the view from the building’s ground floor to the sidewalk zone.

Any streetscape improvements that require the shifting of existing city curb or vehicular travel lanes shall meet the requirements of the City of Birmingham Department of Transportation. All improvements within the public right of way shall comply with the requirements of the Public Rights Accessibility Guidelines (PROWAG). Refer to the UAB Streetscape Matrix for specific site dimensions.

STREETSCAPE VARIATIONS



STREETSCAPE VARIATIONS (CONTINUED)



STRUCTURED PARKING

SURFACE PARKING



STREET SCAPE ZONES	LOCATION	STREET TREE ZONE	STREET TREE ZONE MA- TERIAL	SIDE WALK ZONE	LANDSCAPE ZONE
SPECIAL STREET					
UNIVERSITY BLVD.	I-65 to 12th St.	10'	LSC	10'	60'
	12th St. to 18th St.	10'	LSC	10'	10'
	18th St. to 22nd St.	6'	HSC	20'	-
20TH ST. S. (1)	4th Ave. to 9th Ave.	6'	HSC	20'	-
	9th Ave. to 10th Ave.	6'	HSC	10'	10'
EMPHASIS STREET					
4TH AVE. S. (2)	18th St. to 22nd St.	6'	HSC	10'	0-10'
5TH AVE. S.	13th St. to 16th St.	6'	LSC	10'	10'
	16th St. to 22nd St.	6'	HSC	20'	-
6TH AVE. S.	Railroad to 16th St.	6'	LSC	10'	10'
	16th St. to 22nd St.	6'	HSC	20'	-
10TH AVE. S.	11th St. to 20th St.	6'	HSC	10'	10'
13TH ST. S.	4th Ave. to 10th Ave.	6'	HSC	10'	10'
14TH ST. S.	4th Ave. to 6th Ave.	6'	LSC	10'	10'
	6th Ave. to Univ. Blvd.	6'	LSC	14'	varies
	Univ. Blvd. to 10th Ave.	6'	HSC	14'	30' (east) 10' (west)
16TH ST. S.	7th Ave. to 10th Ave.	6'	LSC	10'	10'
18TH ST. S.	4th Ave. to Univ. Blvd.	6'	HSC	10'	0-10'
	Univ. Blvd. to 10th Ave.	6'	HSC	10'	0-10'
19TH ST. S.	4th Ave. to Univ. Blvd.	6'	HSC	10'-20'	0-10'
	Univ. Blvd. to 10th Ave.	6'	HSC	10'	0-10'

STREET SCAPE ZONES	LOCATION	STREET TREE ZONE	STREET TREE ZONE MA- TERIAL	SIDE WALK ZONE	LANDSCAPE ZONE
RICHARD ARRINGTON JR. BLVD. S.					
	4th Ave. to University Blvd.	6'	HSC	10'	0-10'
22ND ST. S.	4th Ave. to 6th Ave.	6	HSC	10'	0-10'
TYPICAL STREET					
4TH AVE. S.	I-65 to 18th St.	6'	LSC	8'	10'
	18th St. to 22nd St.	6'	HSC	10'	0-10'
5TH AVE. S.	8th St. to 13th St.	6'	LSC	8'	10'
7TH AVE. S.	14th St. to 18th St.	6'	HSC	8'	10'
	18th St. to 21th St.	6'	HSC	8'	0-10'
9TH AVE. S.	16th St. to 20th St.	6'	HSC	8'	0-10'
11TH AVE. S.	10th St. to 18th St.	6'	LSC	8'	10'
12TH AVE. S.	15th St. to 18th St.	6'	LSC	8'	10'
8TH ST. S.	5th Ave. to 6th Ave.	6'	LSC	8'	10'
	6th Ave. to Univ. Blvd.	15'	LSC	8'	10'
11TH ST. S.	4th Ave. to 10th Ave.	6'	LSC	8'	10'
12TH ST. S.	4th Ave. to 6th Ave.	6'	HSC	8'	10'
13TH ST. S.	10th Ave. to 14th Ave.	6'	LSC	8'	-
14TH ST. S.	10th Ave. to 13th Ave.	6'	LSC	10'	10'
15TH ST. S.	11th Ave. to 12th Ave.	6'	LSC	8'	10'
16TH ST. S.	10th Ave. to 12th Ave.	6'	LSC	8'	0-10'
17TH ST. S.	9th Ave. to 10th Ave.	6'	HSC	10'	0-10'
	10th Ave. to 12th Ave.	6'	LSC	8'	10'

HSC: Street Tree Zone is predominately hardscape
LSC: Street Tree Zone is predominately landscape
(1): Refer to Birmingham Green for additional requirements
(2): Refer to Parkside District Design Guidelines for additional requirements

BUILDING PLACEMENT

The building’s relationship to the street and campus open space is vital in creating an inviting, active, and safe environment. Proper building placement can reinforce the public realm while maximizing development potential. A building’s use of glass and active uses on the ground provides transparency and visual connections between the street and the building. Building orientation, front door location, and service yard placement dictates how the street functions.

BUILDING ORIENTATION

Building orientation should respond to the surrounding urban context of the campus. Buildings should be placed to engage the public street, frame the edge of the streetscape, create a presence at intersections, and provide transparency between the building and the public sidewalk.

In situations where the building fronts the Campus Green or other significant open space, the building must respond to both the public street and the open space.

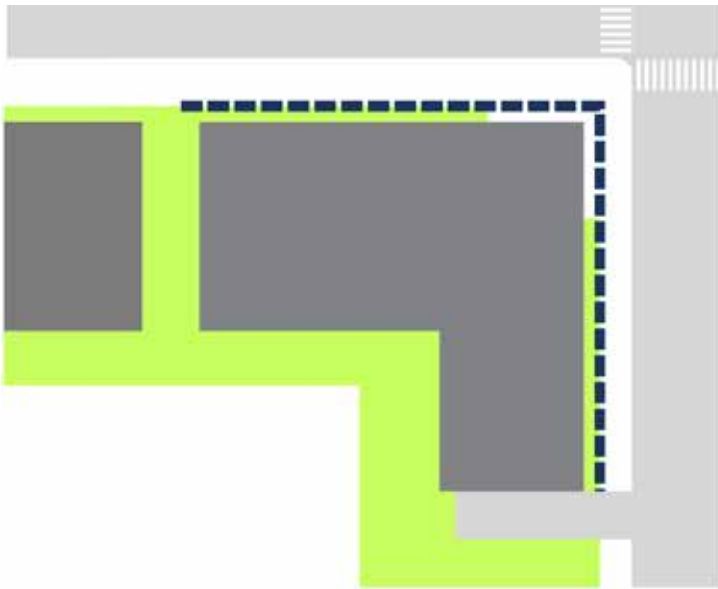
In situations where buildings front multiple public streets, the building shall prioritize the most “significant” street as identified by the Street Hierarchy Map. Buildings shall not provide off-street parking between the building and the street. For buildings that provide healthcare services to the general public, drop-off areas are encouraged to be internal to the site or behind the

building’s build-to-line, so as not to impact the mobility of the pedestrian within the public right of way. It is important that these facilities provide accommodations for both vehicular and pedestrian access.

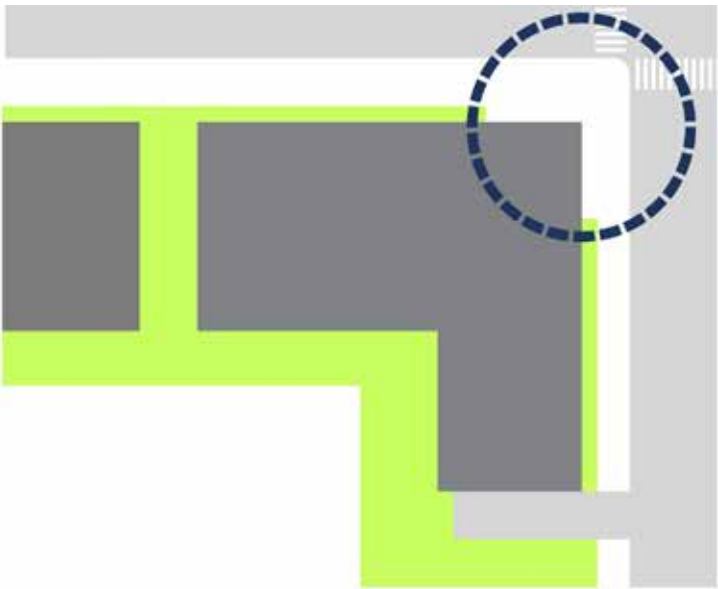
Buildings shall not extend beyond the property line within the public right of way at any level.

FRONT DOOR LOCATION

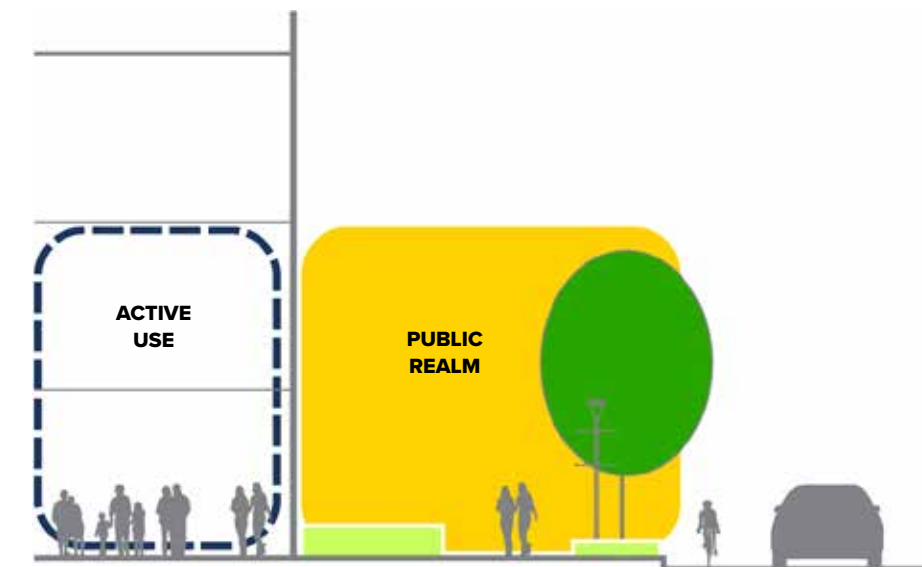
A building’s primary and “symbolic” front door shall be easily recognizable as a public entrance through architectural elements and pedestrian connections. To discourage pedestrian street crossings at dangerous locations, the front door for buildings shall be located closest to the existing block’s intersection when feasible. In the case of existing super-blocks within the Academic District, the front door entrance shall be located near mid-block crossings when feasible. Buildings that front the Campus Green or other major open space shall have a second front door entrance opening onto these spaces. Front doors shall be at or up to 36 inches above street level. Americans with Disabilities Act (ADA) accessibility must be integrated into the design of the entrance. The use of hardscape materials that reflect the design of the building is encouraged, but shall not supersede the materials or dimensions of the public realm requirements.



BUILDING ORIENTATION



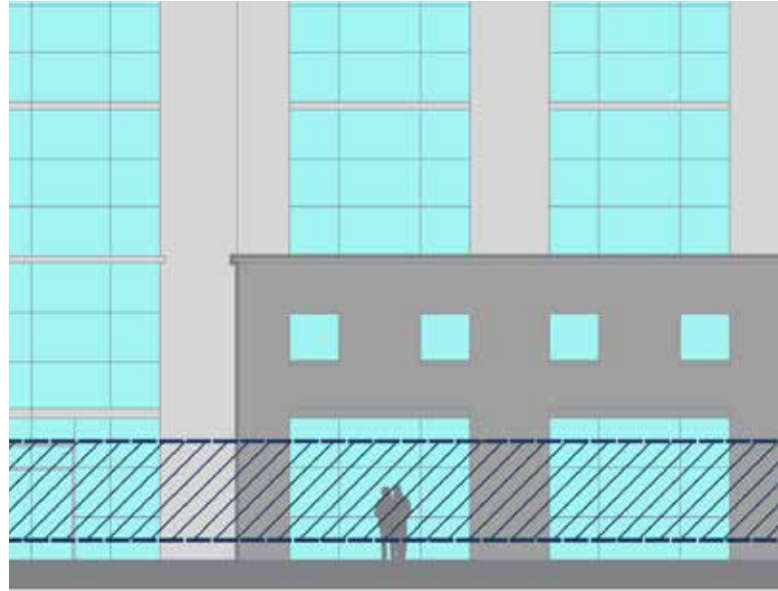
FRONT DOOR LOCATION



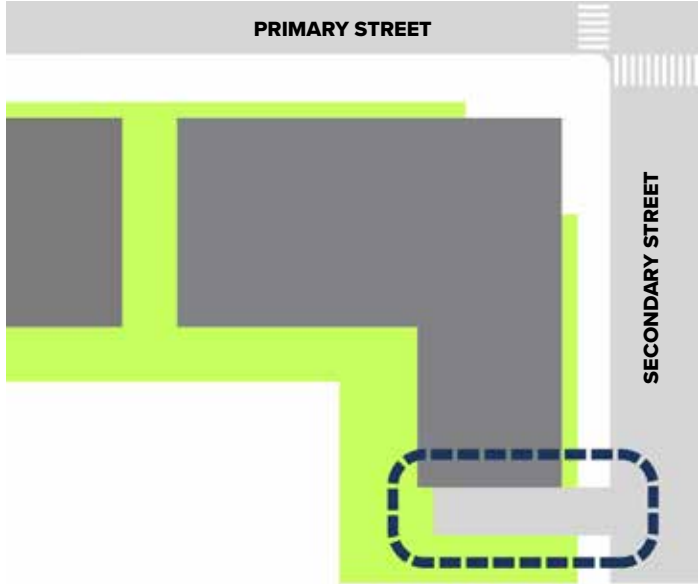
GROUND FLOOR USE

GROUND FLOOR USE

Buildings should incorporate public or semi-public spaces at the ground floor when fronting a public street or campus open-space. In appropriate locations, retail shall be incorporated to stimulate pedestrian activity. The use of lobbies, break-out areas, classrooms, and offices can also provide visibility between the public realm and the building. Uses that require privacy, such as certain research spaces or patient services, are encouraged to be located on upper floors or internal to the building program.



BUILDING FENESTRATION



SERVICE / LOADING

FENESTRATION

Fenestration is defined as the amount of windows and transparent doors on the ground floor of a building facade as measured between 2 feet and 10 feet in height. A high degree of fenestration is desirable, providing a visual connection between pedestrians on the sidewalk and the internal users of the building, thereby activating the public realm. The amount of fenestration required varies on the building's location on campus, orientation, and function. Buildings fronting multiple streets or campus spaces shall adhere to the requirements as feasible, with the understanding that loading and service areas may impact the amount of fenestration that is achievable.

General Building Recommendations:

- 70% when fronting a special street
- 70% when fronting the Campus Green or 15th Street Greenway
- 70% when fronting a campus quad
- 50% when fronting an emphasis street
- 50% when fronting a typical street

Residence Hall Recommendations:

- 70% when fronting a special street or Campus Green
- 50% when fronting an emphasis or typical street
- 50% when fronting a campus quad

Support Facility Recommendations:

- 50% when fronting an emphasis street
- 30% when fronting a typical street

SERVICE | LOADING

The service and loading requirements for a building will vary based on the building program. In general, building service shall be oriented away from primary streets, campus quads, or areas of high pedestrian circulation. Service areas shall be compact in nature.

Service areas not internal to the building shall be enclosed by semi-solid to solid walls, no higher than 8 feet in height, or by vegetation screens, to limit visibility from the public street. Dumpsters that are exterior to the building shall be enclosed, with solid masonry walls on three sides and metal doors. Service areas should provide a minimum of one parking space for UAB service vehicle parking.



PARKING

Parking is a significant and necessary programmatic element at UAB. With more than 80 off-street facilities and 12,000 UAB owned and operated spaces, as well as thousands of on-street city parking spaces, moving and storing vehicles is a major part of everyday life on-campus.

Parking does not have to detract from the built environment. Parking structures and surface lots that combine active uses, architectural features, pedestrian oriented streetscapes, and enhanced landscaping help to minimize the visual impact of parking. Introducing shade trees, landscape edges, and bioswales within a surface lot dramatically improves the visual appearance of the lot, while addressing needed stormwater infrastructure and heat island effect. The use of pervious paving material – when appropriate soils exist – shall be incorporated.

STRUCTURED PARKING

Parking structures are a vital component of the urban fabric of the campus. The structures can contribute to a safe and active public realm, while serving the needs of everyday users. There are three types of parking structures:

Type A: Liner Building

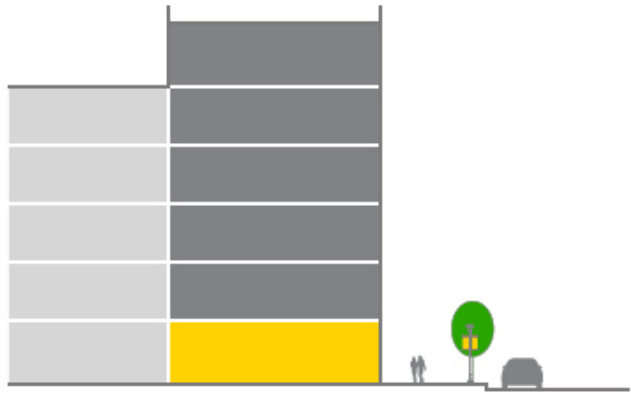
- Preferred when fronting special streets and selective emphasis and typical streets.
- Active ground floor use with occupied space above.
- Minimum depth of liner building shall be 40 feet.
- Shall meet building ground floor fenestration requirements.

Type B: Ground Floor Use

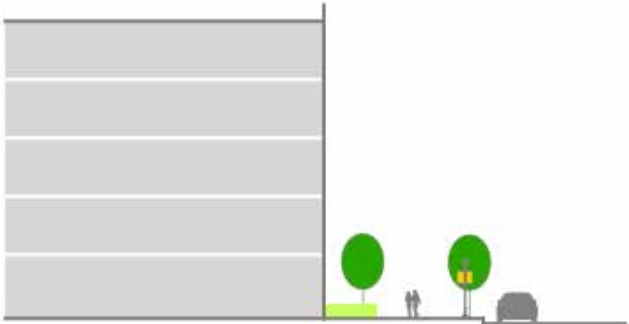
- Required when fronting emphasis and selective typical streets.
- Active ground floor use with parking above.
- Minimum depth of ground floor use shall be 40 feet.
- Shall meet building ground floor fenestration requirements.

Type C: Landscape Edge

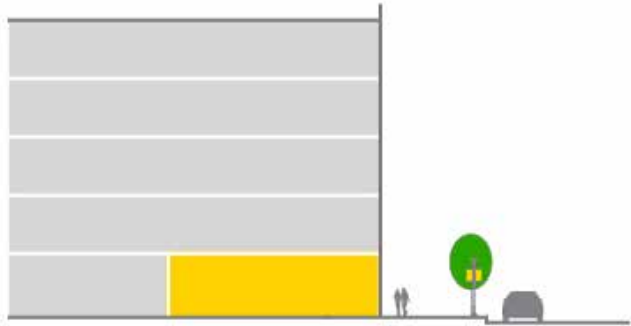
- Required when fronting selected emphasis and typical streets.
- Minimum 12 feet, maximum 30 feet landscape setback as measured from the edge of the sidewalk zone



TYPE A - LINER BUILDING

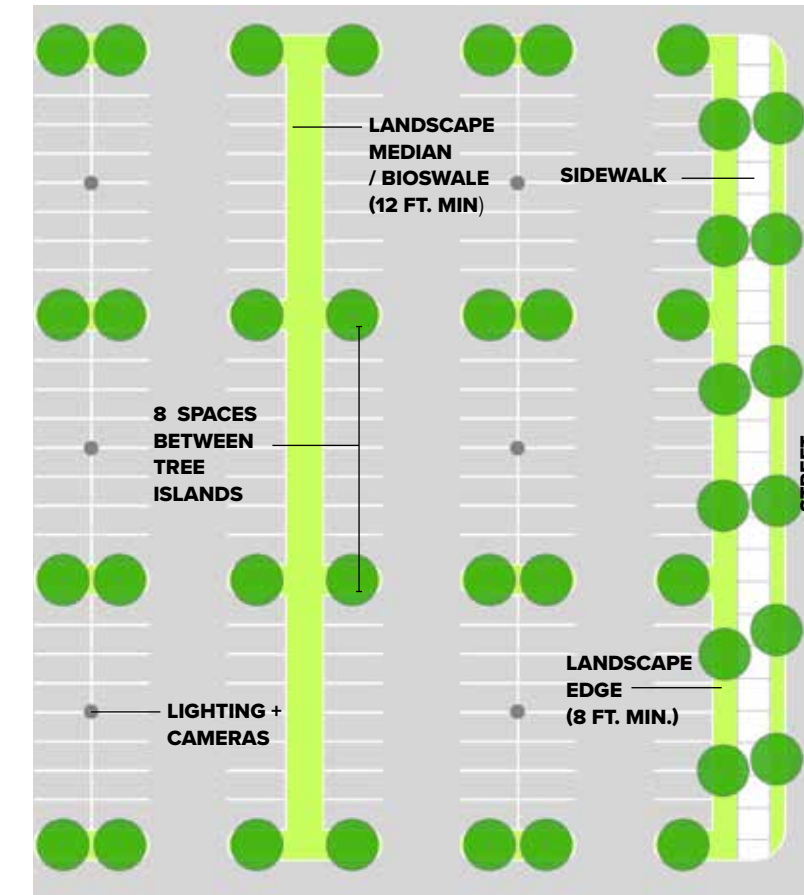


TYPE C - LANDSCAPE EDGE



TYPE B - GROUND FLOOR USE





SURFACE PARKING

Surface parking lots shall be located and landscaped to minimize view from the public streets. Accessibility, both for vehicular and pedestrian circulation, should be analyzed in context prior to developing a lot. Parking lots shall adhere to the City of Birmingham's requirements.

- Parking lots shall be screened by a minimum of 8 feet of landscape area between the sidewalk zone and the parking surface. Hedges/fences/walls within the landscape strip shall not exceed 36 inches in height.
- Parking lots shall incorporate an internal tree island for every eight (8) parking spaces.
- Internal landscape islands shall be a minimum of 10 feet in width as measured face of curb to face of curb. Islands shall be planted with shade trees and mulch. Sod is not permitted.
- The preferred slope for parking lots shall be 3 percent with a maximum of 5 percent.
- ADA spaces must be located with direct access to the sidewalk. ADA spaces located internal to the parking lot that require users to cross vehicular drive lanes are discouraged.
- Barrier curbs shall be installed around the perimeter of the parking lot and around landscape areas.
- Overhead lighting and security camera locations shall be coordinated to provide adequate coverage and to minimize placement within required tree islands.



LANDSCAPE

The landscape has evolved from a formality associated with new buildings to an integral component that contributes to the overall perception of the campus. The landscape varies between and even within the various districts.

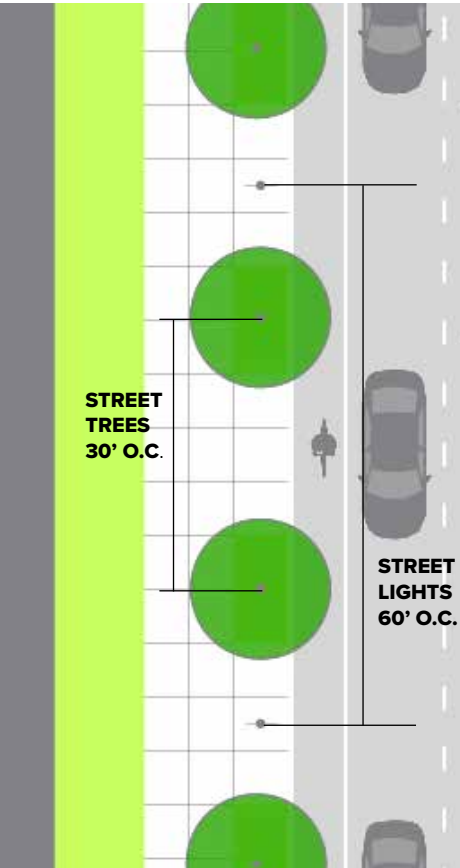
The Academic District is generally defined with large open spaces of lawn with plantings, generally concentrated at the base of the buildings. As the Academic District continues to become more dense the landscape will be considered more intentionally. Areas that were once “left over” spaces outside of buildings must be reevaluated. The Hill Student Center, 15th Street Greenway, and the Collat School of Business are good examples of providing usable pedestrian spaces by utilizing larger masses of plantings and incorporating appropriate native plant materials, while minimizing lawn in non-active spaces.

Outdoor spaces at the Hill Student Center vary in size and use, and work in conjunction with internal building programs. The vegetation is complimentary to building materials and intentionally simple, but does not overpower the space.

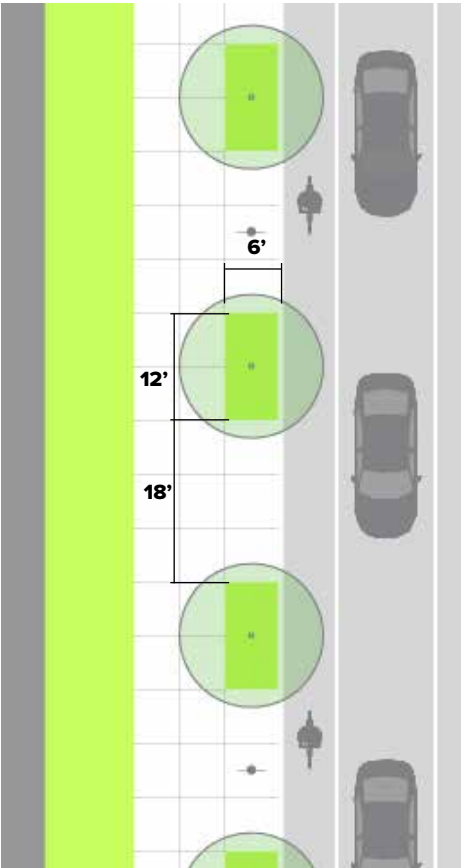
Within the Medical District, landscape is more urban in approach, with an emphasis on hardscape materials and canopy trees to provide shade in the heavy pedestrian focused district. Plant materials within the District are intentionally durable with a focus on evergreen materials. While minimal, the plant materials soften the intensity of brick at the pedestrian level. The Wallace Tumor Institute provides a good landscape example, with appropriate tree cover and minimal under-plantings.

Landscape materials within the Support District are intentionally minimal, emphasizing low-maintenance improvements along the streets.

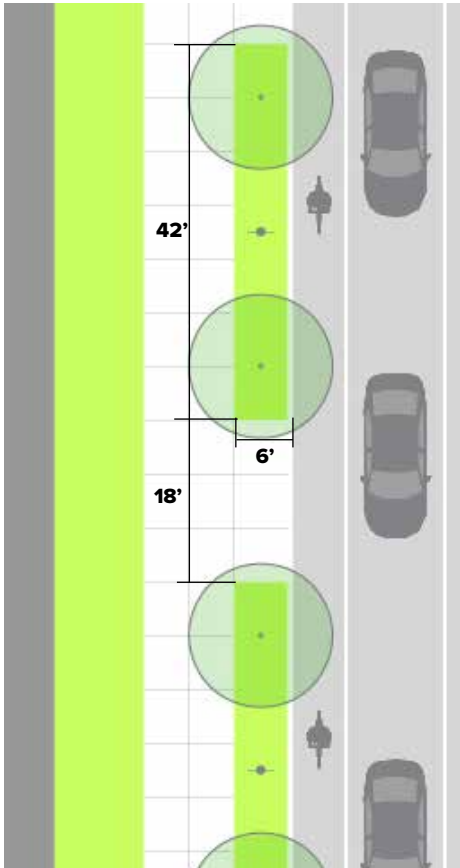
With the varying ages and architectural styles of the buildings on campus, the landscape should be viewed as the element that binds these various buildings and districts together through a consistency in hardscape and plant material. While individual spaces internal or immediately adjacent to a building may vary from the standards, the use of similar materials within the public realm is required.



STREET TREE SPACING



**STREET TREE SOIL VOLUME
(MINIMUM)**



**STREET TREE SOIL VOLUME
(PREFERRED)**

STREET TREE SPACING

To provide a consistent, comfortable and attractive streetscape, canopy trees shall be spaced 30 feet on center and placed in the center of the tree zone. Trees should not be placed within the sight distance triangles at intersections or driveways. Tree placement may be adjusted to reflect architectural elements of buildings or other site conditions. Pedestrian level streetscape lighting should be spaced 60 feet on center, alternating between street trees. Refer to the Street Tree Map for preferred street tree types.

STREET TREE WELL

The ability for a tree to grow within a dense urban context is directly dependent on the soil volume available to the tree. While trees located within the Campus Green, quad, or other large open space have access to larger soil areas, trees along streetscapes or within courtyards are more confined. For street trees to be successful, a minimum 6 feet by 12 feet tree “well” is required. Connecting two or more tree wells together increases the soil volume available. When adjacent to on-street parking, tree wells may be connected provided a minimum of 18 inches of sidewalk is provided adjacent to the curb. The recommended minimum for soil volume per tree is 300 cubic feet per tree.

SIDEWALK TYPES

There are three types of hardscape paving variations at UAB. Variations are dependent on location and level of hierarchy. The minimum width for sidewalks is 8 feet, with a square scoring pattern.

Type A: Specialty Corridors

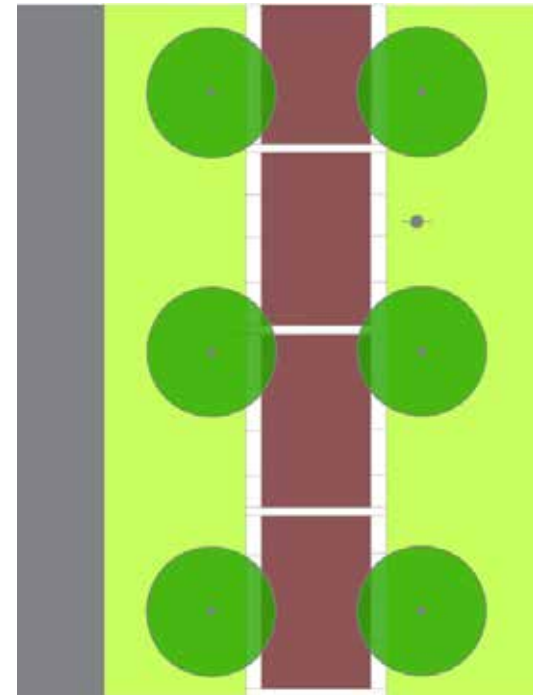
- Specialty corridors are primary pedestrian circulation corridors like the Campus Green and 15th Street Greenway. These corridors should include the use of red clay brick pavers as either the primary material or as a significant accent. A field of pavers shall utilize a herringbone pattern with header and stretcher course edges.

Type B: Medical District

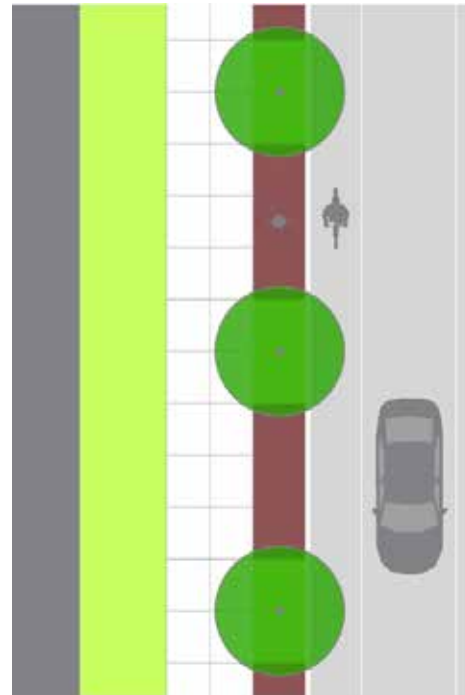
- Within the Medical District, red clay brick pavers are required within the tree zone, providing a band of contrast between the sidewalk zone and vehicles. Pavers shall be a consistent range of color. Course edges are not required to be dark pavers. Concrete shall be utilized within the sidewalk and landscape zone.

Type C: Typical

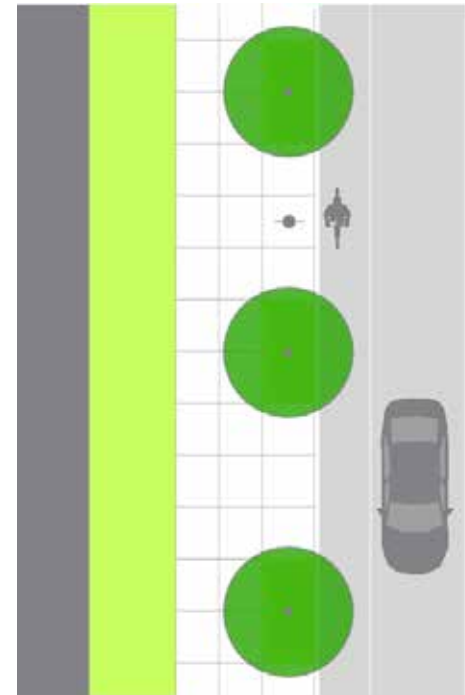
- Typical hardscape not associated with a building entry, plaza, or courtyard, shall be standard concrete.



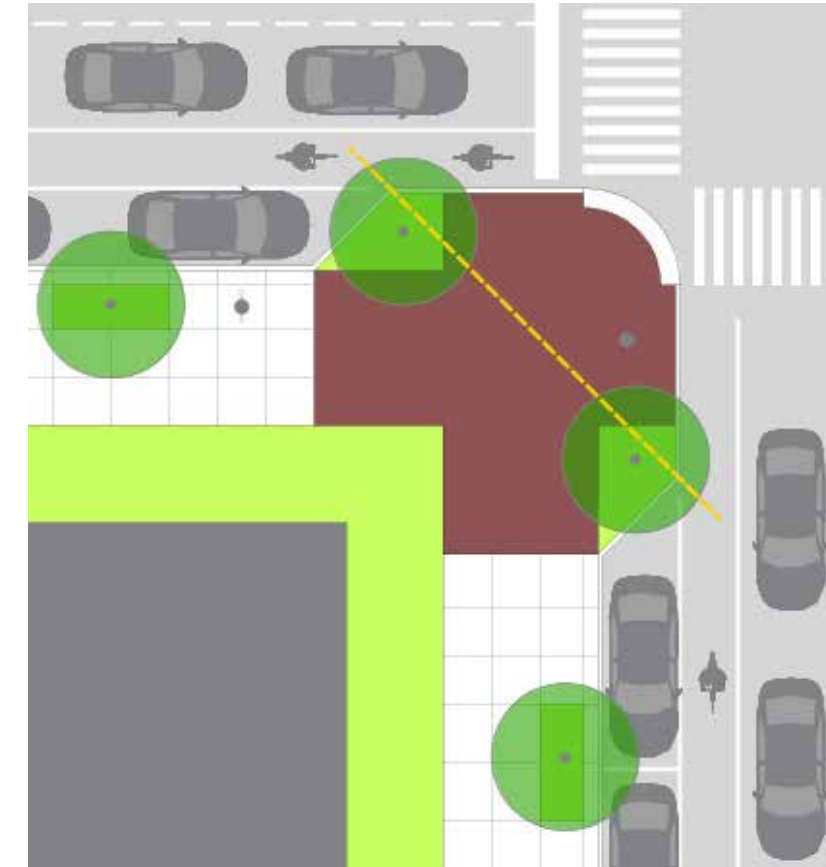
TYPE A: SPECIALITY CORRIDORS



TYPE B: MEDICAL DISTRICT



TYPE C: TYPICAL



INTERSECTION TREATMENT

INTERSECTIONS

Although intersection treatments vary throughout campus, the pedestrian corners at UAB will be anchored by pavers with concrete edges. When applied consistently, this hardscape element will provide visual continuity throughout the campus. Pedestrian corners shall provide “bulb-outs” when applicable to improve pedestrian safety by slowing vehicular traffic, providing better visibility for pedestrians, and shortening the crossing distance for pedestrians. The improved hardscape will also provide visual cues to drivers when entering a heavy pedestrian area.

Curb bulb-outs should only extend the width of the on-street parking and be large enough in length for a shade tree while not interfering with the vehicular sight distance triangle and meeting the minimum requirements of the City of Birmingham Department of Transportation. Site furnishings, light poles, traffic control boxes, and other street furnishings shall not be located as to impact required ADA ramps. Crosswalks shall utilize continental pattern at a minimum width of 10 feet, shall be aligned parallel to flow of traffic, and oriented to the corner of the intersection and not necessarily the location of the ADA ramp.

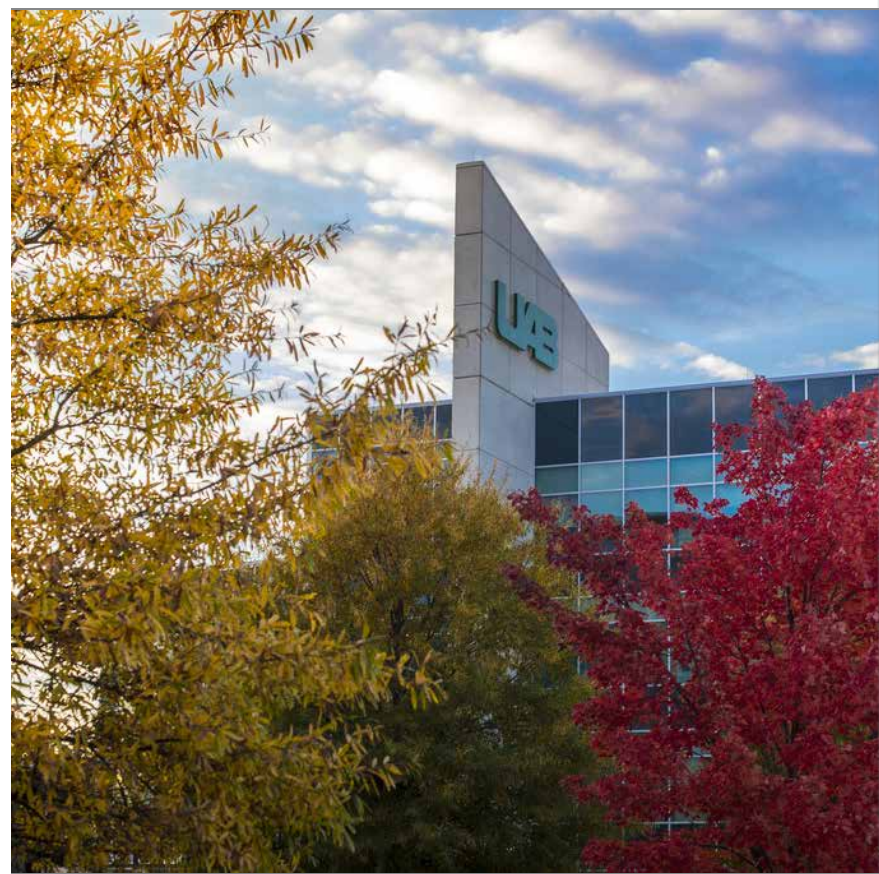


STREET TREES

A critical component of the streetscape is the use of shade trees. Shade trees provide a cooling effect to pedestrians, provide a barrier between pedestrians and cars, and act as visual cues to slow vehicular traffic. The street tree map identifies a strategy for diversification of the tree canopy while providing consistency from street to street. The map also provides predictability for future projects.

Tree types are subject to change based on site conditions, including status of existing materials and the presence of utilities that may impact the overall growth of the tree. Requirements include:

- Street trees shall be placed 30 feet on center
- Street trees shall be a minimum 3 inches caliper



PLANTING DESIGN

Given the street network that exists today and the various large campus open spaces, canopy trees are the most recognizable landscape element across campus. Within the Medical District, understory plantings are minimal, low maintenance, and durable materials. The Academic District offers a wider variety of plant material types and design opportunities.

Diversity: Plant diversity is encouraged so long as it contributes to unifying the overall district campus landscape.

Evergreen material: Utilize evergreen materials throughout to provide a structure for the overall composition and visual interest during the winter months.

Lawn: Lawn should be limited to areas of active and passive recreation use. When feasible, planting beds should be extended to the edge of sidewalks eliminating the need for small strips of lawn.

Maintenance: Utilize materials that are appropriate to the site conditions that do not require additional care to maintain desired height, form, or scale.

Materials: Use appropriate native and adapted materials within the landscape that overtime will minimize irrigation and maintenance needs.

Plant massing: The use of large plant massing and layering is recommended to unify landscape materials and create a significant visual impact. Decorative or spot planting with multiple species is discouraged.

Proximity: When appropriate, utilize like materials in adjacent spaces to provide a seamless transition.

Seasonal color: Shall be limited to previously established areas of high visibility.

Security: Plant materials shall not impact lines of sight at pedestrian levels.

Separation: Shade trees should be placed a minimum of twelve feet from the face of any building. Understory and evergreen trees shall be placed a minimum of 8 feet from the face of any building. Shrubs shall be placed at a minimum of 24 inches from the face of any building.

Stormwater: When appropriate, stormwater collection, infiltration, and/or detention strategies are encouraged to be integrated into the overall design.

Tree lined walks: Canopy trees should be incorporated along sidewalks, paths, plazas, and courtyards to provide shade throughout the warmer months.

SITE FURNISHINGS

Sites within the public realm shall adhere to the campus standards to maintain consistency. Internal spaces or areas considered an immediate extension of the building are encouraged to provide site furnishings that complement the building’s architecture.

Site furnishings shall not be located as to impact pedestrian circulation and accessibility.

The 20th Street South corridor streetscape was previously developed under the Birmingham Green Initiative by the City of Birmingham. New development along this corridor shall adhere to the site furnishing and lighting requirements set forth by that project. In areas where the campus fronts 4th Avenue South within the boundaries of the Parkside District, streetscape elements – including site furnishings and lighting – shall adhere to the Parkside District Design Guidelines.





SITE BENCHES

When applicable, benches shall be located immediately adjacent to, and not within, the sidewalk or pedestrian path on a concrete pad. Benches shall be surface mounted and level.

- Manufacturer: Victor Stanley
- Type: RB-28
- Color: Black
- Length: 8 feet



TRASH RECEPTACLES

When applicable, trash receptacles shall be located immediately adjacent to, and not within, the sidewalk or pedestrian path on a concrete pad. Receptacles shall not be surface mounted. Receptacles shall be located at all major building entries and pedestrian circulation intersections.

- Manufacturer: Victor Stanley
- Type: SD-42
- Color: Black
- Size: 36 Gallon
- Lid: Tapered Form



RECYCLING RECEPTACLES

When applicable, recycling receptacles shall be co-located with trash receptacles. Recycling receptacles shall not be surface mounted. Recycling receptacles shall be located at all major building entries.

- Manufacturer: Victor Stanley
- Type: SD-242
- Color: Green
- Size: 36 Gallon
- Lid: Rain Bonnet



PLAZA | COURTYARD TABLES

- Manufacturer: Landscape Forms
- Type: Chipman – Dining
- Color: Silver
- Size: 36 inches

PLAZA | COURTYARD CHAIRS

- Manufacturer: Landscape Forms
- Type: Chipman – Armless
- Color: Silver



PLAZA | COURTYARD PICNIC TABLE

- Manufacturer: Landscape Forms
- Type: Charlie Table
- Color: Silver
- Size: 67 inches
- Umbrella hole: Yes



BOLLARD - DECORATIVE

- Manufacturer: Reliance Foundry
- Type: R-8460/R-8464
- Color: Black



BIKE RACK

When applicable, bike racks shall be located on a separate concrete pad immediately adjacent to, and not within, the sidewalk or pedestrian path. Racks shall be located within a 100 feet diameter of the primary building entrance(s). Racks shall be surface mounted and anchored into concrete using expansion bolts and security nuts.

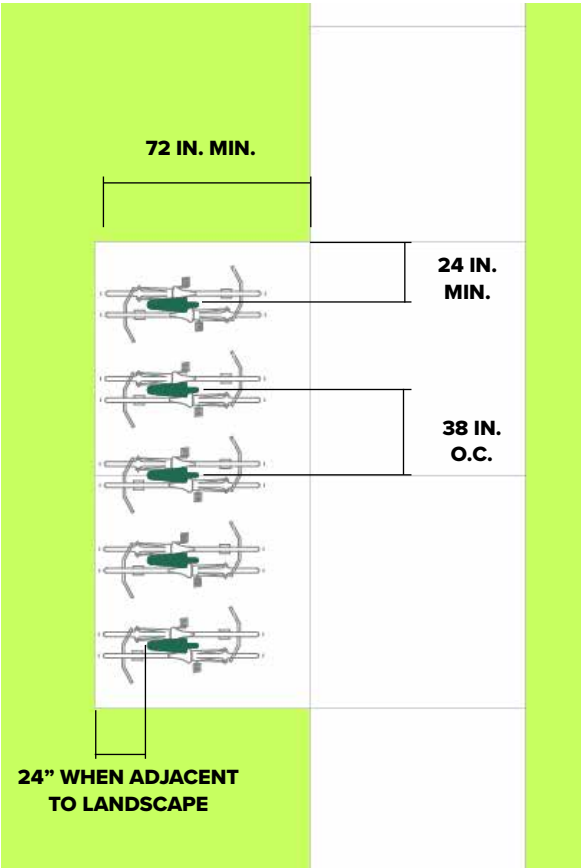
The UAB bike rack accommodates two bike spaces.

Components:

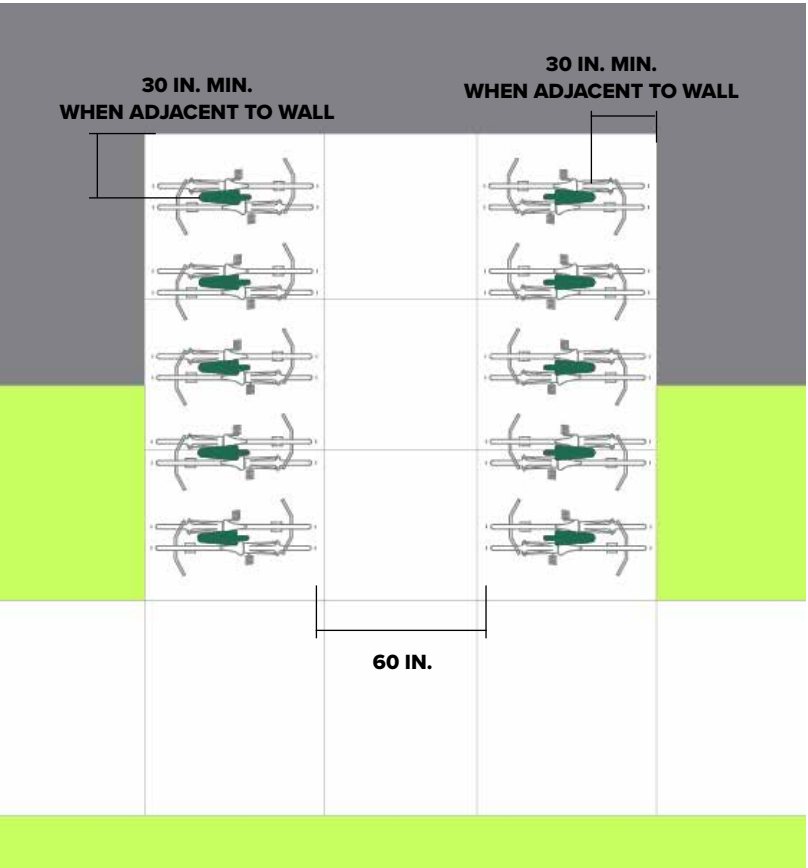
- Bike rack to be powder coated, RAL 6005 Moss Green
- “BIKE UAB” font is Quicksand bold
- “BIKE UAB” plates are not required on interior bike racks with installations of four or more

Manufacturer:

- Foster Phillips (or approved equal product)
- Phone: 205-924-3012
- Email: foster@fosterphillips.com



BIKE LAYOUT: SINGLE ROW



BIKE LAYOUT: MULTIPLE ROWS



LIGHTING

All exterior lighting designs for campus lighting shall include a photometric analysis that calculates the expected luminance of the area.

The pedestrian light fixtures shall be used as the primary exterior light source along all pedestrian paths, campus open spaces and streetscapes. Lighting along streetscapes shall meet the City of Birmingham standards for light candle output and distribution.

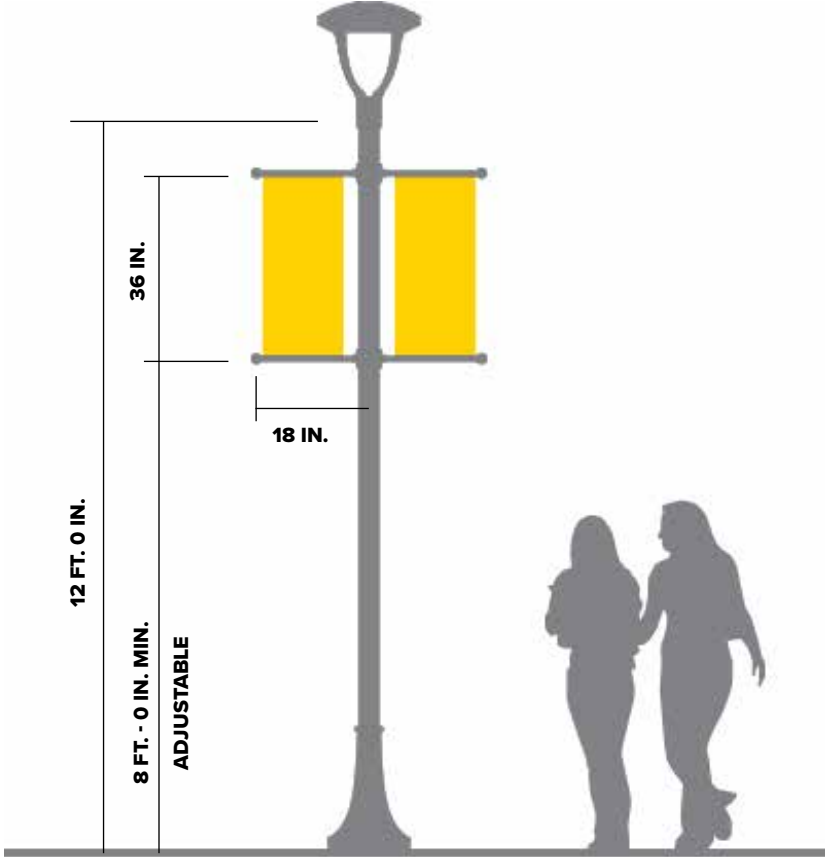
Pedestrian paths shall have a horizontal average of 1.0 foot candles at ground level. The recommended uniformity shall not exceed 4:1 (ave:min) on pedestrian paths and 5:1 (ave:min) on streetscapes. Light distribution shall be LED with cut-off. Banner arms shall be provided on pedestrian pole lights in designated areas. Light installations shall provide electrical outlets on poles in open lawn areas, plazas, and courtyards. In general, poles should be spaced no less than 60 feet apart with a maximum spacing of 80 feet.

POST TOP FIXTURE

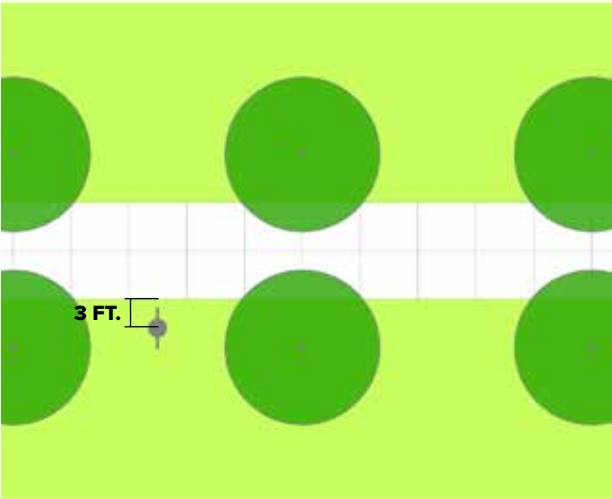
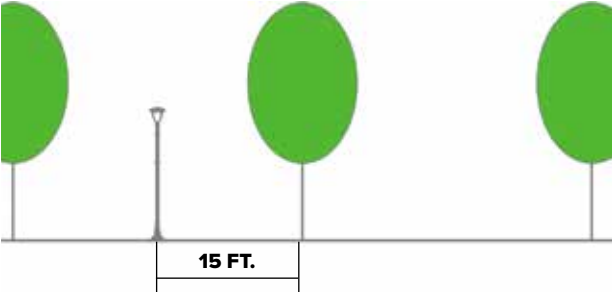
- Manufacturer: Lumenpulse
- Style: PUR 100T
- Output: L60, 6000lm (60w, 2 LED modules)
- Color and Color temperature: 4000k
- Distribution: Type 3
- Finish: Textured Black
- Number: PUR100T-120/277-L60-40K-3-BKTX-NO
- Approved alternates:
 - Limonia Omera
 - King Luminaire K583

POLE:

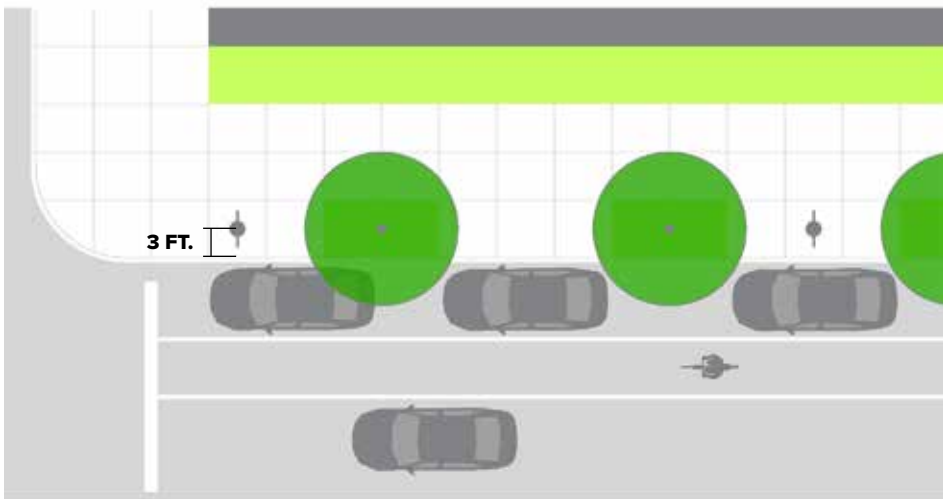
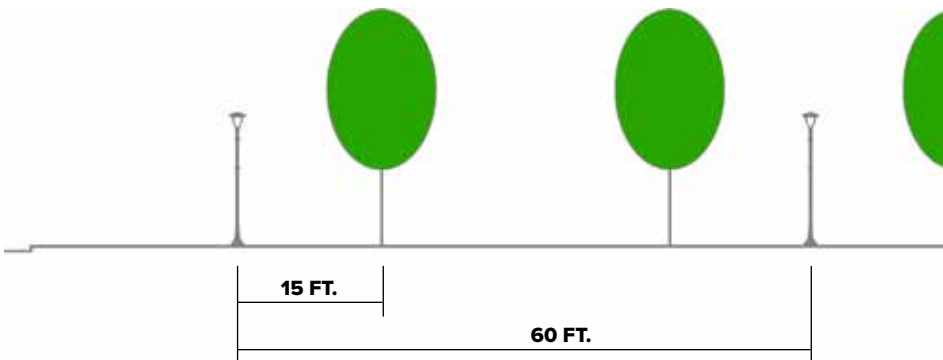
- Manufacturer: Lumenpulse
- Style: Rounded
- Height: 12 feet
- Material: Steel
- Wall thickness: 1/8 inch
- Finish: Textured Black
- Base: Special (SPL009992)
- Option: Banner Arm (as applicable)
- Number: PL-4SSTL-R-12-L-BKTX-SPL009992
- Footing types:
 - Concrete footing
 - Helical footing
- Approved alternates:
 - Valmont Ave 30 style (or equal)



STANDARD: PEDESTRIAN LIGHT



SPACING: PATHWAY CONDITION



SPACING: STREET CONDITION

Parking lot light fixtures shall be used to efficiently light the parking surface area and minimize spillage into the surrounding context. Light distribution shall be LED with cut-off. Poles will often be required to incorporate security cameras.

Light fixture locations shall not conflict with required shade tree locations and shall avoid being located in internal planting islands. Parking lots shall have a horizontal average of 1.0 foot candles at ground level. The recommended uniformity shall not exceed 5:1 (ave:min).

“SHOEBOX” FIXTURE:

- Manufacturer: Cooper Lighting
- Style: Galleon
- Output: 18000 -30000 lumen, 160-270 watt (depending on mounting height and spacing)
- Color and Color temperature: 4000k
- Distribution: Type 2
- Finish: Black
- Approved alternates:
 - Lithonia D-Series Size 2
 - US Architectural Lighting Razar

POLE:

- Manufacturer: Cooper Lighting
- Style: Square
- Height: 20-33 feet. (depending on mounting height and spacing)
- Material: Steel
- Finish: Black
- Footing types:
 - Concrete footing
 - Concrete Pier when located within parking surface
- Approved alternates:
 - General Structures, Inc. CPA
 - HapCo. SSA

