CITY OF RALEIGH PLANNING AND DEVELOPMENT DEPARTMENT

Fayetteville Street
Streetscape Plan



N★C

Raleigh

McAdams

swa



Fayetteville Street 1951 - Raleigh N&O

Fayetteville Street
Overview

Anchored by the North Carolina State Capitol and the Performing Arts Center, Fayetteville Street has long been downtown Raleigh's cultural and economic heart. The historic thoroughfare has undergone numerous redesigns over the years–the latest one being nearly twenty years ago–that have led to changes to the streetscape.

Today, the street has many assets, including healthy and mature trees, a highly programmed and activated City Plaza, high-quality materials, and a dynamic mix of uses fronting it. The Fayetteville Streetscape Plan builds off the existing structure to allow the street to live up to its full potential as a 21st-century public space.


GEORGE WASHINGTON

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Fayetteville Street 1968 - Raleigh N&O

1. Introduction

Introduction
1.1 Project Understanding

Dating back to the original 1792 William Christmas Plan for the City of Raleigh, Fayetteville Street is the central spine of the city's street network, terminating at the North Carolina State Capitol to the north and the Martin Marietta Center for the Performing Arts to the South, and flanked symmetrically to the east and west by Moore Square and Nash Square, respectively. Fayetteville Street has always played an important role as the city's main commercial and cultural axis, and has been called "North Carolina's Main Street." It has undergone many redesigns and iterations over the centuries, hosting horses and buggies through the early 1800s, to streetcars in the late 1800s to early 20th century, to being fully pedestrianized in the 1970s through the 1990s, and finally to reopening to cars in 2006.

Though the 2006 design features high quality materials and mature street trees and a multi-functional design for City Plaza that has become a citywide destination for events, the sidewalk configuration is not conducive to outdoor dining and other daily activations. Following the COVID-19 pandemic, downtown Raleigh has struggled to retain businesses and the streets are not as active and heavily trafficked as in prior years.

In early 2025, the City of Raleigh selected McAdams and SWA to develop a new streetscape design for Fayetteville that will reactivate the street, enhance functionality, and reestablish Fayetteville Street as a thriving "Main Street" corridor.

The scope of the Fayetteville Street project includes the five blocks of Fayetteville between Morgan and Lenoir Streets. The 600 block of Fayetteville Street – a surface parking lot that will soon be developed – is not included in the study area.

The scope of work will generally include elements from the building facade to the edge of vehicular paving, including sidewalk improvements, site furnishings, street trees, lighting locations, and utility infrastructure. The streetscape vision and regulating plan will address the options for streetscape and pedestrian enhancements within the study area. The utility and implementation plans will provide documentation for cost-estimating purposes.

This effort will build upon the Downtown Raleigh Alliance (DRA) Downtown Economic Development: Activating the Downtown Core, which was released in February 2024. The report identified 10 "Big Ideas for the Downtown Core", with the first idea being to "develop a streetscape design for Fayetteville Street that offers variations on a theme."



Project context



Fayetteville Street 1910s - Albert Barden Collection, North Carolina State Archives



Fayetteville Street Mall 1989 - Raleigh N&O



Visit Raleigh



Visit Raleigh

Introduction
1.2 Goals and Objectives

Through extensive conversations with the City and input collected from stakeholders and community members through the engagement process for the DRA's Downtown Economic Development Strategy, several project goals have been established, as described below.

1. **Eliminate physical and regulatory barriers that hinder outdoor dining and other activities that could help enliven the streetscape.**
2. **Refresh the aesthetics of the streetscape – less formal and rigid and more contemporary, playful, and green while maintaining Fayetteville's ceremonial function. Create a "wow" factor that will lure visitors to Fayetteville Street.**
3. **Create opportunities for special events and public art that celebrate Raleigh and North Carolina's culture and history.**
4. **Enhance the design of City Plaza for year round activation, not just for special events.**
5. **Create a regulatory plan that will enable incremental improvements to the streetscape by property owner rather than a large city-sponsored capital project.**
6. **Identify capital improvement projects that the City should undertake to provide consistency and enable private actions.**
7. **Enhance the functionality, safety, and economic vitality of the Main Street in the post-pandemic context of Downtown.**



Visit Raleigh

Introduction
1.3 Project Methodology

The following narrative describes the deliverables that will be provided and produced by the design team during the duration of this project. The team has organized this narrative by phase.

Phase 1:
Initial Inventory of Existing Conditions

Understanding the existing state of a site is fundamental to generating a thoughtful design response. This understanding is not limited to only a survey of the physical realm, but also includes recognizing the current and future societal, economic, and political trends specific to this site's place and time. This phase of work included initial stakeholder meetings with city staff, event organizers, business and property owners along the street, and Downtown Raleigh Alliance (DRA) staff. Through these meetings and analysis, the goals and general vision were developed for the project.

Phase 2:
Draft Recommendations + Design Standards

At the completion of Phase 1, the design team advanced into drafting recommendations for Fayetteville Street. Two designs were presented to city staff, key stakeholders, and the DRA executive board for review. In addition, city staff sought public feedback by holding an open house, four ask-a-planner events, targeted mailers, social media campaigns, and a public survey.

Phase 3:

Final Recommendations + Design Standards

A final recommendation was developed using the feedback gathered in Phase 2. Design standards and details were created for the regulatory streetscape plan. A final round of engagement with city staff and stakeholders, as well as a neighborhood meeting was held.

1.4 Acknowledgements

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Fayetteville Street 1960s - Waller Collection, State Archives of North Carolina

II. Inventory and Analysis

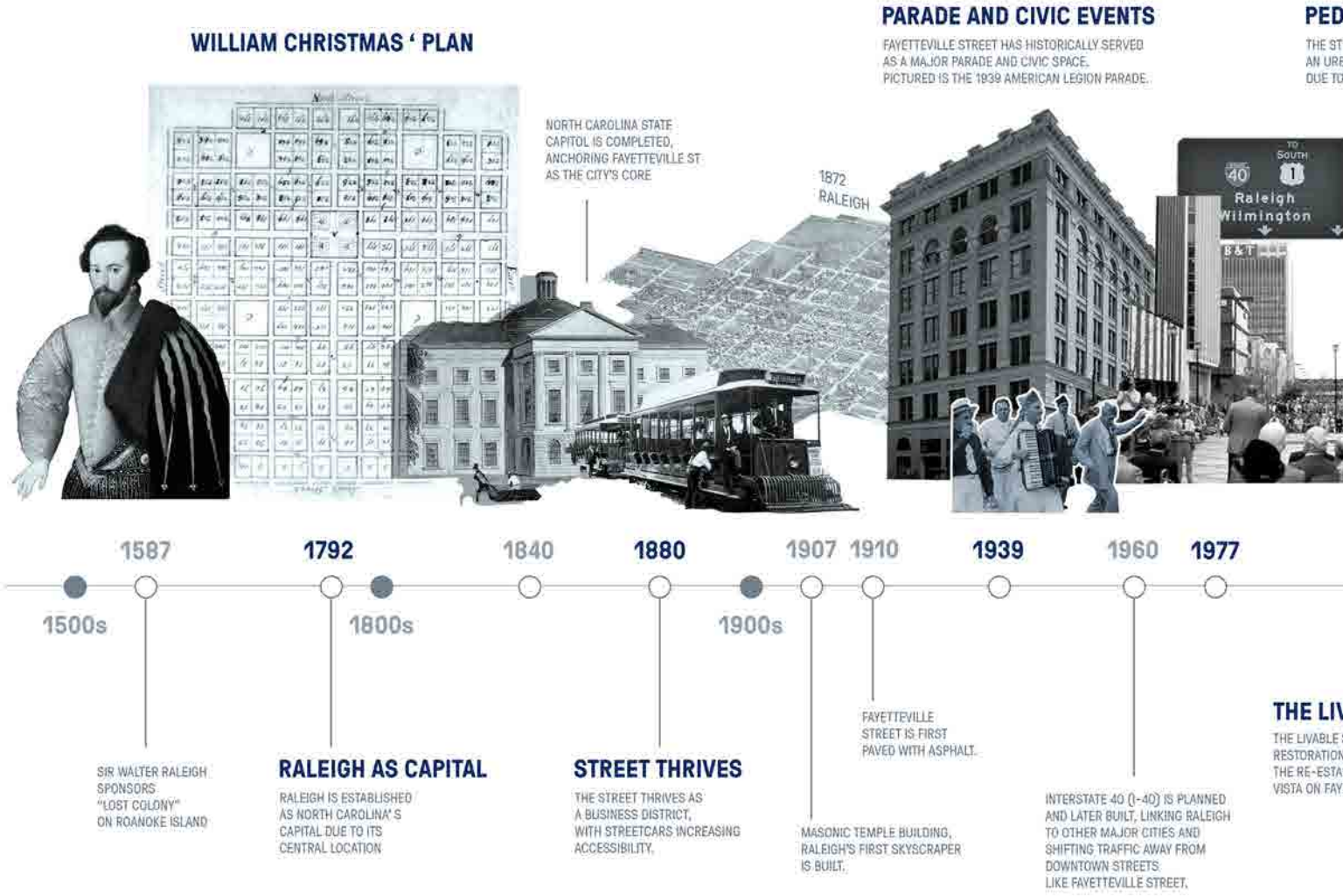
Inventory and Analysis

2.1 Site History

2.1.1 Introduction and Summary

Although it has gone through cycles of growth, decline, and rebirth, Fayetteville Street has, even since its earliest days over two hundred years ago, functioned as the main commercial street of Downtown Raleigh. No less important is the street's continuous, iconic role as a representation of the capital city of North Carolina. These roles have been both actual and perceived; both physical and symbolic. Fayetteville Street is revered as the State's "main street" and offers a place for the outward expression of what North Carolinians claim to be and want to become.

The entire history of the street can be divided into five periods. The first is the earliest days of establishment and growth



beginning in the 1790's. The second is the post-Civil War period when the commercial street began to divide into distinct "white" and "Black" owned and managed businesses. The third period is the early 20th century when growth occurred which added commercial buildings to the main street while pushing restaurants and housing out to adjacent streets and neighborhoods. The forth period is one of decline in downtown's vibrancy and creation of a car-free, pedestrian mall along Fayetteville Street. Lastly, the current period began after a major renovation in 2006 which restored automobile traffic patterns to the street and the reinvestment in businesses downtown.



ESTRIAN MALL

REET IS CONVERTED TO A PEDESTRIAN MALL AS PART OF
AN RENEWAL EFFORT. HOWEVER, BUSINESSES STRUGGLE
THE INCREASING TREND OF SUBURBANIZATION AND DECREASED TRAFFIC.

RED HAT AMPHITHEATRE REMAINS A KEY ATTRACTION.

2000s

VABLE STREET PLAN

STREETS PLAN CALLS FOR THE
OF VEHICULAR TRAFFIC AND
BLISHMENT OF THE CAPITOL
ETTEVILLE STREET.

2003

2006

2006 REDESIGN

FAYETTEVILLE STREET REOPENS TO TRAFFIC, SPARKING DOWNTOWN'S REVIVAL WITH NEW BUSINESSES, MIXED-USE DEVELOPMENTS, AND BETTER TRANSIT PLANNING. MAJOR COMPANIES LIKE RALEIGH MARRIOTT CITY CENTER, PNC PLAZA, AND RED HAT PLAY A KEY ROLE IN THE TURNAROUND.

2008

THE FAYETTEVILLE STREET HISTORIC DISTRICT IS LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES.

2010s

CULTURAL EVENTS

THE STREET HOSTS MAJOR EVENTS LIKE HOPSCOTCH MUSIC FESTIVAL, FIRST NIGHT RALEIGH, AND NEW YEAR'S EVE CELEBRATIONS.

2020s

COVID - 19 PANDEMIC

TO HELP RESTAURANTS SURVIVE, RALEIGH ALLOWS EXPANDED OUTDOOR SEATING AND PARKLETS, TURNING PARTS OF FAYETTEVILLE STREET INTO OPEN-AIR DINING SPACES. MANY OFFICE WORKERS REMAIN REMOTE, SLOWING THE RETURN OF DOWNTOWN'S USUAL BUSINESS TRAFFIC. THE AREA HAS SINCE REBOUNDED BUT STILL FACES CHALLENGES WITH OFFICE VACANCIES AND CHANGING WORK HABITS.

2024

REVITALIZATION PLAN

THE FIVE YEAR PLAN OUTLINES STRATEGIES TO ACTIVATE THE DOWNTOWN CORE, WHICH INCLUDES REDESIGNING FAYETTEVILLE STREET AND CITY PLAZA, INCENTIVIZING RETAIL AND CREATING PEDESTRIAN CORRIDORS BETWEEN FAYETTEVILLE STREET AND DIX PARK.

Inventory and Analysis

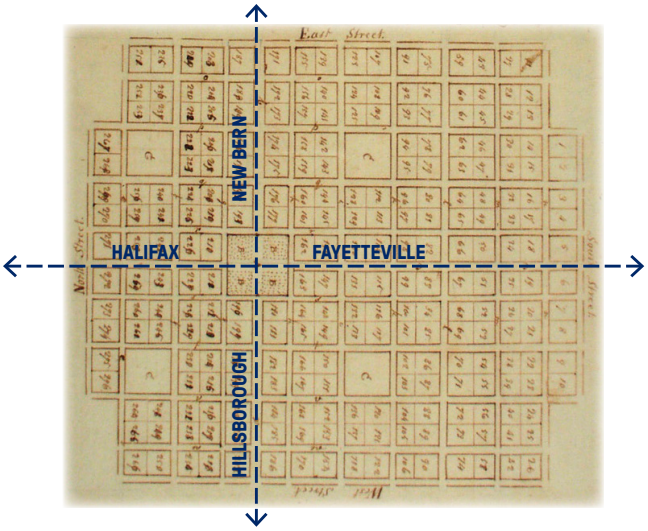
2.1 Site History

2.1.1 Introduction and Summary

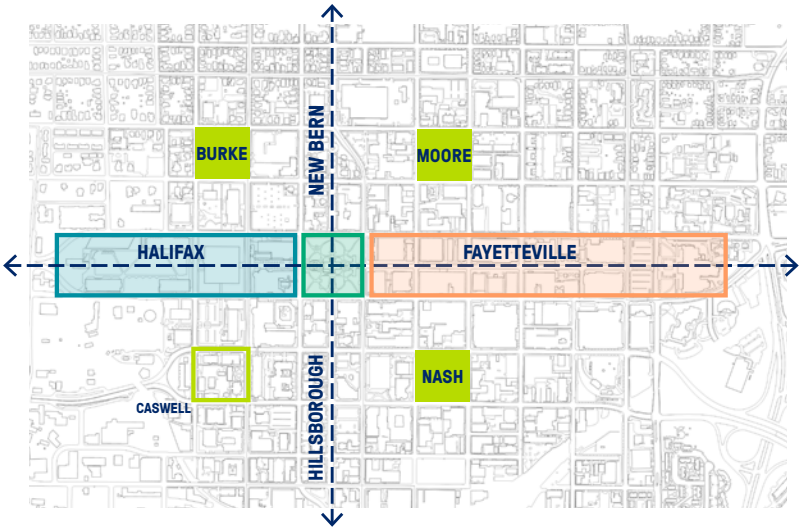
During the early days after the American Revolutionary War, the town hosting the State's legislative body was relocated several times. New Bern had served as the colonial capital and the cities aiming to become the new state capital included Fayetteville, Hillsborough and Tarboro. The location of the new capital was politically debated and changed for ten years before a convention was established and decided the new capital should be located in Wake County, and less than ten miles from Isaac Hunter's Tavern. The general sentiment was that this location, which was a far distance from any established commercial city, would only ever be a legislative facility and would never amount to a city it is today. After a few more years of debate, it was declared on April 2, 1792 that a thousand acres of the Joel Lane Plantation would be purchased for the establishment of the capital.

In order to establish an urban framework to the capital and it's surrounding infrastructure, William Christmas created a plan in 1792 that contained a central square (then called Union Square) where the capital, or statehouse, would be seated. The placement of the statehouse was at a modest highpoint of 347' in elevation with a ridge extending to the south along present day Fayetteville Street. Four 99' wide main streets would radiate in a orthogonal projection from the centerlines of the state house. The names of the four main streets would be Halifax, Hillsborough, New Bern and Fayetteville; each representing the next town in that geographic direction. All of these streets exist today except for Halifax, which is now the state government controlled Halifax Mall. Other streets were located in a grid and four 4-acre open spaces were located in each quadrant of this grid. The names of these open spaces would be Caswell, Burke, Moore and Nash. Today, Casewell does not exist, Burke is now the site of the Governor's Mansion, and Moore and Nash are active parks to the east and west of Fayetteville Street. The city would be named "Raleigh" after Sir Walter Raleigh's 1587 order to establish a capital for the then colony called the "Cittie of Ralegh."

The decades after the initial establishment brought a period of slow growth. Although still a village, buildings began to accumulate around the statehouse. These buildings tended to be commercial and places of worship. The Governor's Palace was located to the south of the statehouse, which might have contributed to the reason why Fayetteville Street became the main commercial street; not Halifax, New Bern, or Hillsborough Streets. The location of the "Governor's Mansion Public Buildings" can be seen on the Birds Eye View of the City of Raleigh, North Carolina 1872. On that same drawing, the location of the "Court House" can be seen equal distance between the Governor's Mansion and the State Capitol, as well as several "Halls" and "House" which were used for communal occasions. Fayetteville Street also became a 20th Century parade ground, which still impacts it today.



1792 William Christmas Plan



Plan Comparison of Existing Conditions to 1792 William Christmas Plan



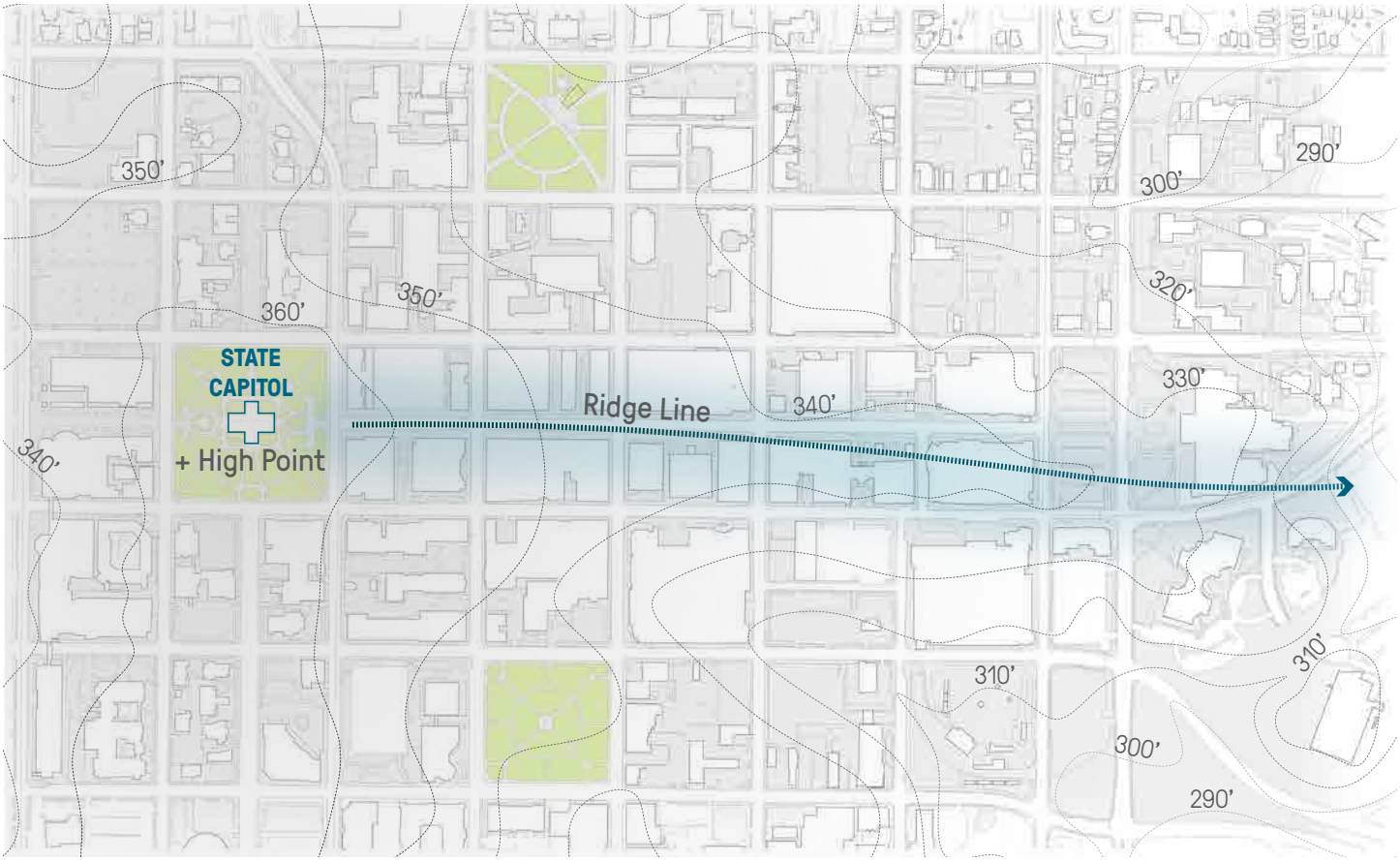
Bird's eye view of the city of Raleigh, North Carolina 1872; courtesy of the United States of America Library of Congress

Inventory and Analysis

2.1 Site History

2.1.2 The Establishment Period

To further explain the relationship of the 1792 Plan with topography, the diagram to the right shows the Statehouse at a highpoint of a ridge. That ridge line generally follows Fayetteville Street to the pre-Civil War location of the Governor's Palace, and the present location of the Raleigh Memorial Auditorium.



Legend:

Direction of Hydrological Flow

Inventory and Analysis

2.1 Site History

2.1.3 Civil War Period

The Civil War impacted much of American life in the 1860's, and Raleigh was no exception. The post-war impacts were both physical and social. The main trends in the urban development around Fayetteville Street during this period were the continued growth of the city, the split of the commercial streets into "Black" and "white" owned and maintained businesses, and relocation of the Governor's Mansion to Burke Square..

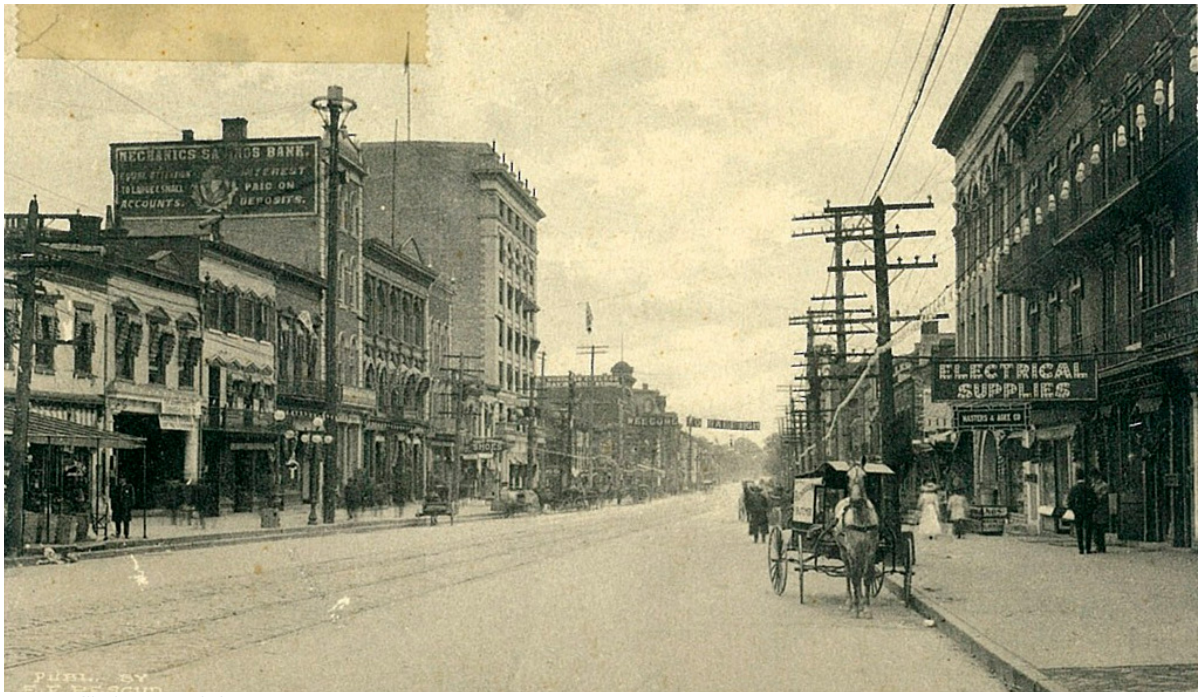
Growth in the city occurred both "up" and "out". The buildings around Fayetteville became larger, taller, more prominent, and grander in aesthetics. This period of development includes the Briggs Hardware Building which was constructed in 1874 and still stands today. The original City Market was placed at the intersection of Fayetteville Street and East Martin Street. The Raleigh Post Office and Courthouse were constructed in the 1870's.

At the same the buildings around Fayetteville Street grew denser, the city also grew horizontally and both businesses and residential moved further way from Fayetteville Street. This included the development of suburbs like Glenwood-Brooklyn, South Park, and Oakwood. These neighborhoods were connected via a streetcar system that radiated outward from the State Capitol. A major intersection of the street car network occurred at Fayetteville Street and Martin Street, and the southbound line spilt into east and west lines south of Cabarrus Street. Although the street car was a benefit to the city it also created a condition that allowed residences to move outward away from Fayetteville Street, helped further create Black and white neighborhoods, and triggered a trend of sprawl that would continue to today.

As with several US cities, the aftermath of the Civil War brought physical and social segregation. This form of segregation was different than the cultural separation that occurred before the Civil War. Pre-Civil War segregation tended to be a fundamental division of status, hierarchy, and humanity. It was not as much of a physical separation since both Black and whites tended to not be physically very distant. This new, post-Civil War segregation created a demand to push Black owned and managed businesses away from Fayetteville Street to near by South Wilmington Street and East Hargett Street.

Lastly, the post-Civil War decades saw the Governor's Mansion move from the southern extent of Fayetteville Street to a location northeast of the State Capitol. This transition can be seen in the Birds Eye drawing and Sanborn Fire Insurance maps found in this document. The location of the Governor's Mansion would ultimately be replaced by the Raleigh Memorial Auditorium.

The original William Christmas Plan of 1792 extended Fayetteville Street seven streets south from the Capitol Square, with the southern most street name South Street. The restriction of the street's length would become an asset, as it provided a ceremonial route for parades and other major events.



Fayetteville Street c. 1910s



Fayetteville Street 1913 - Carolina Power and Light Photography Collection, State Archives of North Carolina

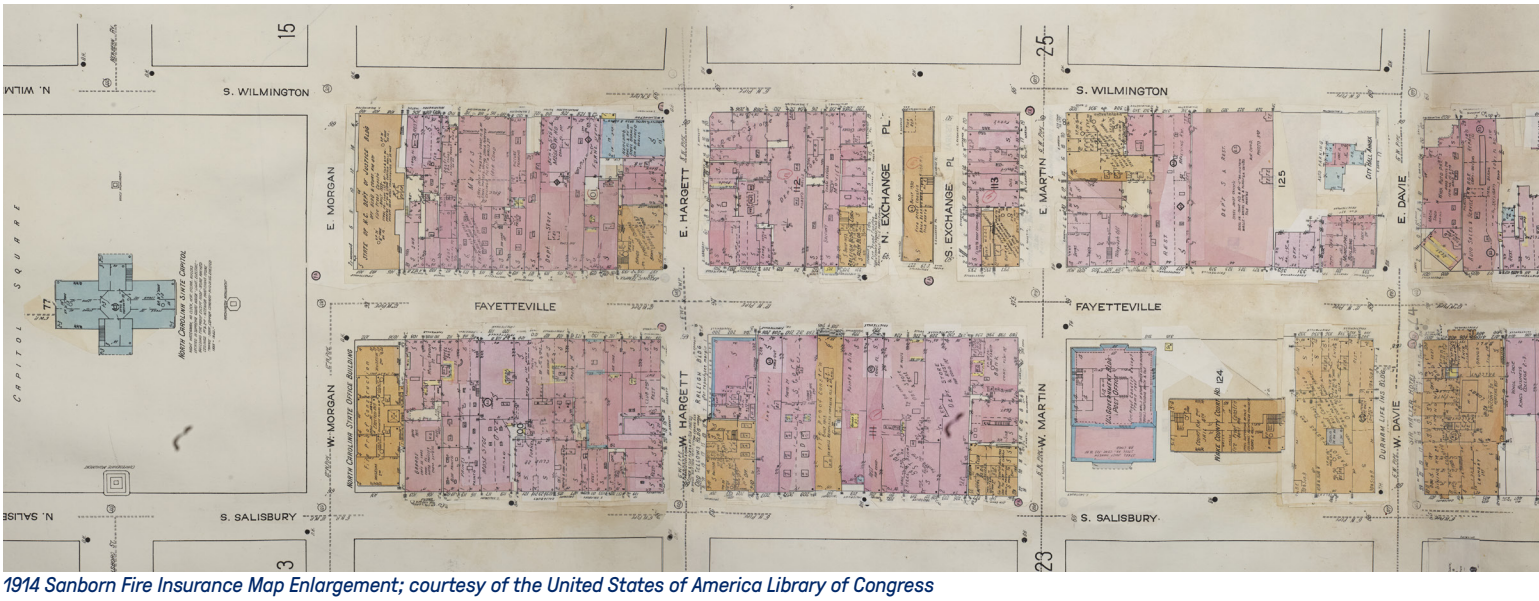
Inventory and Analysis

2.1 Site History

2.1.4 The Early 20th Century

The early 20th Century saw continued urban growth around Fayetteville Street and the outskirts of Raleigh. This included the Raleigh Municipal Building in 1911 at the intersection of Fayetteville Street and Davie Street, as well as the Wake County Courthouse, office building, and library. There was a commercial building boom in the 1920's and the construction of modernist style towers in the 1960's.

The street car system, which helped establish nearby residential neighborhoods, lasted until 1933 when automobiles became more commonly used. The freedom to drive automobiles wherever the user desired created a demand for an expanded roadway network. The outward growth started by the street car in 1891 was further exacerbated by the sprawl created by the automobile. This would slowly reduce the need for a central, walkable commercial hub and new shopping districts around the city would be established.



1914 Sanborn Fire Insurance Map Enlargement; courtesy of the United States of America Library of Congress



1914 Sanborn Fire Insurance Map; courtesy of the United States of America Library of Congress



Inventory and Analysis

2.1 Site History

2.1.4 The Early 20th Century

As newly constructed buildings along Fayetteville Street continued to get larger, smaller businesses and restaurants moved to adjacent streets to make space available for the new development. However, this did not seem to impact the activity on Fayetteville Street as the banks, office buildings, and hotels provided high volumes of workers and visitors.

Durnig this period, Fayetteville Street provided the option for day-to-day activities to be strung together. For example, in a typical day, you could grab breakfast, then go to work, swing by the post office, and then do shopping in the last afternoon.

Today, many of these transactions are online or no longer needed due to technological advances. This means day-to-day tasks are more focused on dining and social gatherings, and much more single-task oriented.



Downtown Raleigh 1924 - Albert Barden Collection, State Archives of North Carolina



Fayetteville Street 1968



Fayetteville Street c.1950s

Inventory and Analysis

2.1 Site History

2.1.5 The Pedestrian Mall Period

Due to movement of commercial and rental out of Fayetteville Street and into competing suburban developments like Village District (formerly Cameron Village) and Crabtree Valley Mall, the vibrancy and commercial activity along Fayetteville Street declined. The 1960's and 1970's saw a general public disinterest in being downtown and demand for office and retail space plummeted. There was also the general perception that Fayetteville Street was too long and needed to be reduced to only a few blocks in length.

To combat the decrease in Fayetteville Street's vitality, the local officials decided to renovate the street to be a pedestrian mall and remove any automobile traffic. This move was well intentioned and based on the successful pedestrian mall in Kalamazoo, Michigan. The design was produced by Lewis J. Clarke, who also designed the North Carolina Zoological Park. The street was closed to traffic in 1977.

The Raleigh Civic Center was opened in 1977. This building was located where City Plaza currently sits and was the design solution for the concern Fayetteville Street was too long. The general reception to this renovation was critical. The Civic Center was noted as being a "fairly opaque building; it really did not engage street in any meaningful way." *"So by plopping the Civic Center in the center of the street and thereby shortening it, the goal was that what was left would be more vibrant. Shortly after that, the Fayetteville Street Mall was put in place."*

The road closure and Civic Center ultimately proved to not be as beneficial as the city hoped. If the failure of the project was solely because of poor pedestrian mall design, or larger economic and social forces, is undetermined. It is most likely divided between the two issues as cities across the nation that did not install pedestrian malls also experienced a decline during this period.



The old Raleigh Civic Center in 1977, image courtesy of James Borden, Raleigh Public Record



Fayetteville Street Mall 1989 - Raleigh N&O



Fayetteville Street Mall Dedication 1977

Inventory and Analysis

2.1 Site History

2.1.6 The 2006 Streetscape Revitalization Period

In response to the decline of Fayetteville Street and the failure of the pedestrian mall, the Raleigh Department of City Planning developed the Livable Streets Plan in 2003. This document stated the importance of reopening the street to automobile traffic and supported a streetscape revitalization effort that would occur in 2006.

The Streetscape design provided wide sidewalks with ample seating and planting, newly installed street trees, and reestablished the viewshed extending from the statehouse to the Performing Arts Center. The Livable Streets Plan also implemented the demolition of the Civic Center.

The Fayetteville Street Historic District was placed on the National Register of Historic Places in 2008. The 2006 streetscape design was generally considered a success, however new issues developed during and after the 2020 COVID-19 pandemic have emerged. Today, the street is a ceremonial corridor that hosts numerous civic and cultural events and portions of the street are closed over 30 times a year to support large scale outdoor public events.



Streetscape renovations at night, image courtesy of Kimley-Horn



Fountain at night after streetscape renovations, image courtesy of Kimley-Horn



Demolition of fountains circa 2020, image courtesy of Leo Suarez, DT Raleigh

Inventory and Analysis

2.1 Site History

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Inventory and Analysis

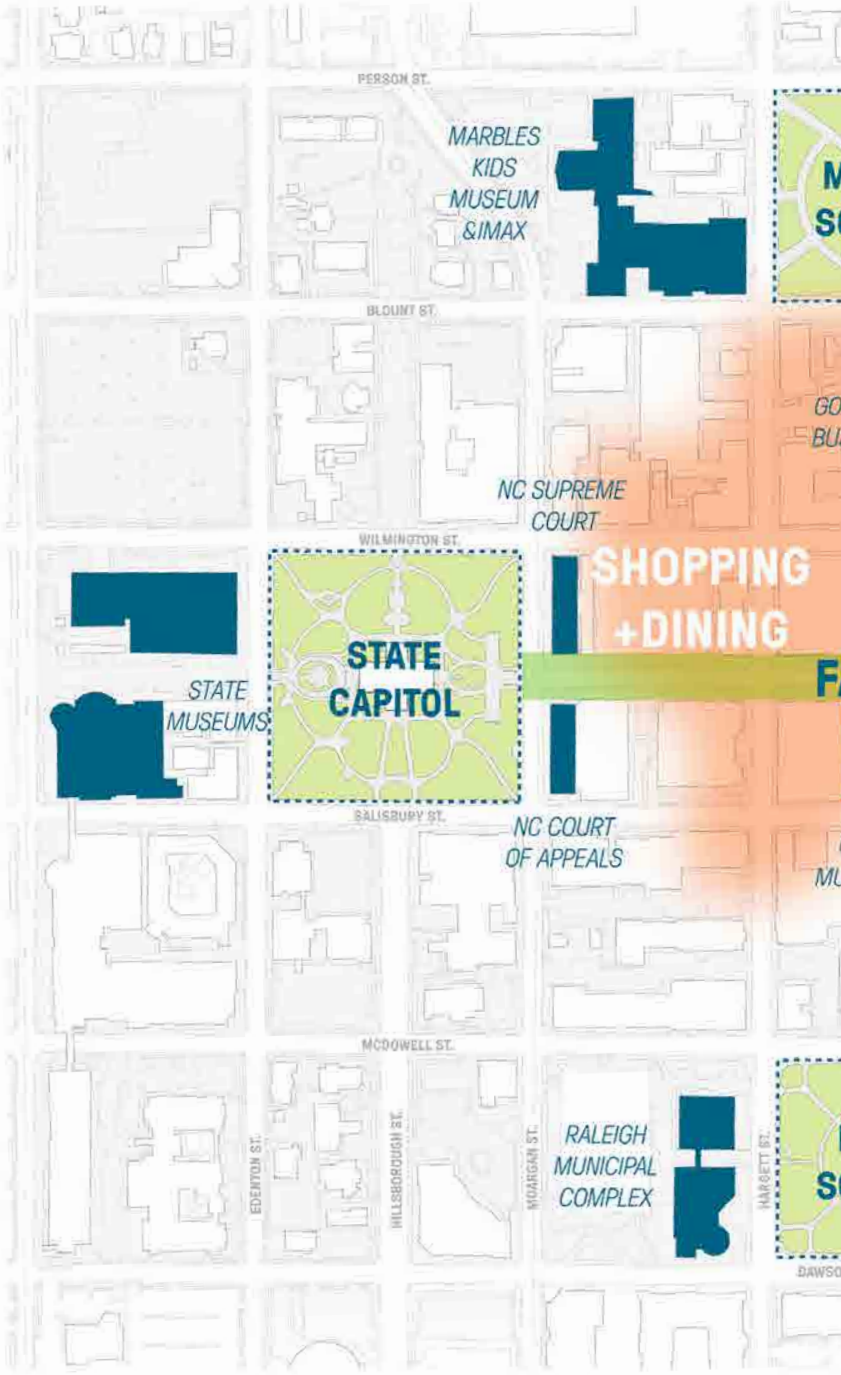
2.2 Site Existing Conditions

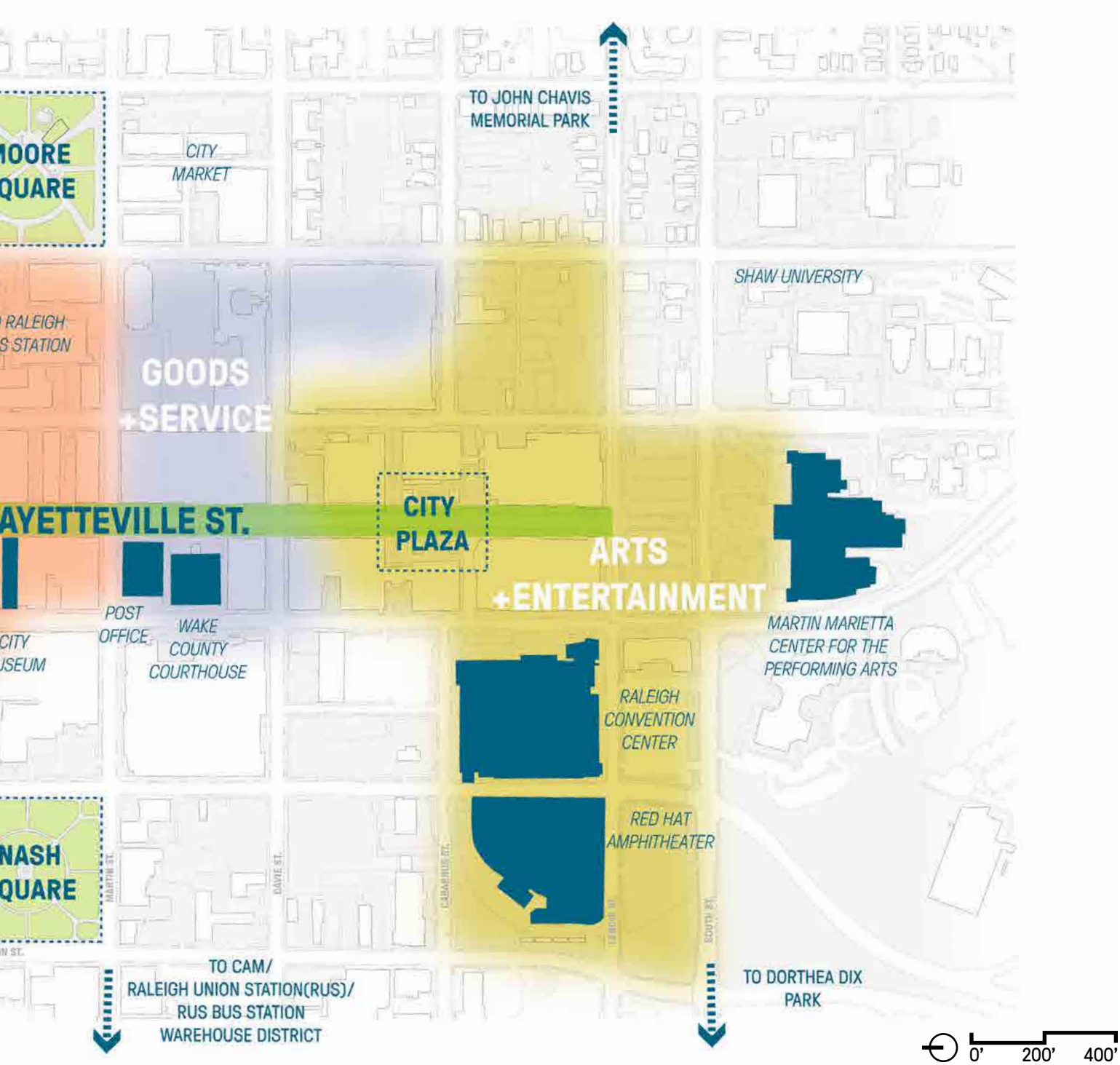
2.2.1 Nodes of Interest

Fayetteville Street can generally be described as having three distinct segments. On the north is a vibrant shopping and dining district with the highest concentration of restaurants and bars particularly to the east of Fayetteville Street. The central portion of the street is focused on goods and services, anchored by the Wake County Courthouse and Post Office. The southern end of the street is an Arts and Entertainment district with City Plaza as the focal point, but supported by the Convention Center, Red Hat Amphitheater, and Martin Marietta Center for the Performing Arts.

Nearby cultural destinations include Moore Square District, City Market, Marbles Kids Museum, State Museums, City of Raleigh Museum, and Shaw University. Shaw University lacks a visible or cultural connection to the corridor. North Carolina State University (NCSU), situated within two miles of the corridor, also experiences a perceived disconnect from Fayetteville Street. While bicycle lanes link Fayetteville Street to NCSU's Main Campus via Hillsborough Street.

Retail and entertainment districts are located in proximity to Fayetteville Street, including the Moore Square District, the Warehouse District, Glenwood South, and Seaboard Station. Strengthening these connections through improved pedestrian infrastructure and wayfinding initiatives will be essential in fully connecting Fayetteville Street into the downtown experience.





Legend:

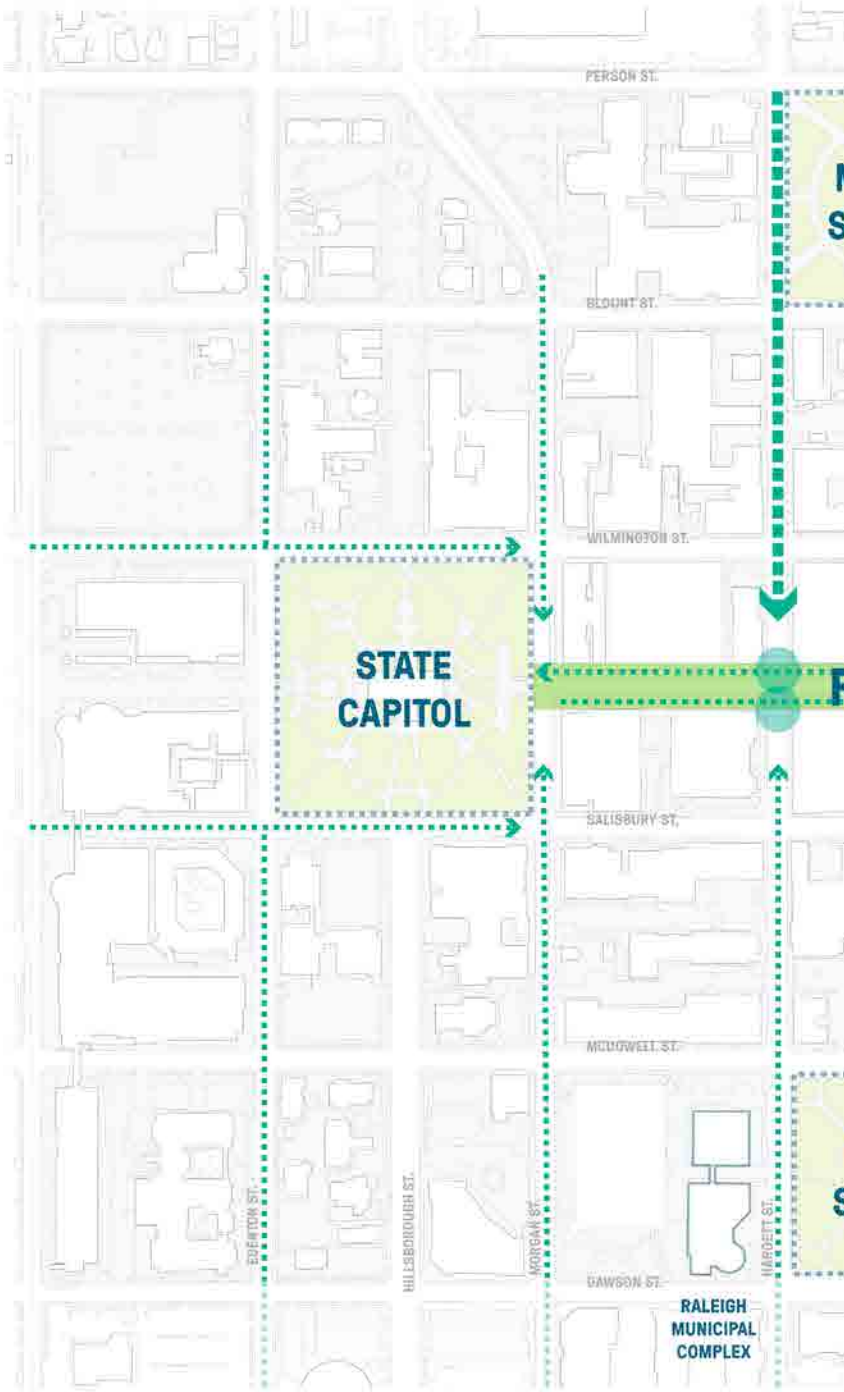
- Fayetteville St.
- Arts + Entertainment
- Goods + Service
- Shopping + Dining
- Key Destination
- Open Space

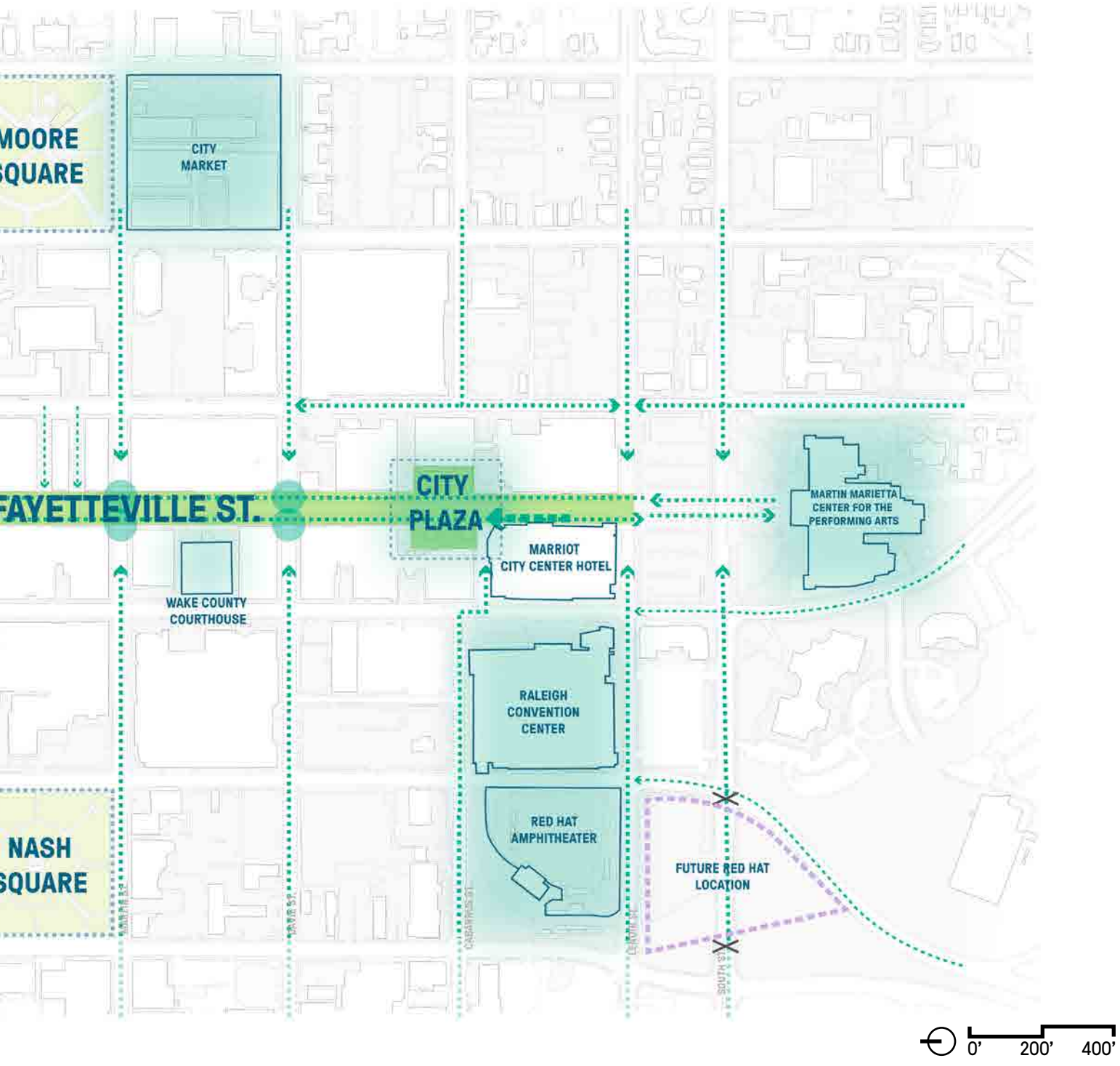
Inventory and Analysis

2.2 Site Existing Conditions

2.2.2 Pedestrian Circulation

Pedestrian movement along Fayetteville Street is sustained throughout the day and evening by a variety of activity sources. Notable contributors to foot traffic include the food and beverage establishments along Hargett Street, Moore Square District and the Marriott City Center Hotel. However, certain institutions, such as the Wake County Courthouse and the surrounding office towers at City Plaza, generate primarily daytime pedestrian activity. Additional intermittent pedestrian surges occur in response to planned events at the Performing Arts Center and, to a lesser extent, the Red Hat Amphitheater and the Convention Center. Several adjacent public and semi-public spaces adjacent to Fayetteville Street remain underutilized. Market and Exchange Plazas, as well as a semi-public plaza in the 500 block, lack consistent activation, presenting opportunities for enhanced public use and programming.





Legend:

- Fayetteville St.
- Pedestrian Circulation (Busy)
- Pedestrian Circulation (Medium)
- Pedestrian Circulation (Light)
- South Street street closure
- Nodes of Activity
- Commonly Used Intersections
- Building
- Open Space

Inventory and Analysis

2.2 Site Existing Conditions

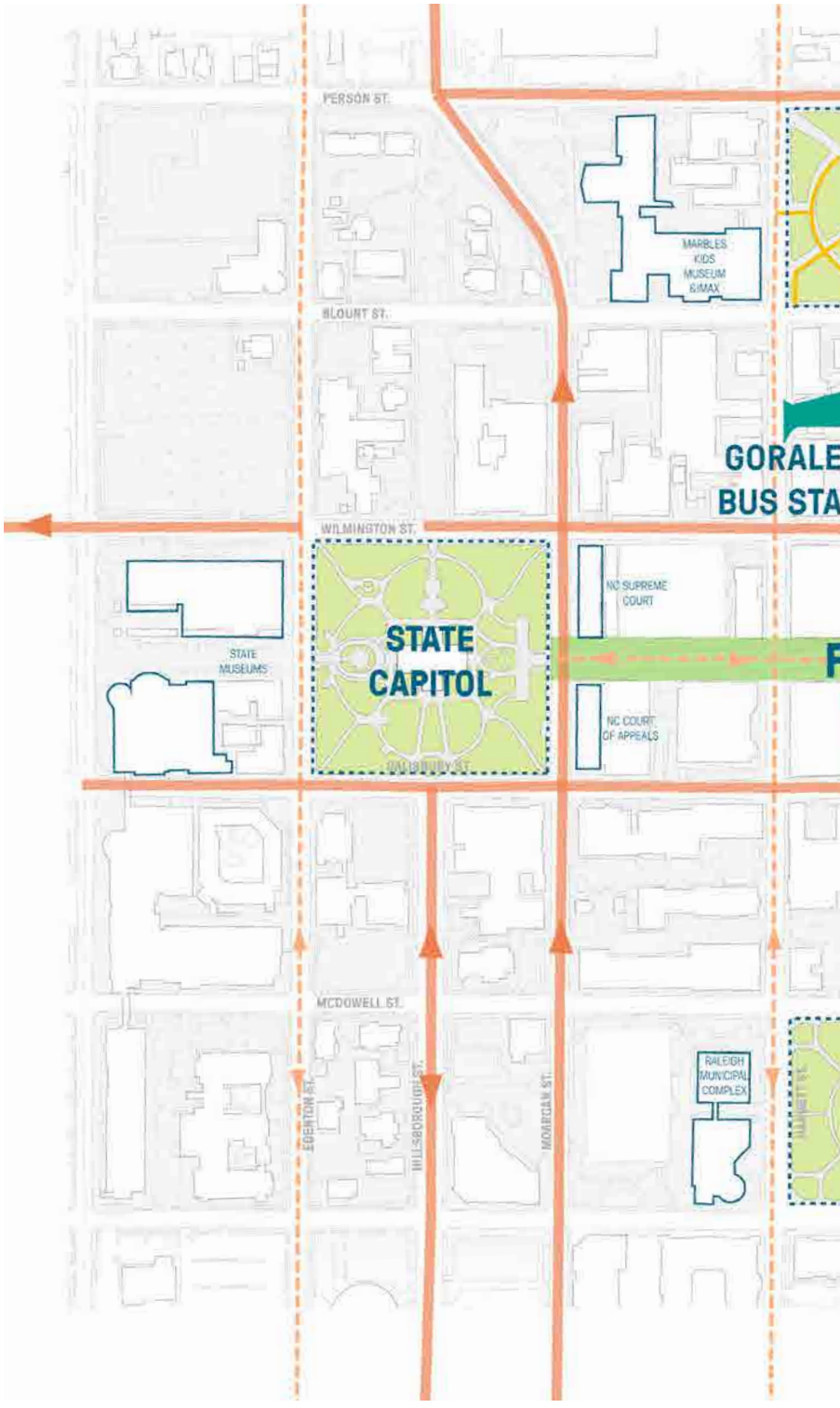
2.2.3 Bike Circulation

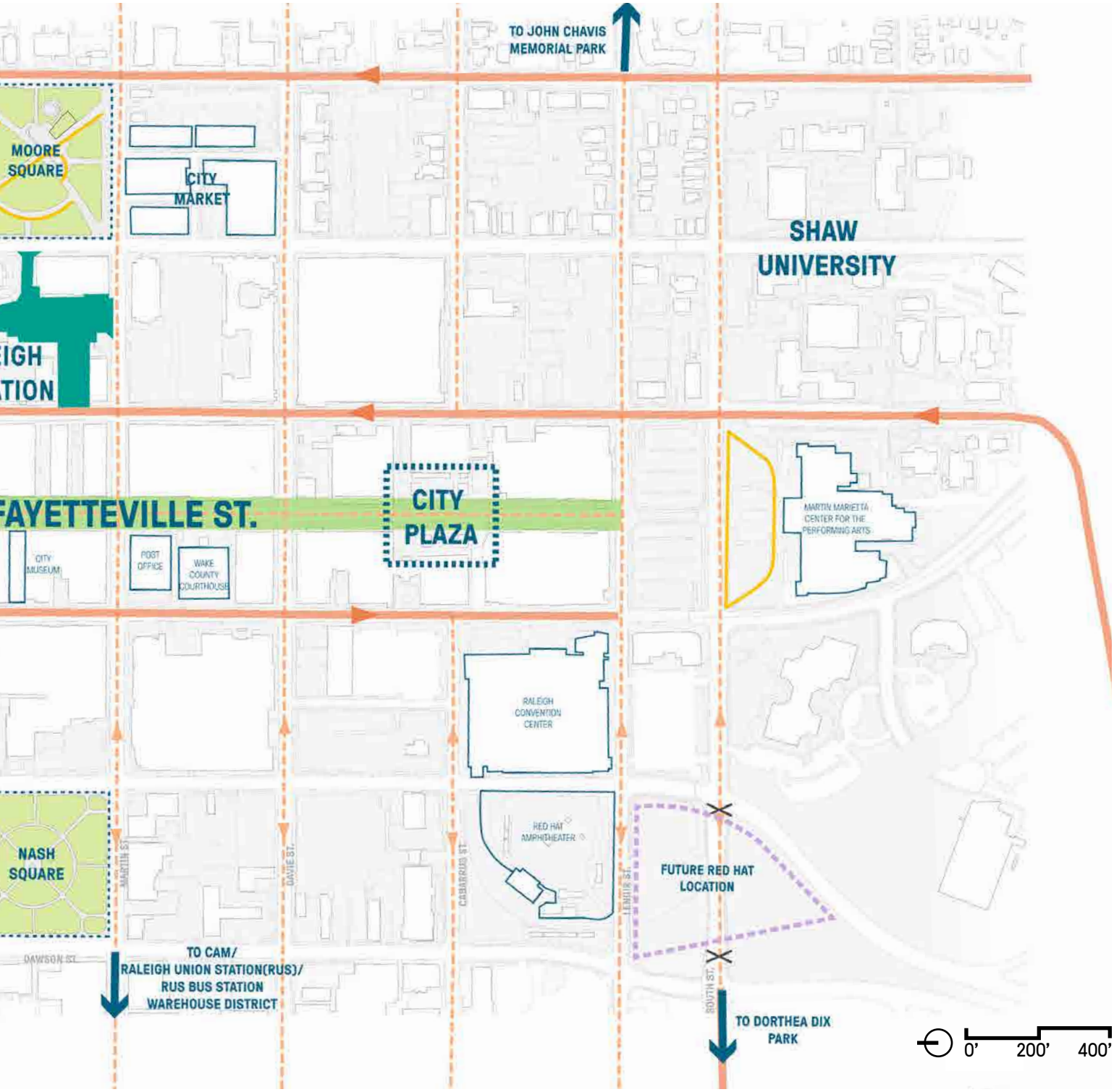
The Fayetteville Street right-of-way does not have any bike lanes. The primary north-south bike routes are along Salisbury and Wilmington Streets, which both have dedicated bike lanes. In the east-west direction, Morgan has a dedicated bike lane and Hargett Street and Martin Street are both designated as bike-friendly roads.

In fall 2025, the City of Raleigh replaced the existing station bikeshare program with a dockless system. The existing location on the 200 Block of Fayetteville Street now serves as a location for dockless bike parking.



Typical Bike Rack





Legend:

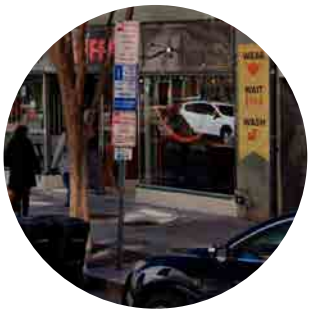
- Fayetteville St.
- Dedicated Bike Lane
- Bike-friendly Road
- Bike Lane Direction
- Bike Trail
- Building
- Open Space
- South Street street closure

Inventory and Analysis

2.2 Site Existing Conditions

2.2.4 Bus Route Circulation

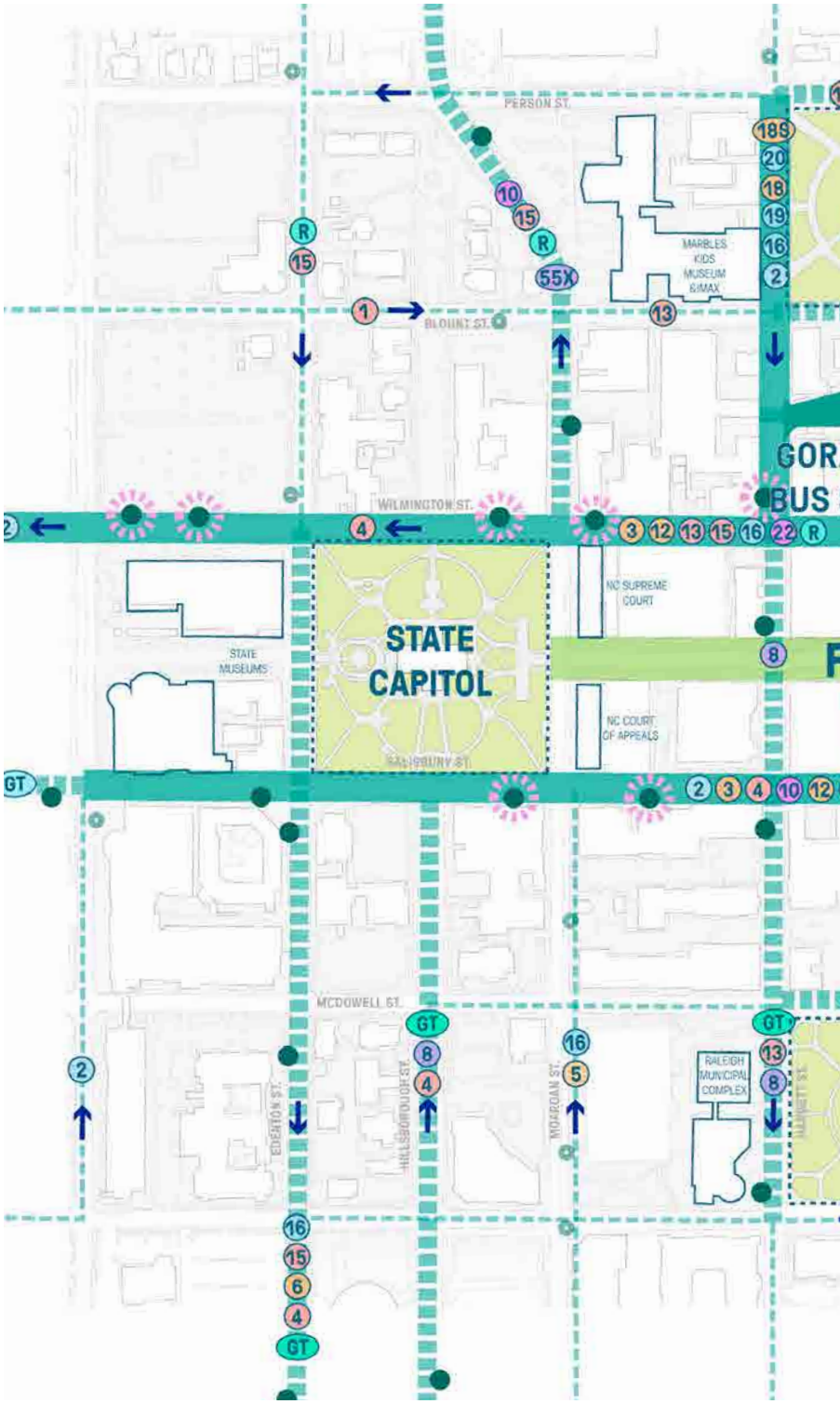
Downtown Raleigh is well served by public transportation relative to the rest of the city. While Fayetteville Street itself does not have any bus routes, the parallel Salisbury and Wilmington Streets are where several bus lines converge to serve Downtown. The GoRaleigh Bus Station one block east of Fayetteville is an important transportation hub, as is Raleigh Union Station and Raleigh Union Station Bus Station five blocks to the west. Many bus stop facilities are lacking in shelters and seating and could be improved.

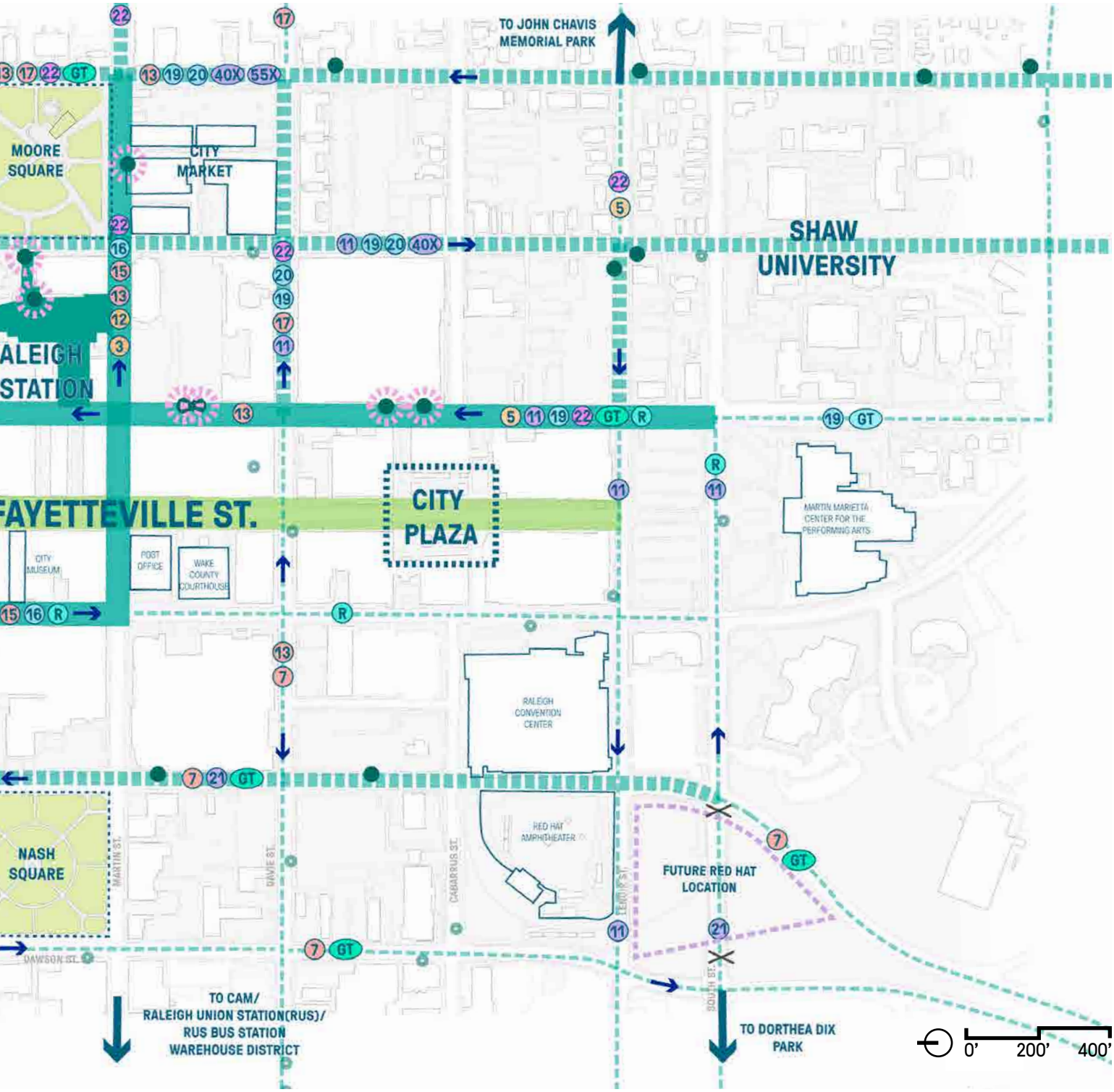






Fayetteville St.
Bus Stations





Legend:

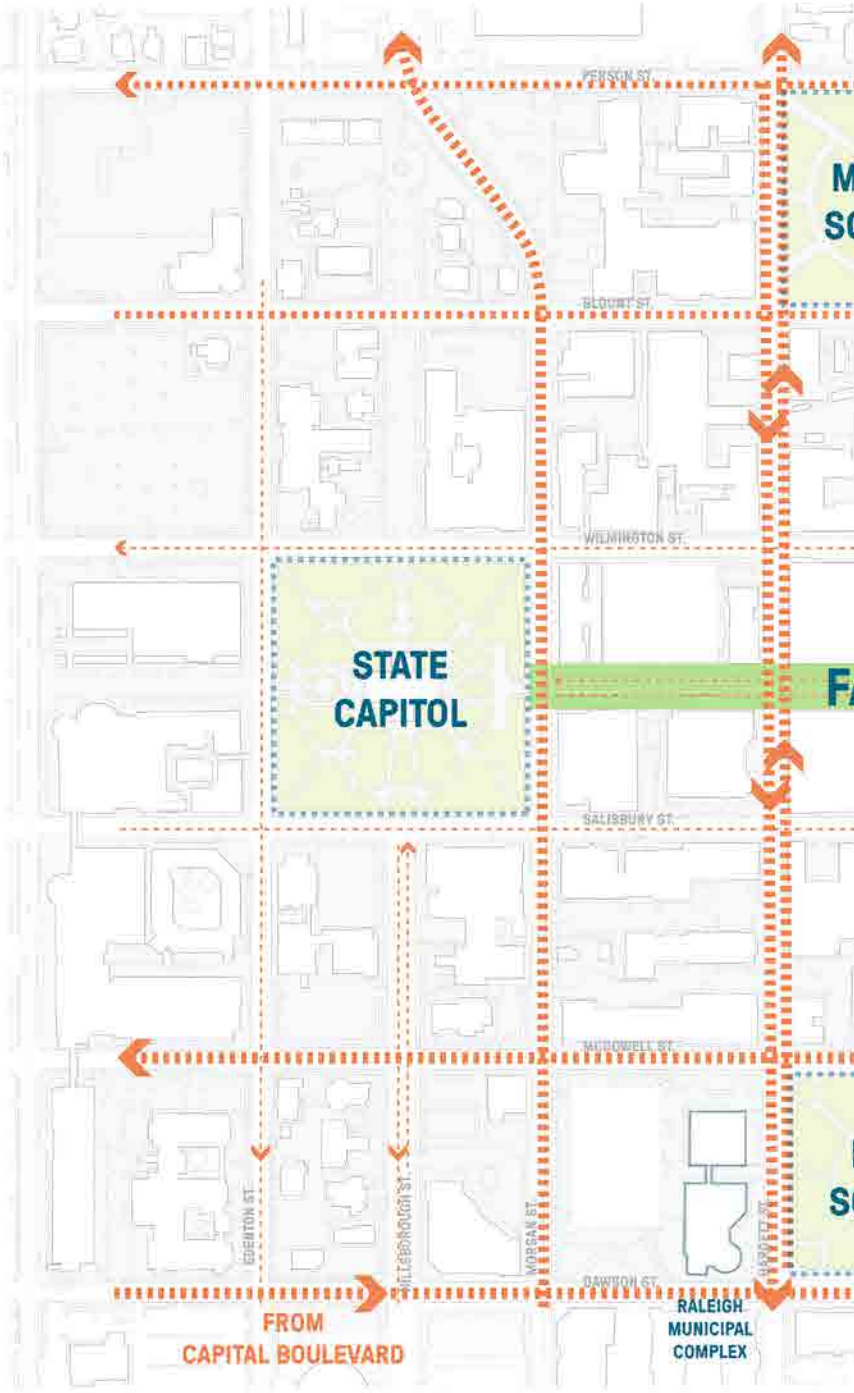
- Fayetteville St.
- Bus Route (busy)
- Bus Route (medium)
- Bus Route (light)
- Major Bus Stops
- Main Bus Stops
- Other Bus Stops
- Bus Routes
- Bus Direction
- Building
- Open Space
- South Street street closure

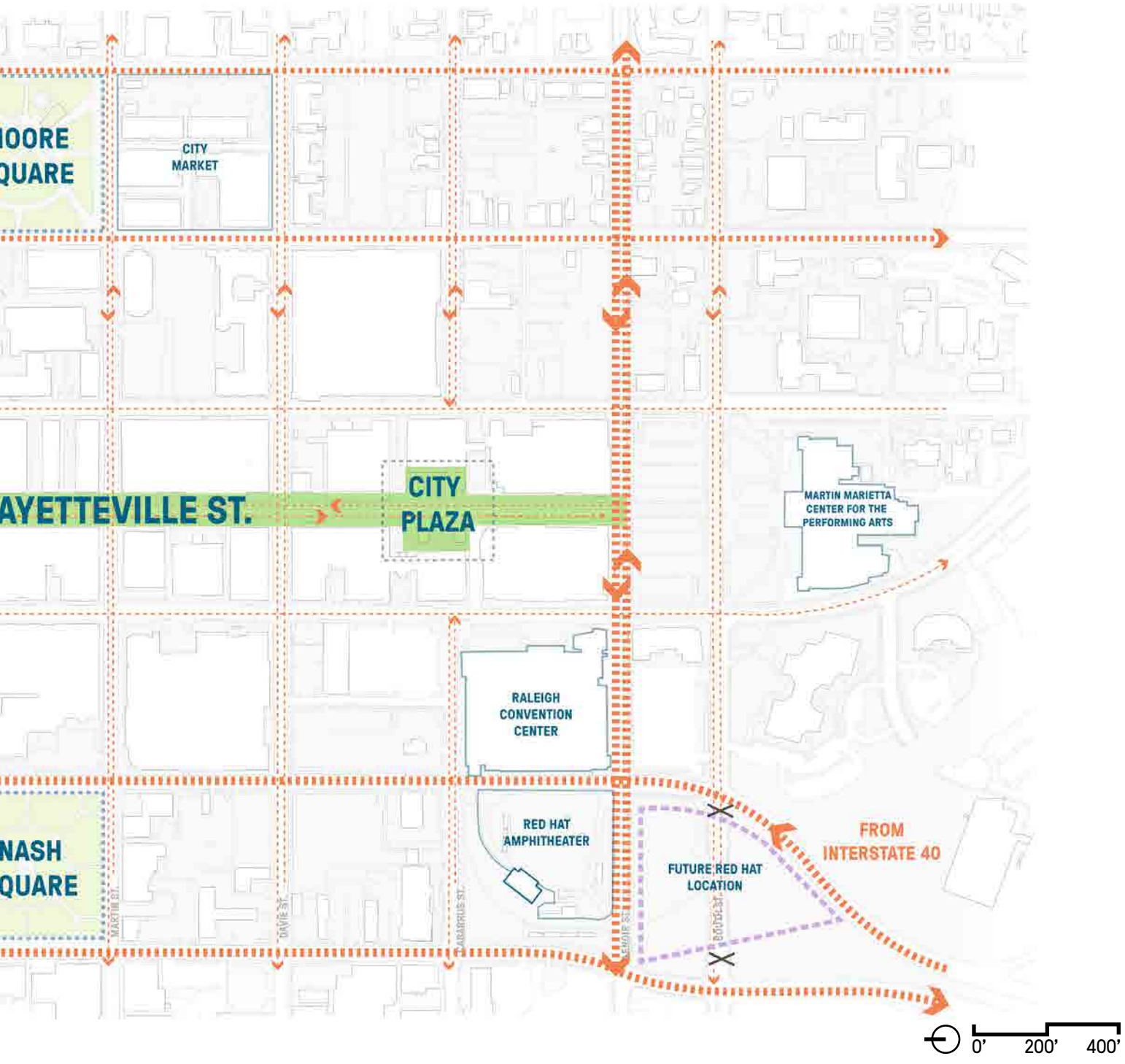
Inventory and Analysis

2.2 Site Existing Conditions

2.2.5 Vehicular Circulation

Major roadways facilitate regional access to the Fayetteville Street corridor. Capital Boulevard provides entry from the north, while McDowell Street serves as the primary southern approach from Interstate 40. Several cross streets intersect Fayetteville Street, with varying levels of vehicular and pedestrian activity. High-intensity vehicle traffic is observed along Morgan Street, Hargett Street, and Lenoir Street, reflecting their role as key connectors in the downtown street grid. Primary pedestrian crossings occur at Hargett, Martin, and Davie Streets.



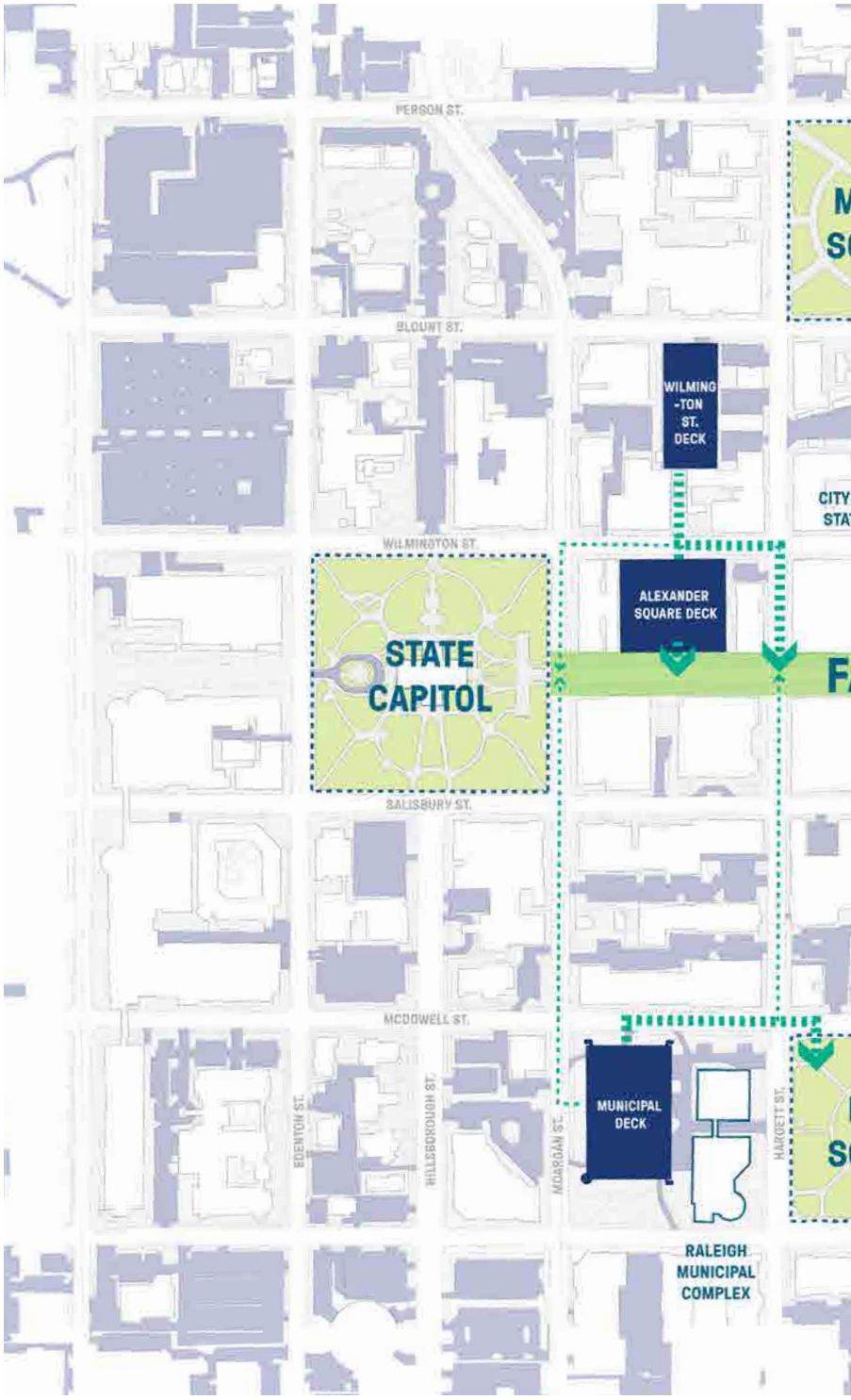

CITY MARKET
CITY PLAZA
MARTIN MARIETTA CENTER FOR THE PERFORMING ARTS
RALEIGH CONVENTION CENTER
RED HAT AMPHITHEATER
FUTURE RED HAT LOCATION
FROM INTERSTATE 40
0’
200’
400’
Legend:
Fayetteville St.
Vehicular Circulation (Busy)
Vehicular Circulation (Light)
Building
Open Space
South Street street closure

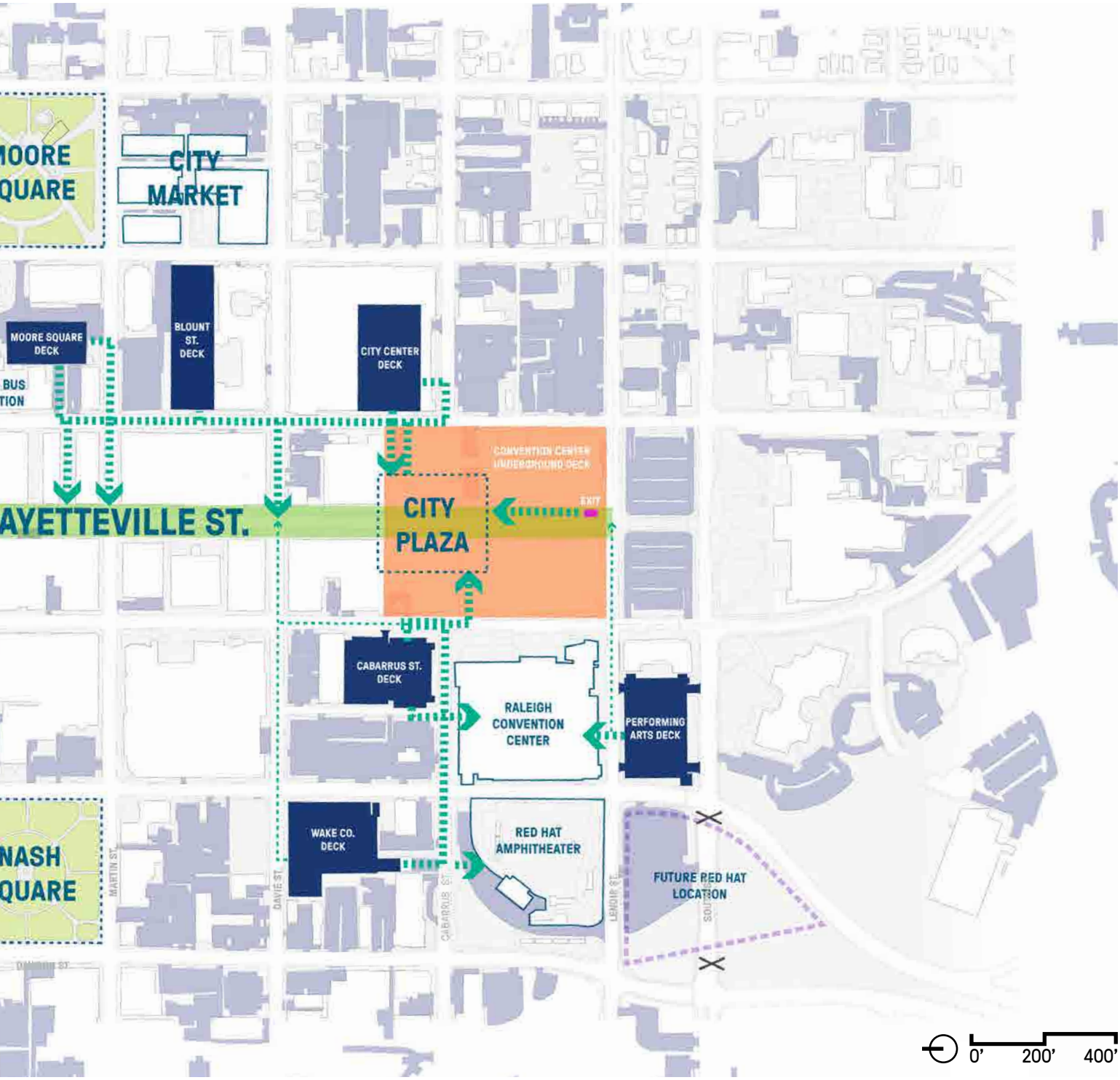
Inventory and Analysis

2.2 Site Existing Conditions

2.2.6 Automobile Parking Facilities

Visitors arriving by car from regional destinations typically utilize surrounding parking decks, as direct street-level parking along Fayetteville Street is limited. Most parking decks are located to the east between Fayetteville and Moore Square/ City Market. Alexander Square deck is the only parking deck to be located directly on Fayetteville on the 100 block between Morgan and Hargett Streets. A large underground deck below City Plaza serves the Convention Center and other parking decks west of Fayetteville Street generally serve the Raleigh Municipal Complex and Red Hat Amphitheater and other entertainment venues.





Legend:

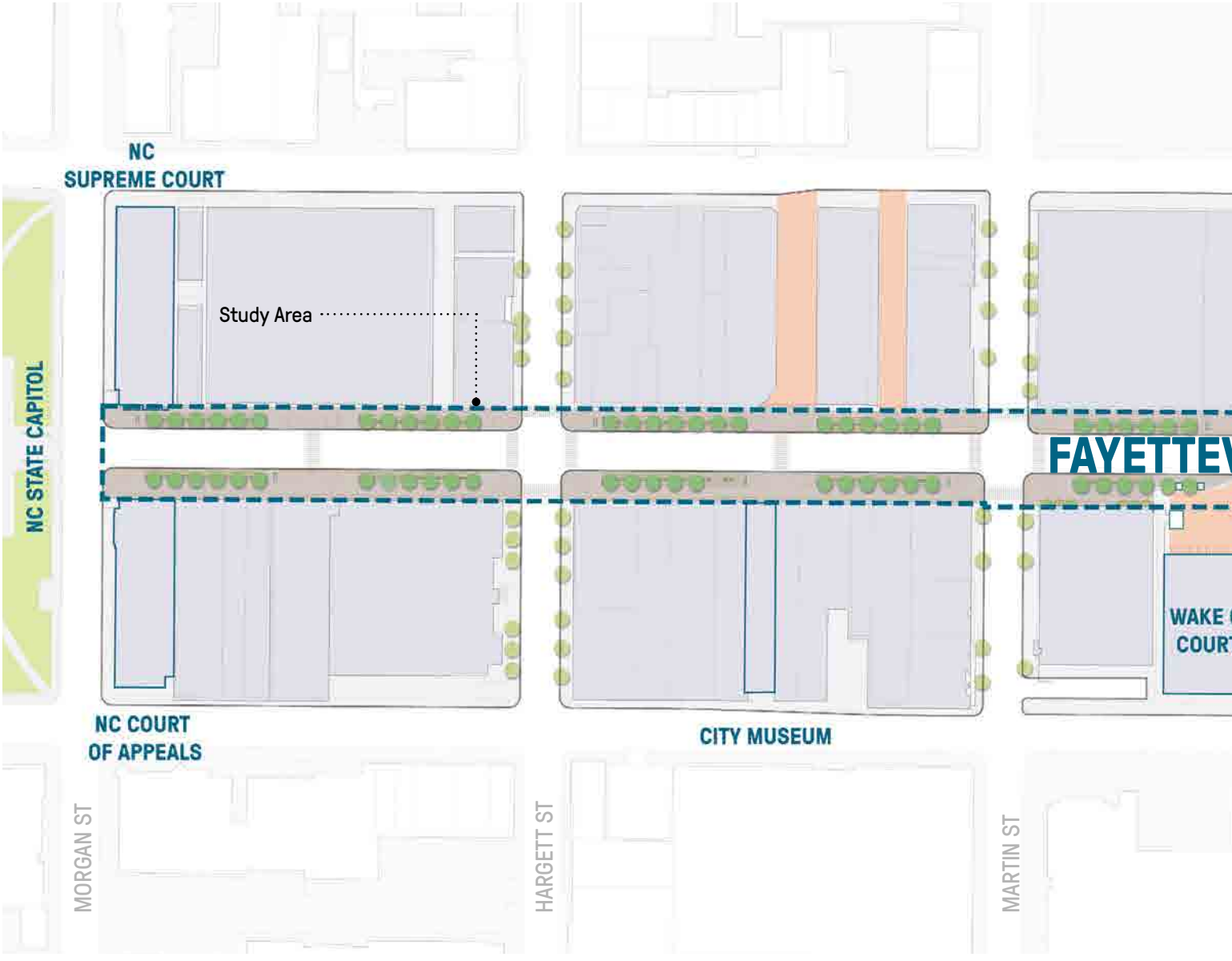
- Fayetteville St.
- Elevated Deck
- Surface Parking
- Underground Deck
- Main Pedestrian Flow
- Secondary Pedestrian Flow
- Building
- Open Space
- South Street street closure

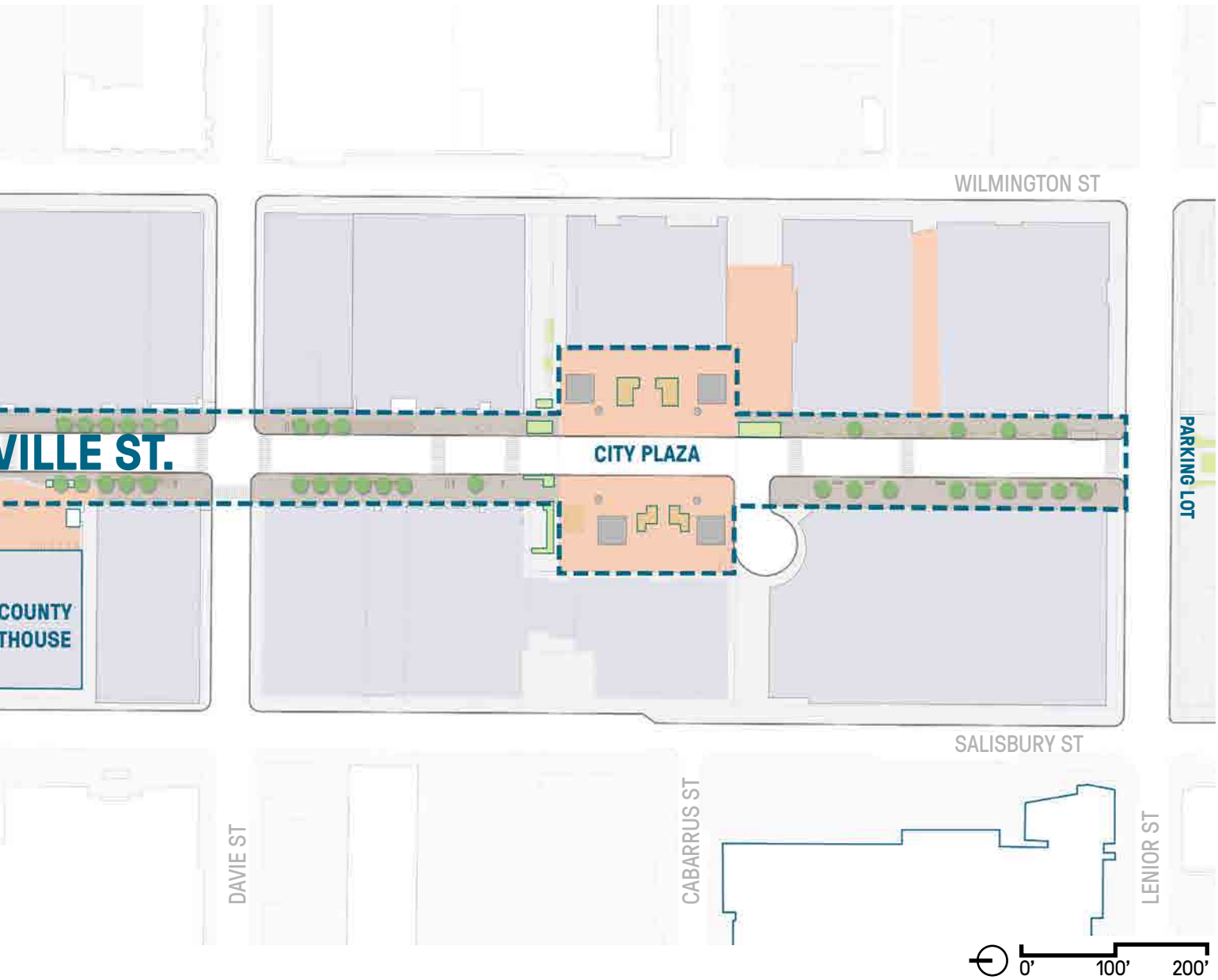
Inventory and Analysis

2.2 Site Existing Conditions

2.2.7 Existing Conditions Introduction and Summary

The scope of the Fayetteville Street project includes the five blocks of Fayetteville between Morgan and Lenoir Streets. The 600 block of Fayetteville Street – a surface parking lot that will soon be developed – is not included in the study area. Five blocks of businesses, hotels, and restaurants line the street, in addition to key civic facilities such as the Wake County Courthouse, North Carolina Court of Appeals and Supreme Court, Post Office, and City of Raleigh Musuem.




Legend:
Curb
Crosswalk
Sidewalk
Plaza
Building
Key Building
Project Boundary
Fixed Element
Fixed Planter
Raised Planter
Tree in ground planter
WILMINGTON ST
VILLE ST.
CITY PLAZA
PARKING LOT
COUNTY
THOUSE
SALISBURY ST
DAVIE ST
CABARRUS ST
LENIOR ST
0'
100'
200'

Inventory and Analysis

2.2 Site Existing Conditions

2.2.7 Existing Conditions Introduction and Summary

The current streetscape is composed of the following elements:

- Seatwalls and plant stands with pots
- Light posts (aluminum)
- Planter and tree curbs (granite)
- Bench (aluminum)
- Tree grate (aluminum)
- Newspaper kiosk box (aluminum)
- U shape bike racks (aluminum)
- Parking meters
- Bollards (steel)
- Concrete and granite pavers
- Trash receptacles
- IKE kiosks
- Cigarette receptacles
- Wayfinding signage

Existing streetscape elements:










RALEIGH
City of Oaks









Inventory and Analysis

2.2 Site Existing Conditions

2.2.8 Photographic Inventory



1] North Carolina State Capitol



3] Intersection of Fayetteville and Hargett Streets





2] View south of Morgan Street



4] View south of Hargett Street

2.2 Site Existing Conditions

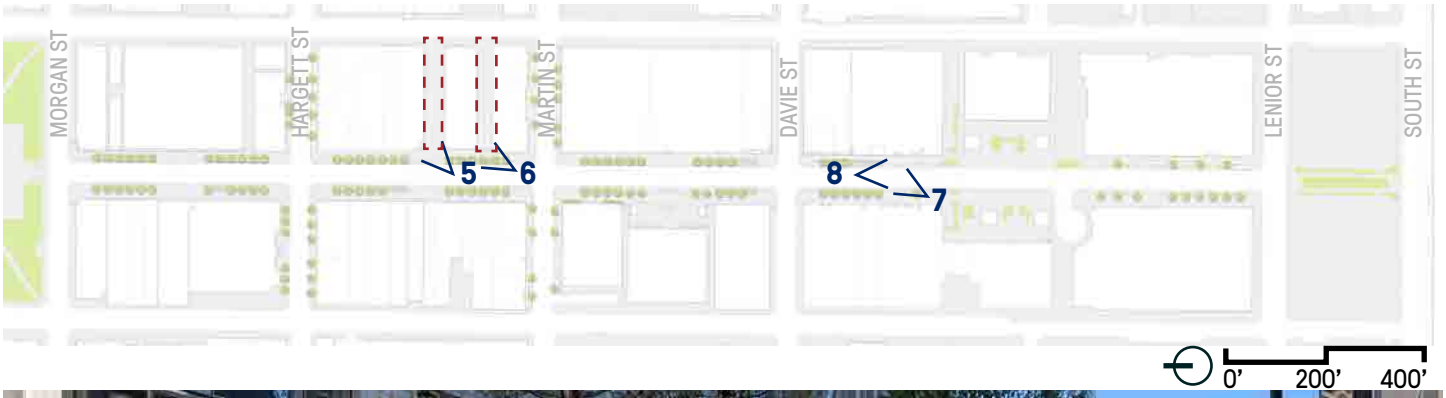
2.2.8 Photographic Inventory



5] Exchange Plaza, off Fayetteville Street

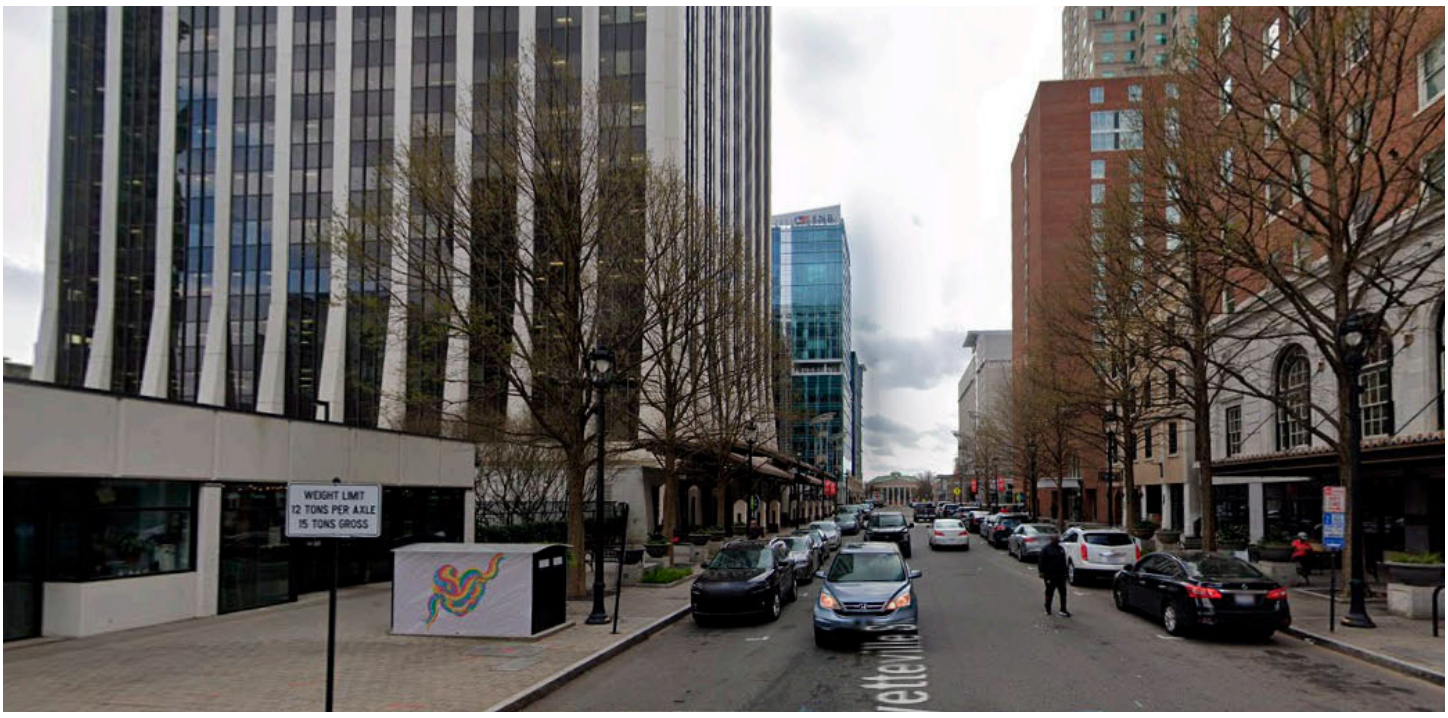


7] View of magazine cabinets that double as storage and utility infrastructure





6] Market Plaza, off Fayetteville Street

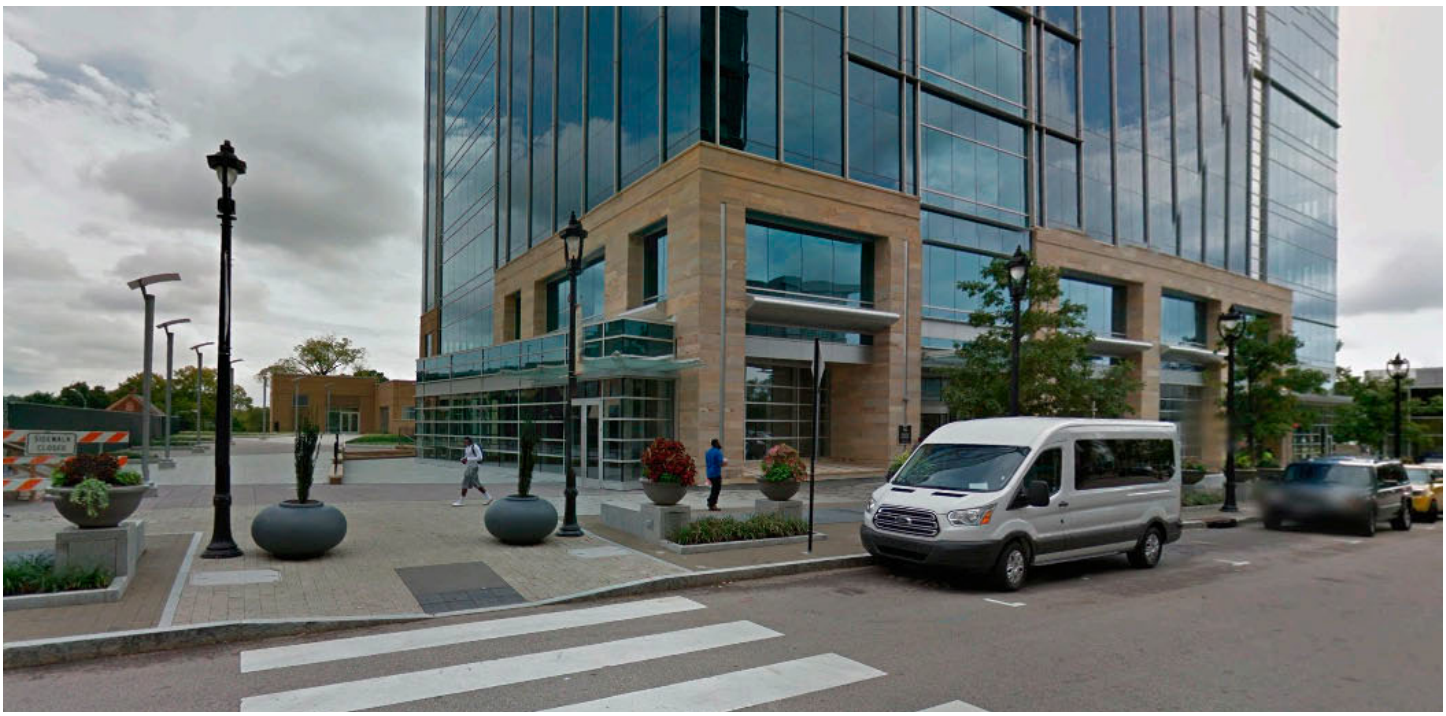


8] View south of Davie Street

Inventory and Analysis
2.2 Site Existing Conditions
2.2.8 Photographic Inventory



9] City Plaza



10] Plaza off Fayetteville Street





9] Events at City Plaza

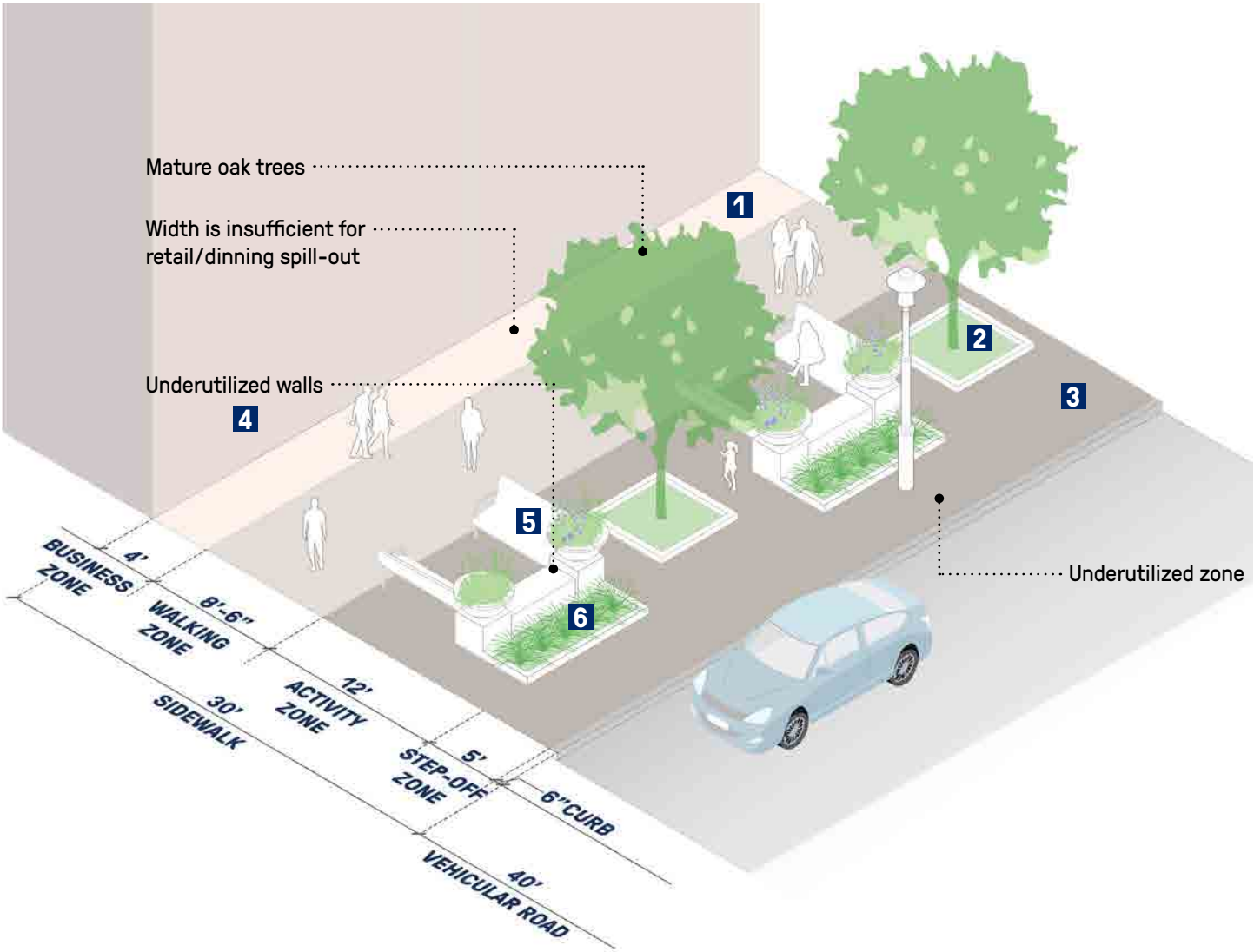


11] Raleigh Memorial Auditorium

Inventory and Analysis

2.2 Site Existing Conditions

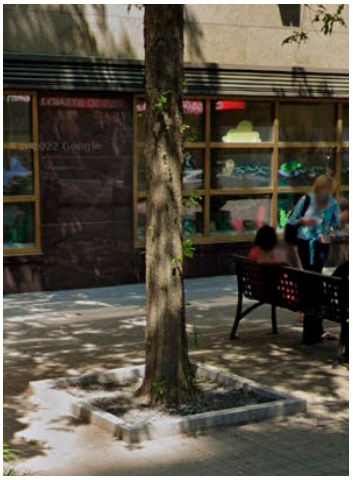
2.2.9 Typical Existing Sidewalk Detail



The typical dimension of the sidewalk from property line to the curb is 30 feet. This includes a 4' business spillout area, 8'-6" walk zone, 12' furniture zone including the street trees, and 5' buffer zone. Many of the businesses along Fayetteville have indicated that the 4' spillout area is insufficient for outdoor dining. Further, the arrangement of benches and walls in the furniture zone discourages use, particularly for outdoor dining and other sidewalk activations.



1 The 4’ maximum permissible spill-out zone for retail and dining is insufficient.





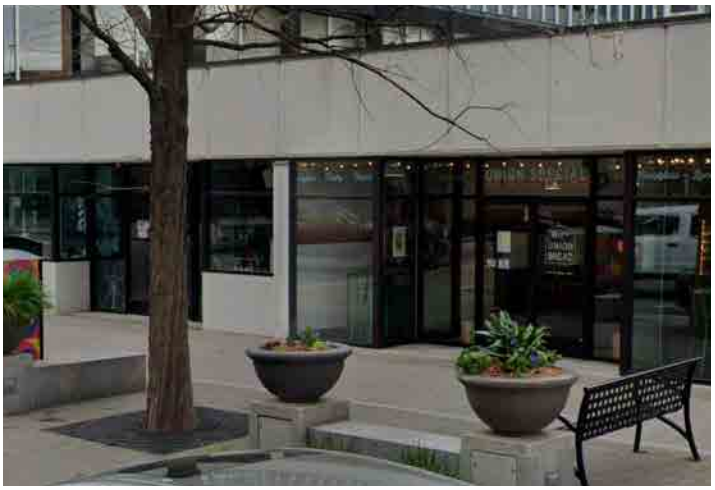
2 Tree planting conditions vary. Most have open planters but there a few occurrences of a tree grate.



3 The 5’ wide strip between the curb and planters is unused.



4 There are stretches of inactive commercial facades.



5 Benches are not placed at consistent intervals.

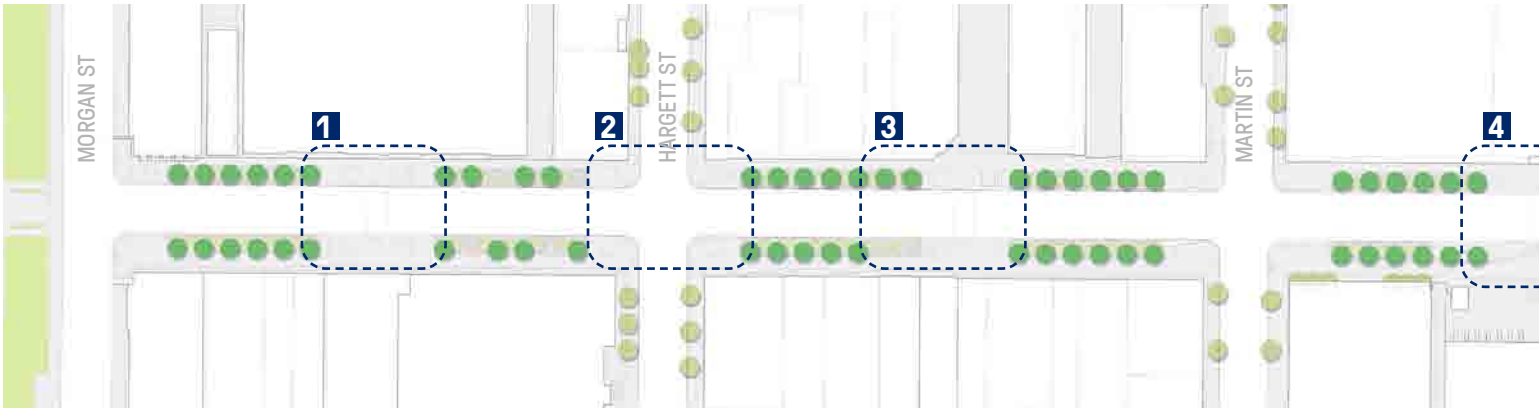


6 The seat walls are underutilized and adjacent planters are often not maintained.

Inventory and Analysis

2.2 Site Existing Conditions

2.2.10 Existing Street Tree Canopy





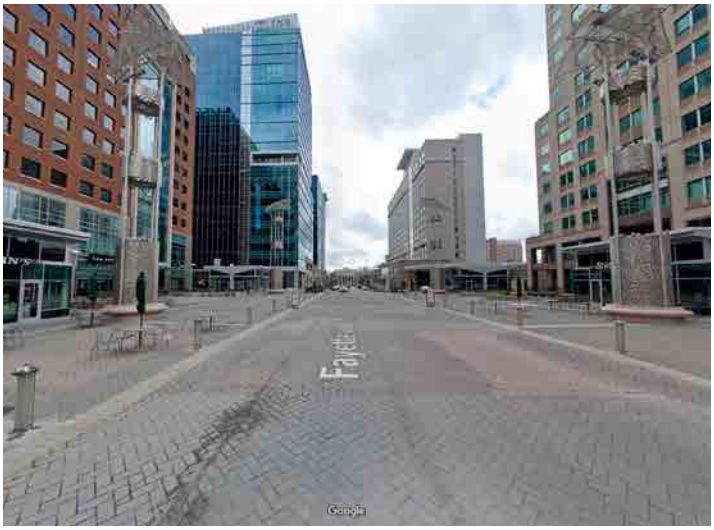
1 There are no trees to allow Bagwell Plaza (inside the Wells Fargo building) to spill out. The 'no planting zone' is mirrored across the street.



2 Typical condition at intersections.

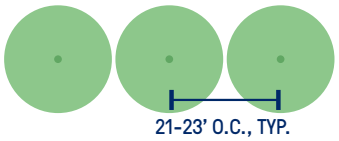


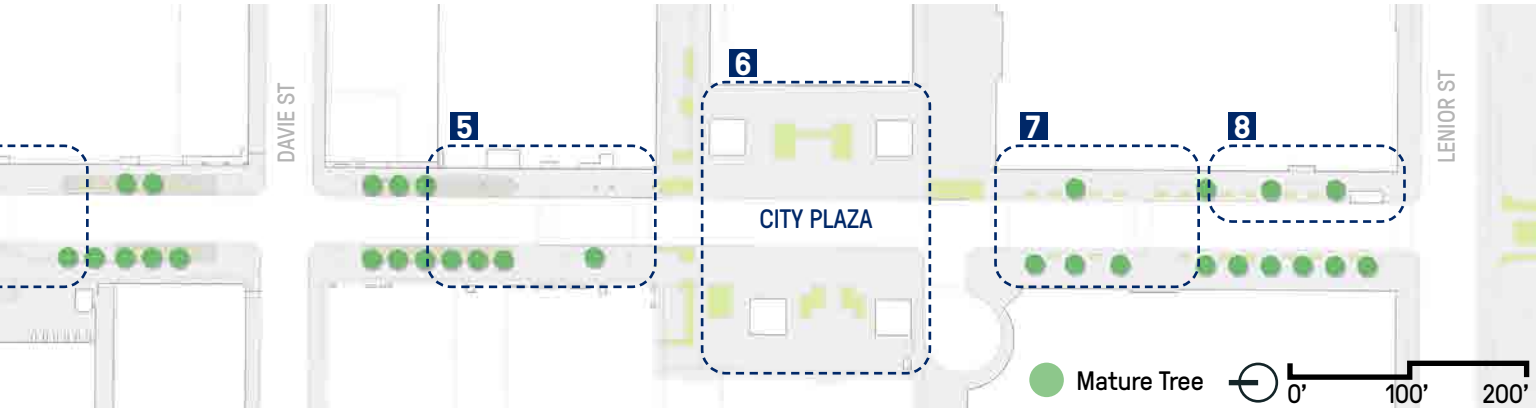
5 Permanent structures for awnings occupy the sidewalk and the remaining portion has not been used for planting.

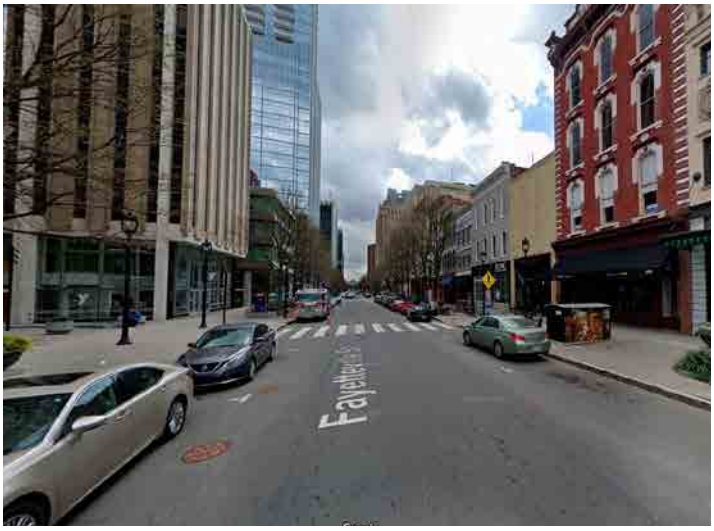


6 There are planters but no trees on City Plaza since the area underneath is used as a parking lot.

TYPICAL STREET TREE SPACING:



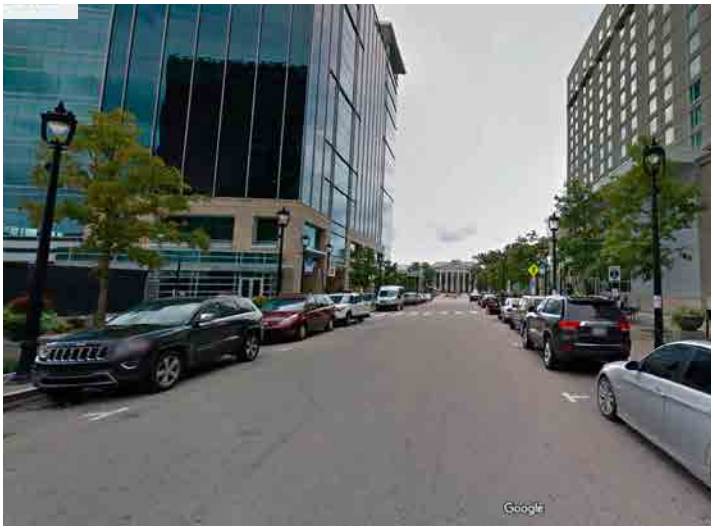




3 There are no trees at the crosswalk outside Exchange Plaza. There is space for planting on the western side.



4 The plaza outside the Courthouse has no trees, which is mirrored across the street.



7 Trees are spaced far apart at irregular distances.



8 Parking vents are located on the eastern sidewalk. To accommodate this, tree spacing has been increased to 26' on both sides of the street.

Inventory and Analysis

2.2 Site Existing Conditions

2.2.11 Existing Ground Floor Use

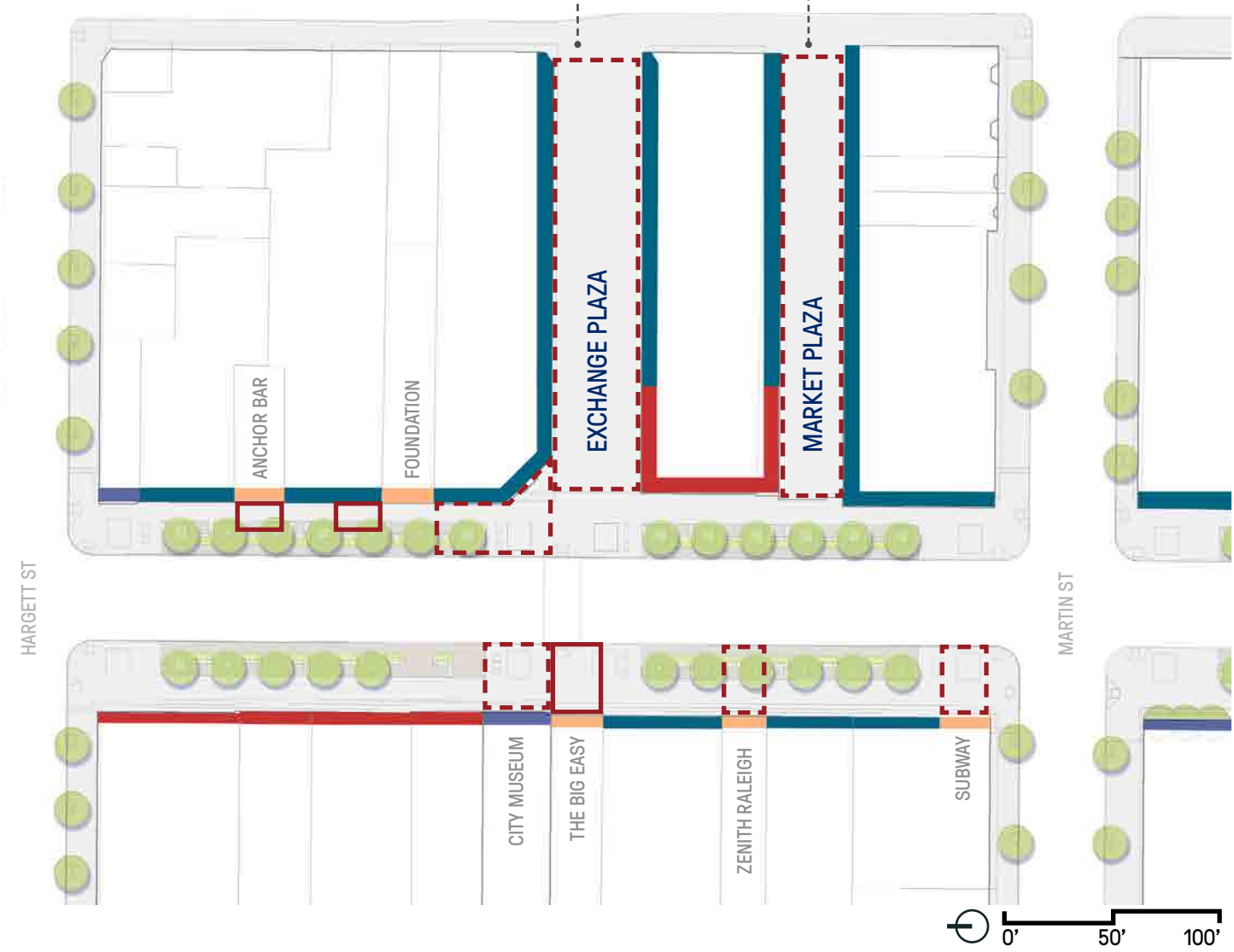


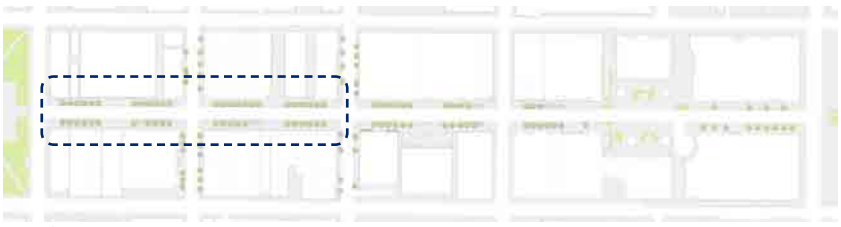


In general, the northern half of Fayetteville Street features more office and institutional/civic uses. The southern half, particularly around City Plaza, has many food and beverage outlets and hotels, likely due to the convention center and entertainment uses in the area. However, outdoor dining is somewhat limited due to the poor configuration of the sidewalk.









Key Plan

Legend:

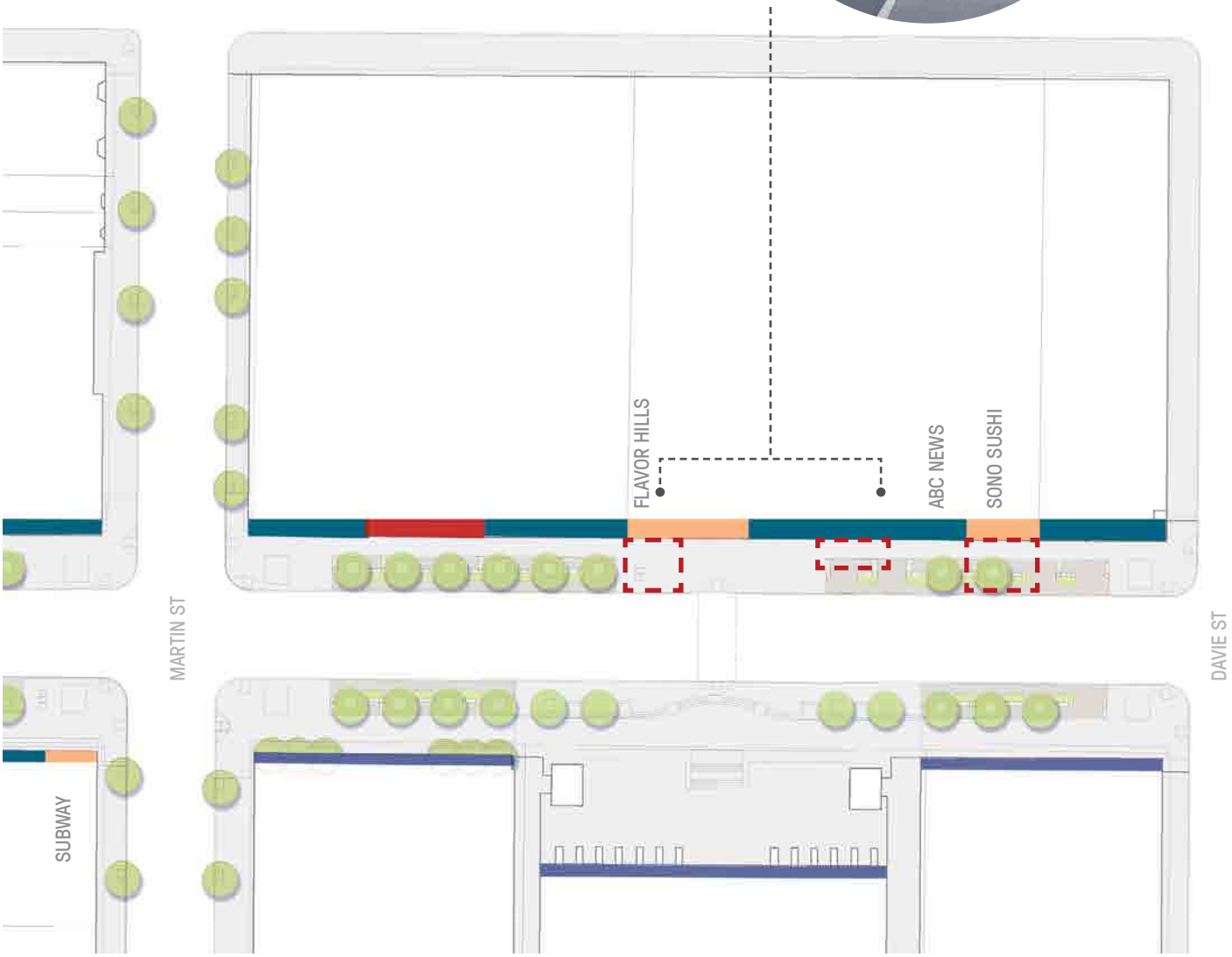
- Commercial / Retail
- Restaurant / Nightlife
- Office
- Institutional /Civic
- Residential
- Hospitality
- Existing Outdoor Dining/Spillout
- Potential Outdoor Dining/Spillout

Inventory and Analysis

2.2 Site Existing Conditions

2.2.11 Existing Ground Floor Use



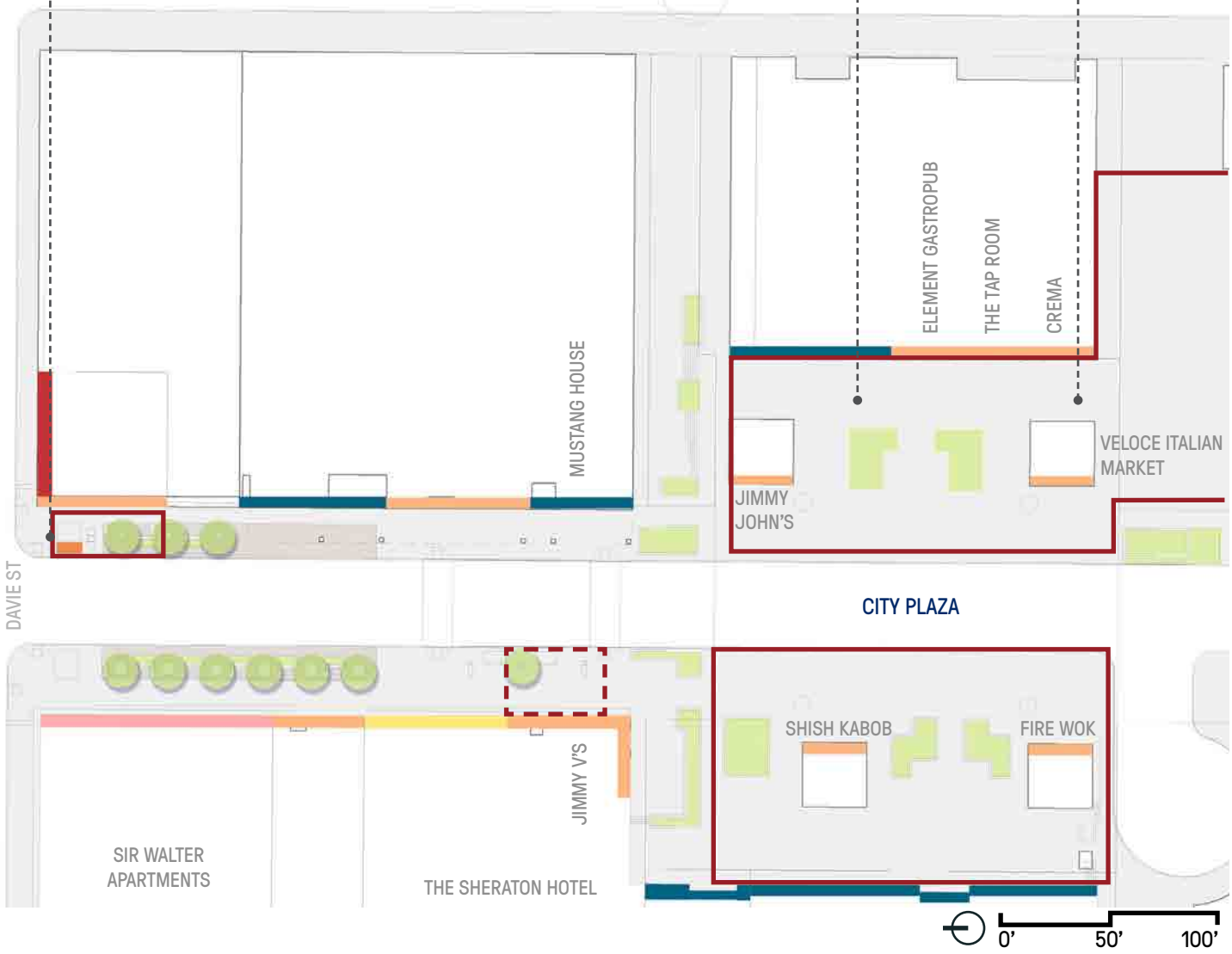


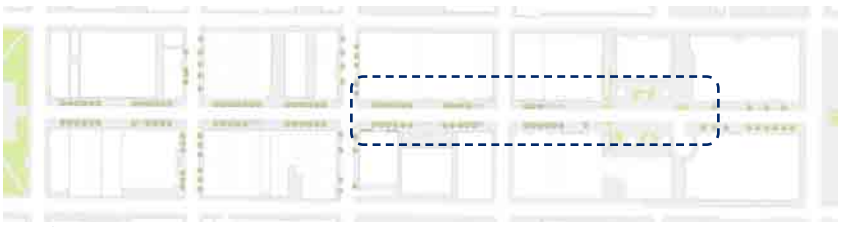
Potential outdoor dining locations are determined by two conditions 1.) There is currently a food and beverage establishment in the existing buildings, and 2.) There is not currently outdoor dining at the existing food and beverage establishment.











Key Plan

Legend:

- Commercial / Retail
- Restaurant
- Office
- Institutional /Civic
- Residential
- Hospitality
- Existing Outdoor Dining/Spillout
- Potential Outdoor Dining/Spillout

Inventory and Analysis

2.2 Site Existing Conditions

2.2.11 Existing Ground Floor Use

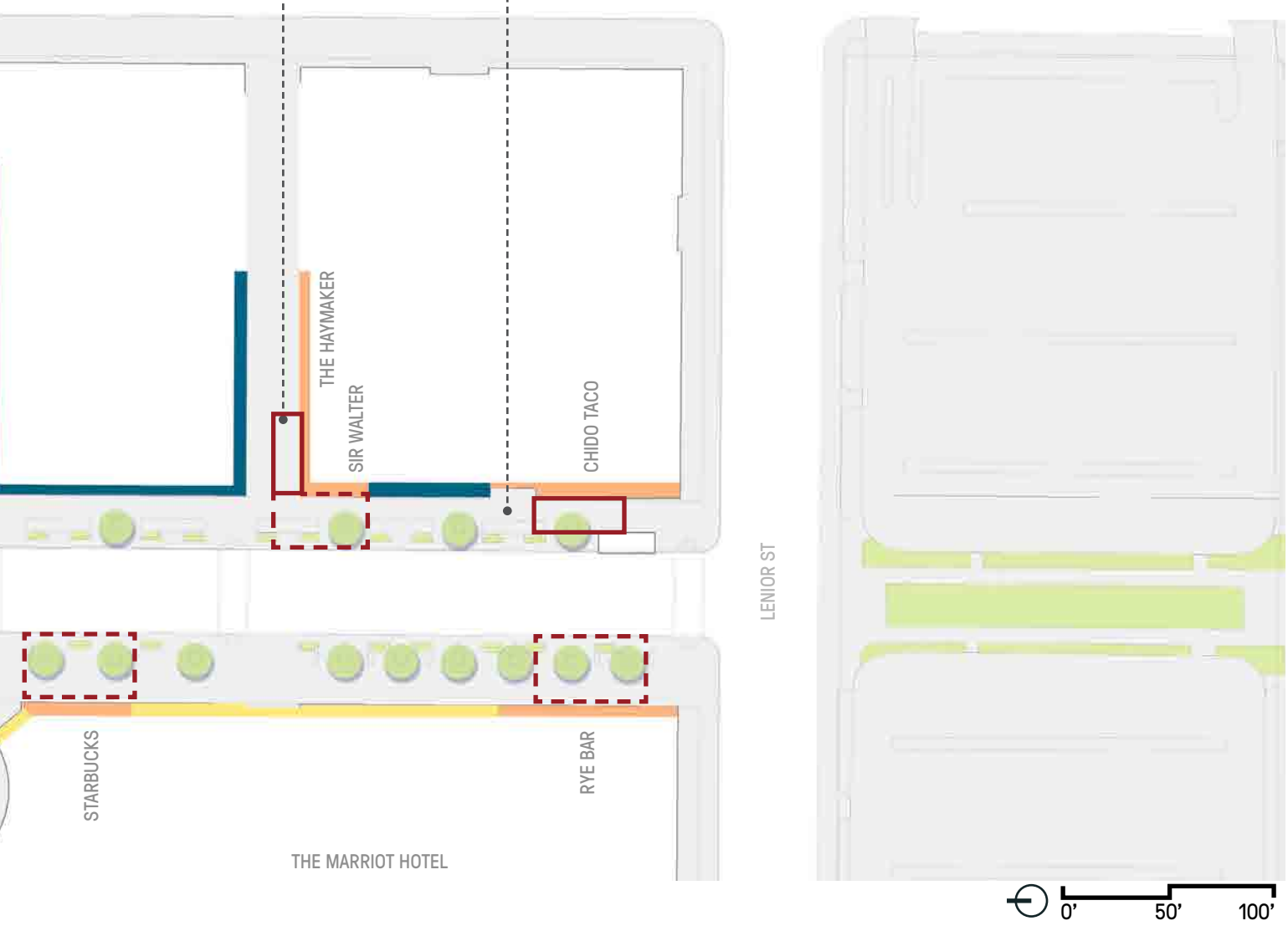


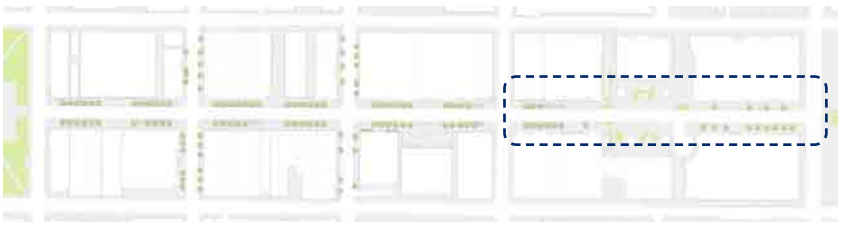












Key Plan

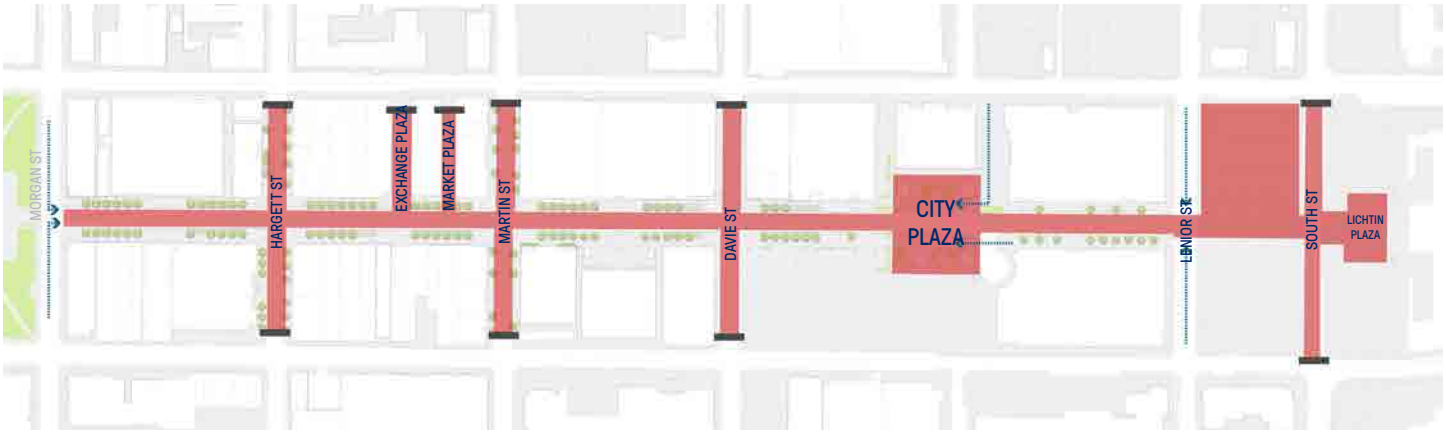
Legend:

- Commercial / Retail
- Restaurant
- Office
- Institutional /Civic
- Residential
- Hospitality
- Existing Outdoor Dining/Spillout
- Potential Outdoor Dining/Spillout

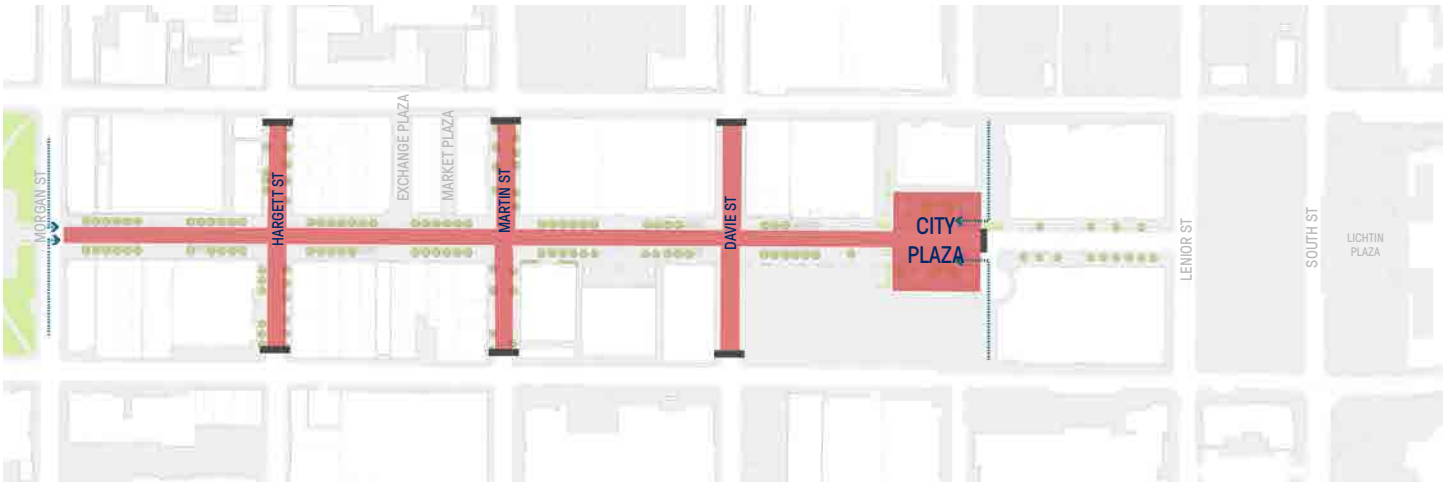
2.2 Site Existing Conditions

2.2.12 Existing Special Events & Programming

Full Closure Scenario (Raleigh Pride 2024 Event)



Partial Closure Scenario (First Night, Artsplosure, Brewgaloo, etc.)



City Plaza Closure Scenario (Hopscotch, NC Sugar Rush)



Legend:
- Barricade
- Pedestrian Access

Many community gatherings and special events take place on Fayetteville Street and much of the activity is centered around City Plaza. The largest was the Raleigh Pride 2024 event, when the entirety of Fayetteville was closed to traffic, from the Capitol to the Auditorium, including several side streets. For the majority of events -- including Brewgaloo, First Night Raleigh, and Food Truck Rodeo, among others -- Fayetteville is only closed from Morgan to City Plaza, and the southern end of the street is not activated. During the Hopscotch Music Festival and North Carolina Sugar Rush, the street is only closed from Davie Street to Cabarrus Street. It has been noted that when tents line the street, their backs are to the businesses and discourage foot traffic along the city sidewalks. There may be other configurations that could reorient the tents to benefit the permanent businesses along Fayetteville.



Raleigh Pride



First Night Raleigh



MAKRS Holiday Fest



Cuegrass Music Festival



Artsplosure



Brewgaloo



La Fiesta del Pueblo



Food Truck Rodeo



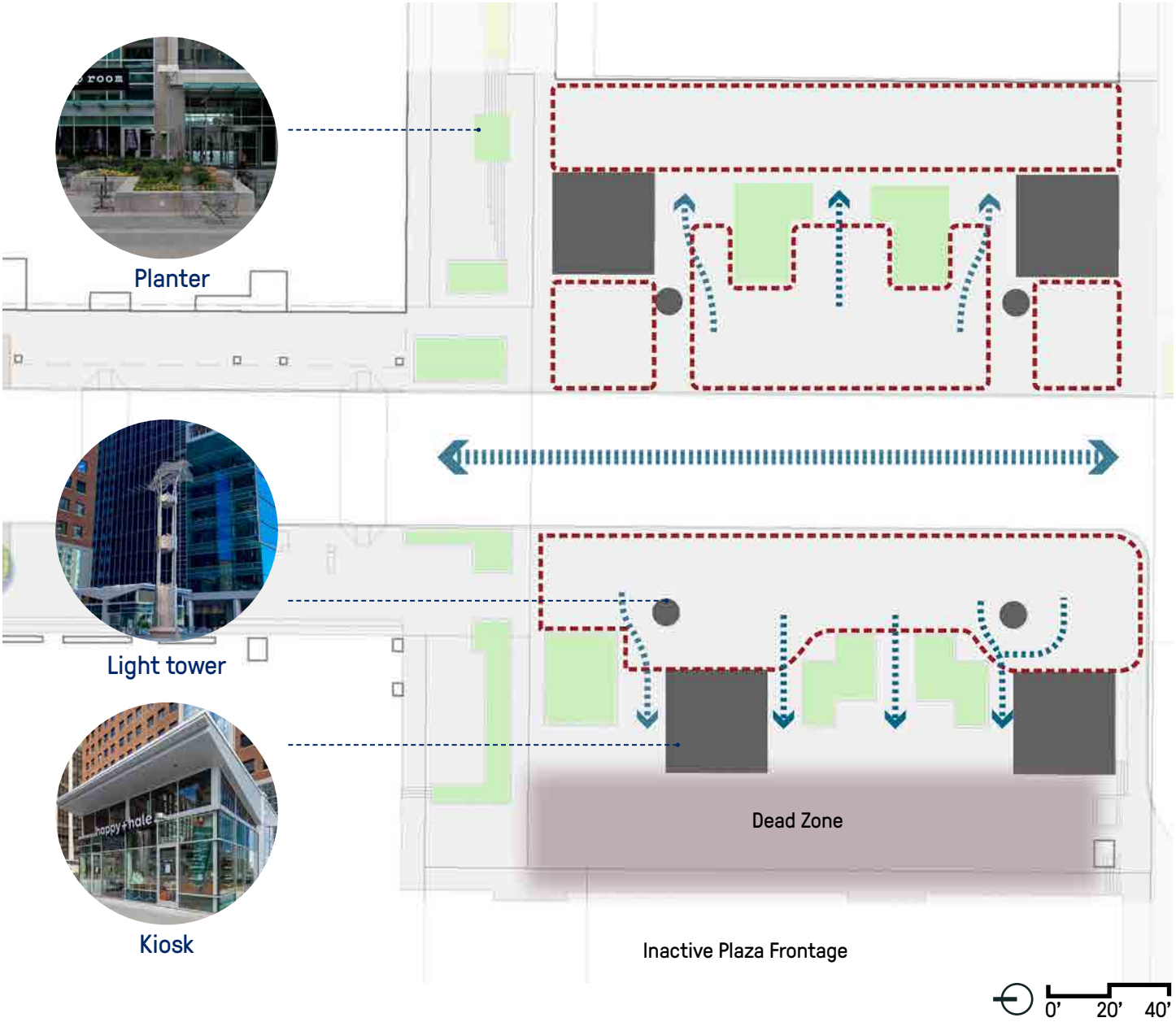
Hopscotch Music Festival



North Carolina Sugar Rush

2.2 Site Existing Conditions

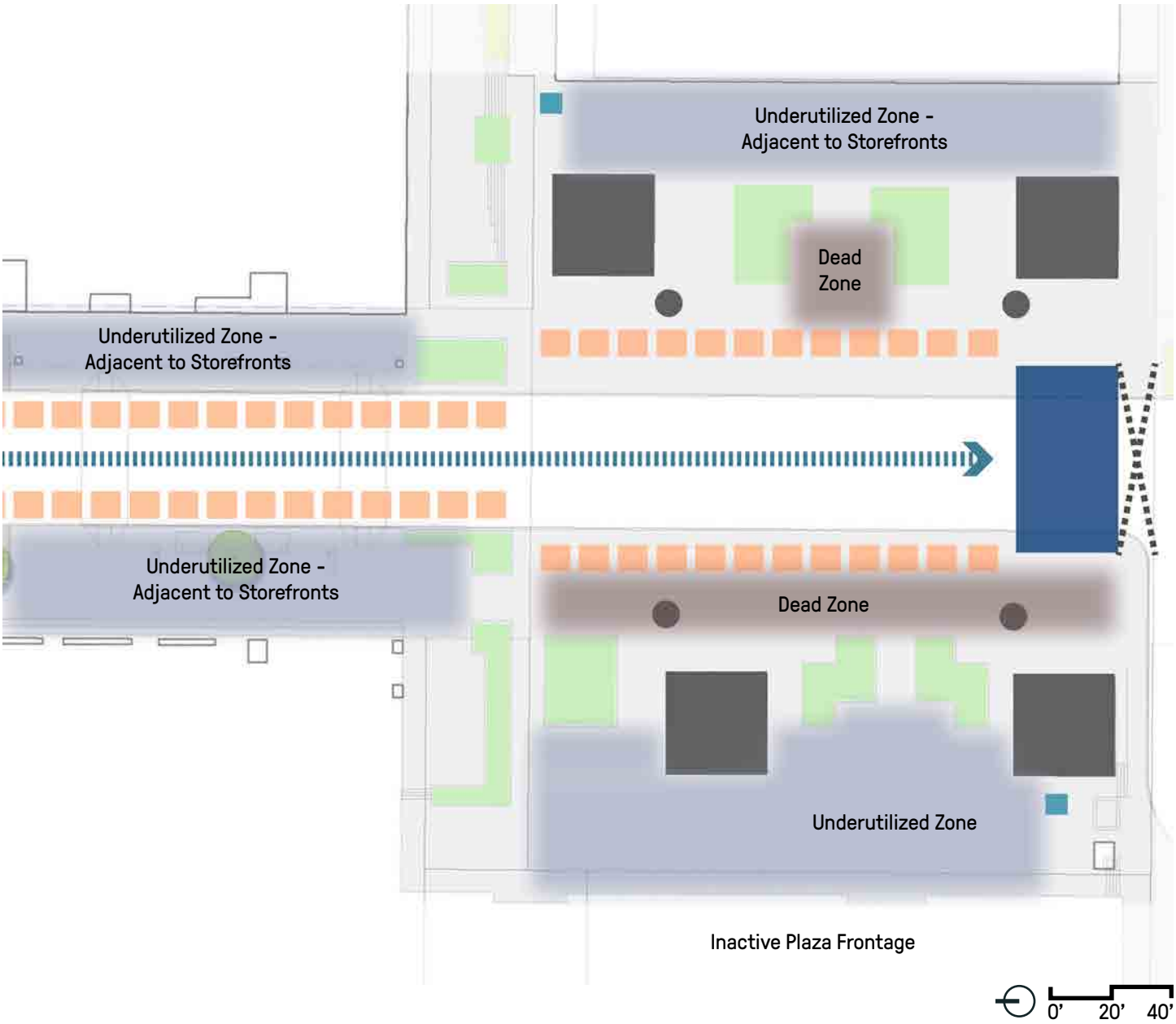
2.2.13 Typical City Plaza Daily Use Layout



Legend text:

- Fixed Element
- Fixed Planter
- Primary Pedestrian Circulation
- Secondary Pedestrian Circulation
- Potential Outdoor Dining/Spillout

Typical City Plaza Event Layout



Inventory and Analysis

2.2 Site Existing Conditions

2.2.14 Existing City Plaza Special Events

Brewgaloo

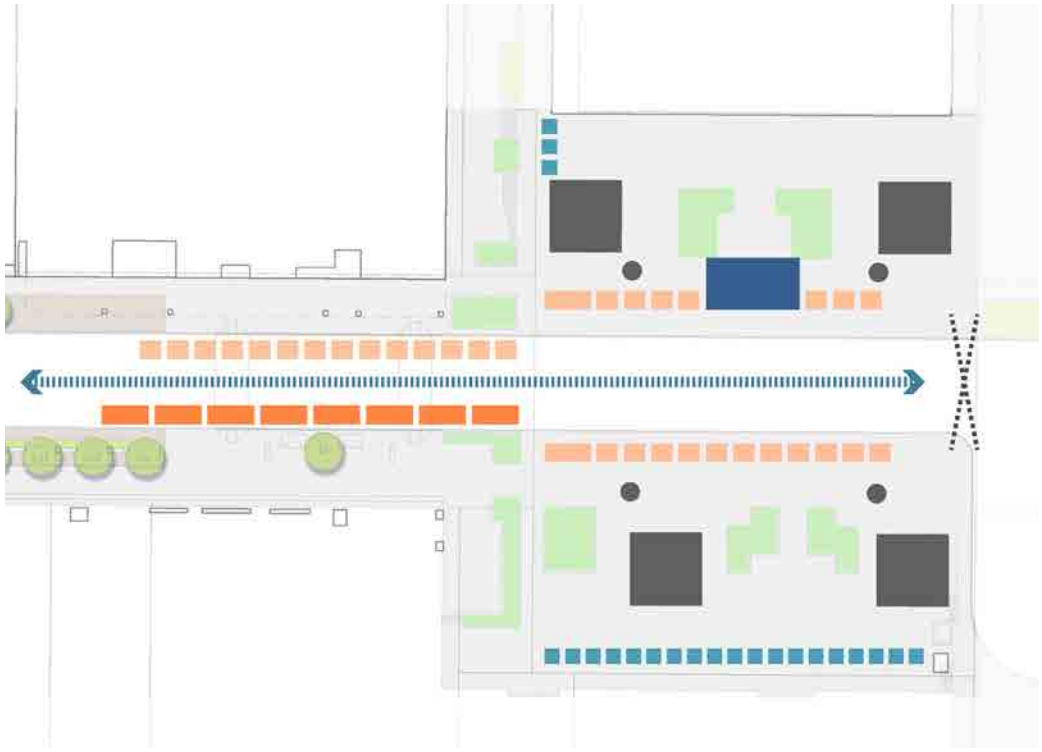


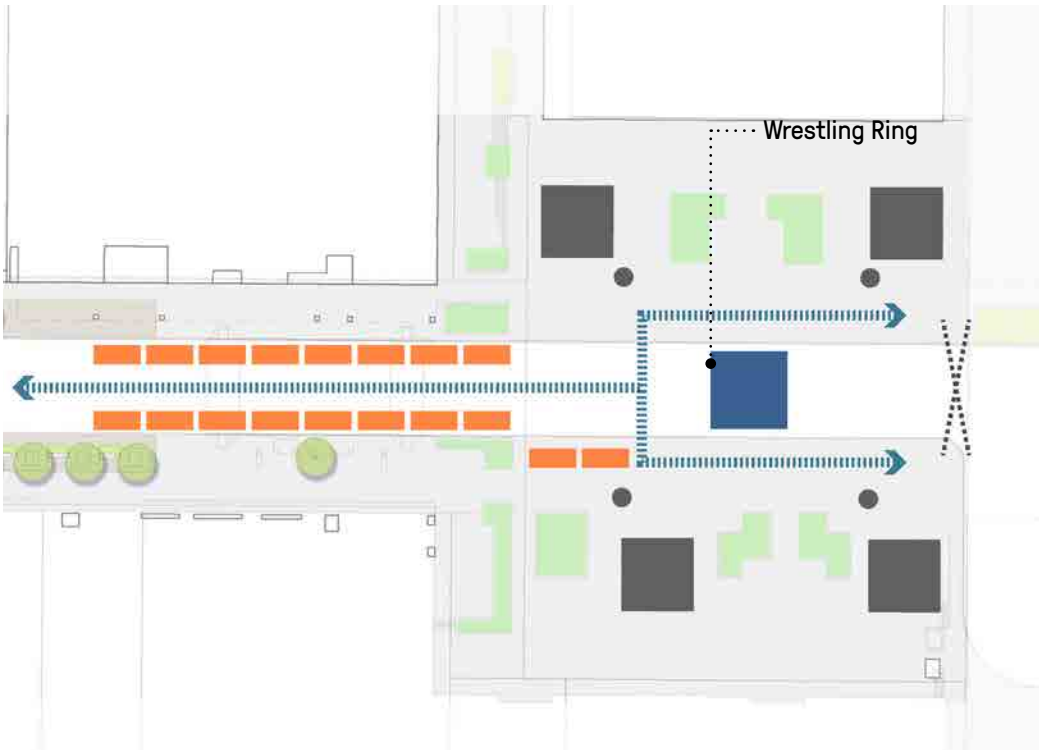
Raleigh Food Truck Rodeo



MAKRS Holiday Fest



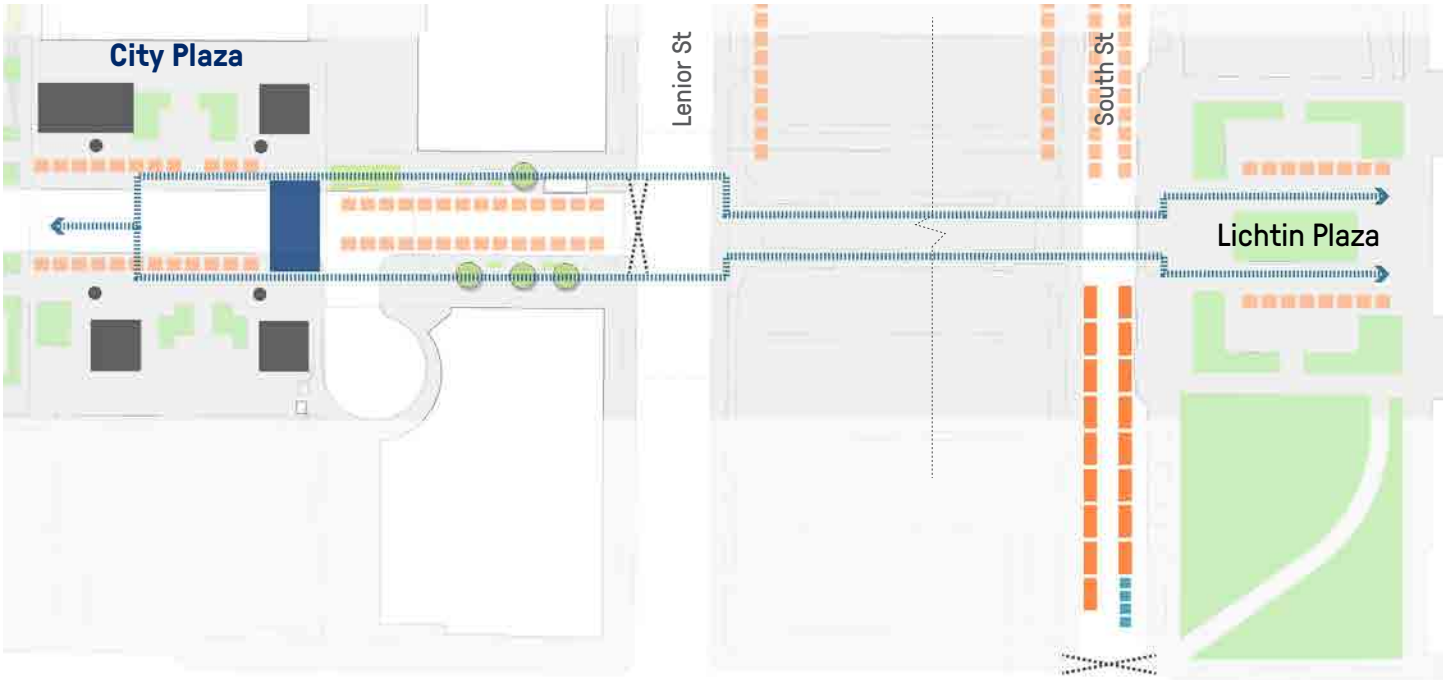




Legend text:

- Fixed Element
- Fixed Planter
- Tent
- Food Truck
- Stage
- Portable Washroom
- Barricade
- Pedestrian Access

0’ 40’ 80’



Legend text:

- Fixed Element
- Fixed Planter
- Tent
- Food Truck
- Stage
- Portable Washroom
- Barricade
- Pedestrian Access

2024 Raleigh Pride Layout







Inventory and Analysis

2.2 Site Existing Conditions

2.2.15 Site Lighting and Electrical

Power

Electrical panels are available on each block. There are sections of the street with planters at a regular spacing, with 120V or 208V outlets in the planters. There are also sections of the street which have neither planters nor 120V outlets. In addition to the 120V and 208V outlets present in the planters, there are power connections contained within newsstand enclosures for 200A temporary power panels at select locations.

Power panels are shown in the lighting section of this report with areas of irregular power availability highlighted in yellow and areas without any power provisions highlighted in red.









Inventory and Analysis

2.2 Site Existing Conditions

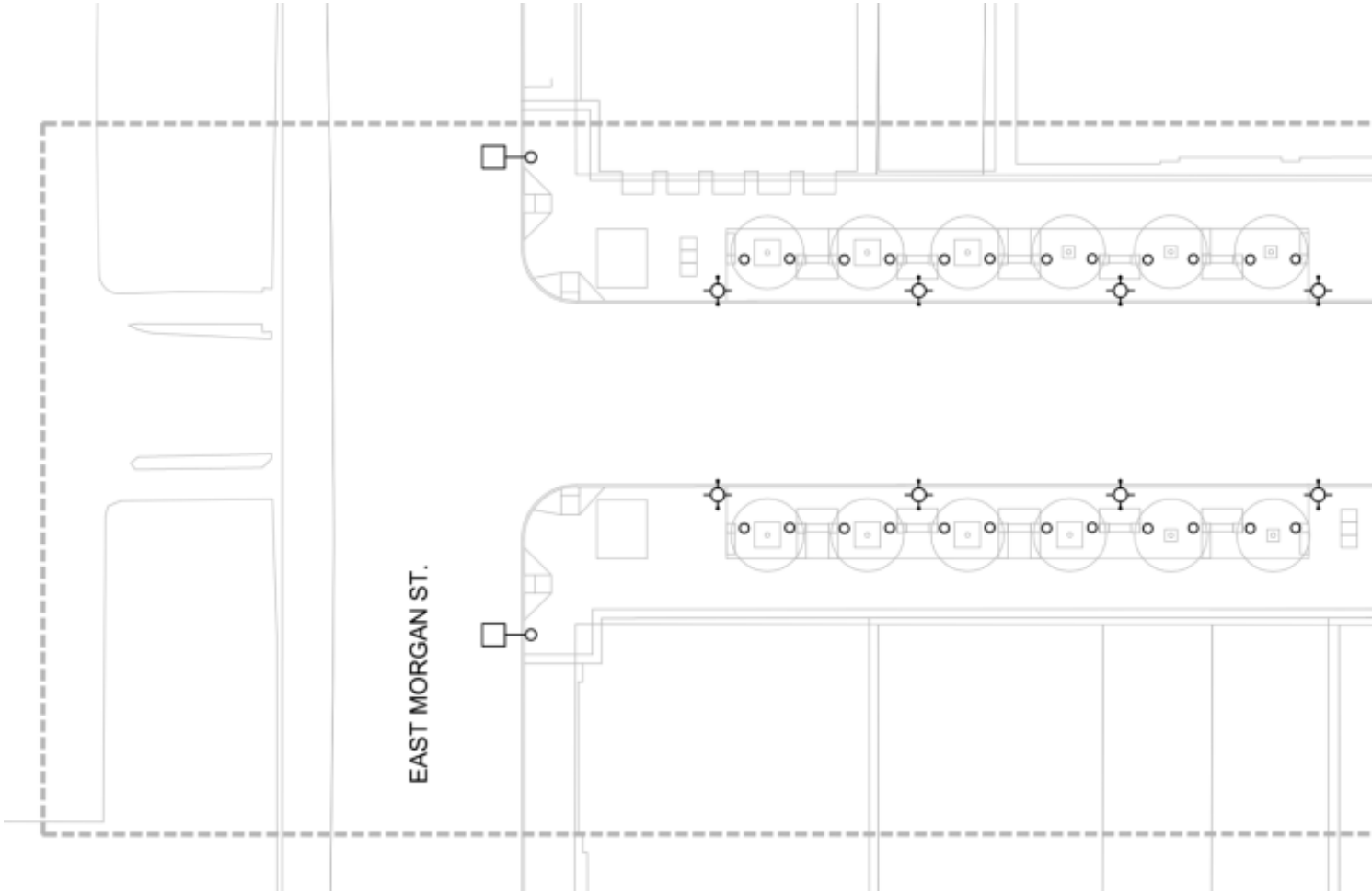
2.2.15 Site Lighting and Electrical

Intersections at Fayetteville Street are illuminated with decorative roadway teardrop pendants mounted to traffic light masts. These luminaries are not understood to be in the purview of this study, but their contribution to illumination levels is noted. The street itself, is lined on both sides with an historic-style postop fixtures and a pair of in-grade uplights flanking each tree.

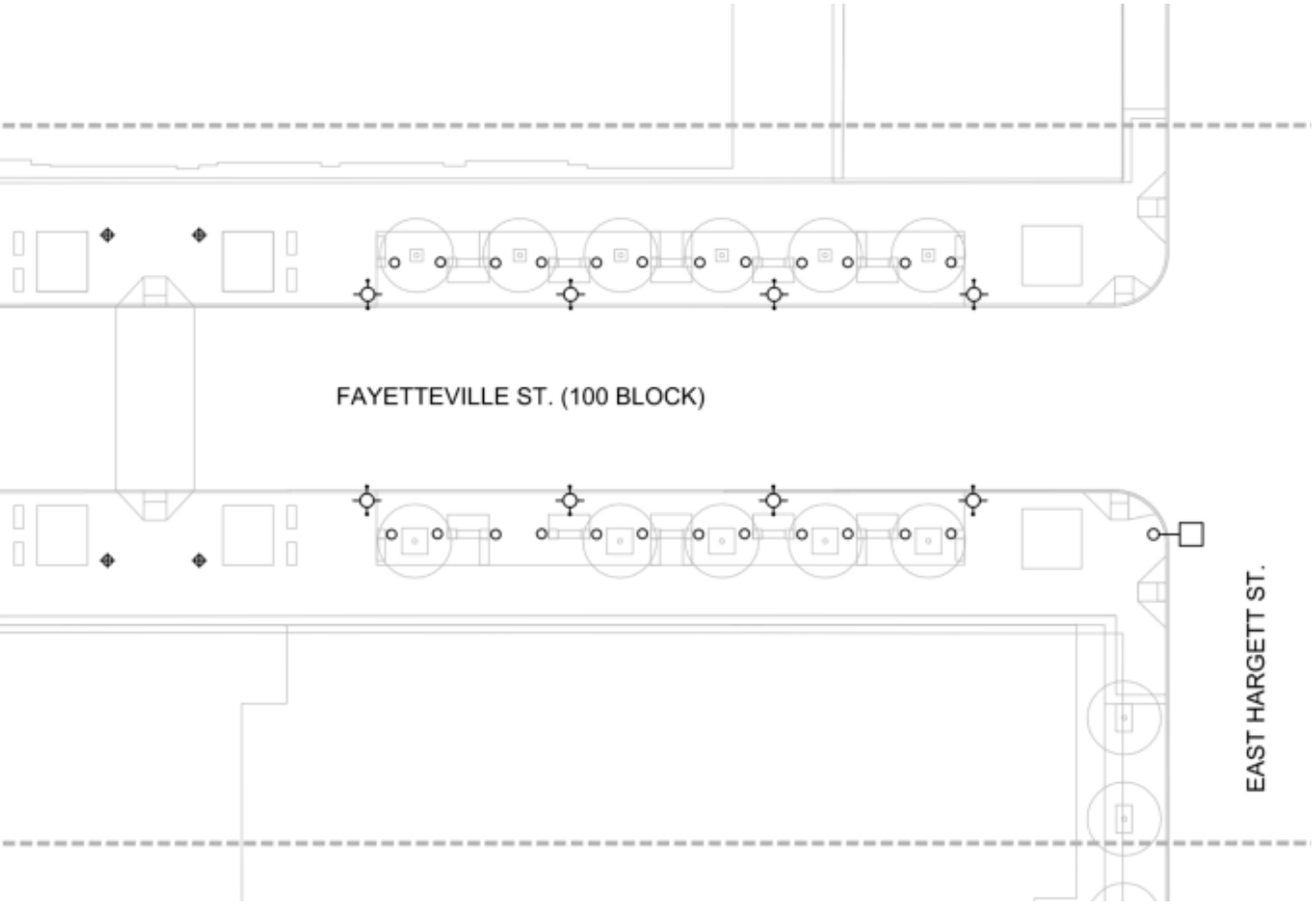
Concerns have been raised regarding proper illumination levels on the street which are yet to be confirmed. However, building owners and their tenants have a variety of lighting systems: interior, overhead, wall-mounted; colored and white, that greatly impact the illumination landscape. The most notable dips in illumination appear at City Plaza and where street-front parcels are vacant.

LEGEND

- EXISTING HISTORIC POSTOP
- IN-GRADE UPLIGHT
- SOUND AND LIGHT TOWER
- OTHER POSTOP
- DECORATIVE BOLLARD OVER UPLIGHT
- TRAFFIC LIGHT WITH ROADWAY TEARDROP





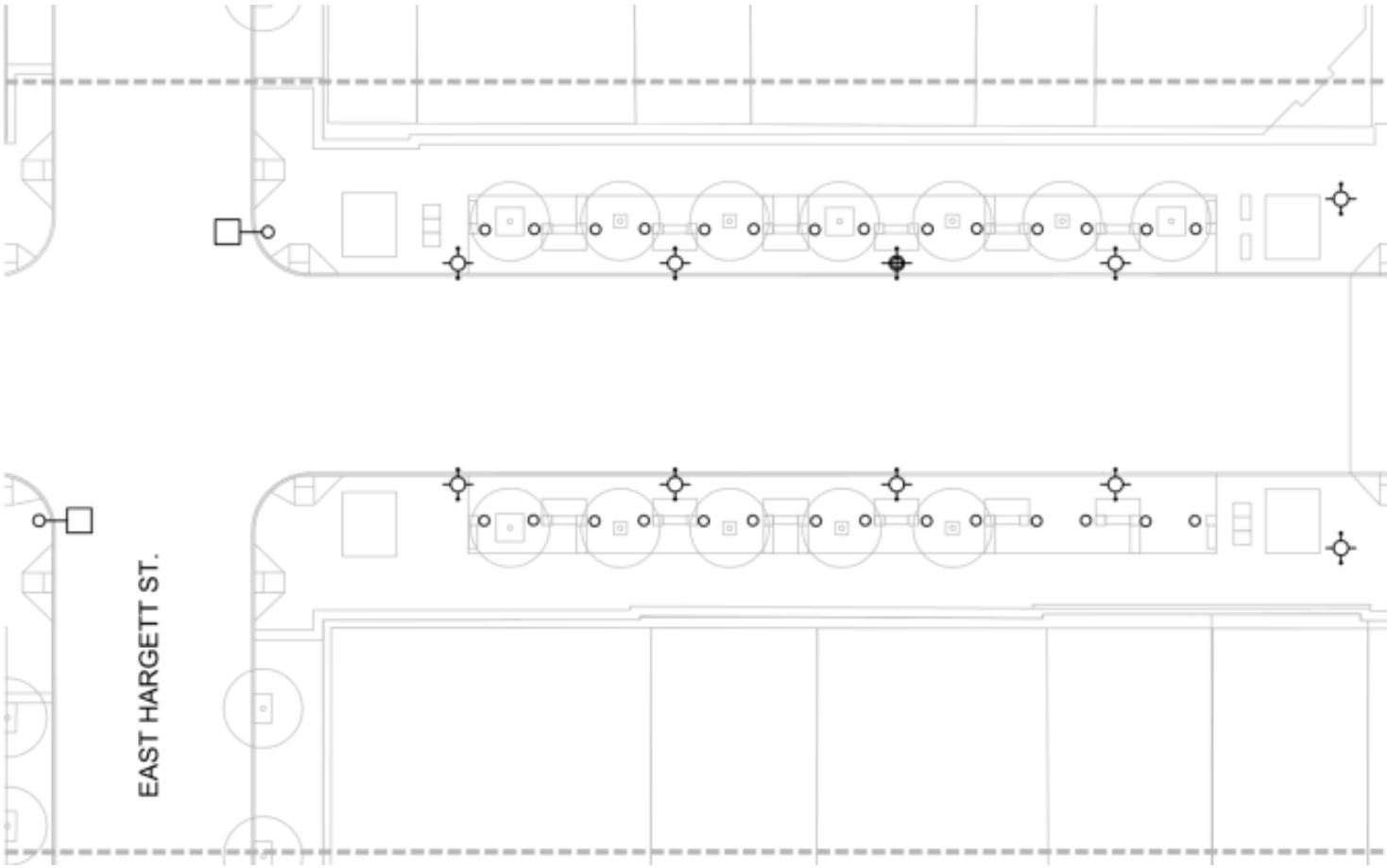

FAYETTEVILLE ST. (100 BLOCK)
EAST HARGETT ST.

Inventory and Analysis

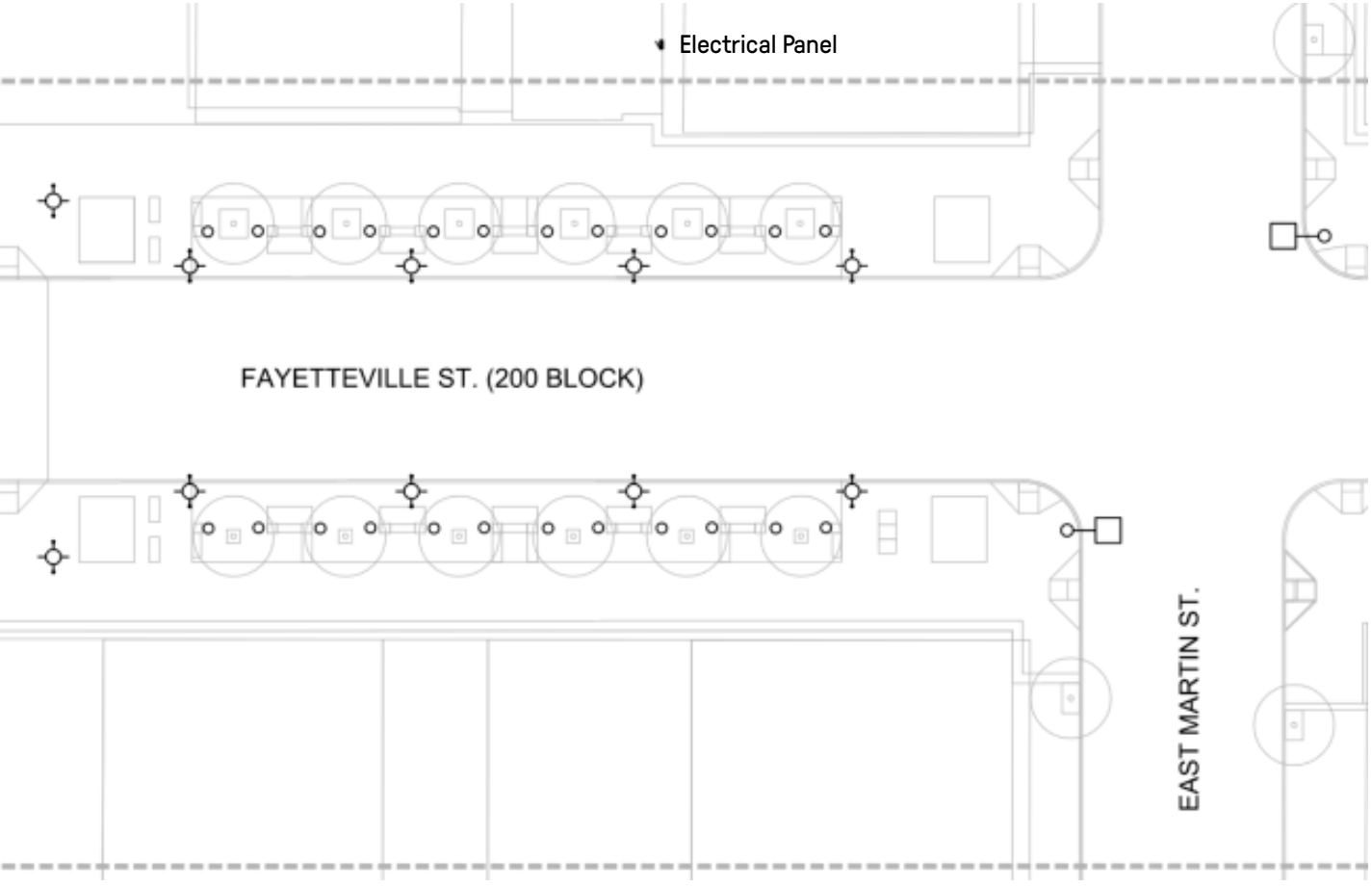
2.2 Site Existing Conditions

2.2.15 Site Lighting and Electrical

The postop fixture is no longer in production and must be replaced. Whether this is undertaken as a maintenance replacement upon individual end-of-life or as a capital improvement project group replacement is subject to the tolerance of the city for an indeterminable period of unmatching fixtures. The style of a potential replacement will be expected to harmonize with the acorn motif displayed in other adornments of the street.






Electrical Panel
FAYETTEVILLE ST. (200 BLOCK)
EAST MARTIN ST.

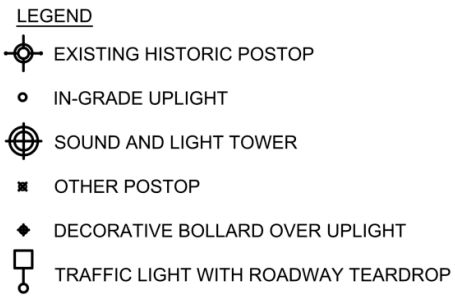
Inventory and Analysis

2.2 Site Existing Conditions

2.2.15 Site Lighting and Electrical

The in-grade uplight fixtures are located flanking trees with an apparent mis-coordination in the 100 block. The condition of these uplights varies greatly from having been intentionally filled in with sand, to being overcome by dirt, ants, and/or leaf-litter, to fully functional. The majority are fully functional, but they have been relamped with A-style LED retrofit lamps which offer no directionality to uplight the bows of trees as was clearly intended.

As a consequence of the relamping, the luminance of the uplights is generally not glary or objectionable, and they do serve as marker lights contributing to the overall character and ambiance of the streetscape.



Electrical Panel
inside City Hall



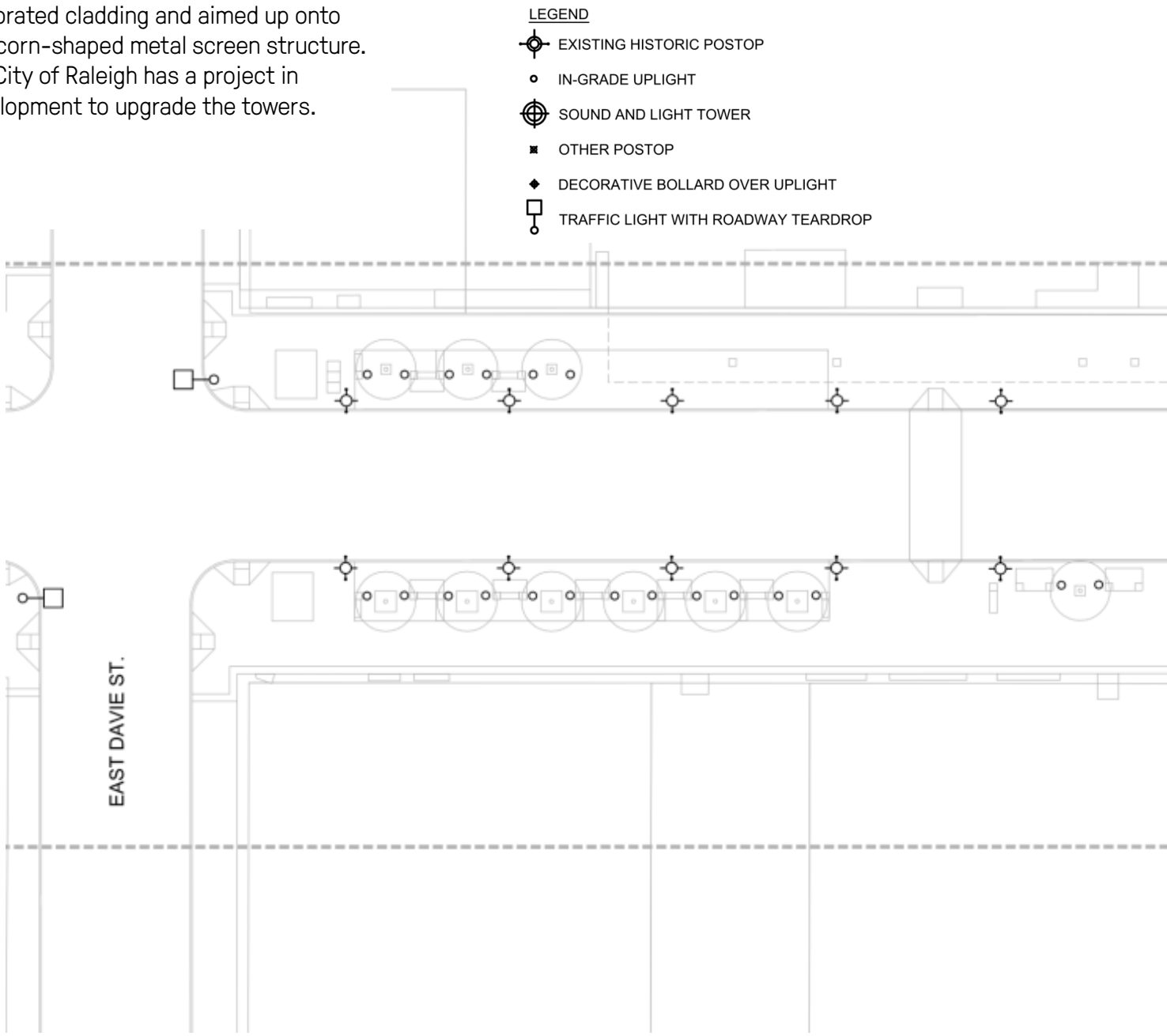
Inventory and Analysis

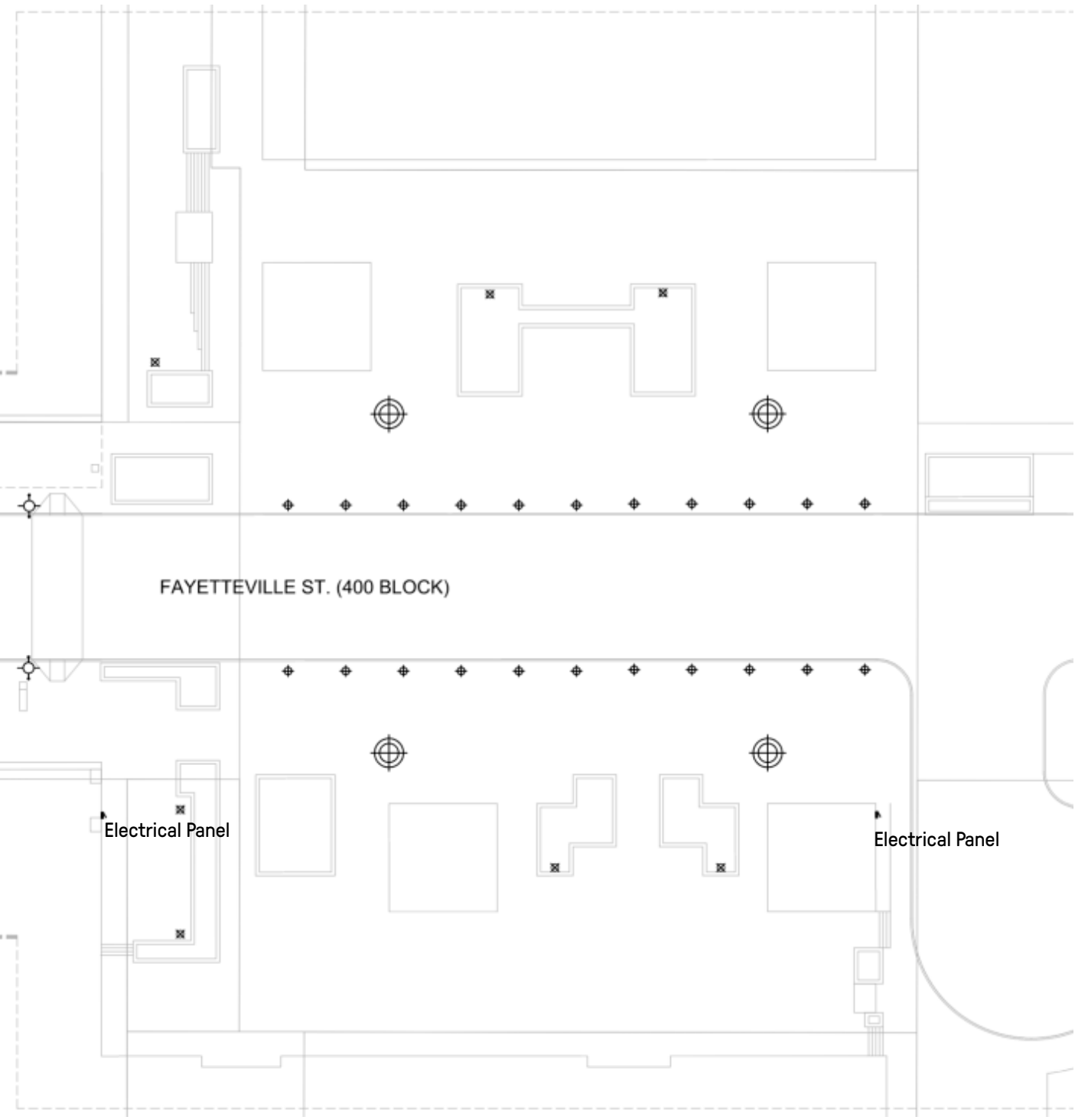
2.2 Site Existing Conditions

2.2.15 Site Lighting and Electrical

The pattern of trees and uplights is interrupted in the 400 block where the Duke Energy Building canopy is in direct conflict. The postop lights continue past the canopy and then stop as Fayetteville Street opens up to City Plaza where a pair of massive towers flank each side. These towers contain speakers, aimable white light, and color-changing lights around the perforated cladding and aimed up onto an acorn-shaped metal screen structure. The City of Raleigh has a project in development to upgrade the towers.

Bollards outline the street within the plaza. These bollards consist of a decorative screen and diffusing material mounted above an in-grade uplight. They once provided diffused illumination at street level, but were not illuminated the night of April 9, 2025. As not one was operational, it is unclear if they were intentionally turned off.




FAYETTEVILLE ST. (400 BLOCK)
Electrical Panel
Electrical Panel

Inventory and Analysis

2.2 Site Existing Conditions

2.2.15 Site Lighting and Electrical

Supplemental indirect posttop fixtures light City Plaza remotely from the street. Taken all together, the lighting contributes to a less activated stretch of Fayetteville Street. This is particularly true as eateries which cater to lunch and happy hour patrons, close down in the evening.



LEGEND

- EXISTING HISTORIC POSTOP
- IN-GRADE UPLIGHT
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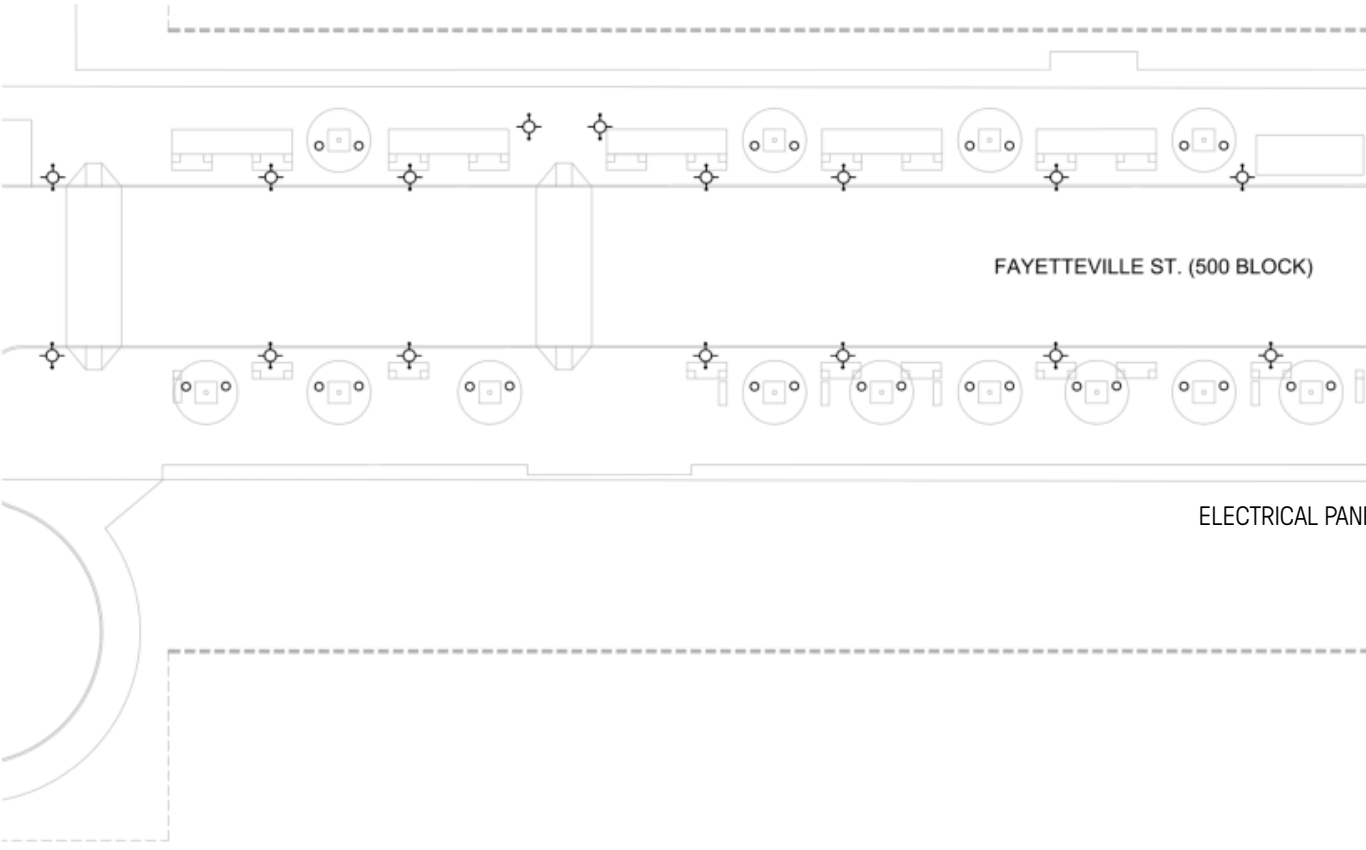
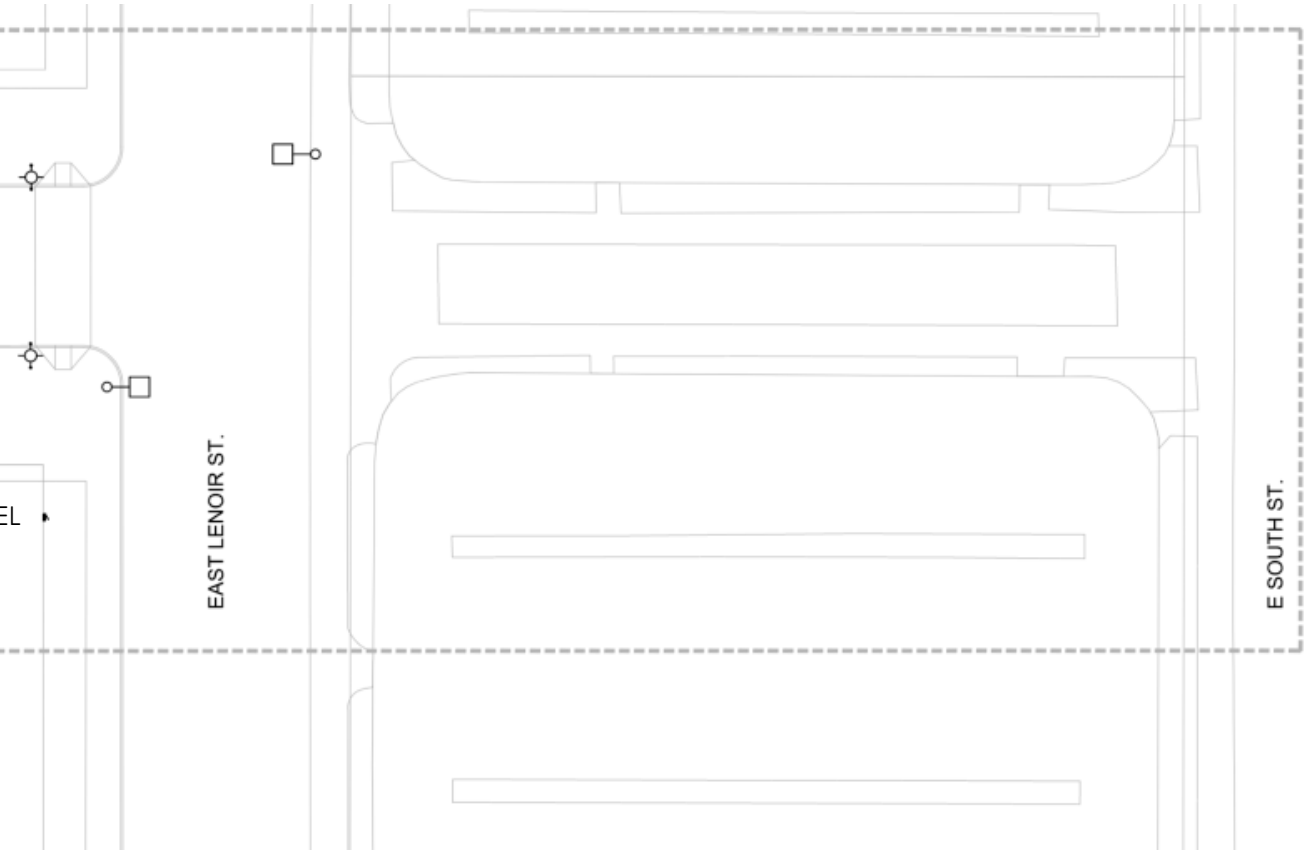





Kabob


EAST LENOIR ST.
E SOUTH ST.

Inventory and Analysis

2.2 Site Existing Conditions

2.2.16 Site Utilities and Stormwater

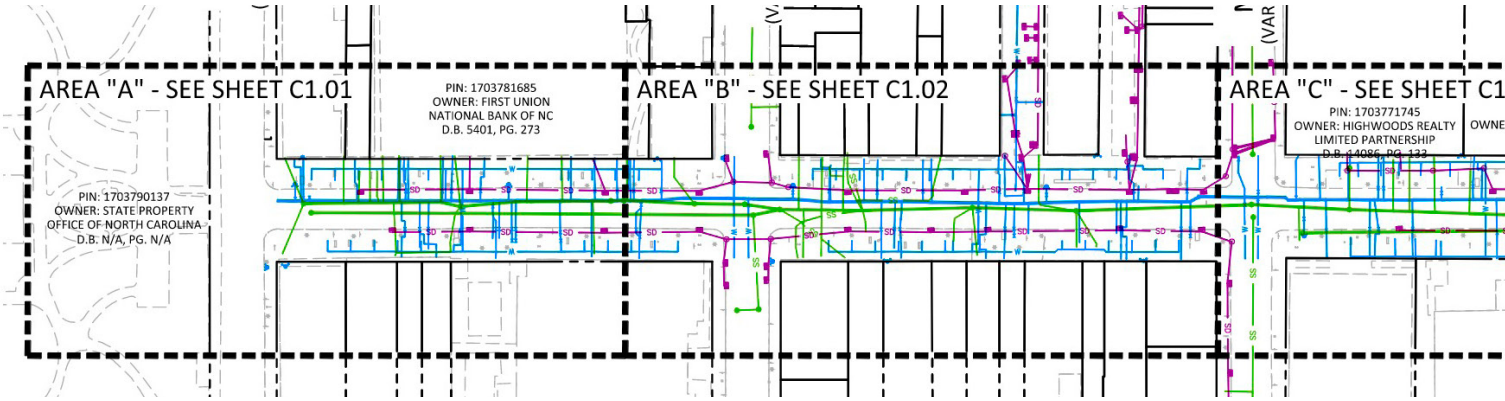
Civil Utilities: The existing site is currently served by public water, sanitary sewer, and stormwater piping from previous development on the site. All new public water, sanitary sewer, and stormwater piping systems would be design per the latest City of Raleigh Public Utility Manual standards.

Domestic Water: Based on GIS information provided by the City of Raleigh, there is an existing 12" ductile iron public water service on site that routes from an existing 12" main in Morgan Street to E Lenoir Street. Details of the existing water infrastructure (pipe depth) are not available at this time and will likely require subsurface utility engineering (SUE) services prior to design.

Fire Protection: The site is currently served by approximately 15 active hydrants as well as fire department connections (FDCs) spread throughout the project area. Adjustments to existing hydrants, if necessary, shall conform to the most current City of Raleigh and North Carolina public water distribution and fire codes. We don't anticipate relocation of FDCs serving existing structures along the corridor, unless upgrades to meet current Fire Code are required.

Sanitary Sewer: Fayetteville Street is currently served by a system of 18" PVC sanitary sewer mains owned by City of Raleigh. Existing buildings along Fayetteville Street are served by 4" and 6" laterals connecting to the overall system. Details of the existing sanitary sewer infrastructure (structure size and pipe depth) are not available at this time and will likely require subsurface utility engineering (SUE) services prior to design.

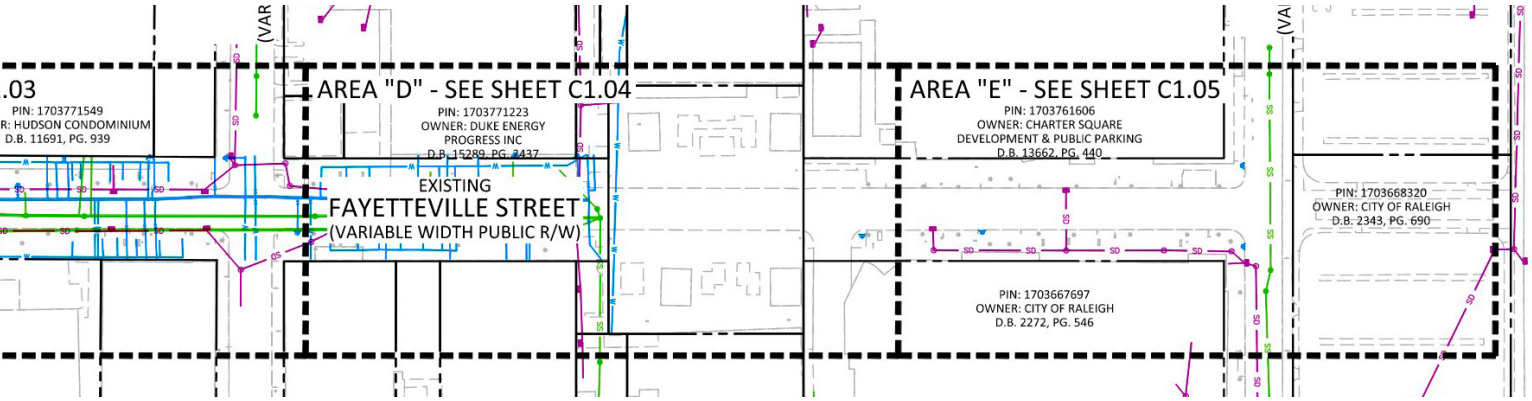
General Utilities: Based on site investigation, domestic water and electric services have been run to existing site elements such as seating and planters to provide hookups for larger events. A full inventory of existing domestic water and electric service hookups and locations is not currently available, but close coordination between the City and design team is anticipated to ensure these services remain available in the proposed streetscape renovation plans. Relocation or addition of domestic hookup services for anticipated usage, such as festivals, concerts, and general food truck or mobile vendor presence, will be considered and incorporated during advanced design stages.



Fayetteville Street is currently served by an existing stormwater conveyance system consisting of inlets, junction boxes, and reinforced concrete pipes. It is not anticipated that new stormwater conveyance infrastructure will be required as a part of this project, but any new structures or pipes added will be subject to City of Raleigh and NCDOT's most current design standards. All piping for mains will be Class III reinforced concrete pipe and structures will be precast concrete structures per NCDOT and City of Raleigh standards. Landscape drainage and other small area drains will be HDPE or PVC as warranted. All inlets will follow City of Raleigh standards or NCDOT castings as appropriate.

The project will be subject to the most current edition of the North Carolina Department of Environmental Quality's (NCDEQ) Stormwater Design Manual, at the time of design, and be supported by the appropriate calculations, plan sheets, grading plans, planting plans and details, and specifications. The post development peak flow discharge rates shall not exceed the pre-development peak discharge rates for all storms up to and including the 25-year, 24-hour event. Hydraulic analysis will be required further in design to determine whether any peak flow rate detention is needed to tie into the existing systems to confirm the project will not overwhelm the existing system.

There are currently eight magazine cabinets along Fayetteville Street that the City uses for storage and utility infrastructure. These cabinets contain essential utility components and have also been integrated into the streetscape through a city-sponsored art program, which has enhanced their appearance with artistic paint treatments. Although there may be opportunities to consolidate the utilities, potentially reducing or eliminating some of these cabinets, relocating the infrastructure they contain would be a significant cost.

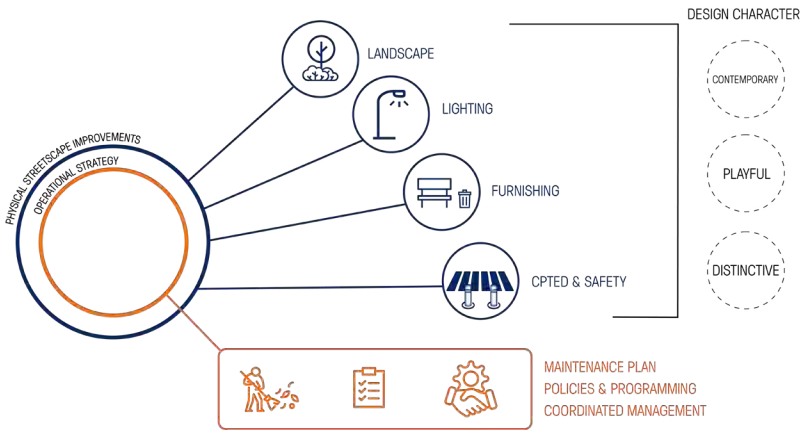


Inventory and Analysis

2.2 Site Existing Conditions

2.2.16 Themes from Initial Stakeholder Engagement

Before developing streetscape concepts, the city and design team engaged stakeholders—including city staff, adjacent business and property owners, event organizers, and representatives from the Downtown Raleigh Alliance—to better understand the corridor's needs and opportunities. These discussions highlighted three key priorities: increasing flexibility and everyday activation, addressing infrastructure and maintenance challenges, and enhancing design quality, safety, and overall user experience along Fayetteville Street.



1. Flexibility & Activation of Public Space

Fayetteville Street's current design limits its ability to adapt to the evolving needs of users, businesses, and event organizers. While the corridor still hosts major events, it often feels underutilized in day-to-day life. A shift toward more consistent and dynamic programming—supported by policy changes, clear sidewalk usage guidelines, and a structured management entity—is essential. Emphasis should be placed on removing physical barriers to flexibility, encouraging outdoor dining and retail, and creating engaging, family-friendly public spaces that feel active beyond special occasions.

2. Infrastructure & Maintenance Deficiencies

Aging and frequently vandalized infrastructure—from lighting and irrigation systems to planters and power access—undermines the street's aesthetics, usability, and safety. Persistent issues with broken planter bowls, inefficient irrigation, and difficult-to-maintain trash bins highlight the need for comprehensive upgrades. These challenges are compounded during special events, which further strain maintenance resources. Addressing core infrastructure issues through modernization, improved security measures, and smart technologies will be vital for long-term success.

3. Design Quality, Safety & User Experience

There is broad community support for elevating the aesthetic and experiential quality of the corridor. Stakeholders envision a more contemporary, engaging, and safe streetscape, with better lighting, more landscape, and elements that encourage lingering and interaction. Safety is also a top priority, with increased interest in incorporating CPTED (Crime Prevention Through Environmental Design) strategies and protective measures like bollards and crash-rated planters. Design updates must balance beauty, durability, and inclusive access, reinforcing Fayetteville Street's identity as Raleigh's premier public space.



Inventory and Analysis
2.2 Site Existing Conditions
2.2.16 Themes from Initial Stakeholder Engagement: Challenges and Opportunities

Implementation Considerations

Dual Nature of the Project
The Fayetteville Street Renovation Project must encompass both physical streetscape improvements and a reimagined operational strategy. Effective implementation will require a multidisciplinary approach involving urban design, policy development, and coordinated management.

Streetscape Design Constraints
The current streetscape is physically restrictive and lacks flexibility for evolving street uses. Businesses and the public alike have voiced a need for more dynamic spaces. The first phase of improvement should involve removing or modifying fixed elements that obstruct flexible street use.

Business and Sidewalk Usage
There is a clear demand from local businesses for greater access to sidewalk areas for outdoor dining, retail, and events. However, ambiguity around the permitting process, enforcement, and operational guidelines has deterred widespread use. Establishing transparent, user-friendly sidewalk usage rules is a foundational step toward successful activation.

Underutilized Public Space
Despite its prominence, Fayetteville Street often feels under-activated outside of special events. This underscores the need for a long-term vision focused on consistent programming and 18-hour activation strategies beyond peak usage times. The streetscape should facilitate impromptu social interactions and not rely solely on formal event programming for activation.

Programming & Management
Public feedback highlighted uncertainty around who will manage flexible street use, programming, and scheduling. Establishing a formalized governance structure or dedicated management entity may be necessary to ensure accountability and continuity. Such a system must be simple and efficient for motivated parties to gain approval.

Funding Strategy
A comprehensive funding strategy is essential, covering capital improvements, operations, and flexible programming elements. Public-private partnerships and grant opportunities should be explored to supplement city investment. Provisions should be made to enable private entities to make incremental improvement to the streetscape that are consistent with the master plan.

Physical Improvements & Aesthetic Considerations

Landscaping
There is strong community support for enhanced landscape throughout the corridor. The urban street are a community identified asset that should be maintained. Landscape features should be thoughtfully integrated to ensure durability, ease of maintenance, and visual appeal. Durability in the face of intense public use is a significant constraint and severely limits the volume and type of vegetation that will perform at ground level.

The current landscape system is failing due to outdated or broken irrigation components and physical damage.

Specific issues include:
- Inoperable planter bowls.
- Cigarette burns and tampering.
- Inefficient irrigation at Market & Exchange Plaza due to site constraints.
- Broken underground lines on the 400 block.
- Trampling of planting materials during events.
- Increased number of dog's using the landscaping area.

There is potential to modernize the system with an app-based control platform for improved monitoring and management.

Special events, while economically and socially beneficial, often negatively impact landscaping. Planters require protective fencing during events, and litter accumulation worsens without adequate trash receptacles.

Lighting
Improved lighting is a critical need—for aesthetics, ambiance, and safety. Opportunities include decorative street lighting, programmable LED installations, and ground-level accent lights.

Family-Friendly & Engaging Spaces
Stakeholders seek a more inviting, playful public realm that supports families and social interaction. Interactive art, water features, and flexible play areas are potential solutions.

Design Character
A more contemporary, playful, and distinctive design language is desired to contrast with the corridor's current formality. Integrating unique materials, public art, and modern forms can redefine the street's character.

Persistent Vandalism
Persistent vandalism has resulted in significant damage to both the irrigation and electrical systems. There have been frequent break-ins to utility kiosks, further compromising the site's infrastructure. Additionally, tampering has become a recurring issue, particularly by unhoused individuals who are seeking access to power. These acts of vandalism have created ongoing challenges in maintaining the area's systems and security. Specialized locking mechanisms, CCTV coverage, and more secure infrastructure housings should be considered in the renovation.

Site Furnishings & Street Features

IKE Kiosks
IKE Kiosks are recent installations to the streetscape that provide wayfinding via an interactive touchscreen.

Seating and Benches
Previous configurations of benches encouraged misuse by creating enclosed, hidden spaces. Reconfigured layouts have improved sightlines and public safety. Future designs must prioritize both comfort and visibility.

Trash Management
The removal of traditional trash cans has increased littering, while Big Belly bins are difficult to maintain and underutilized. A re-evaluation of trash receptacle types and placement is needed, especially in high-traffic and event areas.

Inventory and Analysis
2.2 Site Existing Conditions
2.2.16 Themes from Initial Stakeholder Engagement: Challenges and Opportunities

Crime & Public Space Design Considerations

CPTED Principles
Design modifications should align with CPTED strategies, including increased visibility, improved lighting, and reducing opportunities for loitering or concealment. Bench orientation, lighting design, and landscaping choices should all reflect this approach.

Security Infrastructure
Security concerns, amplified by past incidents nationally, have led to growing interest in enhanced pedestrian protection infrastructure. Following national trends in urban safety, crash-rated barriers, bollards, or large planters should be considered to protect pedestrians during special events. These elements must be functional yet aesthetically cohesive.

Outdoor Seating & Streetscape Management

Sidewalk Seating & Streeteries
Currently, streeteries are permitted on side streets but not along Fayetteville Street itself.

Sidewalk dining is allowable on Fayetteville Street, but the physical configuration limits use by private businesses. Businesses generally prefer that the dinning space be provided directly adjacent to the storefront rather than within the existing amenity zone.

On-Street Parking Considerations

Fayetteville Street's transformation from a pedestrian mall back to a mixed-use street was a major investment guided by the 2003 Livable Streets Plan. On-street parking remains a sensitive issue: it supports businesses—particularly restaurants and nightlife venues—but limits opportunities for more flexible public use.

The potential for occasional parking removal to accommodate events has been discussed, but broader changes would require significant study and stakeholder engagement. Parking meter data may assist in understanding current usage patterns and future opportunities for balance. On-street parking was also identified in the Livable Plan as critical to the success of local businesses, particularly in the context of reopening the street to traffic.

Ample parking is provided within existing parking decks on and around Fayetteville Street. A campaign to highlight the convenience and availability of this parking supply could be used to reverse the public perception that parking for Fayetteville Street businesses is limited.

Infrastructure Assessment & Utilities

The current infrastructure faces several key challenges that need attention. Power and water access points are outdated or have suffered damage, hindering their

efficiency. During special events, reliance on temporary generators creates excessive noise, negatively impacting the experience. Additionally, the lighting fixtures are underperforming; in-ground lighting, in particular, is damaged and difficult to maintain, and cleaning is a persistent issue. Many of the planter bowls also suffer from non-functional irrigation systems, further exacerbating the concerns with the site's infrastructure.

News racks double as utility access covers, which poses design challenges when considering relocations. Future planning must address how to preserve or relocate access points while improving overall visual quality.

Additional Maintenance Considerations

Operational needs also include:
- Leaf collection.
- Snow and ice removal.
- Graffiti abatement.
- Event-related signage and wayfinding.

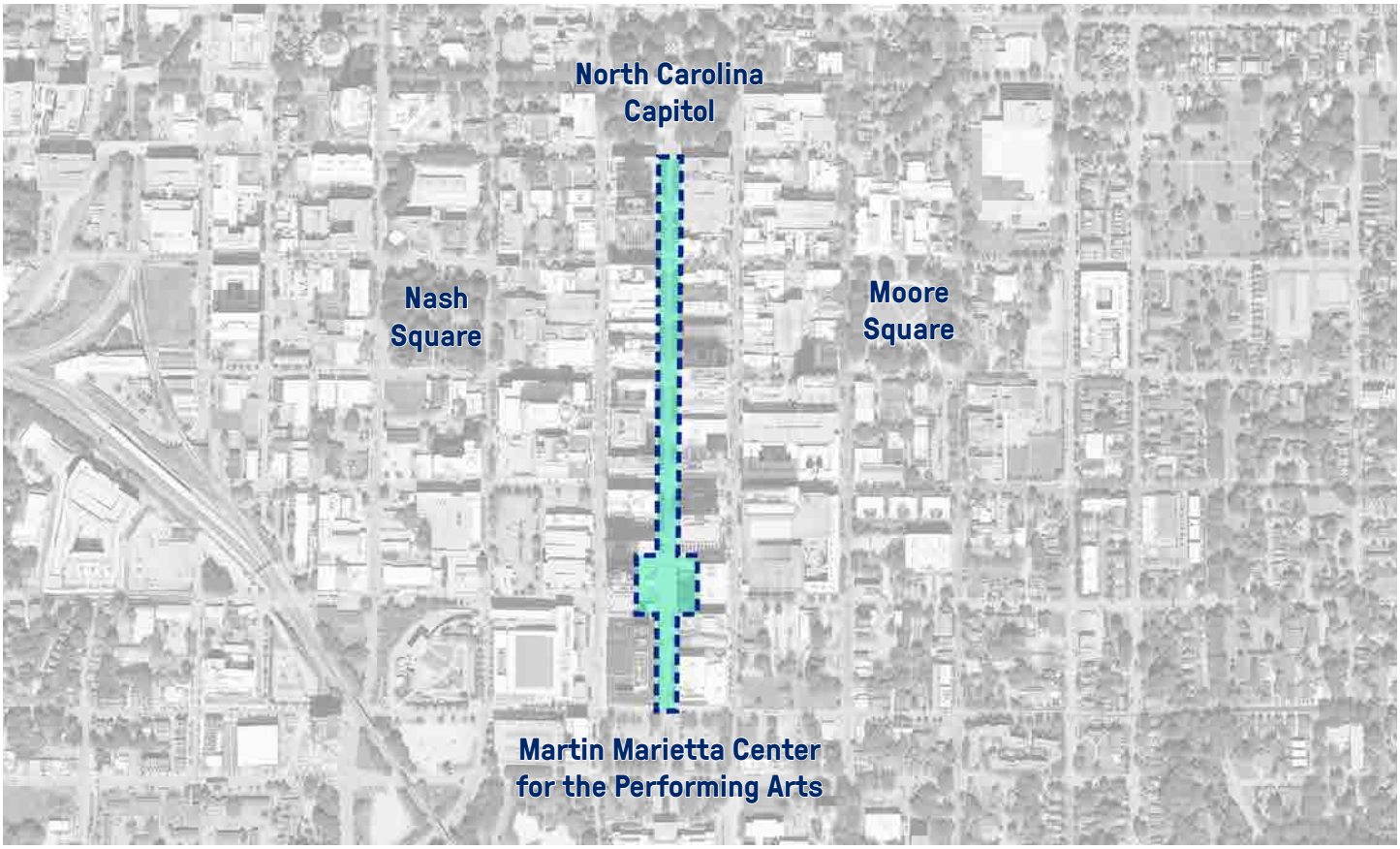
These tasks will need to be supported through staffing, equipment, and coordinated management protocols.

Inventory and Analysis

2.3 Streetscape Benchmarks

2.3.1 Fayetteville Street - Raleigh, NC

CONTEXT	*The main business corridor of Raleigh extends from the North Carolina State Capitol in the north to the Convention Center in the south.*
SIZE	*6.3 acres (2,400 linear ft, 100ft wide R.O.W.)*
BASELINE ELEMENTS	*Special sidewalk paving, pedestrian lighting, benches, softscape, wayfinding and signage, urban tree canopy, furnishings such as bike racks, litter bins, etc.*







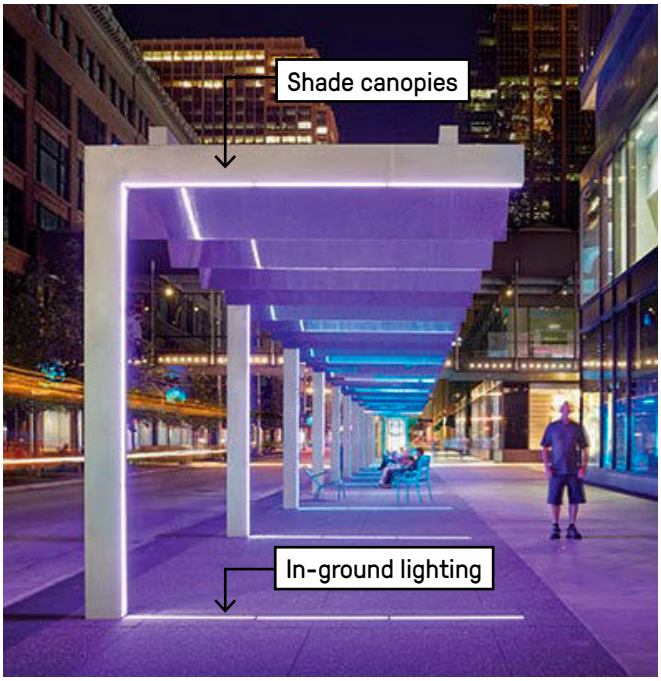


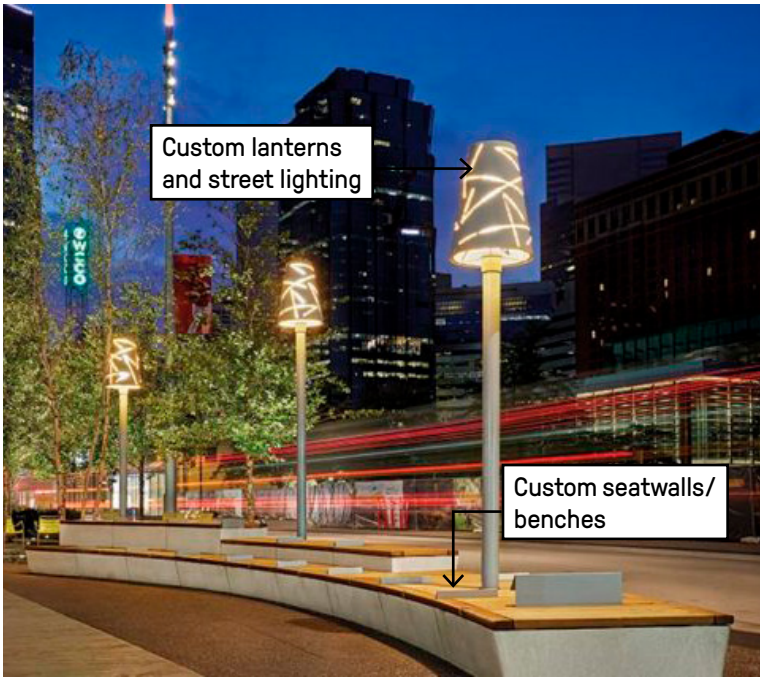
2.3 Streetscape Benchmarks

2.3.2 Nicollet Mall - Minneapolis, MN

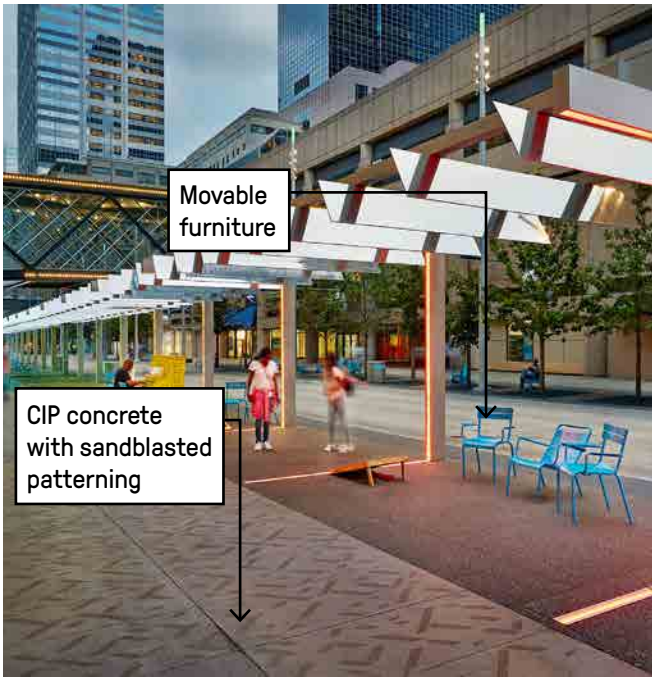
CONTEXT	*12-block long shopping and entertainment artery running through Downtown Minneapolis*
SIZE	*9.70 acres (5,280 linear ft, 80ft wide R.O.W.)*
COMPLETION	*November 2017*
CLIENT	*The City of Minneapolis*
DESIGNER	*James Corner Field Operations*
ELEMENTS	*Promenade, social corridor, ribbon of light, shelter, shade trees*
SIGNIFICANCE	*Similar in width to Fayetteville Street. Integrating customized street furniture, games, and in-ground lighting to create a more engaging and interactive experience on both sides of the street, while using special paving to distinguish between walking and resting zones.*




Shade canopies
In-ground lighting


Custom lanterns and street lighting
Custom seatwalls/ benches


Games and temporary programming


Movable furniture
CIP concrete with sandblasted patterning

Inventory and Analysis

2.3 Streetscape Benchmarks

2.3.3 Denver 16th Street Mall Renovation - Denver, CO

CONTEXT	*Pedestrian and transit mall located in the heart of downtown Denver. $150M has been approved by City to revamp the Mall.*
SIZE	*7.90 acres (4,300 linear ft, 80ft wide R.O.W.)*
COMPLETION	*October 1982, Fall 2025 (reconstruction)*
CLIENT	*The City of Denver*
DESIGNER	*I.M. Pei & Partners/Olin (1982), DIG Studio (2025)*
ELEMENTS	*New poly-chromatic granite pavers on sidewalk and roadway, pedestrian strip and street trees moved to the side, bus lanes in the center, new globe lighting, interactive play elements, pots, adirondack chairs, benches, pots, and shade structures*
SIGNIFICANCE	*Similar in width to Fayetteville Street. The street retains its distinctive granite paving and custom streetlights even after renovation, preserving its unique sense of place for visitors. Creative artworks and installations, including multi-use street furniture, cater to users of all ages. Buses continue to operate along the pedestrian street, enhancing its flexibility and functionality.*



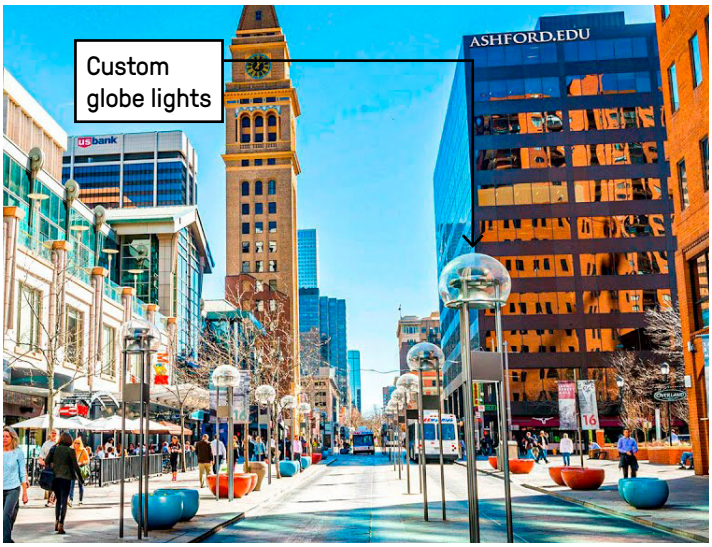
BEFORE



CURRENT



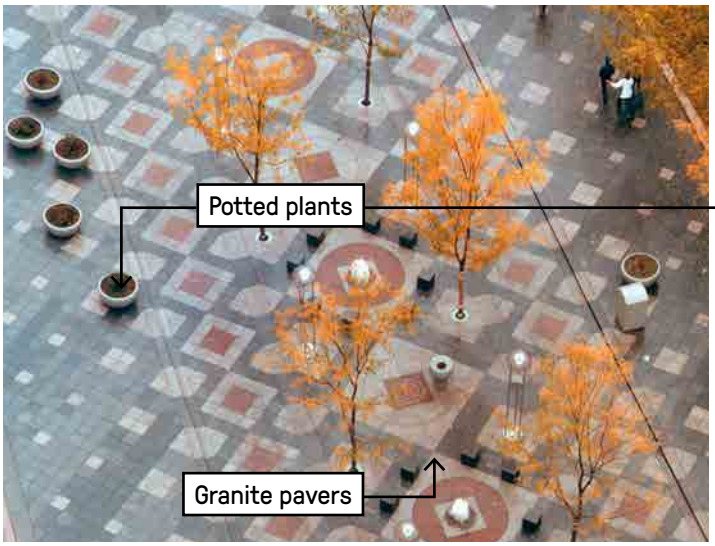
BEFORE



CURRENT



BEFORE



CURRENT

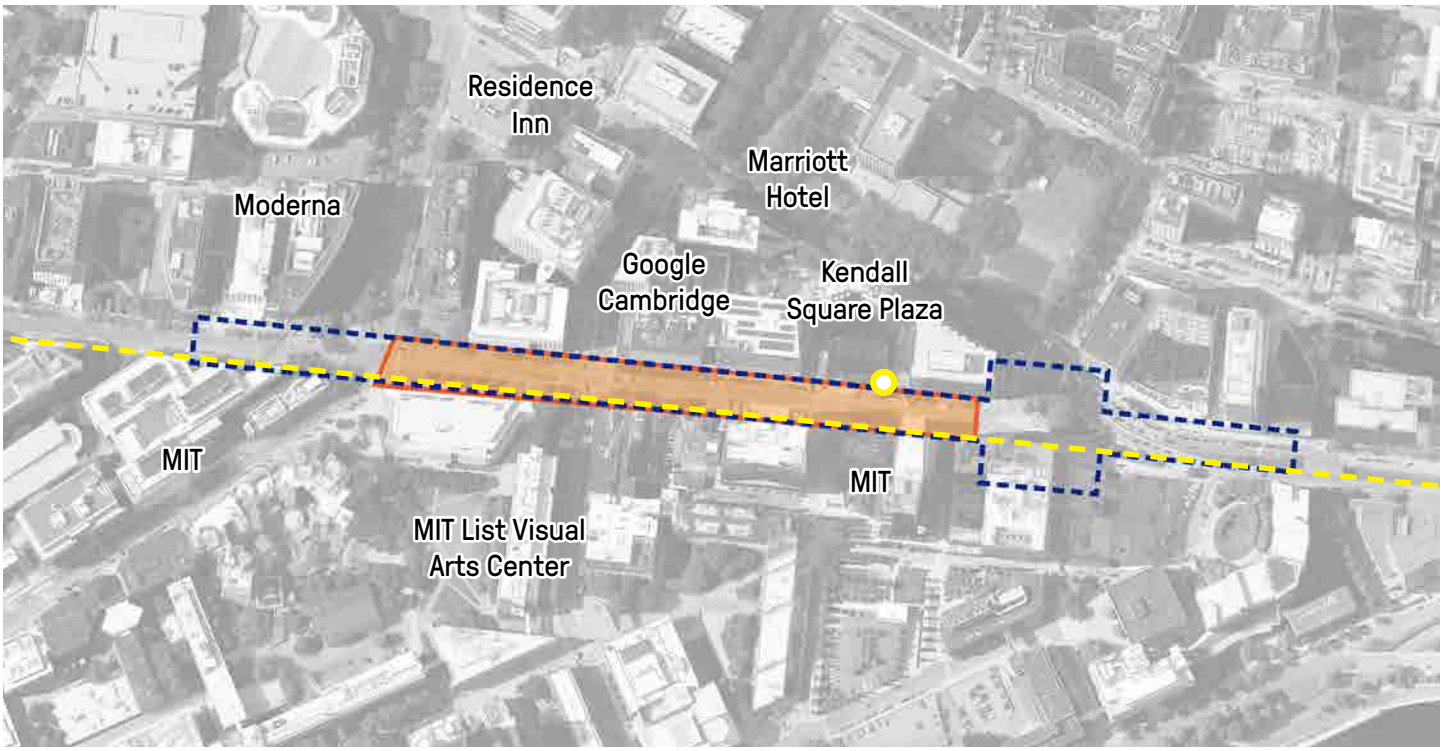


Inventory and Analysis

2.3 Streetscape Benchmarks

2.3.4 Kendall Square Main Street - Cambridge, MA

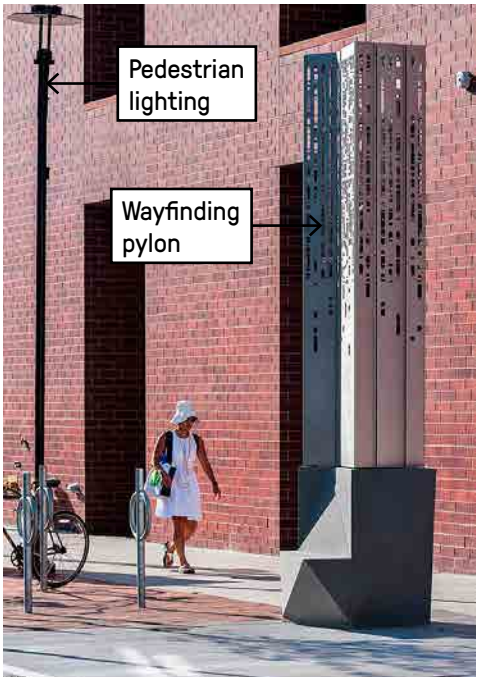
CONTEXT	*The project connects Main Street to the broader Kendall Square Area, home to MIT, Google, and many other tech innovative companies.*
SIZE	*1.86 acres (900 linear ft, 90ft wide R.O.W.)*
COMPLETION	*Summer 2016*
CLIENT	*City of Cambridge*
DESIGNER	*HDR & Klopfer Martin Design Group*
ELEMENTS	*20ft wide sidewalk with 10ft "furniture zone" defined via contrasting paving, contra-flow bike lane, raised crosswalk, street trees, bus shelter, doubled number of bike racks*
SIGNIFICANCE	*Similar in width to Fayetteville Street. Distinctive red paving, echoing the nearby building facades, defines the amenity zones and is complemented by signature street furniture and wayfinding pylons. Raised crosswalks with coordinated paving further enhance accessibility and maintain visual cohesion throughout the streetscape.*




Street trees


Raised mid-block crosswalk
CIP concrete sidewalks


Bus shelter
Precast benches
(Off the shelf)

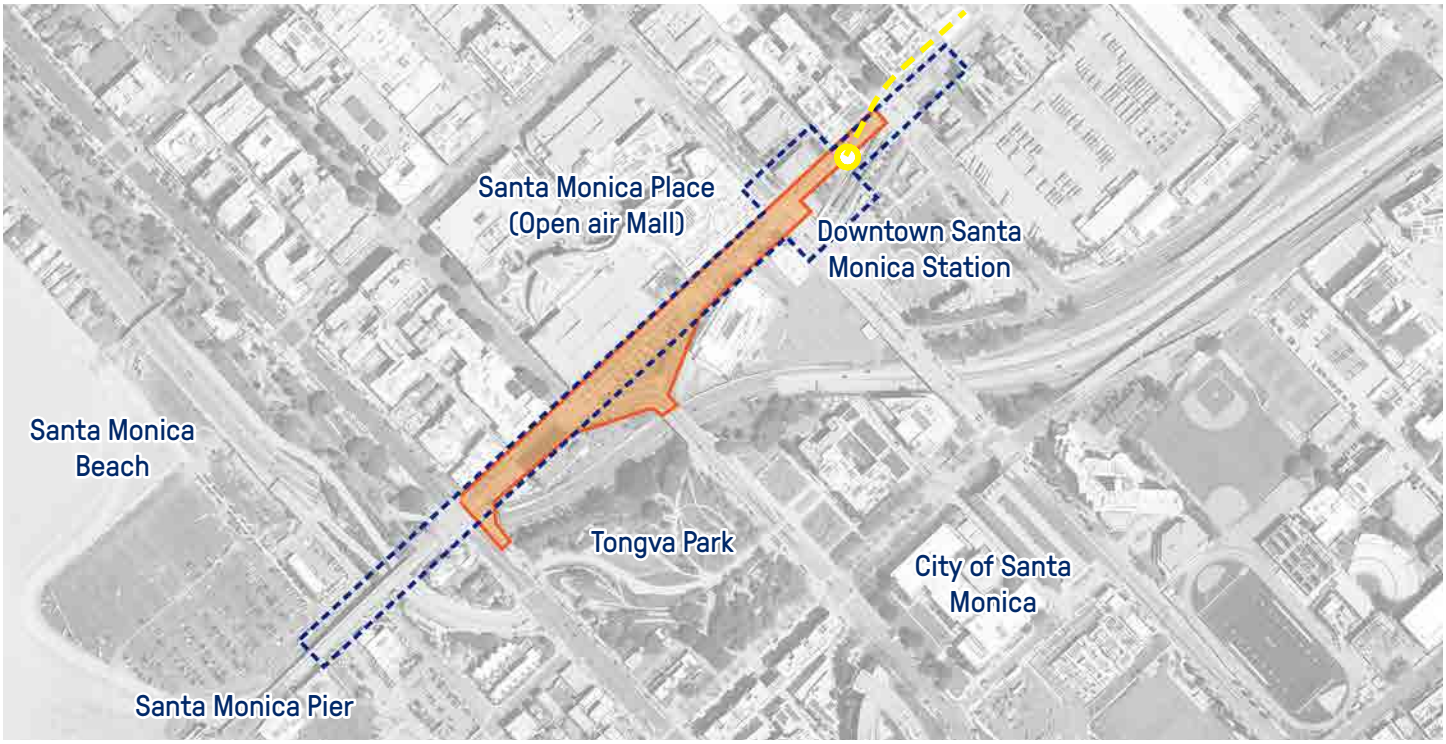

Pedestrian
lighting
Wayfinding
pylon

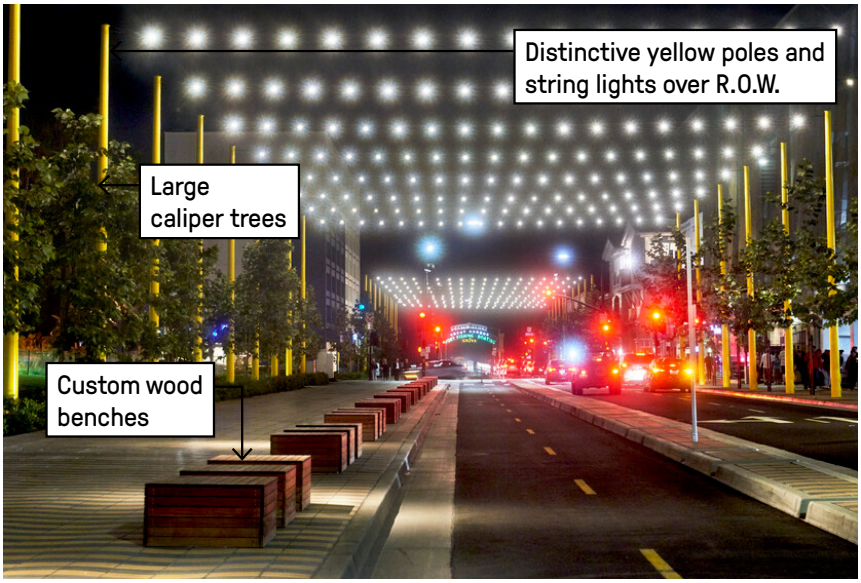
Inventory and Analysis

2.3 Streetscape Benchmarks

2.3.5 Colorado Esplanade - Santa Monica, CA

CONTEXT	*Connects a new light rail station to the historic Santa Monica Pier, stitching the Civic Center and Downtown Districts together across the freeway. Primarily a tourist and shopping/entertainment area adjacent to the beach.*
SIZE	*3.3 acres (1,545 linear ft)*
COMPLETION	*May 2015*
CLIENT	*City of Santa Monica*
DESIGNER	*PWP Landscape Architecture*
ELEMENTS	*Rippled concrete unit pavers at sidewalks, tall light poles and string lights, custom wood benches, two way protected bike lane, special painted pattern over asphalt at crosswalks, wayfinding/signage*
SIGNIFICANCE	*Similar in width to Fayetteville Street. Special paving is used along sidewalks and crossings, while two rows of yellow light poles and large caliper trees accentuate the linear character of the street.*




Distinctive yellow poles and string lights over R.O.W.
Large caliper trees
Custom wood benches

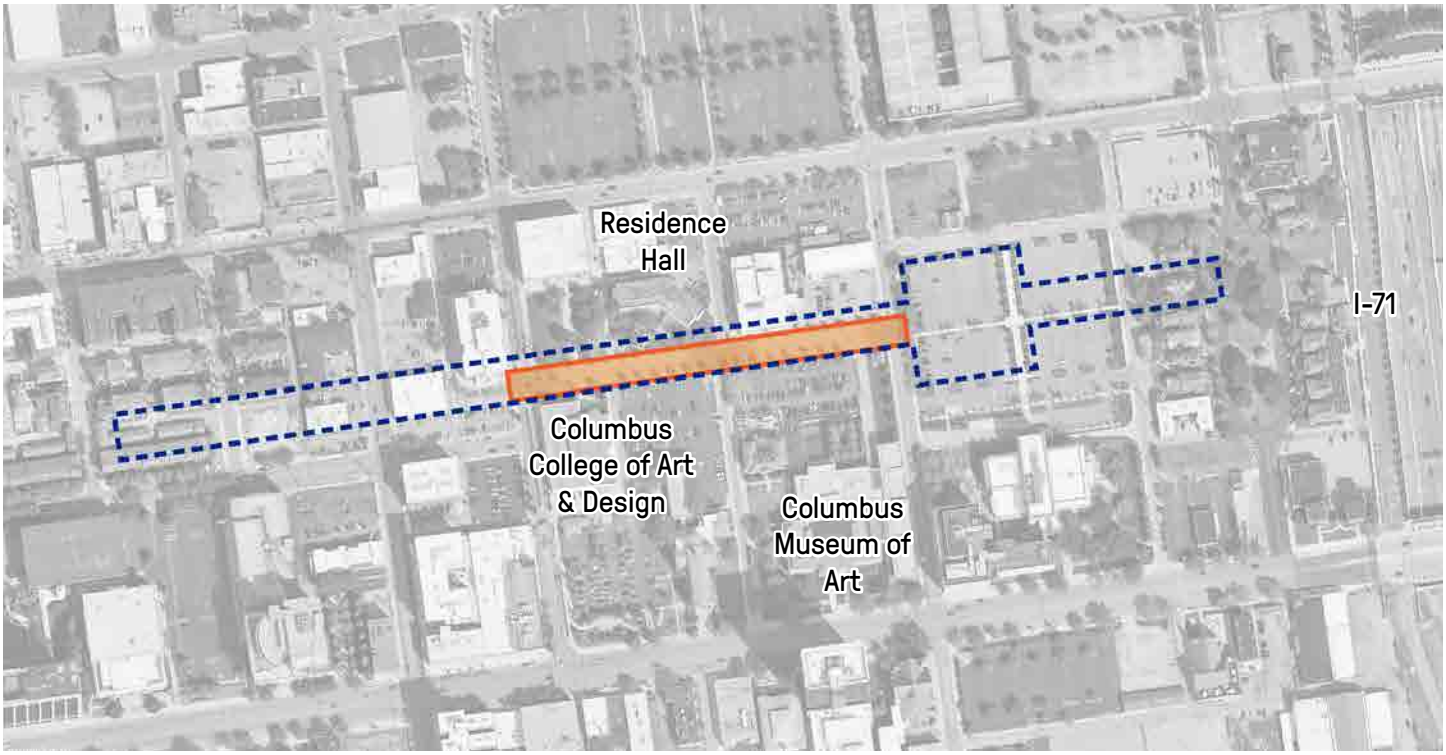

Special paving at crosswalks/intersections
Precast concrete pavers at sidewalks

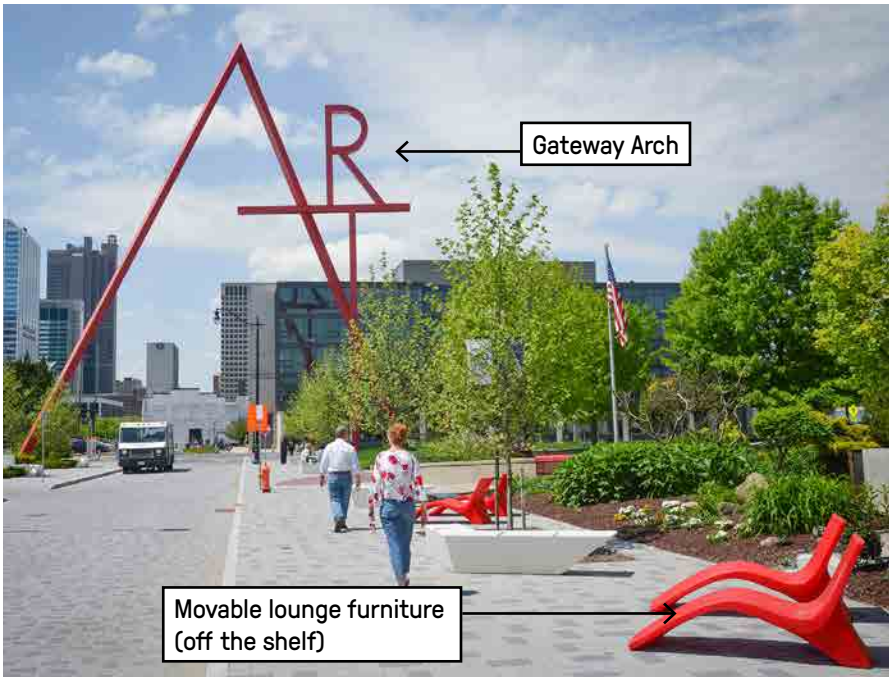

Protected two-way bike lane
Widened sidewalks
SANTA MONICA
YACHT HARBOR
SPORT FISHING · BOATING
cafés

2.3 Streetscape Benchmarks

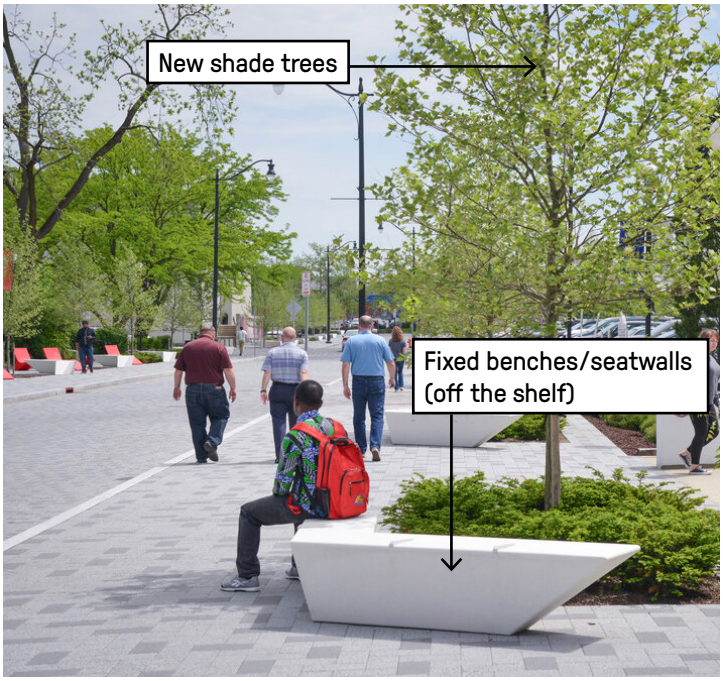
2.3.6 Creative Campus Streetscape - Columbus, OH

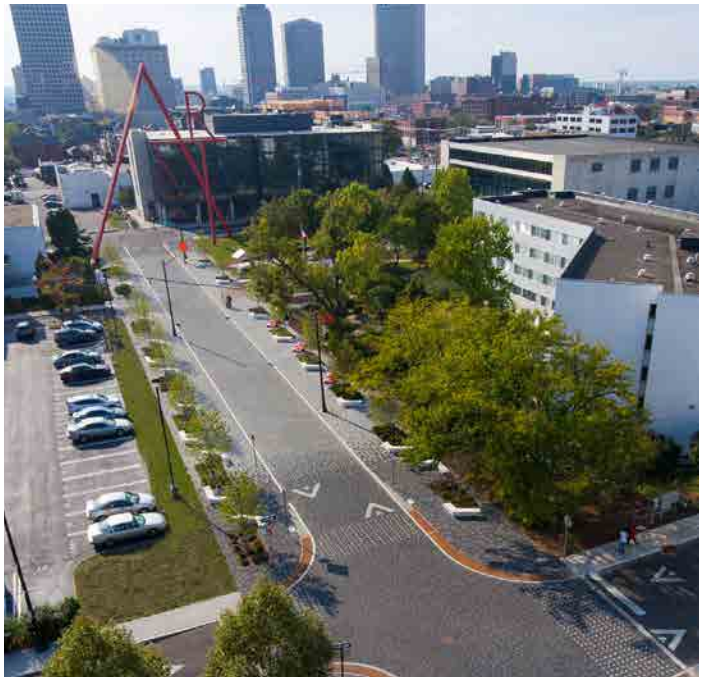
CONTEXT	*Located among the academic buildings of the Columbus College of Art & Design in Downtown Columbus, the streetscape renovation is part of the Phase 1 Creative Campus Roadway Improvement Project.*
SIZE	*0.84 acres (810linear ft, 45ft wide R.O.W.)*
COMPLETION	*End of 2018*
CLIENT	*City of Columbus*
DESIGNER	*MKSK*
ELEMENTS	*Gradient pavement pattern at sidewalk and roadway, landscaped median, decorative street furniture*
SIGNIFICANCE	*Gradient special paving creates a dynamic transition from the raised intersections to the main street, while bold-colored furniture echoes the presence of the prominent gateway arch.*




Gateway Arch
Movable lounge furniture
(off the shelf)


Precast concrete pavers
(gradient pattern)


New shade trees
Fixed benches/seatwalls
(off the shelf)

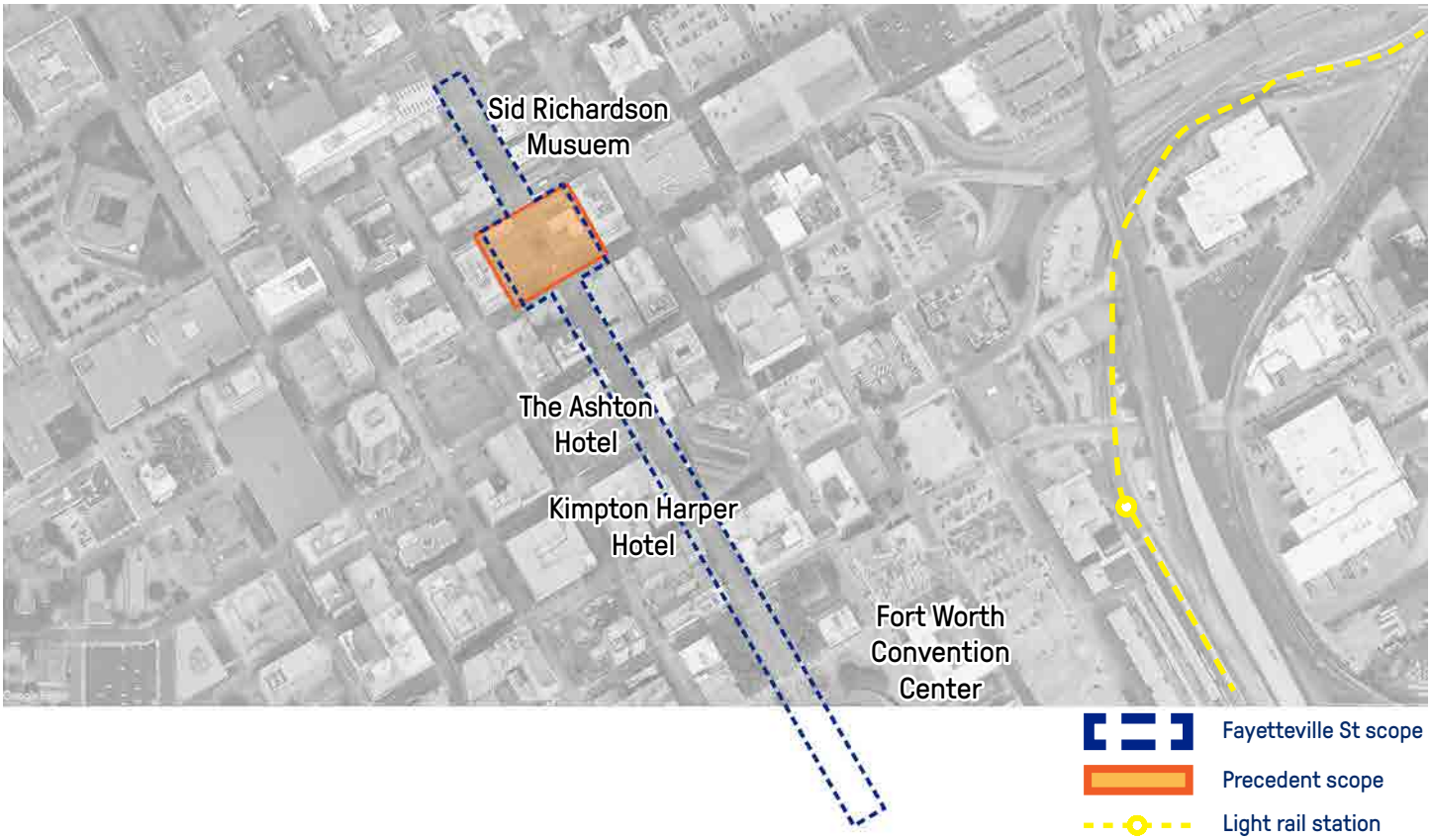


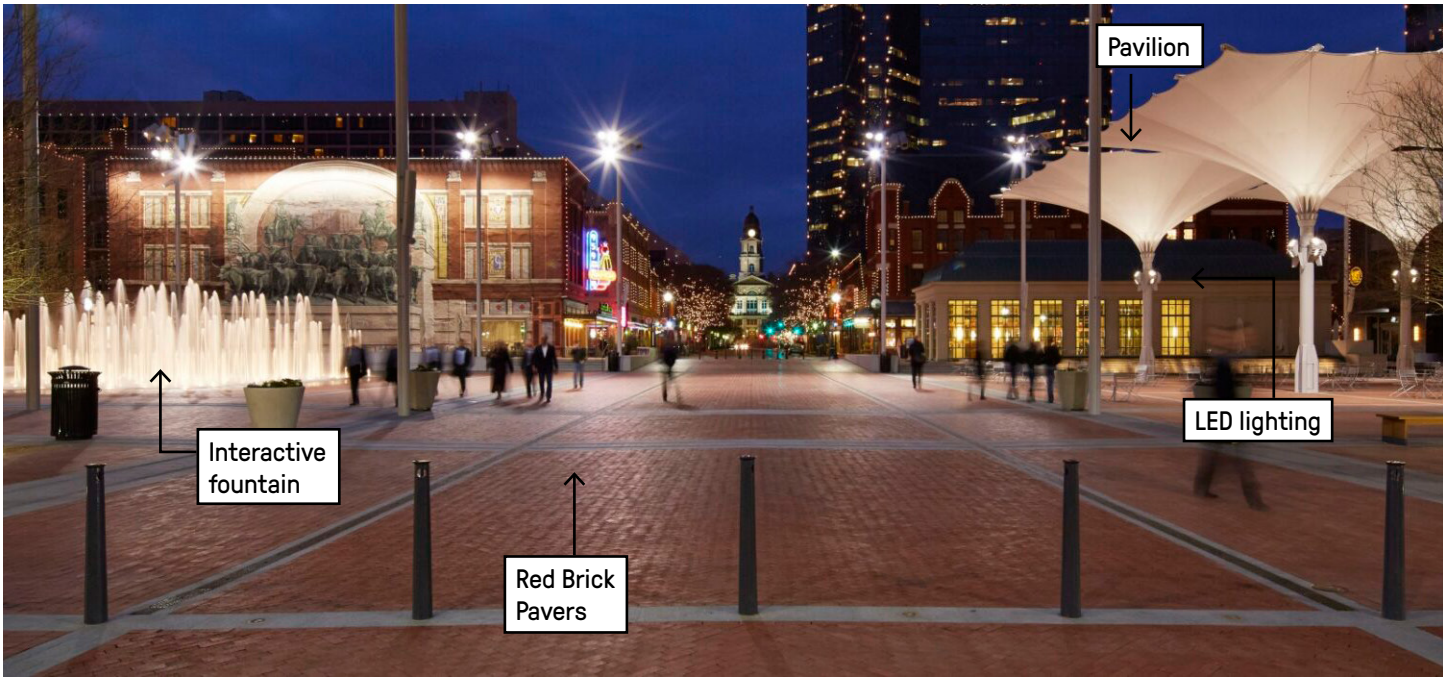
Inventory and Analysis

2.3 Streetscape Benchmarks

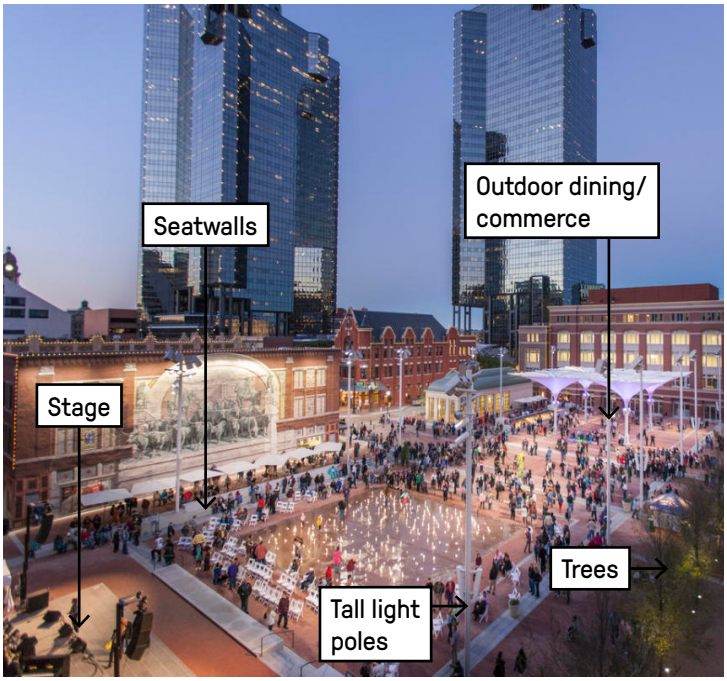
2.3.7 Sundance Square Plaza - Fort Worth, TX

CONTEXT	*Since 1980's, Sundance Square Plaza is one of the most important public plazas in the region. Its new design reflects the culture and values of Fort Worth. A pair of former parking lot now is supporting both large events and everyday use. The plaza has also demonstrably changed people's opinions of and experiences in downtown Fort Worth; it's not uncommon to hear "I'll meet you under the umbrellas."*
SIZE	*1.3 acres*
COMPLETION	*November 2013*
CLIENT	*Sundance Square Management / Fine Line Diversified Development*
DESIGNER	*Michael Vergason Landscape Architects*
ELEMENTS	*Plaza, interactive fountain, water wall, special paving, performance stages, architectural umbrellas, permeable pavers, LED lighting, movable furnitures, outdoor dining, cooling, terraces, cedar elm trees*
SIGNIFICANCE	*The plaza shares a similar context, scale, and size with the city plaza on Fayetteville Street. A new landmark—large umbrellas—not only provide shade but also establish a strong sense of place. Two thoughtfully placed water features help define the space and draw people into the plaza, while a performance stage serves as a key activator, energizing the area with activity.*




Pavilion
LED lighting
Interactive fountain
Red Brick Pavers


Movable furniture
Water wall

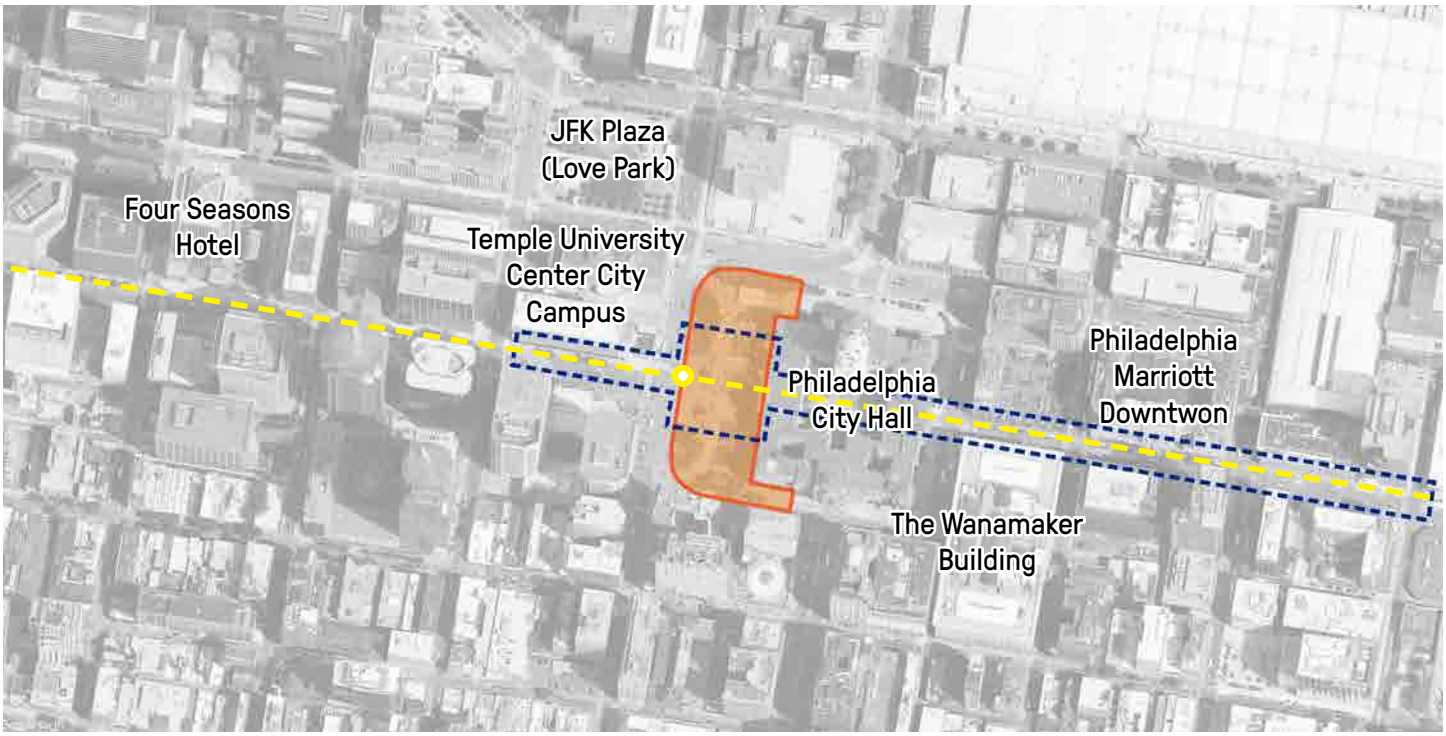

Seatwalls
Outdoor dining/ commerce
Stage
Trees
Tall light poles

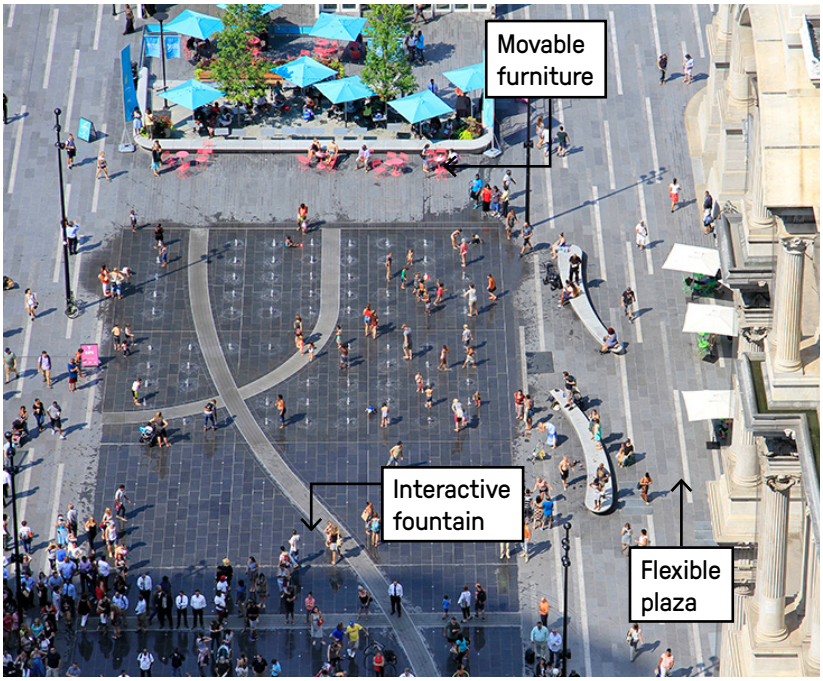
Inventory and Analysis

2.3 Streetscape Benchmarks

2.3.8 Dilworth Park - PHILADELPHIA, PA

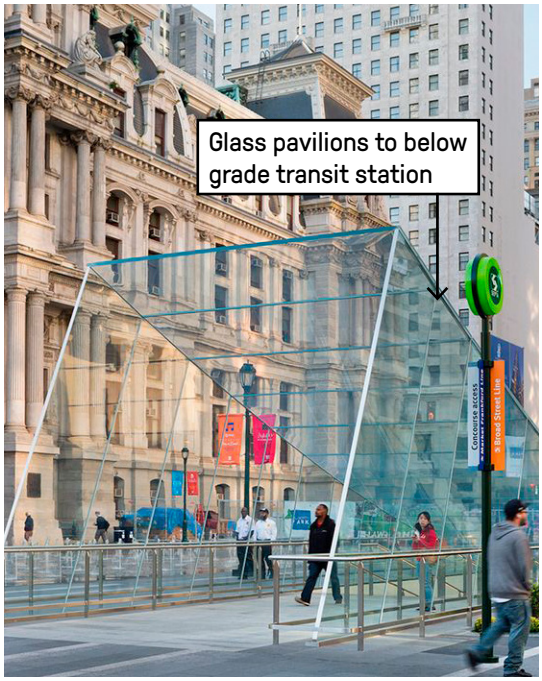
CONTEXT	*At the foot of City Hall and the hub of Philadelphia's transit center, Dilworth Park has become an iconic destination in the heart of the city. Dilworth Park was divided by a series of raised and sunken terraces and blind stairways. The renovation plan developed a universally accessible common plaza through the elimination of stairs and walls.*
SIZE	*4 acres*
COMPLETION	*September 2014*
CLIENT	*Center City District of Philadelphia*
DESIGNER	*OLIN, Urban Engineers, KieranTimberlake, CVM Engineers*
ELEMENTS	*Plaza, lawn parterre, sinuous stonework detailing, interactive fountain, special paving, trees, glass pavilions as monumental entryways, ice rink, art, movable furniture*
SIGNIFICANCE	*The park shares a similar urban context. A flexible lawn combined with stone seating walls offers visitors a comfortable spot to relax in the sun and enjoy people-watching. The fountain, designed as an artistic nod to the nearby transit center, transforms into a skating rink in winter—adding seasonal versatility to the space.*




Movable furniture
Interactive fountain
Flexible plaza


Seasonal activations

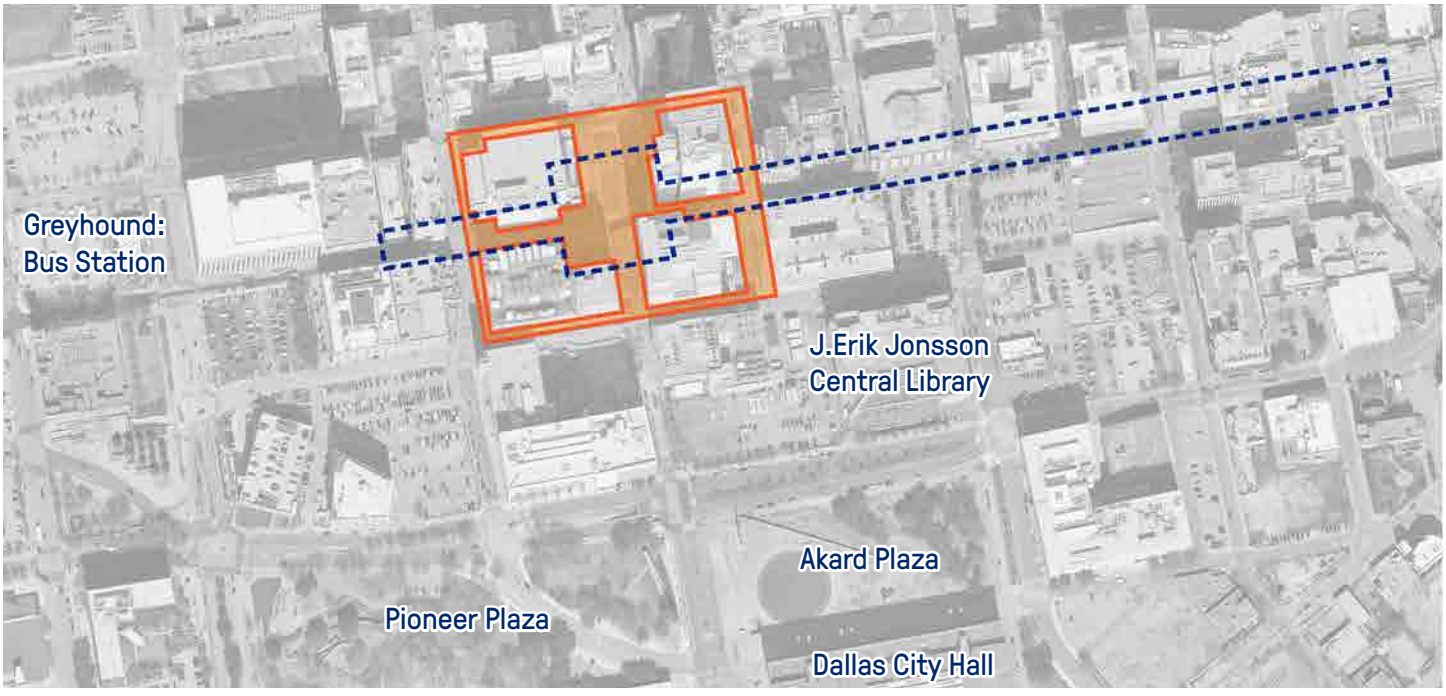

Seating grove
Lawn
Stone seat wall

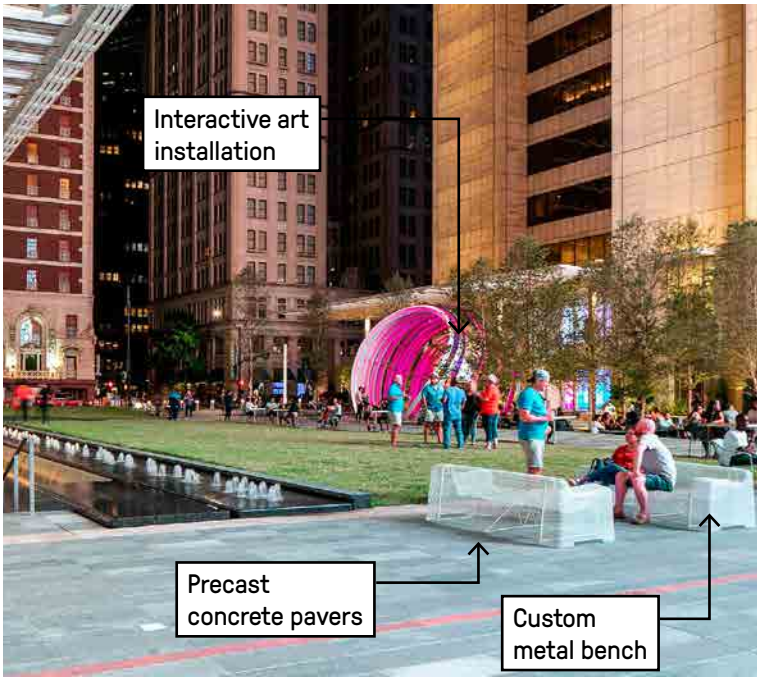

Glass pavilions to below grade transit station

2.3 Streetscape Benchmarks

2.3.9 AT&T Discovery District - Dallas, TX

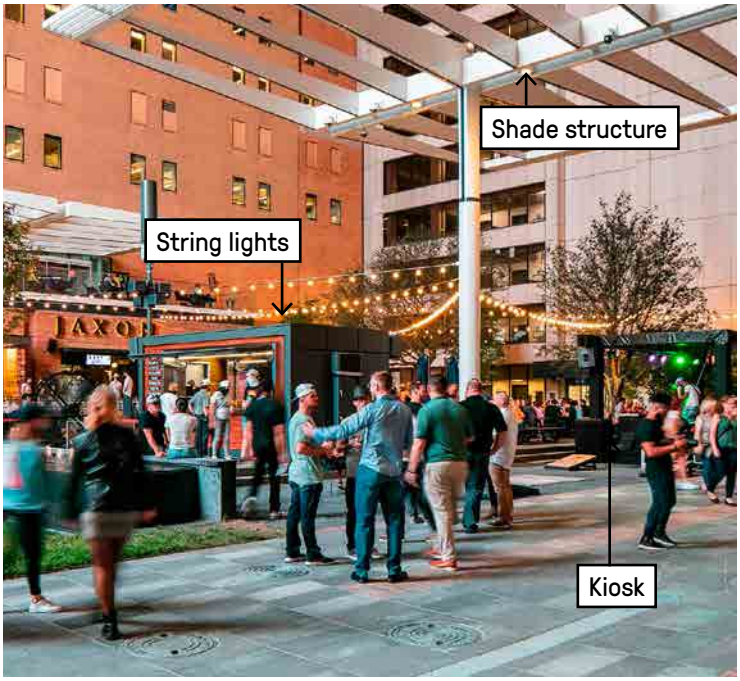
CONTEXT	*The $100M public plaza is located at the heart of the Central Business District of Downtown Dallas, surrounded by local restaurants and businesses, visitors experience an elegant fountain wall, lawn area, the nine-story Media Wall and responsive Globe sculpture, a physical representation of the AT&T logo.*
SIZE	*1.5 acres*
COMPLETION	*June 2021*
CLIENT	*AT&T*
DESIGNER	*Ten Eyck Landscape Architects, Gensler Architects, Kimley Horn, Fluidity, and PHDC.*
ELEMENTS	*Fountain wall, lawn, tall light poles, in-ground lighting, canopy light on shade structures and in planting, string lights, custom metal movable table and chairs, custom metal benches, responsive globe sculpture, sunken plaza with tree groves, kiosks, restaurants*
SIGNIFICANCE	*The plaza is similar in size to the city plaza on Fayetteville Street. The water feature serves both a cooling function and as a natural divider between the lawn and walkways. A signature interactive art installation adds a youthful energy and draws in visitors. The seating grove, located in a sunken plaza next to outdoor dining, offers shaded areas where people can relax and enjoy food and beverages.*




Interactive art installation
Precast concrete pavers
Custom metal bench


Sunken plaza
Lawn
Water feature


Seating grove
Outdoor dining

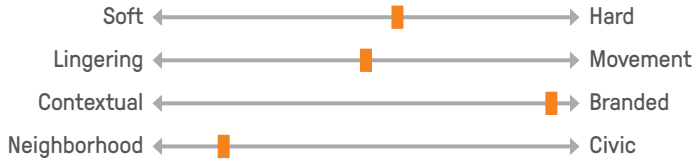

Shade structure
String lights
Kiosk

2.3 Streetscape Benchmarks

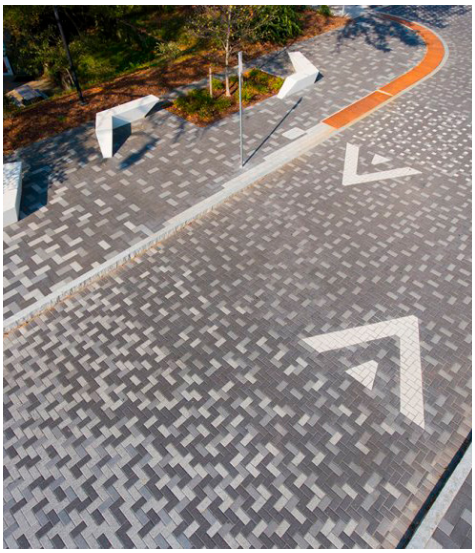
2.3.10 Case Study Summary

Creative Campus Streetscape

COLUMBUS, OH



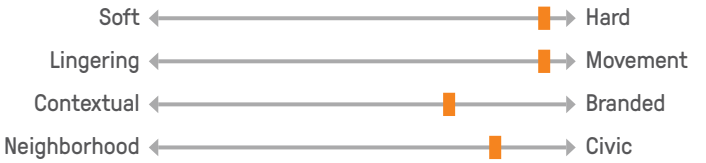






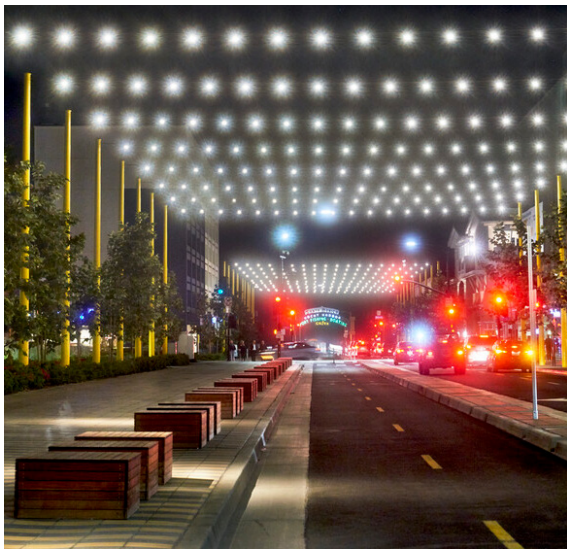
Colorado Esplanade

SANTA MONICA, CA







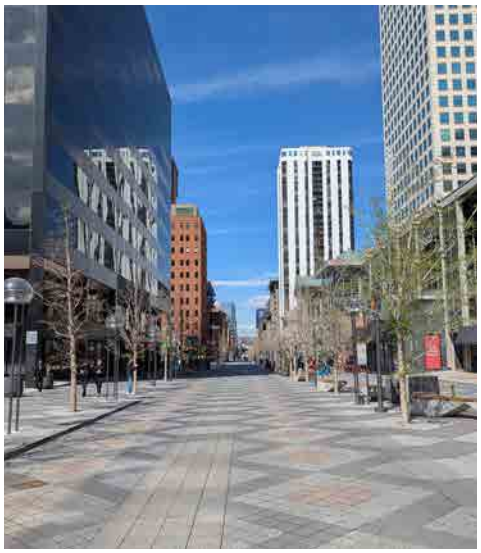


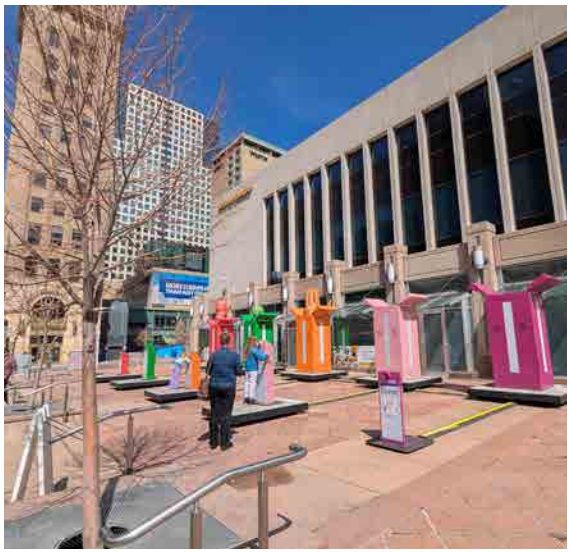
Denver 16th St.Mall Renovation

DENVER, CO









Kendall Square Main Street

CAMBRIDGE, MA









Inventory and Analysis

2.3 Streetscape Benchmarks

2.3.10 Case Study Summary

Nicollet Mall

MINNEAPOLIS, MN





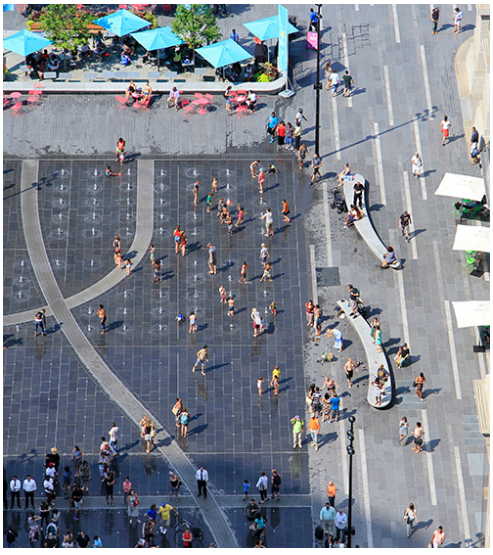


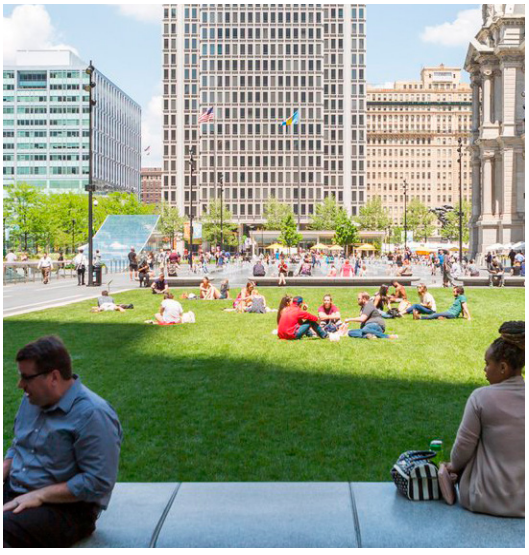


Dilworth Park

PHILADELPHIA, PA







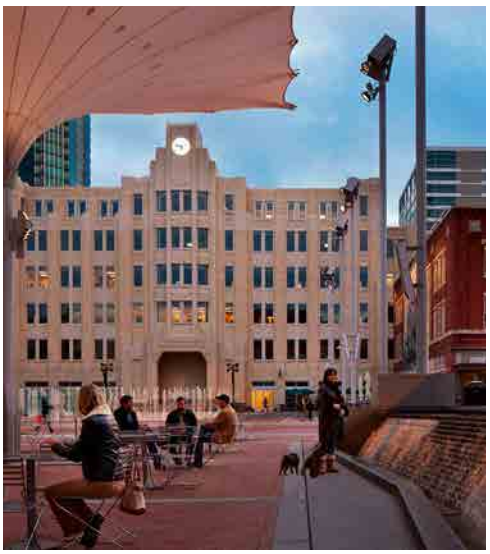


Sundance Square Plaza

FORT WORTH, TX









AT&T Discovery District

DALLAS, TX










PNC

III. Streetscape Plan

Streetscape Plan

3.1 Introduction

3.1.1 Design Methodology

Fayetteville Street is Raleigh's civic promenade—a ceremonial spine that elevates everyday movement into shared ritual for residents, workers, and visitors. Framed by a clear sequence of spaces and activities, the street unfolds with rhythm and anticipation, guiding people from arrival to gathering. Subtle shifts in paving, planting, and lighting reinforce a sense of procession, while generous thresholds and pauses create places for celebration, reflection, and civic life to unfold. The result is a street that feels purposeful and dignified—an urban stage for the daily and the momentous in the heart of Raleigh, North Carolina.

The proposed improvements are the result of extensive community and stakeholder engagement that considered multiple design options for the streetscape and City Plaza, as well as "test fits" for the streetscape, intersections, and midblock crossings (Chapter 7: Appendices).

This Streetscape Plan introduces a comprehensive three-pronged strategy—Subtract, Add, and Refresh—designed to elevate Fayetteville Street into a premier, activated public space.

- **Subtract:** Prioritizes the removal of physical barriers to maximize sidewalk flexibility, sidewalk dining, and pedestrian flow.
- **Add:** Enhances the public realm through the integration of public art, wayfinding, contemporary lighting, and curated street activations.
- **Refresh:** Upgrades essential infrastructure, including paving, site furnishings, and planting, to ensure a contemporary and cohesive aesthetic.

By streamlining the existing environment and introducing high-quality amenities, this framework will catalyze street-level activity and revitalize Fayetteville Street to a level of vibrancy not seen in decades.



Subtract

Remove barriers and obstacles that limit use such as planter walls, benches, news kiosks and urns.



Add

Introduce public art, wayfinding and signage, interactive public seating, and additional planting to enhance placemaking.



Refresh

Consider enhancements to existing elements such as pavement, plant material, lighting, and furnishings for a refreshed, contemporary aesthetic.



Proposed Streetscape Design - Block 200 Looking South



Proposed Streetscape Design - Block 100 Looking North

Streetscape Plan

3.1 Introduction

3.1.2 Design Concept: Procession and Celebration

The conceptual approach reinforces Fayetteville Street's role as a grand ceremonial boulevard established in the Christmas Plan for Raleigh, supporting organized processional activities such as parades and marches that enable cultural expression and bring diverse communities together in shared celebration.

The proposed streetscape design emphasizes this processional character by preserving the formal allée of oak trees and enhancing rhythm through coordinated paving patterns, lighting, and furnishings. Intersections are envisioned as distinctive plazas or "urban rooms" that mark arrival along the corridor, incorporating special paving, public art, and integrated wayfinding elements.

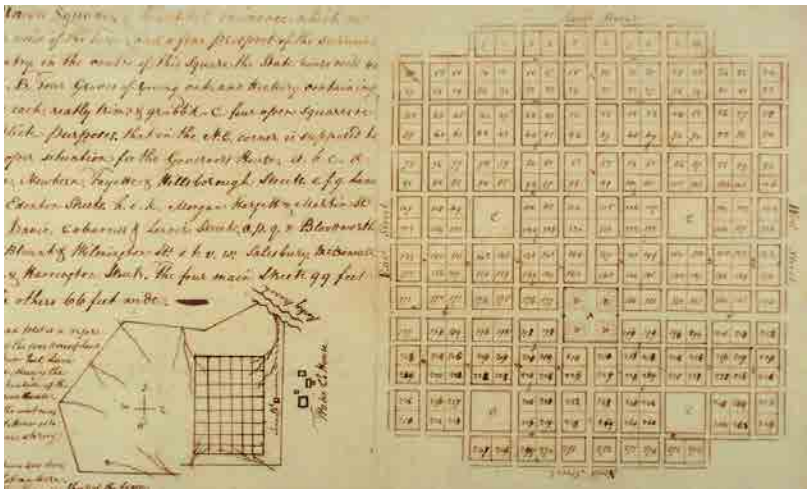
Overall, the design aims to activate the street on a daily basis by expanding opportunities for outdoor dining and introducing contemporary, engaging furnishings and programming. At the same time, it maintains the flexibility and capacity required to accommodate large crowds and major civic events.



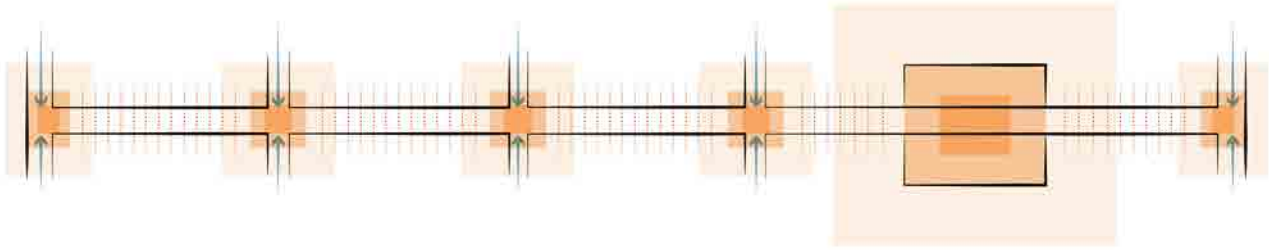
Staley Cup Championship Parade 2026, Alyson Boyner - VisitRaleigh



Fayetteville Street 1968 - Raleigh N&O



William Christmas Plan, 1792















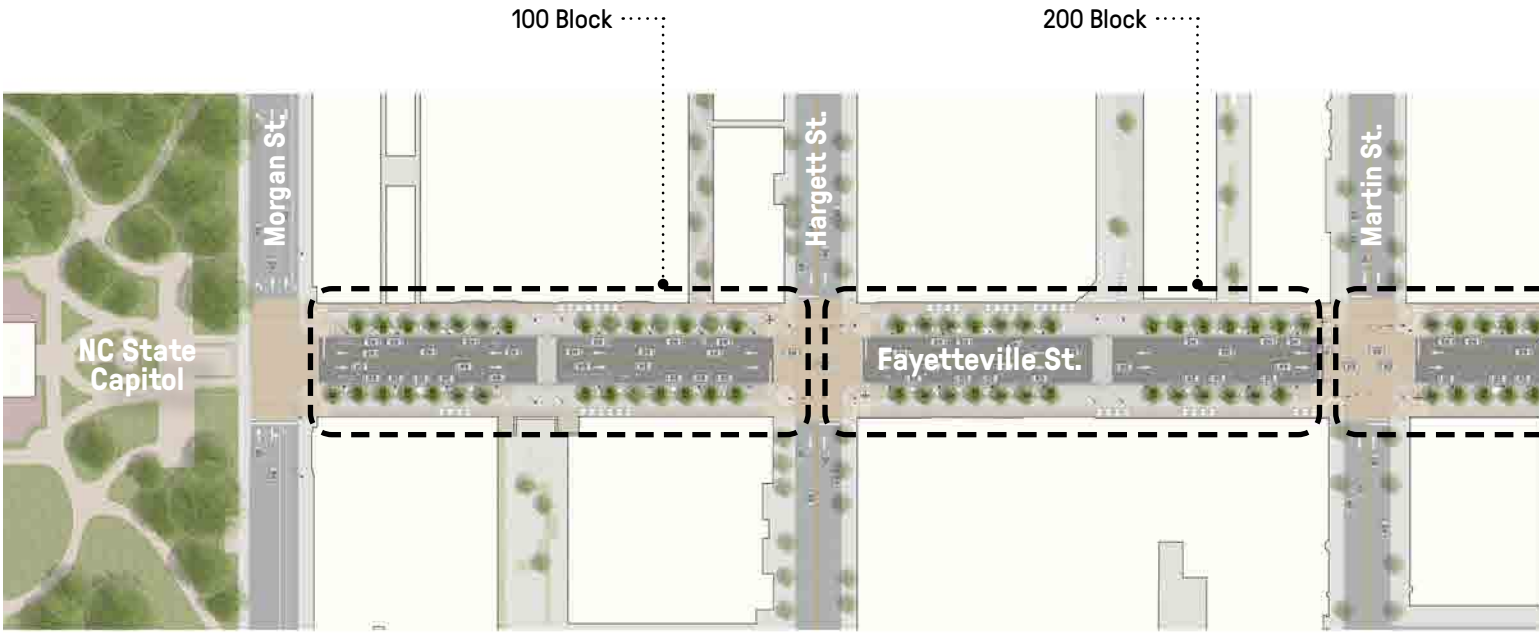
Design Character Precedent Images

Streetscape Plan

3.2 Streetscape

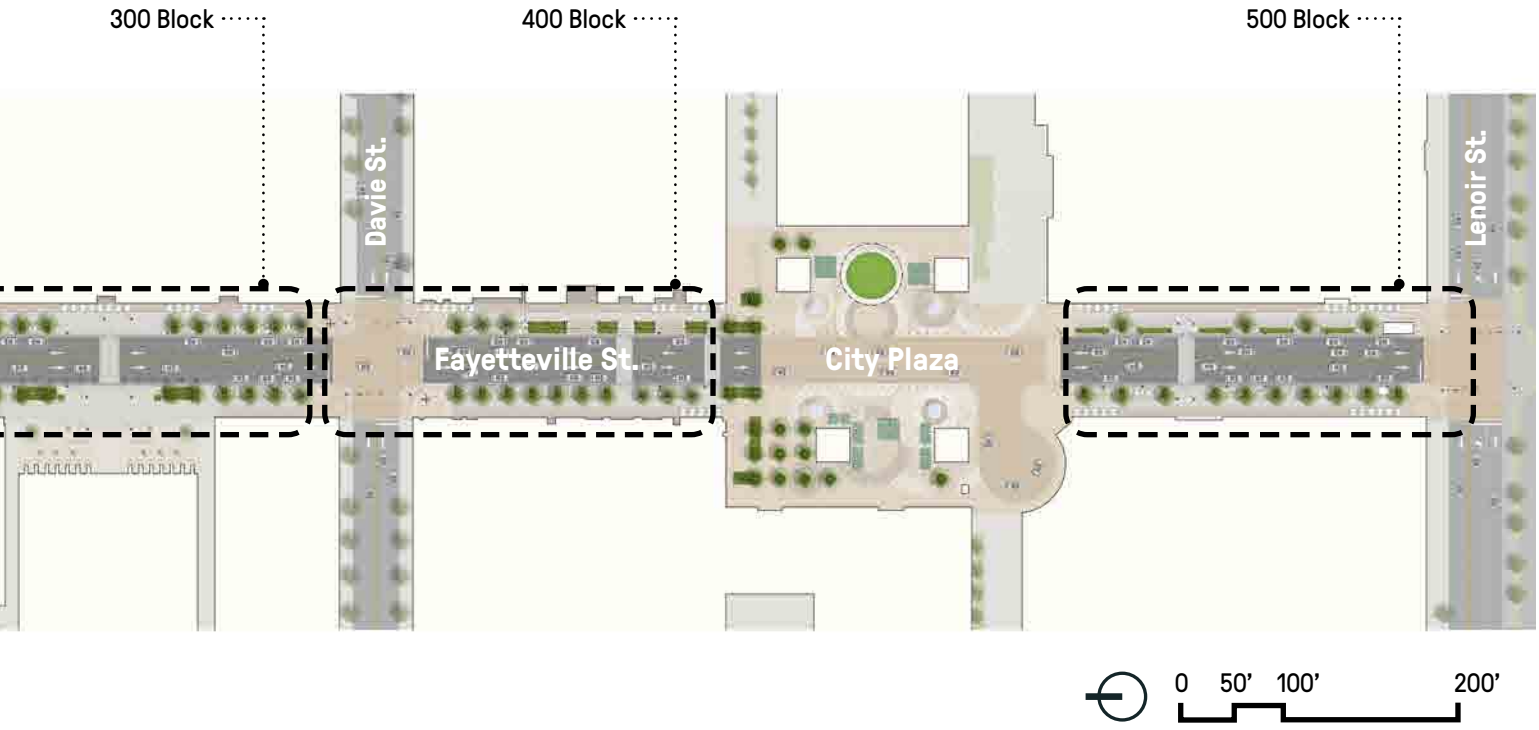
3.2.1 Illustrative Site Plans

The Streetscape Plan illustrated here outlines proposed improvements for the Fayetteville Street corridor, spanning the five blocks between Morgan and Lenoir Streets, including City Plaza. The design framework is centered on reinforcing the sense of procession along the primary axis.



Overall Illustrative Site Plan

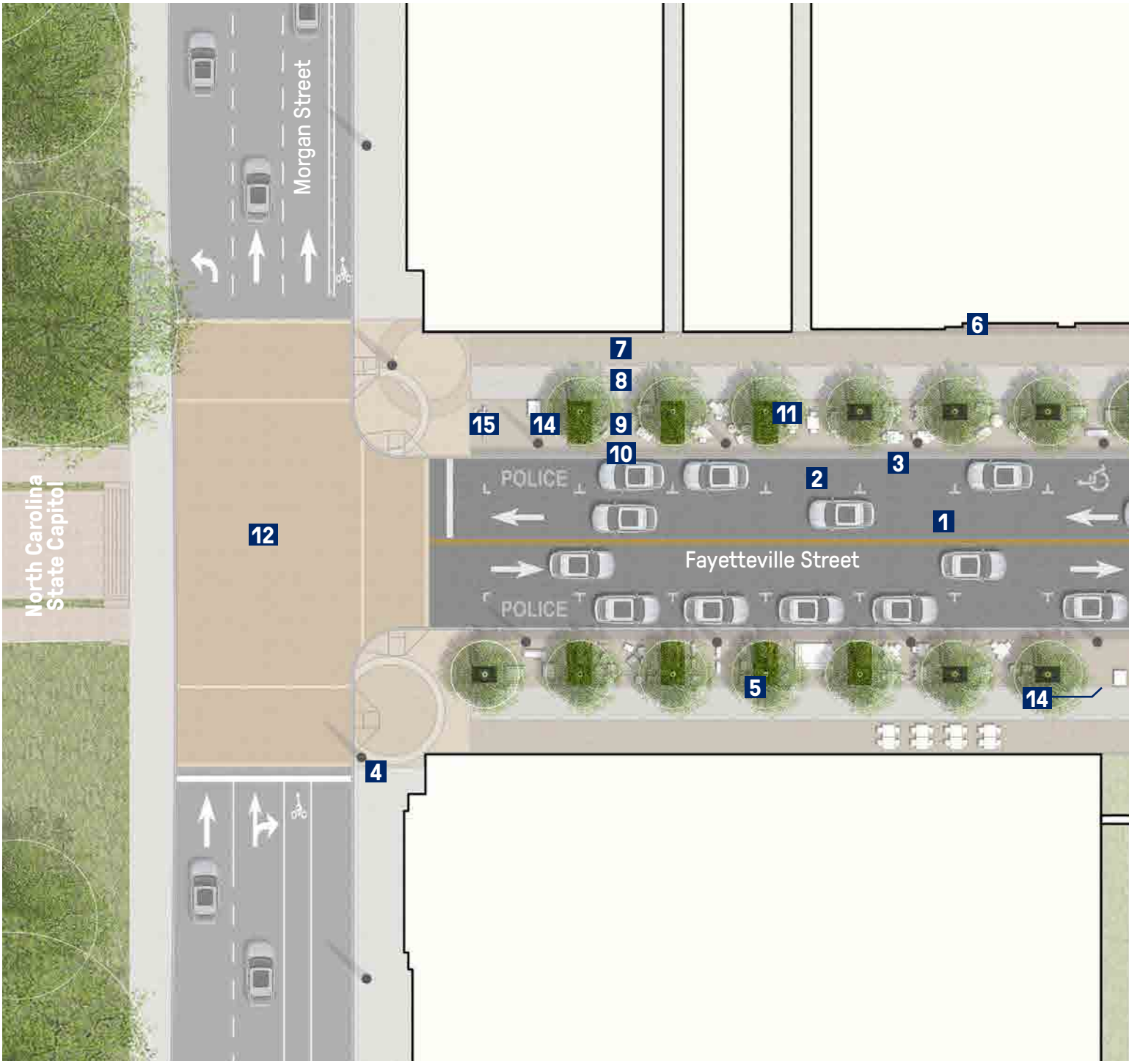
General Notes:
The Streetscape Plan does not make any recommendations or provide guidance for on-street parking or curb management along the corridor. Parking and loading zones shown on the Illustrative Site Plans show the general intent for where these functions could occur.


300 Block
400 Block
500 Block
Davie St.
Fayetteville St.
City Plaza
Lenoir St.
0
50’
100’
200’

Streetscape Plan

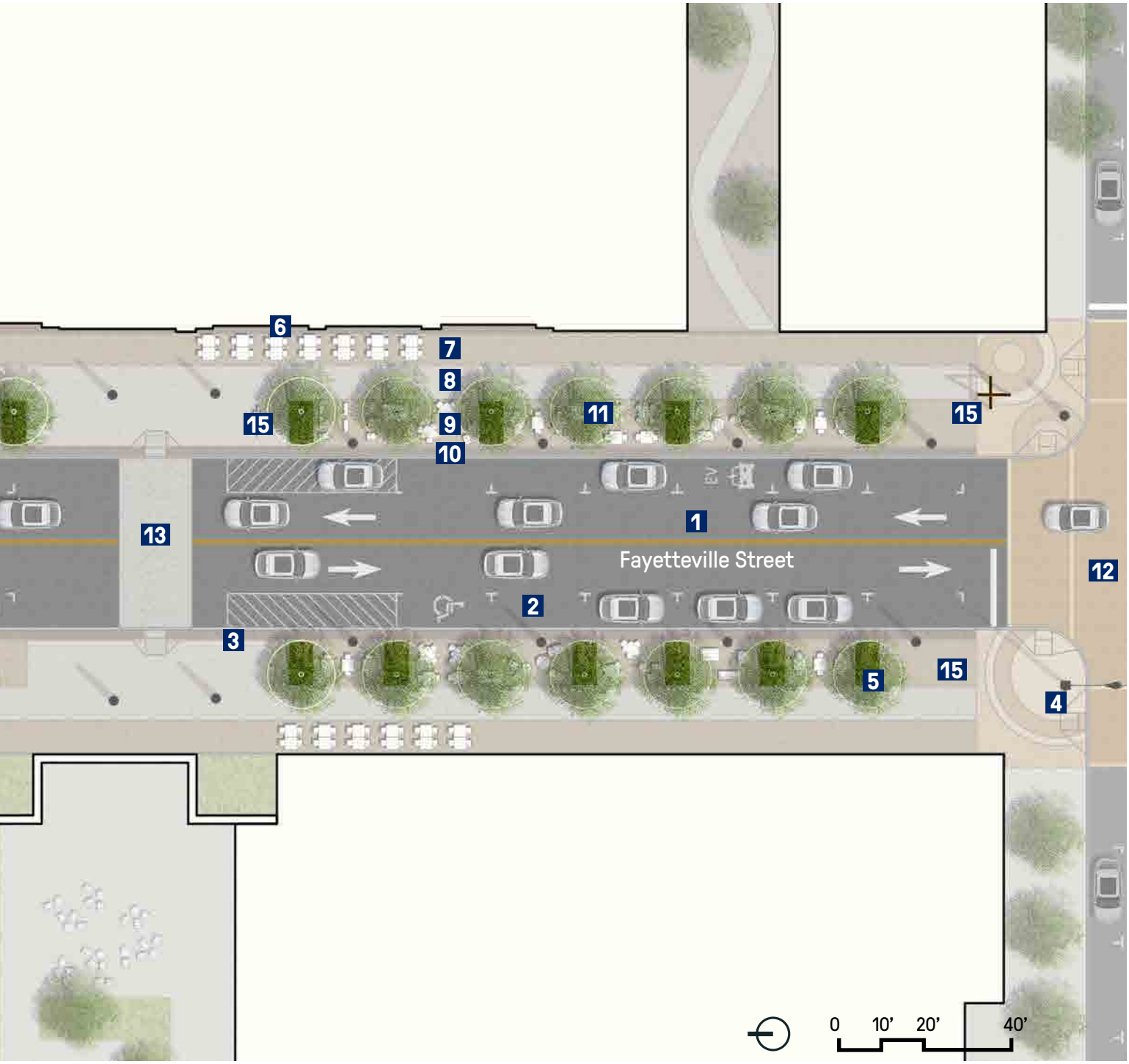
3.2 Streetscape

3.2.1 Illustrative Site Plans



100 Block Illustrative Site Plan

1	Existing Street Paving	6	Building Frontage Zone	11	Reorganized Tree Well
2	Existing Parallel Parking	7	Business Zone	12	Enhanced Intersection Paving
3	Existing Granite Curb	8	Walking Zone	13	Enhanced Mid-Block Crossing
4	Existing Traffic Light	9	Activity Zone	14	Refurbished Newspaper Kiosk
5	Existing Street Tree	10	Step-Off Zone	15	Wayfinding Element and Public Art Location



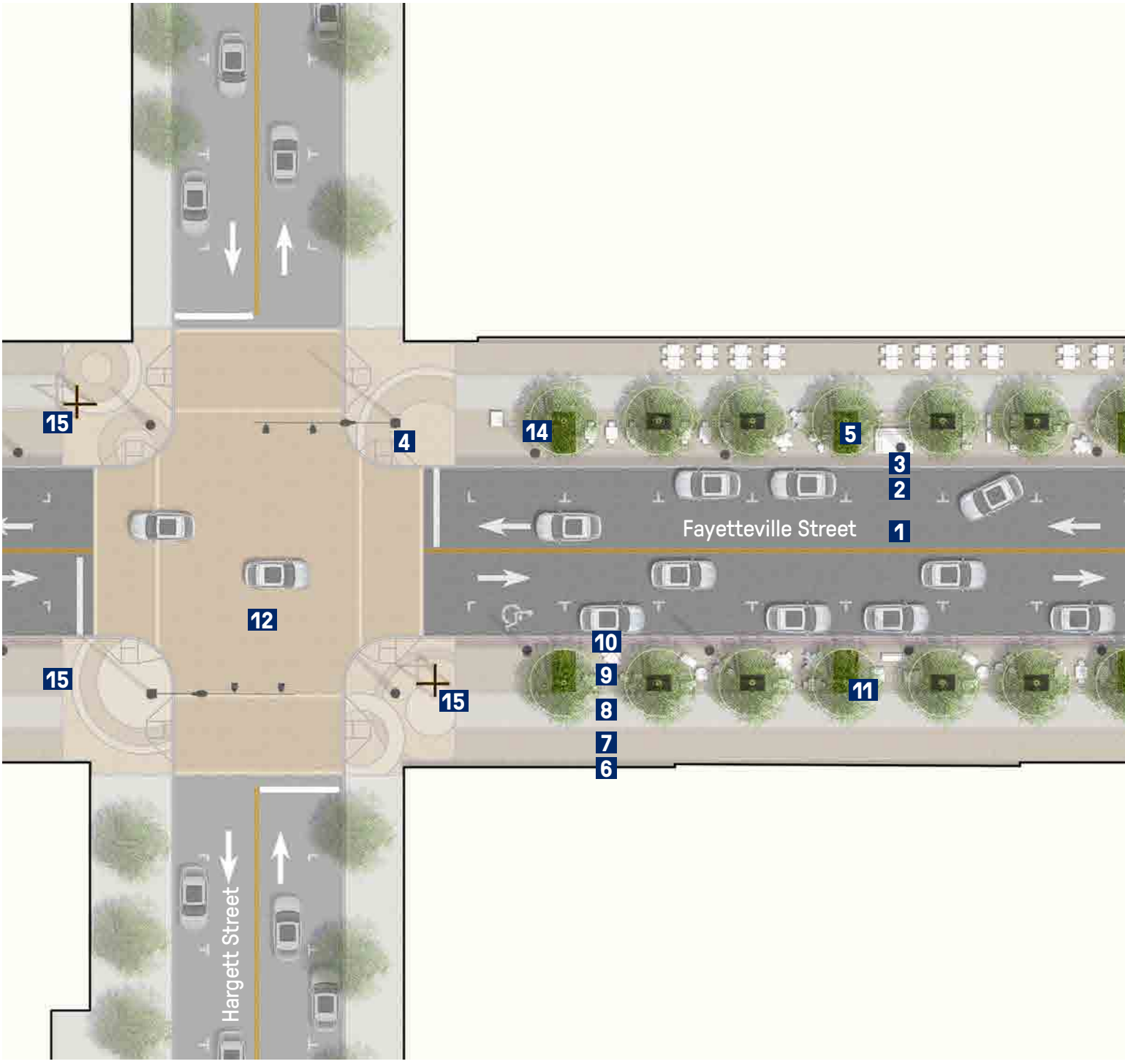


Key Plan

Streetscape Plan

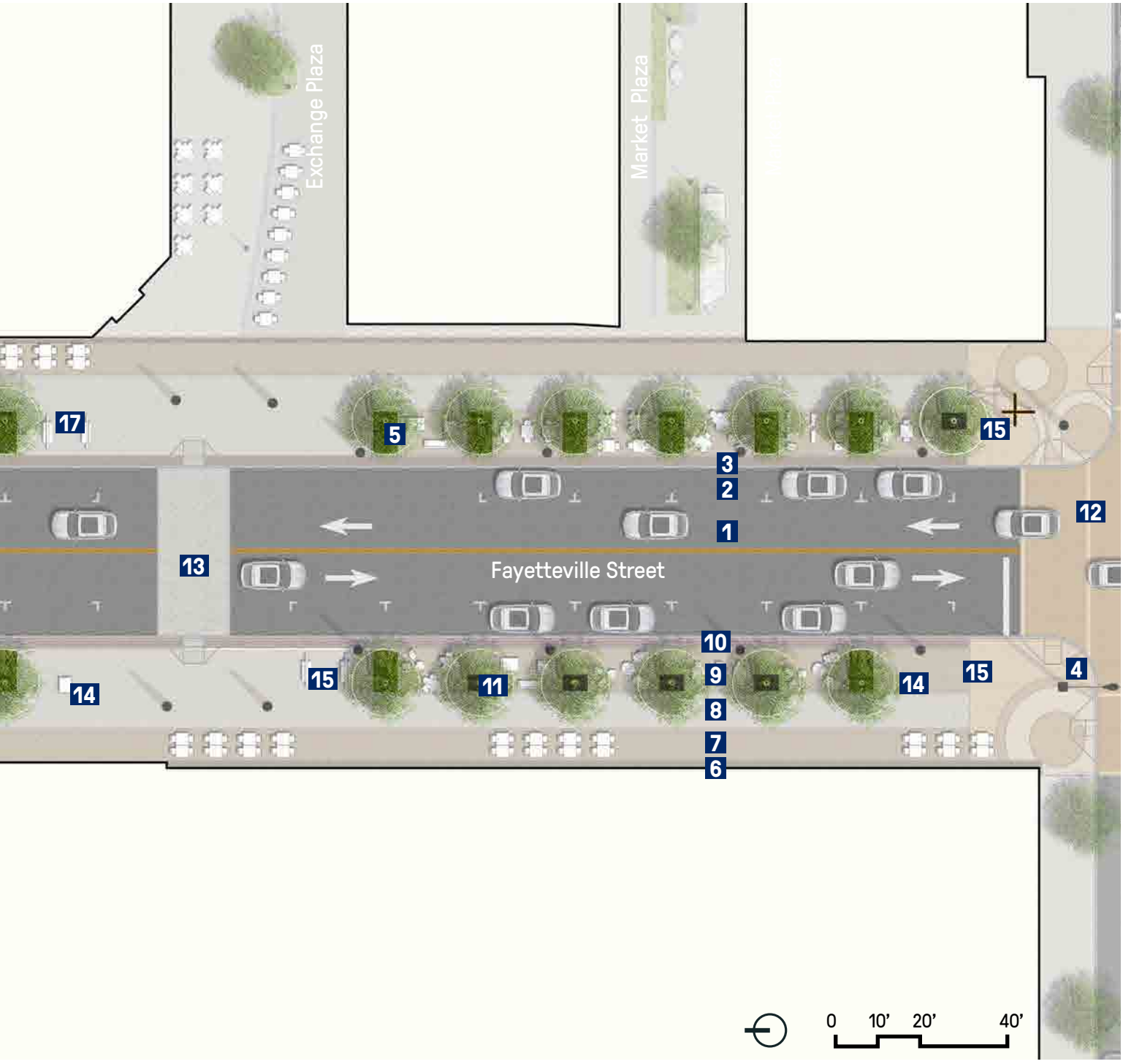
3.2 Streetscape

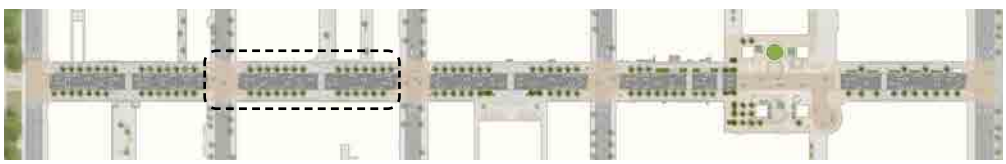
3.2.1 Illustrative Site Plans



200 Block Illustrative Site Plan

1	Existing Street Paving	6	Building Frontage Zone	11	Reorganized Tree Well
2	Existing Parallel Parking	7	Business Zone	12	Enhanced Intersection Paving
3	Existing Granite Curb	8	Walking Zone	13	Enhanced Mid-Block Crossing
4	Existing Traffic Light	9	Activity Zone	14	Refurbished Newspaper Kiosk
5	Existing Street Tree	10	Step-Off Zone	15	Wayfinding Element and Public Art Location


Exchange Plaza
Market Plaza
Fayetteville Street
17
5
3
2
1
15
12
13
10
9
8
7
6
15
11
14
15
14
4
0
10’
20’
40’

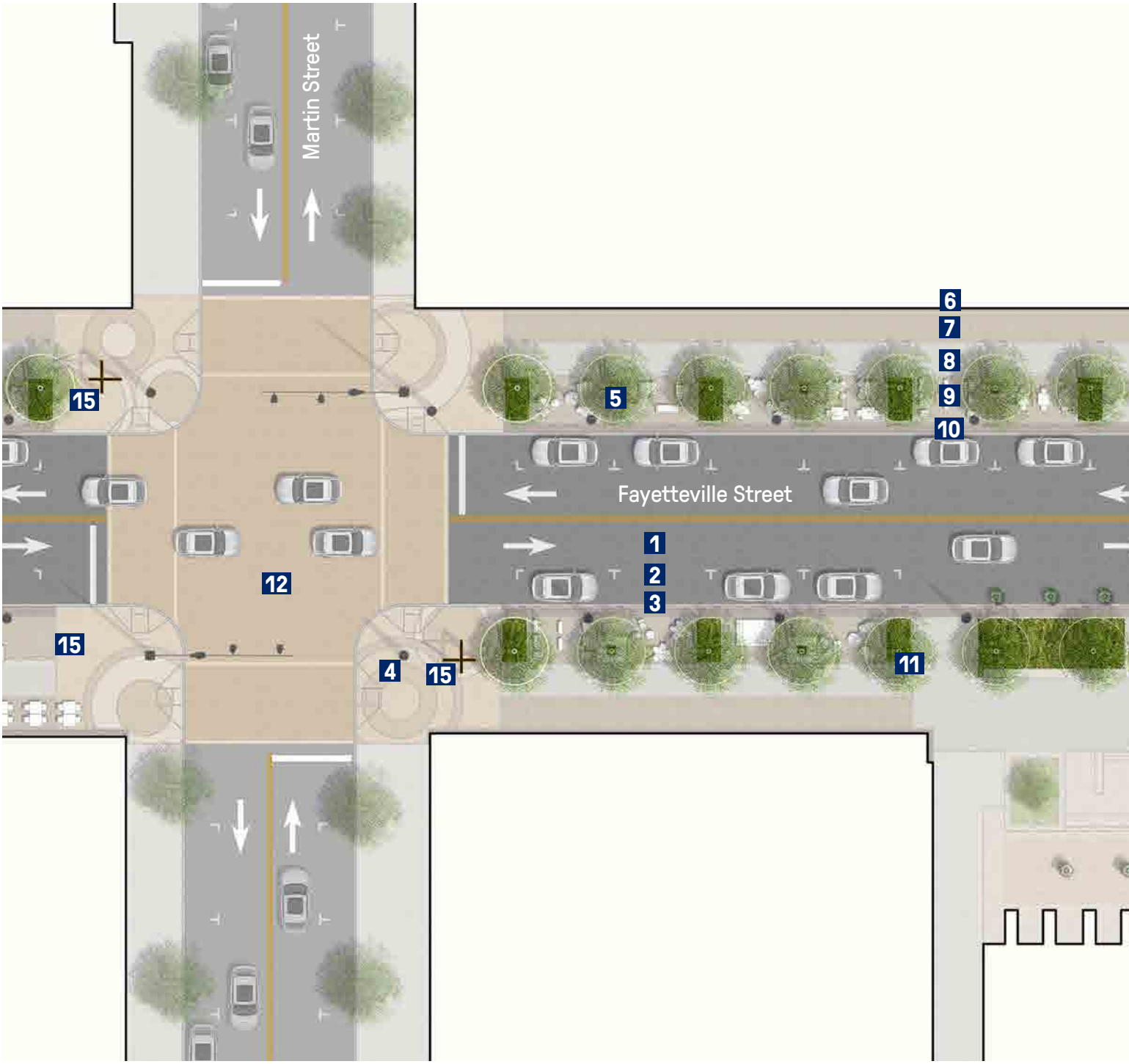


Key Plan

Streetscape Plan

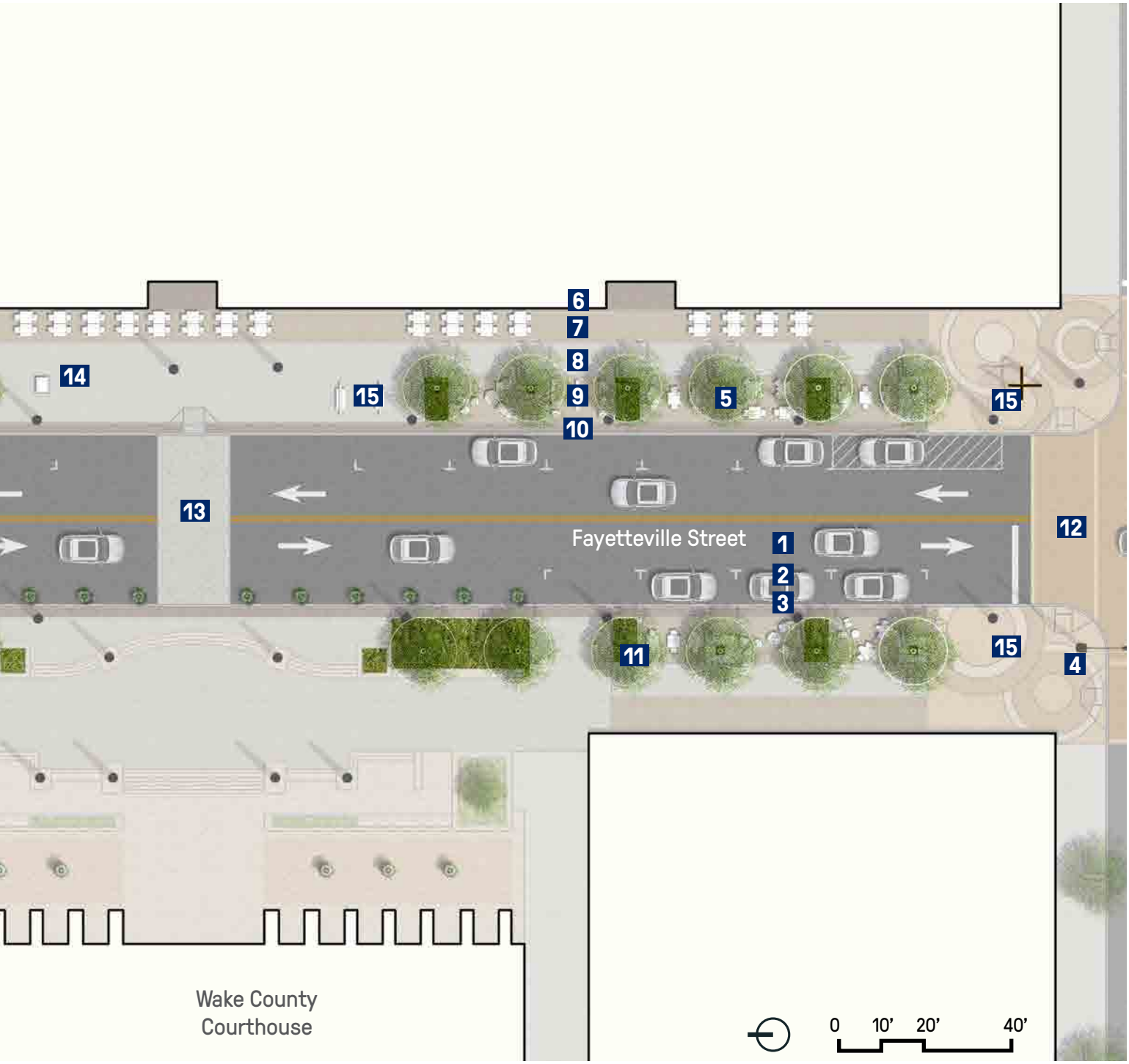
3.2 Streetscape

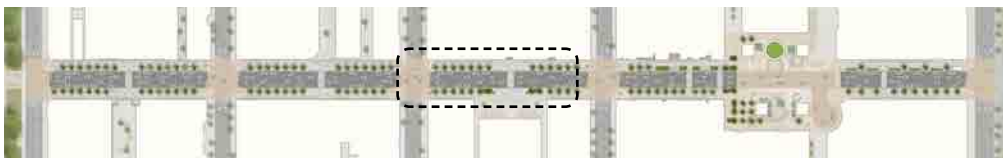
3.2.1 Illustrative Site Plans



300 Block Illustrative Site Plan

1 Existing Street Paving
2 Existing Parallel Parking
3 Existing Granite Curb
4 Existing Traffic Light
5 Existing Street Tree
6 Building Frontage Zone
7 Business Zone
8 Walking Zone
9 Activity Zone
10 Step-Off Zone
11 Reorganized Tree Well
12 Enhanced Intersection Paving
13 Enhanced Mid-Block Crossing
14 Refurbished Newspaper Kiosk
15 Wayfinding Element and Public Art Location


6
7
8
9
10
14
15
5
15
13
Fayetteville Street
1
2
3
12
11
15
4
Wake County
Courthouse
0
10’
20’
40’

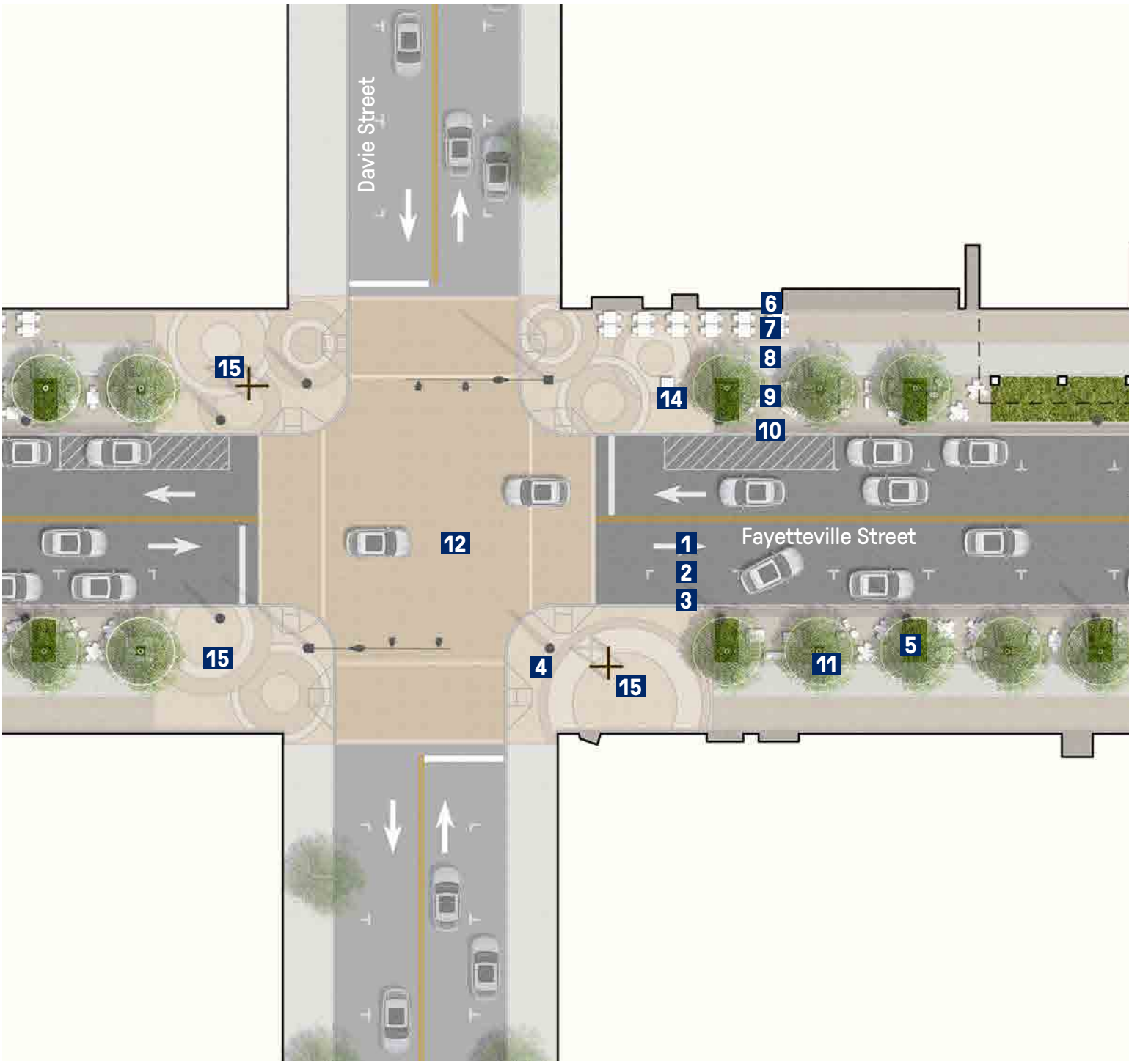


Key Plan

Streetscape Plan

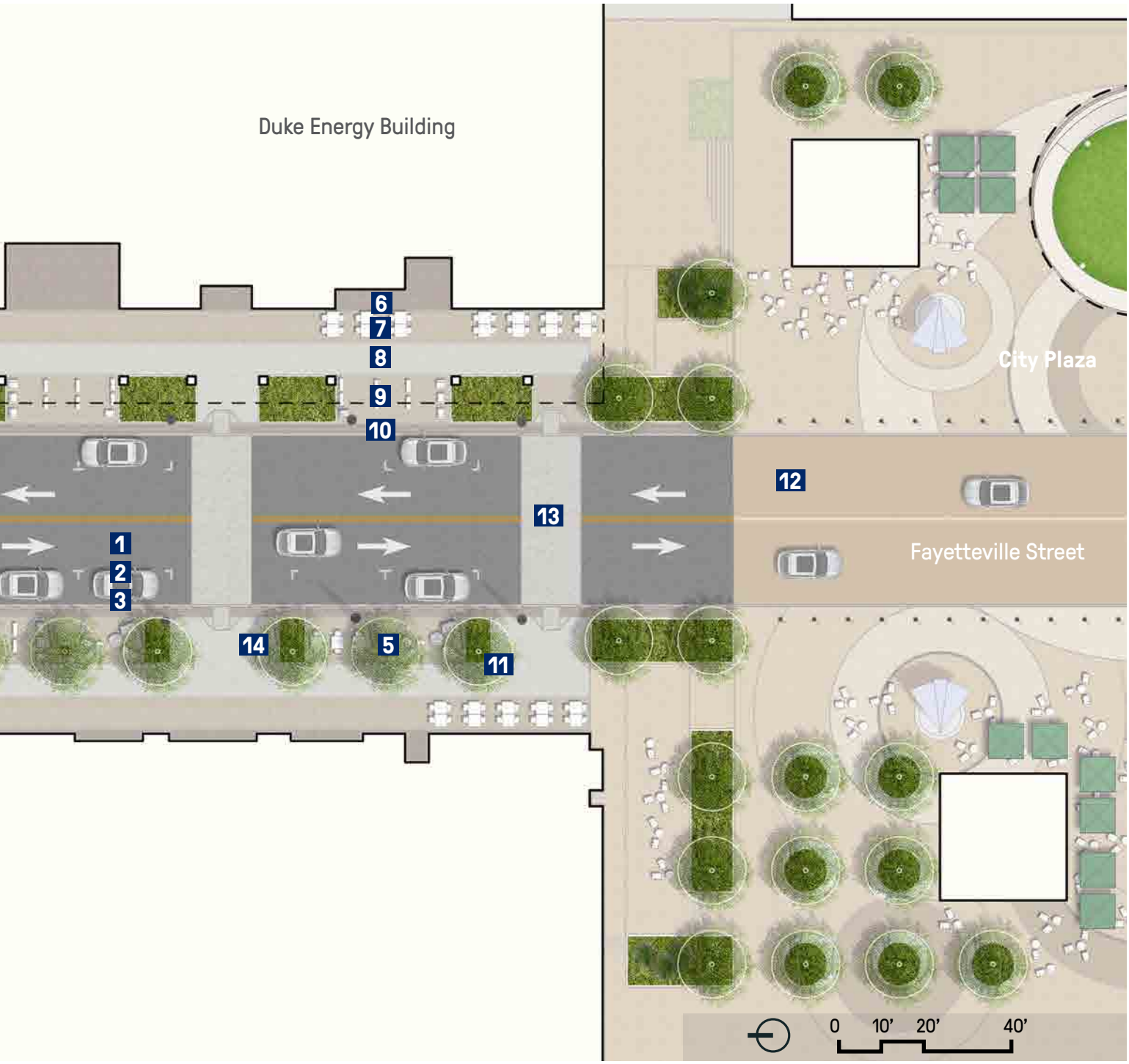
3.2 Streetscape

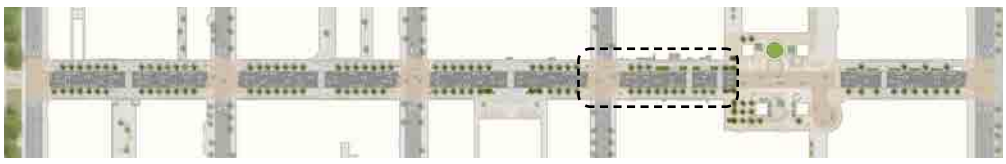
3.2.1 Illustrative Site Plans



400 Block Illustrative Site Plan

1	Existing Street Paving	6	Building Frontage Zone	11	Reorganized Tree Well
2	Existing Parallel Parking	7	Business Zone	12	Enhanced Intersection Paving
3	Existing Granite Curb	8	Walking Zone	13	Enhanced Mid-Block Crossing
4	Existing Traffic Light	9	Activity Zone	14	Refurbished Newspaper Kiosk
5	Existing Street Tree	10	Step-Off Zone	15	Wayfinding Element and Public Art Location


Duke Energy Building
City Plaza
Fayetteville Street
1
2
3
5
6
7
8
9
10
11
12
13
14
0
10’
20’
40’

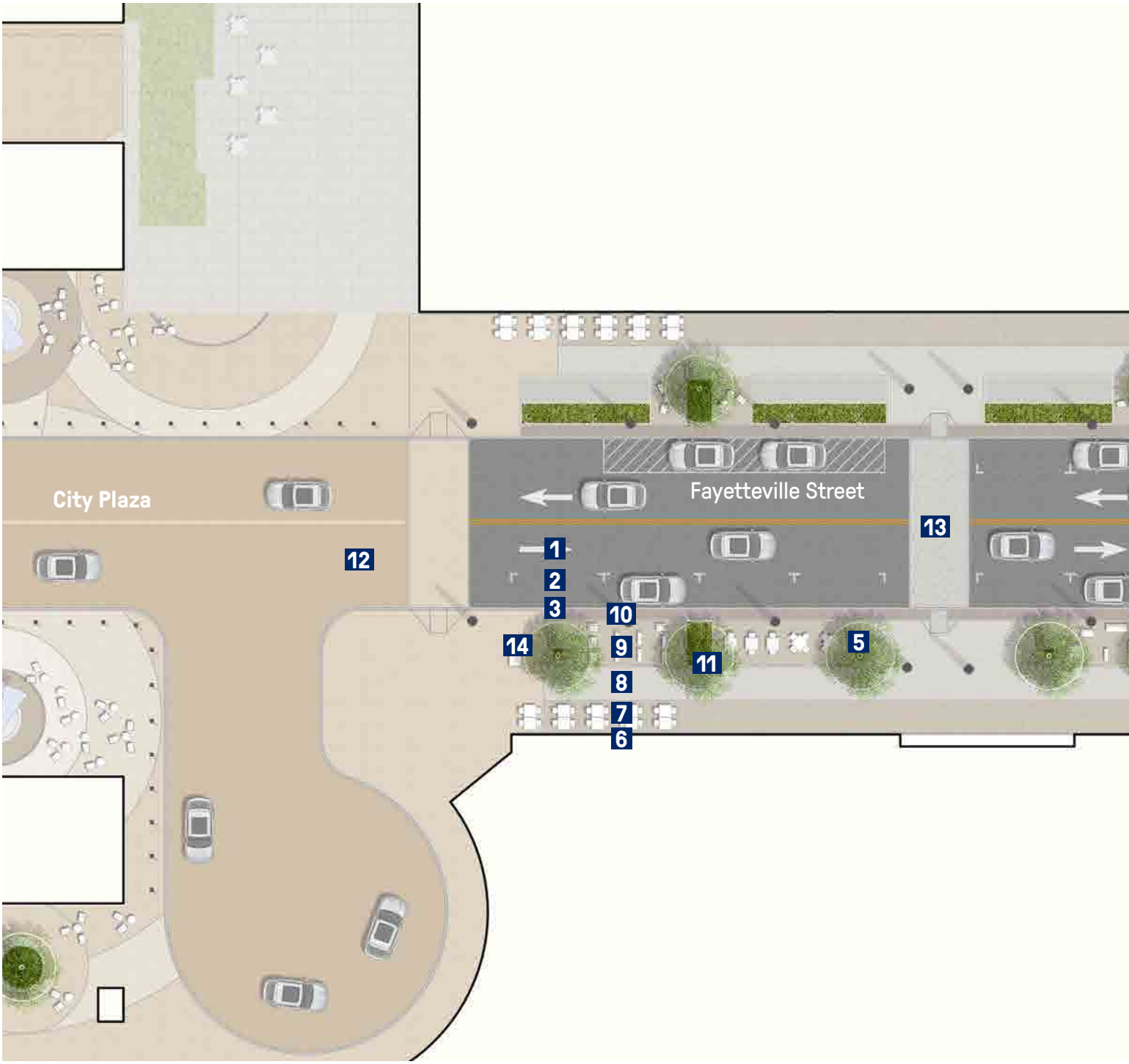


Key Plan

Streetscape Plan

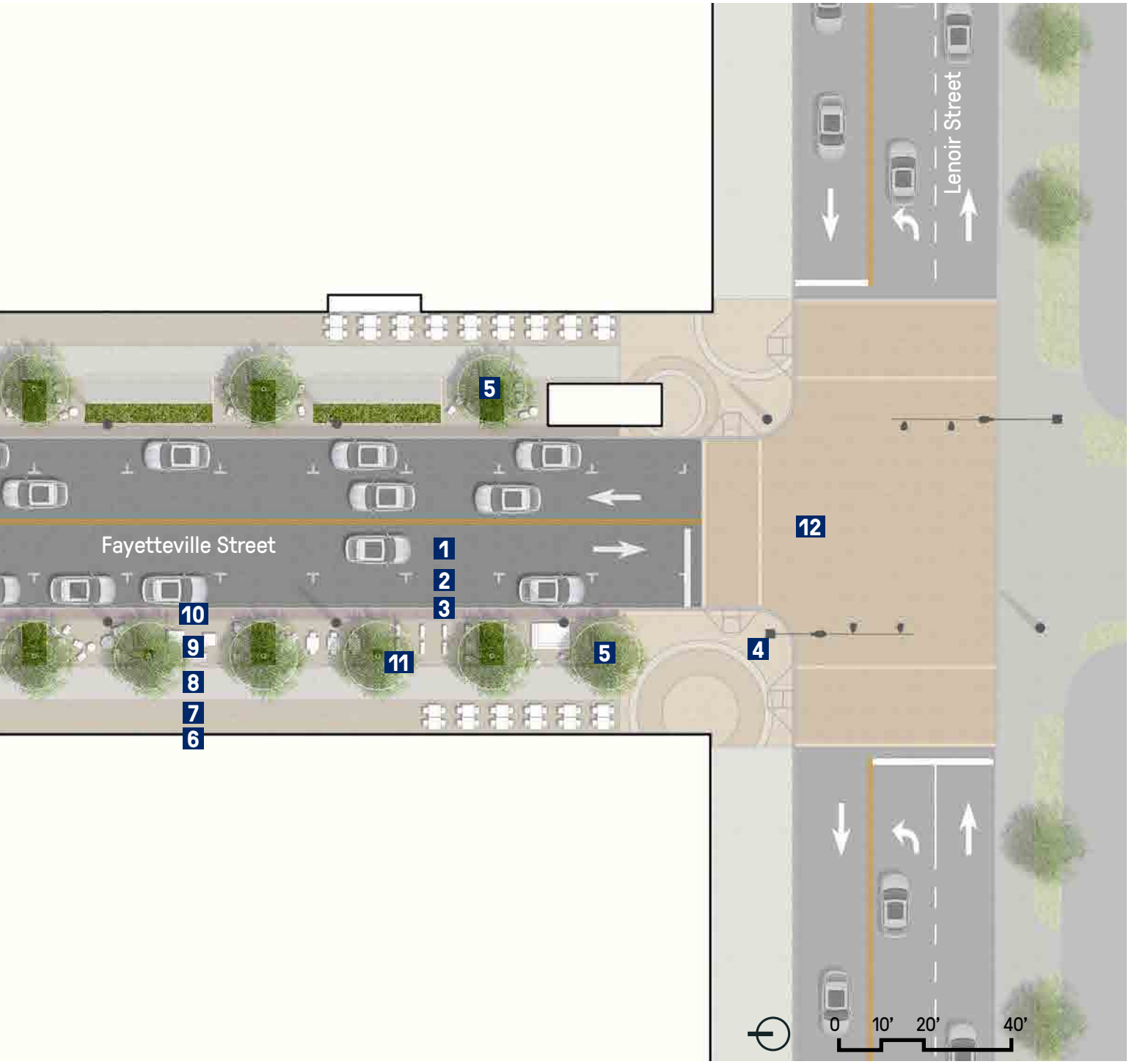
3.2 Streetscape

3.2.1 Illustrative Site Plans



500 Block Illustrative Site Plan

1 Existing Street Paving
2 Existing Parallel Parking
3 Existing Granite Curb
4 Existing Traffic Light
5 Existing Street Tree
6 Building Frontage Zone
7 Business Zone
8 Walking Zone
9 Activity Zone
10 Step-Off Zone
11 Reorganized Tree Well
12 Enhanced Intersection Paving
13 Enhanced Mid-Block Crossing
14 Refurbished Newspaper Kiosk
15 Wayfinding Element and Public Art Location


Lenoir Street
Fayetteville Street
1
2
3
4
5
5
6
7
8
9
10
11
12
0
10’
20’
40’



Key Plan

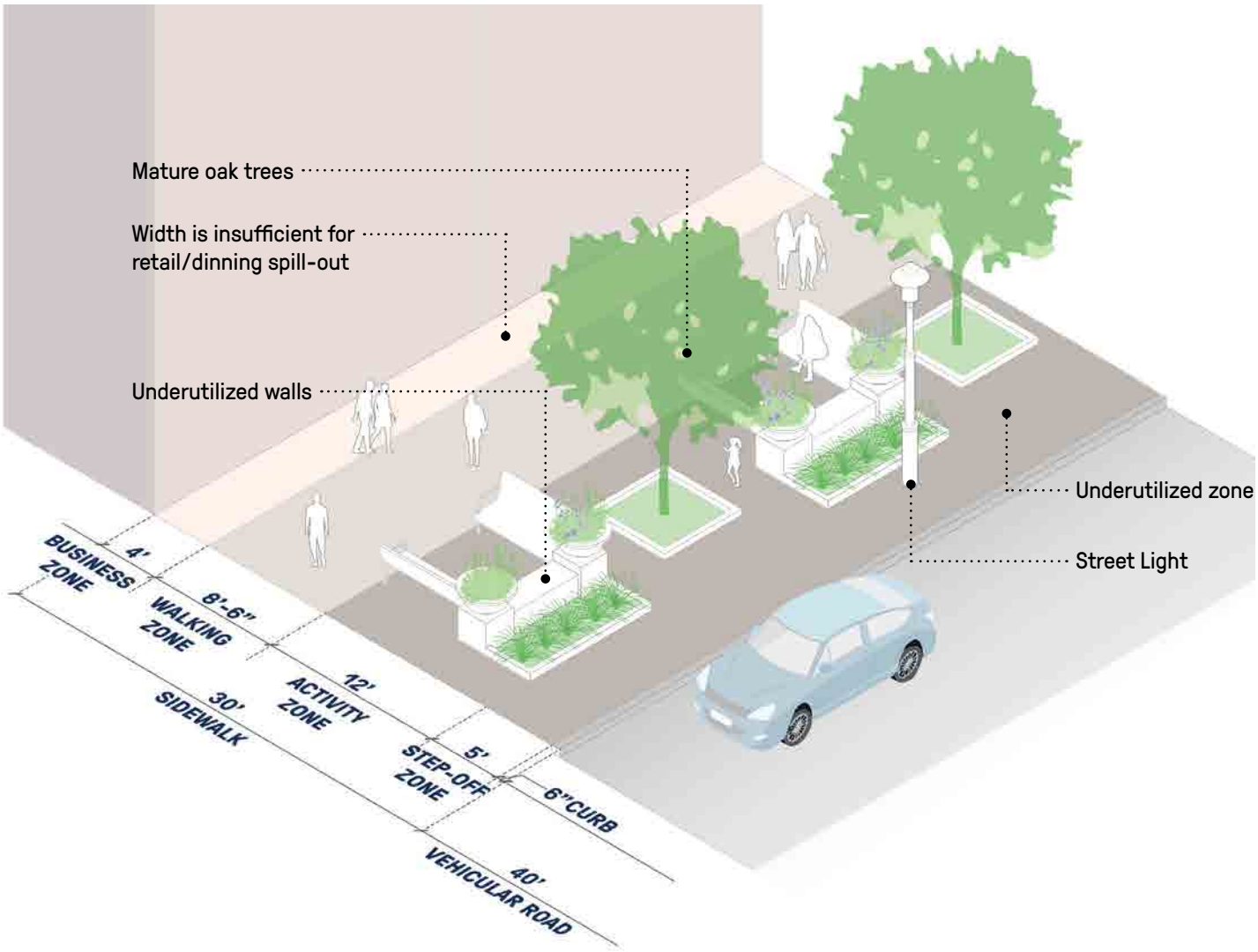
Streetscape Plan

3.2 Streetscape

3.2.2 Proposed Typical Streetscape

This Streetscape Plan proposes a strategic reallocation of the existing 30-foot public right-of-way between the property line and the curb. The design optimizes pedestrian circulation and sidewalk dining while preserving critical infrastructure and mature street trees. A primary feature of this realignment is the relocation of the pedestrian clear path toward the roadway, facilitating the creation of a dedicated 8' wide Business Zone adjacent to storefronts for expanded sidewalk dining and other allowable permitted business activities.

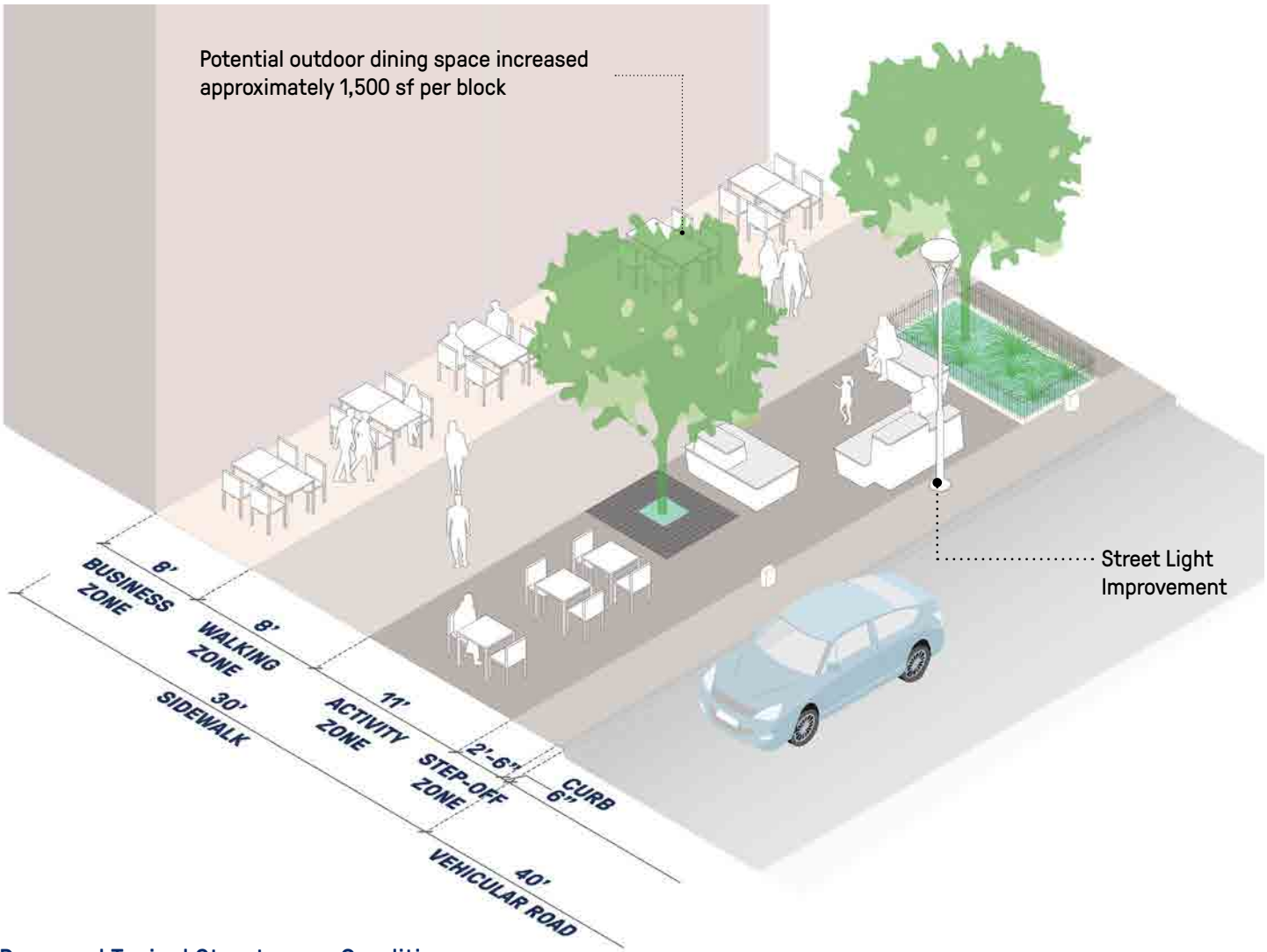
Situated between the pedestrian path and the curb, a reimagined Activity Zone features expanded planting beds that introduce a rhythmic succession of "urban rooms" along the corridor. Additionally, a 2.5' step-off zone is maintained at the curb to ensure safe and unobstructed passenger egress from parked vehicles.



Existing Typical Streetscape Condition

To prioritize the pedestrian environment and ensure a safe and comfortable walking zone, no new curb cuts or driveways are permitted along Fayetteville Street.

To protect the viewshed between the North Carolina State Capitol and the Center for Performing Arts Center as a civic and symbolic axis, new buildings or structures shall not encroach into the existing public right-of-way.



Proposed Typical Streetscape Condition

Streetscape Plan

3.2 Streetscape

3.2.2 Proposed Typical Streetscape

The before and after images illustrate the transformative effects of reorganizing the sidewalk zone to accommodate sidewalk dining adjacent to the storefronts. New paving treatments, lighting, wayfinding, and furnishings bring a refreshed aesthetic and contemporary flair to the streetscape. Newly installed streetscape programming and activations will bring new activity to the street, especially in zones that are lacking in retail storefronts or food and beverage uses.



Existing Streetscape Condition



Proposed Streetscape Condition



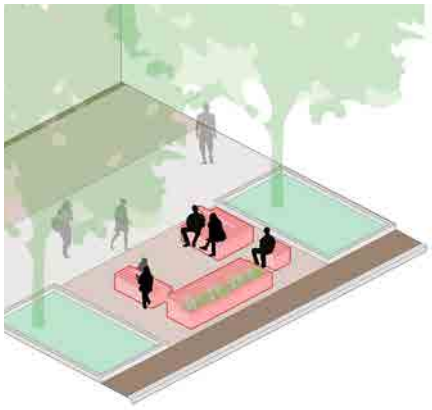
Streetscape Plan

3.2 Streetscape

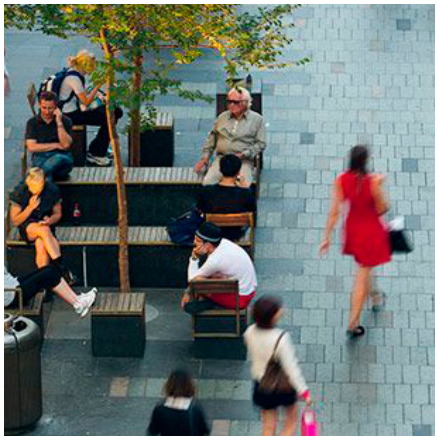
3.2.3 Streetscape Programming

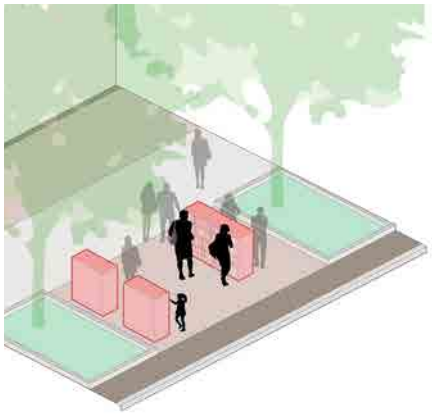
A wide range of activations and programming can be deployed along Fayetteville Street, from more typical elements such as fixed and movable seating and public art to less conventional elements such as table games, performance stages, and play lawns. Some programs are temporary while others may be permanent. Some may be privately funded by individual business owners while others may be city initiatives. The ground floor use of the adjacent business is also an important consideration – some uses are more appropriate for retail and food and beverage environments (e.g., sidewalk dining, retail displays), while others may be better suited for civic, commercial, residential, or hospitality environments.

General Notes:
Streetscape programming shall be located in the Activity Zone. The options shown in the Streetscape Plan are not requirements, but rather a list of recommended options for activation and programming along the corridor.

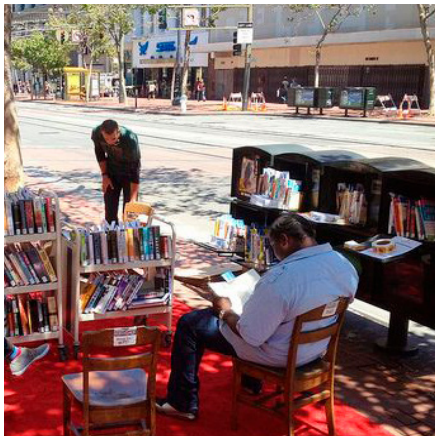


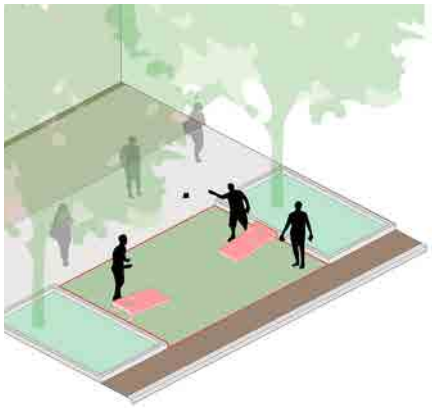
Fixed Seating





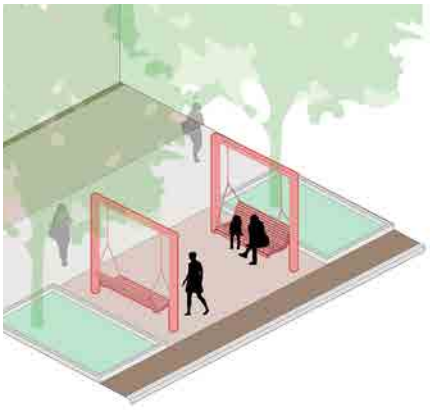
Retail Display





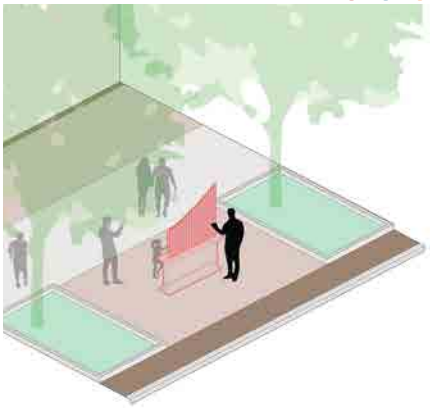
Lawn





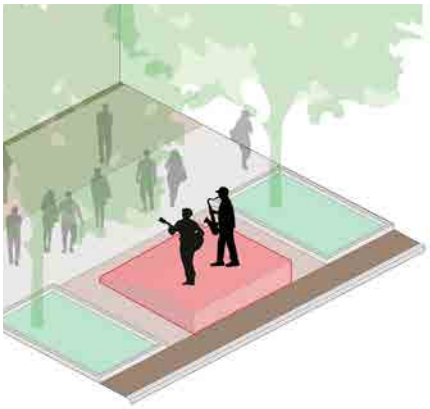
Interactive Furniture





Interactive Art





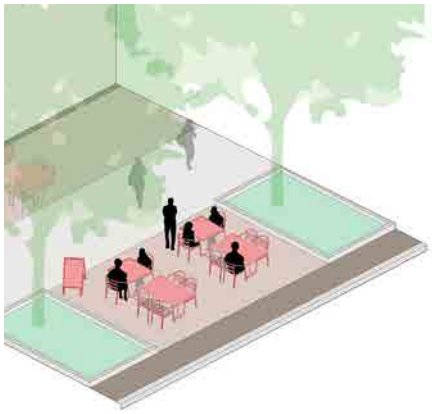
Stage



- Permanent
- Temporary
- Privately funded
- Publicly funded
- Adjacent to F&B
- Adjacent to Civic
- Adjacent to Commercial
- Adjacent to Residential
- Adjacent to Hospitality

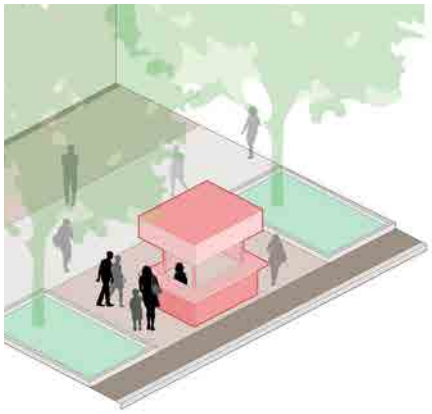
3.2 Streetscape

3.2.3 Streetscape Programming



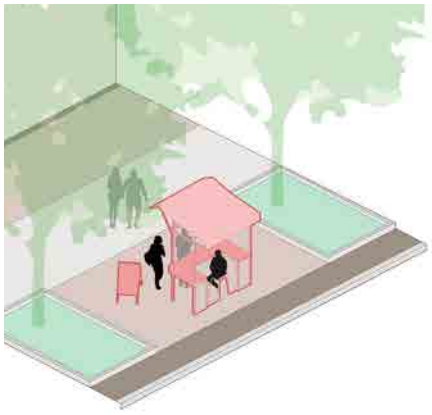
Sidewalk Dining





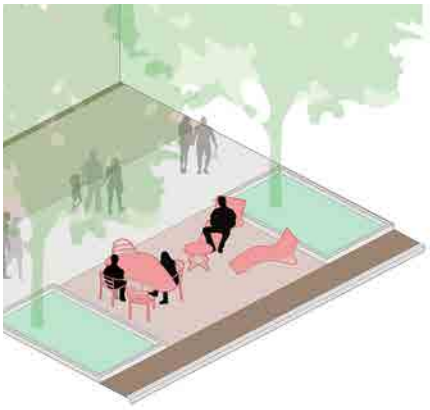
Retail Kiosk





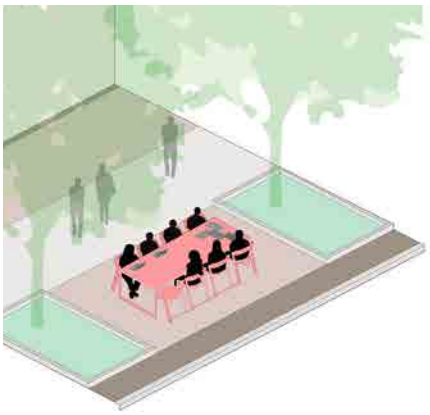
Civic Kiosk





Movable Seating





Workspace



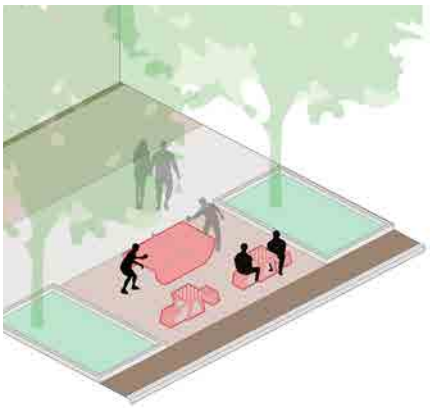


Table Games



- Permanent
- Temporary
- Privately funded
- Publicly funded
- Adjacent to F&B
- Adjacent to Civic
- Adjacent to Commercial
- Adjacent to Residential
- Adjacent to Hospitality

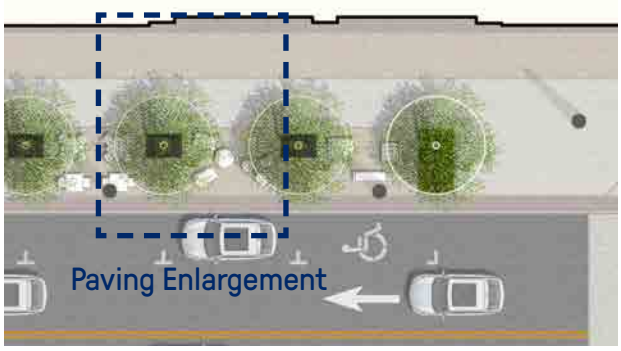
Streetscape Plan

3.2 Streetscape

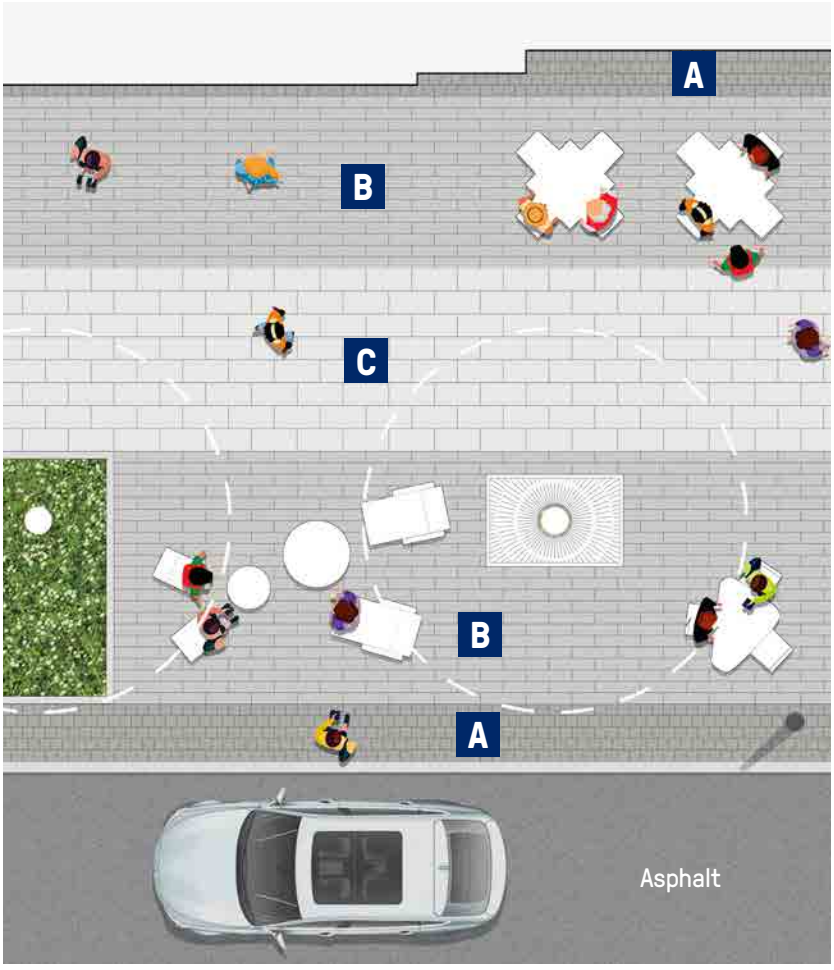
3.2.4 Materials and Furnishings

Typical Streetscape

The proposed paving design utilizing off-the-shelf precast concrete pavers seeks to reinforce the sidewalk zones and their distinct uses while considering maintenance, durability, and ease and economy of construction. Paver Type “A” is used in the Step-Off Zone adjacent to the curb and the Building Frontage Zone. Paver Type “B” is used in the Business Zone and Activity Zone. Paver Type “C” is used in the Walking Zone.



Key Layout Plan



6” Building Frontage Zone

7’-6” Business Zone

8’ Walking Zone

11’ Activity Zone

2’-6” Step-Off Zone

6” Existing Curb

0 1’ 2’ 4’

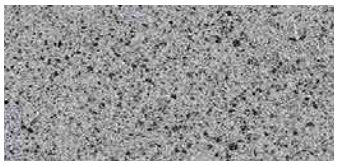
Typical Streetscape Paving Enlargement

Paver Typologies

Paver A



Base Option
Material: Precast concrete
Color: HRL-37
Size: 6”x6”x3”
Product: Wausau Tile H-Series Ridgeline



Alternative Option
Material: Precast concrete
Color: HRL-12
Size: 6”x6”x3”
Product: Wausau Tile H-Series Frontier

Paver B



Base Option
Material: Precast concrete
Color: Limestone gray
Size: 5 7/8” x 23 ½” x 3”
Product: Hanover Prest Paver

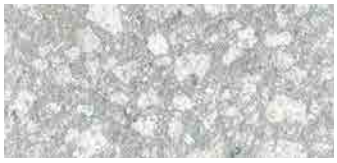


Alternative Option
Material: Precast concrete
Color: SSP-34
Size: 6”x24”x3”
Product: Wausau Tile Series Sesto V

Paver C



Base Option
Material: Precast concrete
Color: HRT-27
Size: 12”x24”x3”
Product: Wausau Tile Estate



Alternative Option
Material: Precast concrete
Color: SSP-30
Size: 12”x24”x3”
Product: Wausau Tile Series Sesto V

General Notes:

1. The following are the preferred paving material, in the event the paver is no longer manufactured or unavailable to procure, a similar paver in material and color may be used, subject to review and approval by the City of Raleigh.
2. Pavers specified shall at a minimum be pedestrian grade. Vehicular grade pavers may be installed in select locations, subject to review and approval by the City of Raleigh.
3. Unit pavers shall be installed on a setting bed over concrete subgrade, unless noted otherwise.

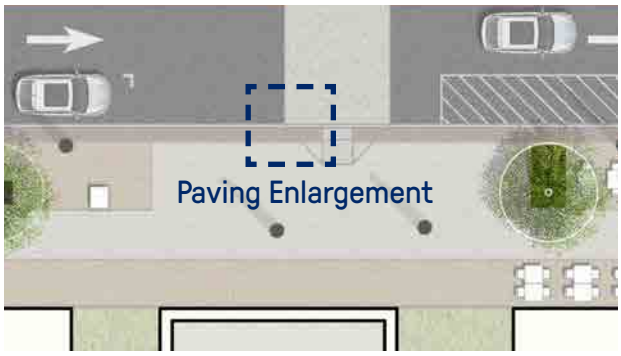
Streetscape Plan

3.2 Streetscape

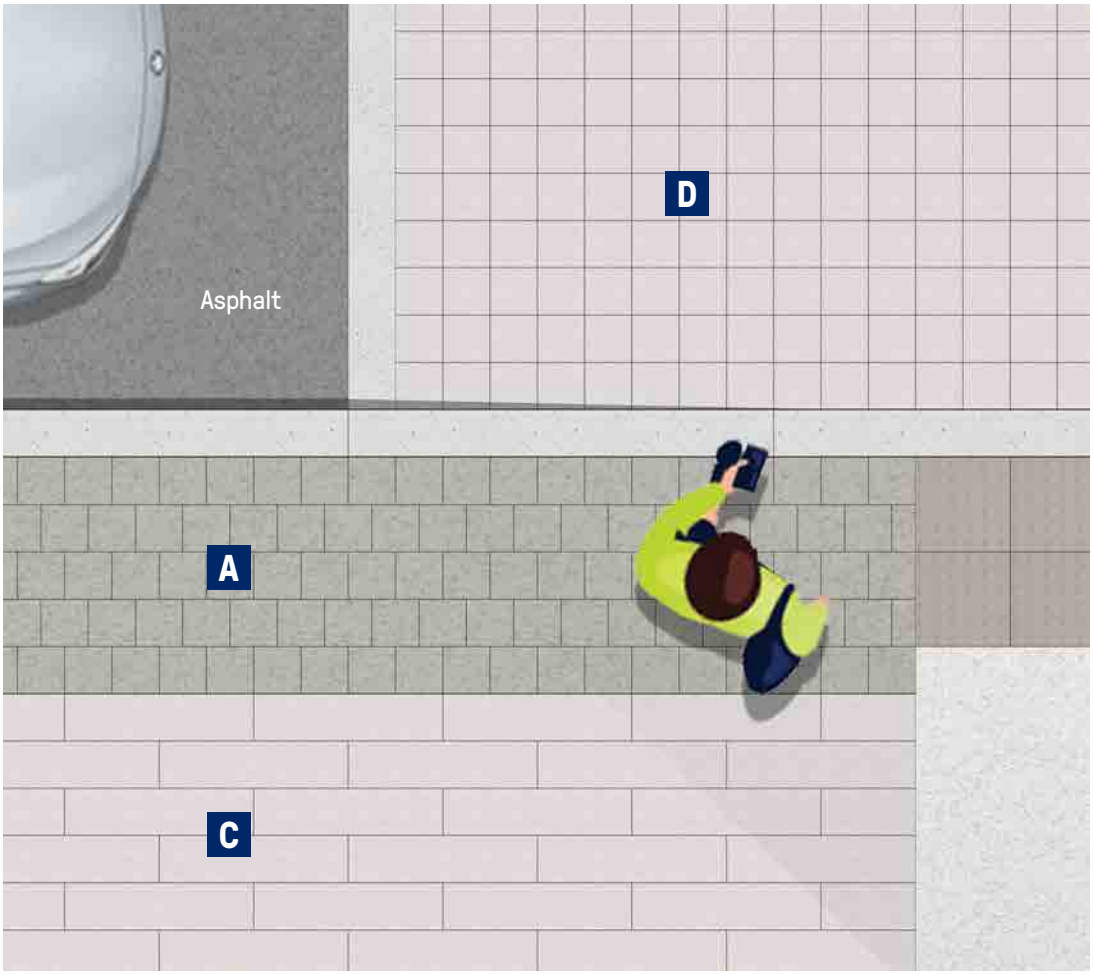
3.2.4 Materials and Furnishings

Mid-block Crossing

Paver Type “A” is applied in the Step-Off Zone adjacent to the curb, and Paver Type “C” is used within the Walking Zone—both consistent with the typical streetscape palette. Paver Type “D” is designated for mid-block crossings, accommodating both pedestrian and vehicular use.



Key Layout Plan



Typical Mid-block Crossing Paving Enlargement

Paver Typologies

Paver A



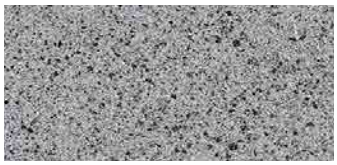
Base Option

Material: Precast concrete

Color: HRL-37

Size: 6”x6”x3”

Product: Wausau Tile H-Series Ridgeline



Alternative Option

Material: Precast concrete

Color: HRL-12

Size: 6”x6”x3”

Product: Wausau Tile H-Series Frontier

Paver C



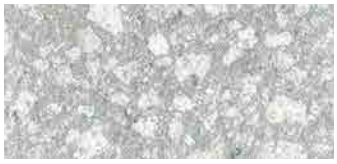
Base Option

Material: Precast concrete

Color: HRT-27

Size: 12”x24”x3”

Product: Wausau Tile Estate



Alternative Option

Material: Precast concrete

Color: SSP-30

Size: 12”x24”x3”

Product: Wausau Tile Series Sesto V

Paver D



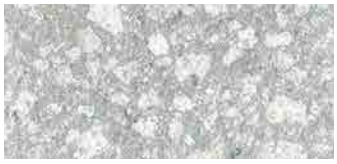
Base Option

Material: Precast concrete

Color: HRT-27

Size: 6”x6”x3”

Product: Wausau Tile Estate



Alternative Option

Material: Precast concrete

Color: SSP-30

Size: 6”x6”x3”

Product: Wausau Tile Series Sesto V

General Notes:

1. The following are the preferred paver specifications. In the event the paver is no longer manufactured or unavailable to procure, a similar product may be used, subject to review and approval by the City of Raleigh.
2. Paver D shall be vehicular grade. An alternative size for Paver D may be used if the specified size is deemed impractical, subject to review and approval by the City of Raleigh.

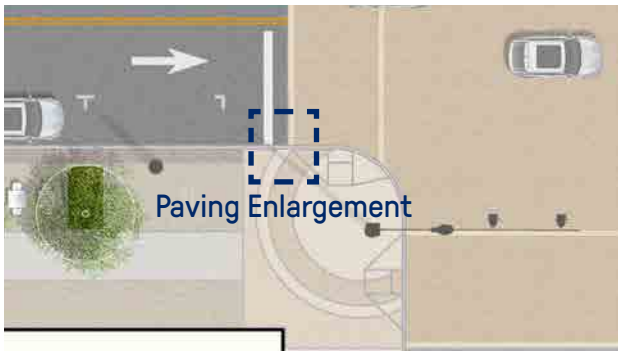
Streetscape Plan

3.2 Streetscape

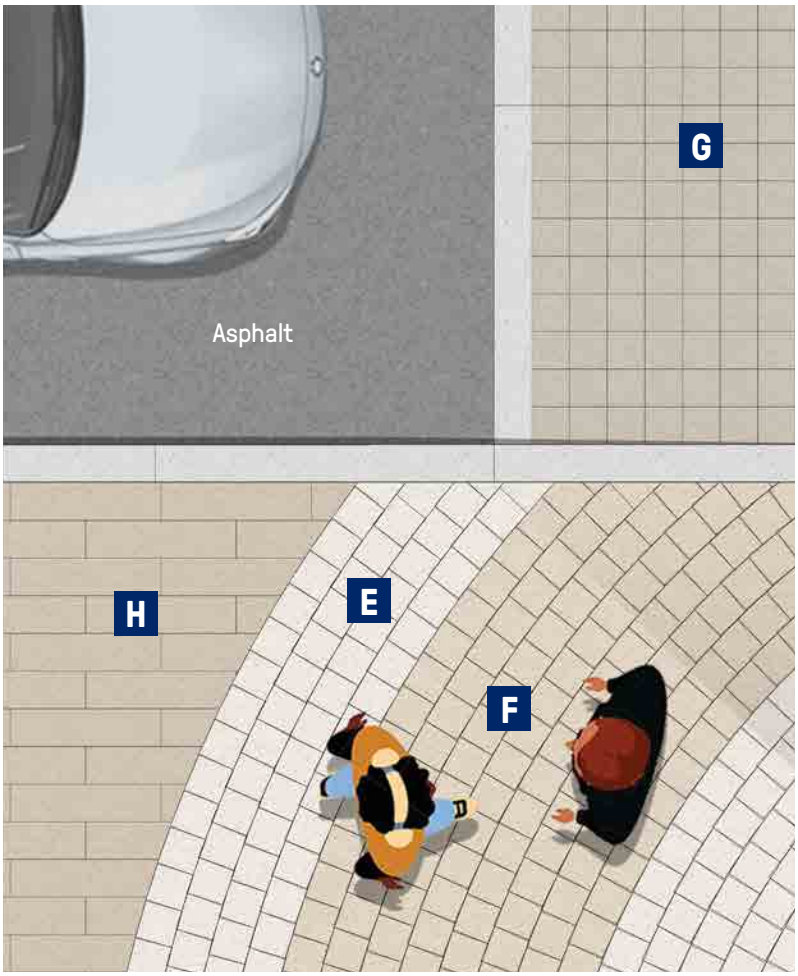
3.2.4 Materials and Furnishings

Intersections

Paver Types “E,” “F,” “G,” and “H” are used within the special intersection paving walking zone, introducing subtle tonal variations that reinterpret the tree ring concept at a finer grain. Paver Type “G” is designated for the intersection crossings for shared pedestrian and vehicular use.



Key Layout Plan



Intersection Crossing

6” Existing Curb

Intersection Special Paving/Ramp

0 1’ 2’ 4’

Typical Intersection Paving Enlargement

Paver Typologies

Paver E



Material: Precast concrete
Color: HGL-15
Size: 6” x 6” x 3”
Product: Wausau Tile H-Series Galaxy

Paver F



Material: Precast concrete
Color: HGL-20
Size: 6” x 6” x 3”
Product: Wausau Tile H-Series Galaxy

Paver G



Material: Precast concrete
Color: HGL-30
Size: 6” x 6” x 3”
Product: Wausau Tile H-Series Galaxy

Paver H



Material: Precast concrete
Color: HGL-35
Size: 6” x 24” x 3”
Product: Wausau Tile H-Series Galaxy

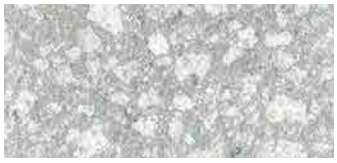
Paver Typologies (Simplified Alternate)

Paver C



Material: Precast concrete
Color: HRT-27
Size: 12”x24”x3”
Product: Wausau Tile Estate

Base Option



Material: Precast concrete
Color: SSP-30
Size: 12”x24”x3”
Product: Wausau Tile Series Sesto V

Alternative Option

General Notes:

1. Paver C may be used instead of Paver E, Paver F, and Paver G if the concentric paver design is not practicable, subject to approval by the City of Raleigh.
2. Paver G shall be vehicular grade. An alternative size for Paver G may be used if the specified size is deemed impractical, subject to review and approval by the City of Raleigh.
3. Paver E, Paver F, and Paver G shall at a minimum be pedestrian grade.
4. An alternative size for Paver G may be used if Paver G is deemed not practicable, subject to approval by the City of Raleigh.

Streetscape Plan

3.2 Streetscape

3.2.4 Materials and Furnishings

The furnishing strategy for Fayetteville Street is designed to accommodate a diverse range of social interactions and functional requirements. By providing a spectrum of seating typologies—from individual movable chairs to permanent group installations—the plan ensures the public realm remains accessible, comfortable, and adaptable.

General Notes:

1. The following are preferred styles furnishing types for Fayetteville Street. Selected furnishing should match the themes and intent and function of the selected items. The selected furnishings are the preferred option, but if no longer manufactured or unavailable to be procured, alternates can be used.
2. Privately installed street furnishing would be required to follow any applicable permitting from the Special Events Office.

Game Furniture



Chess Table Opt1

Manufacturer: The Urban Conga
Product: Signature Dominoes Table(Chess Table)
Size: 34”D x 34”W x 30”H (Table), 12”D x 18”W x 18”H(Stool)
Material: Stainless Steel, powdercoated finish



Chess Table Opt2

Manufacturer: Vestre
Product: ACCESSORIES-series Game Surfaces
Size: Varies
Material: Hot-dip galvanised and powder-coated steel, wood



Table Tennis Table Opt1

Manufacturer: POPP
Product: HEROair outdoor table tennis table
Size: 9’L x 4.9’W x 2.5’H
Material: Strengthened marine-grade aluminium, powdercoated finish



Table Tennis Table Opt2

Manufacturer: POPP
Product: ICON outdoor table tennis table
Size: 9’L x 4.9’W x 2.5’H
Material: Steel, powdercoated finish



Cornhole (on lawn)

Manufacturer: American Cornhole Association
Product: Custom Versatex All-Weather Cornhole Boards
Size: 4’L x 2’W, 6” DIA(hole)
Material: Versatex PVC

Artificial Lawn



Artificial Turf 1

Manufacturer: SYNLAWN
Product: SYNAUGUSTINE 347



Artificial Turf 2

Manufacturer: LandScapes by Forever Lawn
Product: SELECT HD

Streetscape Plan

3.2 Streetscape

3.2.4 Materials and Furnishings



Movable Seating

Manufacturer: Landscape Forms
Product: Parc Centre Lounge Chair
Size: 30”D x 23”W x 43”H (with arms), 30”D x 20”W x 43”H(no arms)
Material: Powdercoated metal(fine texture)



Sculptural Seating

Manufacturer: Landscape Forms
Product: Petra
Size: 43.25”D x 37.25”L x 18.25”H(XS), 74.25”D x 46”L x 18.25”H(S)
Material: Escofet concrete(with acid-etched finish)



Fixed Seating 1

Manufacturer: mmcite
Product: Morse Dot
Size: 36”D x 20”W x 30”H
Material: Powdercoated steel, wood(Jatoba FSC C167403)



Fixed Seating 2

Manufacturer: Vestre
Product: STRIPES Bench
Size: 70.1”DIA x 16.3”H
Material: Hot-dip galvanised and powder-coated steel, oiled oak (xxx-940/941)



Group Seating 1

Manufacturer: mmcite
Product: Lago Stool/Outdoor Round Table
Size: 34”DIA x 18”H/ 34”DIA x 30”H
Material: Powdercoated steel, wood(Jatoba FSC C167403)



Group Seating 2

Manufacturer: mmcite
Product: Landscape Compact
Size: Varies
Material: Powdercoated steel, wood(Jatoba FSC C167403)



Stage Seating 1

Manufacturer: Streetlife
Product: Solid Podium Discs
Size: 116.1”DIA x 18.5”H(4 seats)
Material: Powdercoated steel, cumaru wood



Stage Seating 2

Manufacturer: mmcite
Product: Urban Islands
Size: Varies
Material: Galvanized steel, wood(Jatoba FSC C167403)



Movable Seating

Manufacturer: mmcite
Product: Rivage
Size: 63”D x 31”W x 34”H
Material: Powdercoated steel, wood(Jatoba FSC C167403)/ Powdercoated steel only



Sculptural Seating

Manufacturer: mmcite
Product: Sinus(Stool)
Size: 18”D x 32”W x 18”H
Material: Powdercoated steel (Perforated Steel Sheet)



Fixed Seating 1

Manufacturer: Vestre
Product: BLOC Chair
Size: 26.4”D x 28”W x 31.1”H
Material: Hot-dip galvanised and powder-coated steel, oiled oak (xxx-940/941)



Fixed Seating 2

Manufacturer: Vestre
Product: STOOP Bench
Size: 49.5”D x 61.3”W x 27.7”H
Material: Hot-dip galvanised and powder-coated steel, oiled oak (xxx-940/941)



Group Seating 1

Manufacturer: Vestre
Product: MOVE Bench
Size: 17”D x 65”W x 18”H
Material: Hot-dip galvanised and powder-coated steel, Oiled oak (xxx-940/941)



Group Seating 2

Manufacturer: F+S
Product: Eulo Seating
Size: Varies
Material: Powdercoated steel, Cumaru wood



Stage Seating

Manufacturer: Vestre
Product: UNITY Seat
Size: 95.9”L x 63”W x 16.9”H
Material: Hot-dip galvanised and powder-coated steel, oiled oak (xxx-940/941)

Streetscape Plan

3.2 Streetscape

3.2.4 Materials and Furnishings

The proposed color palette for hardscape and furnishings utilizes a neutral foundation of grays and earth tones supplemented by a diverse range of warm and cool accent colors. Together, these colors will provide a versatile framework for wayfinding and placemaking, ensuring that new interventions complement the existing historic context while injecting a renewed sense of energy into the public realm.

Neutrals

- RAL 7012 — Basalt grey
- RAL 7035 — Light grey
- RAL 9016 — Traffic white
- RAL 7044 — Silk grey

Primary Accents

- RAL 1003 — Signal yellow
- RAL 1030 — Traffic yellow
- RAL 1021 — Colza yellow
- RAL 1028 — Melon yellow
- RAL 1006 — Maize yellow
- RAL 2000 — Gelborange
- RAL 2013 — Pearl orange (+450, -Euro)
- RAL 2001 — Red Orange

Secondary Accents

- RAL 6000 — Patina green
- RAL 6001 — Emerald green



*Existing Umbrella Color at City Plaza

Tertiary Accents

- RAL 3017 — Rose
- RAL 3002 — Carmine red
- RAL 3028 — Pure red
- RAL 5003 — Saphire blue
- RAL 5005 — Signal blue
- RAL 5012 — Light blue
- RAL 5000 — Violet blue

General Notes:

1. Primary and secondary accents are recommended for street furniture, while tertiary accents are better suited for public art.
2. Colors similar in hue to the recommended color palette may be used, subject to approval by the City of Raleigh.














Photos shown above are intented to visualize the recommended color palette. For recommended street furnishings, refer to previous pages in the document.

Streetscape Plan

3.2 Streetscape

3.2.5 Concept Details

Planter Detail

The maturing oak trees remain a defining characteristic of Fayetteville Street and represent a primary success of the 2006 revitalization. In response to consistent stakeholder feedback advocating for increased greenery, this plan proposes the strategic expansion of existing tree pits. By enlarging these pits at alternating intervals, the design achieves a continuous rhythmic cadence of at-grade planting while minimizing the City's long-term maintenance requirements.

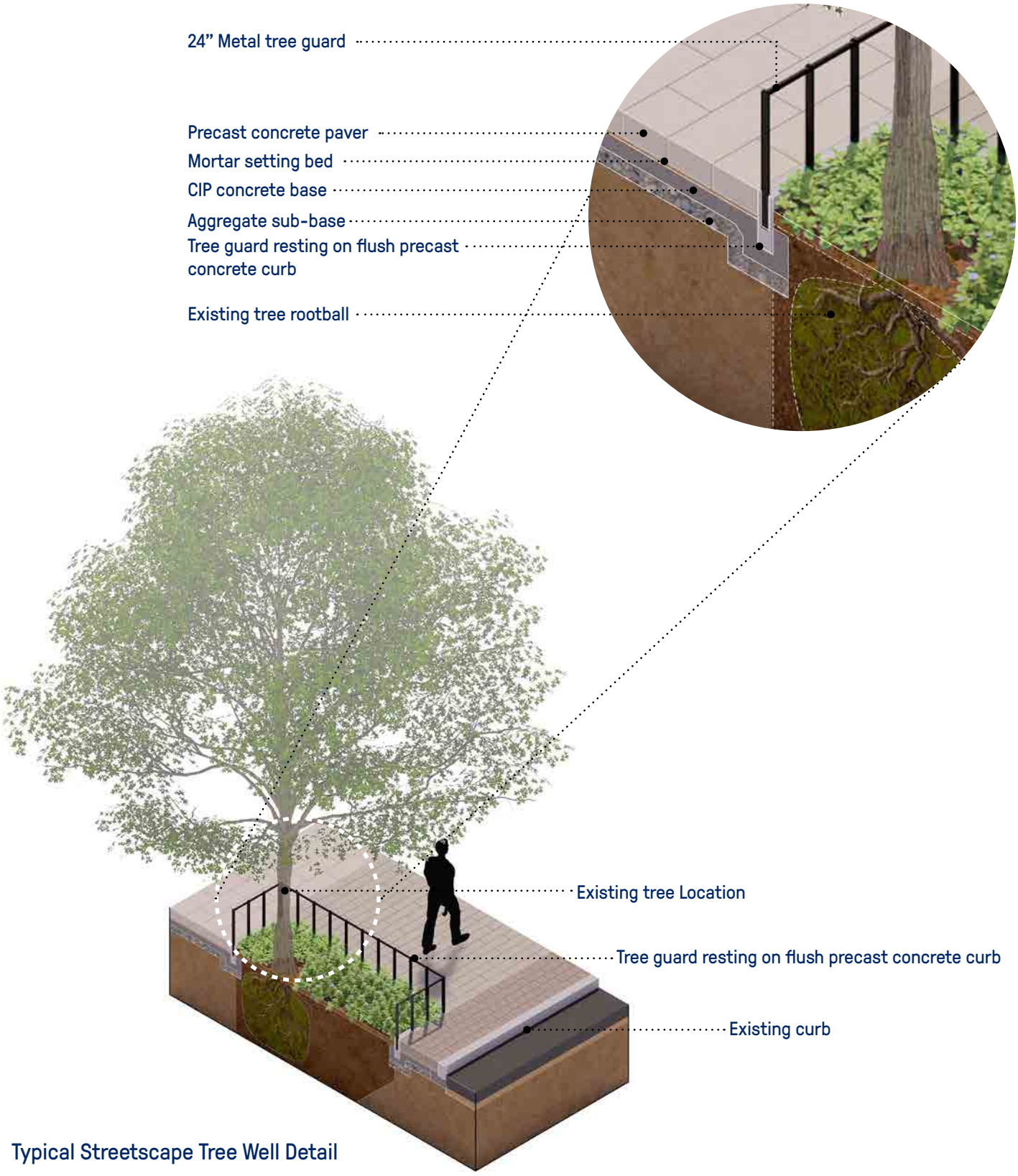
These expanded beds will utilize hardy groundcover to assist in moisture retention for the root zones without compromising the health of the existing canopy. To ensure the longevity of the landscape, low-profile railings will be installed to prevent trampling during high-traffic events and festivals. In areas where at-grade planting is not proposed, cast iron tree grates will be implemented; this approach protects critical root systems while maximizing the functional surface area of the Activity Zone.



Precedent Tree Well Guard in Washington, DC



Precedent Tree Well Guard in Chicago



Typical Streetscape Tree Well Detail

Streetscape Plan

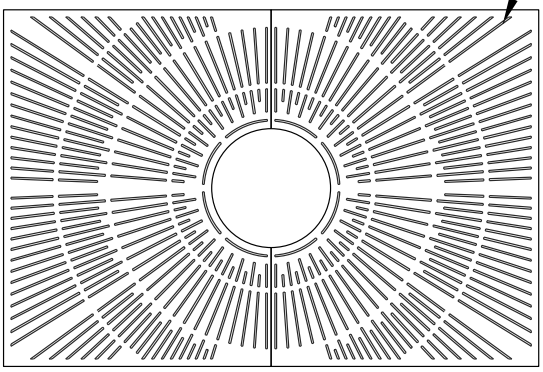
3.2 Streetscape

3.2.5 Concept Details

Paver Grate Detail

In areas where at-grade planting is not proposed, suspended pavement systems featuring paver grates will be implemented; this approach protects critical root systems while maximizing the functional surface area of the Activity Zone. The standard tree grate detail specified by the City of Raleigh will be utilized.

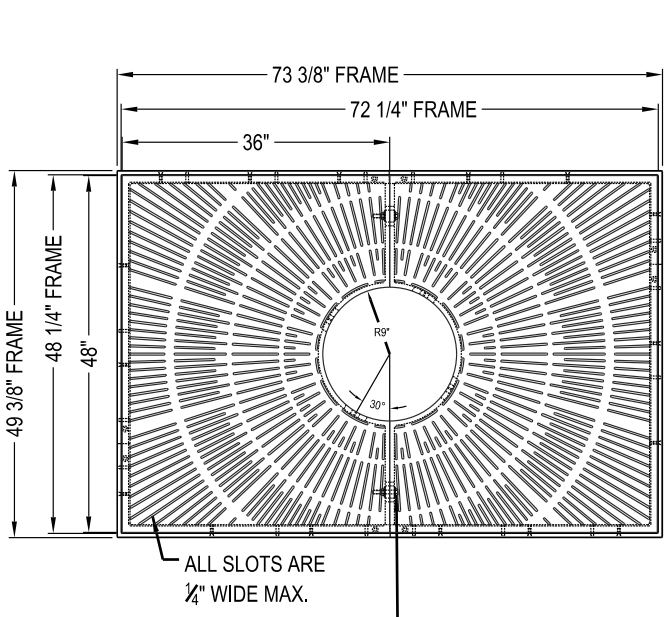
In areas where at-grade planting is not proposed, the City of Raleigh standard tree grate shall be used to protect critical root systems while maximizing the functional surface area of the Activity Zone. Should the City of Raleigh update the standard tree grate detail, such detail shall be utilized. As an alternative, flexible pavement may be used if there is reason to deviate from the standard tree grate, subject to review and approval by the City of Raleigh.

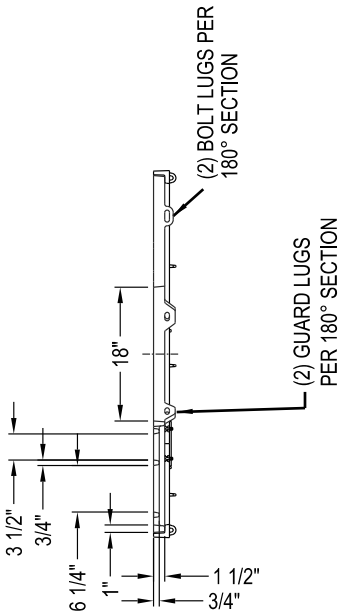


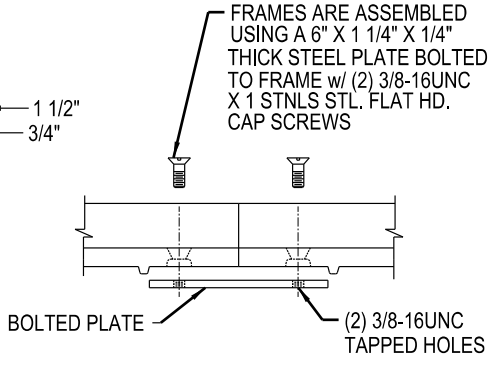
NOTES:

1. GRATE DESIGN MUST BE ADA COMPLIANT.
2. GENERAL PATTERN DESIGN MUST BE AS SHOWN.
3. EXCEPTIONS OR PERSONALIZATION MUST BE REVIEWED AND APPROVED BY THE CITY OF RALEIGH.
4. A TREE IMPACT PERMIT IS REQUIRED.
5. ADHERE TO STANDARDS IN THE CITY TREE MANUAL.
6. ELECTRIC OUTLETS AND OTHER UTILITIES ARE PROHIBITED IN THE GRATE AREA.

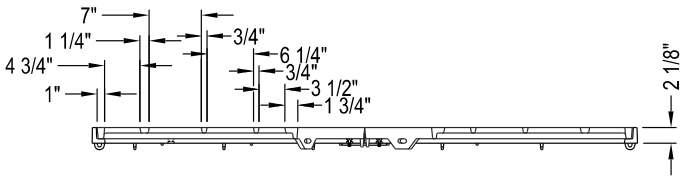
CONTACT INFORMATION:
CITY OF RALEIGH PARKS, RECREATION AND CULTURAL RESOURCES DEPARTMENT URBAN FORESTER:TREES@RALEIGHNC.GOV
WWW.RALEIGHNC.GOV







ASSEMBLY DETAIL



NOTE: ALL DIMENSIONS SHOWN ARE IN ENGLISH
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NO PAINT
WEIGHT: 608#/SET

CITY OF RALEIGH
STANDARD DETAIL

REVISIONS	DATE: 8/2020	NOT TO SCALE
	TREE GRATE IN SIDEWALK WITHIN ROW	
	TPP-06	

Standard Tree Grate Detail by the City of Raleigh

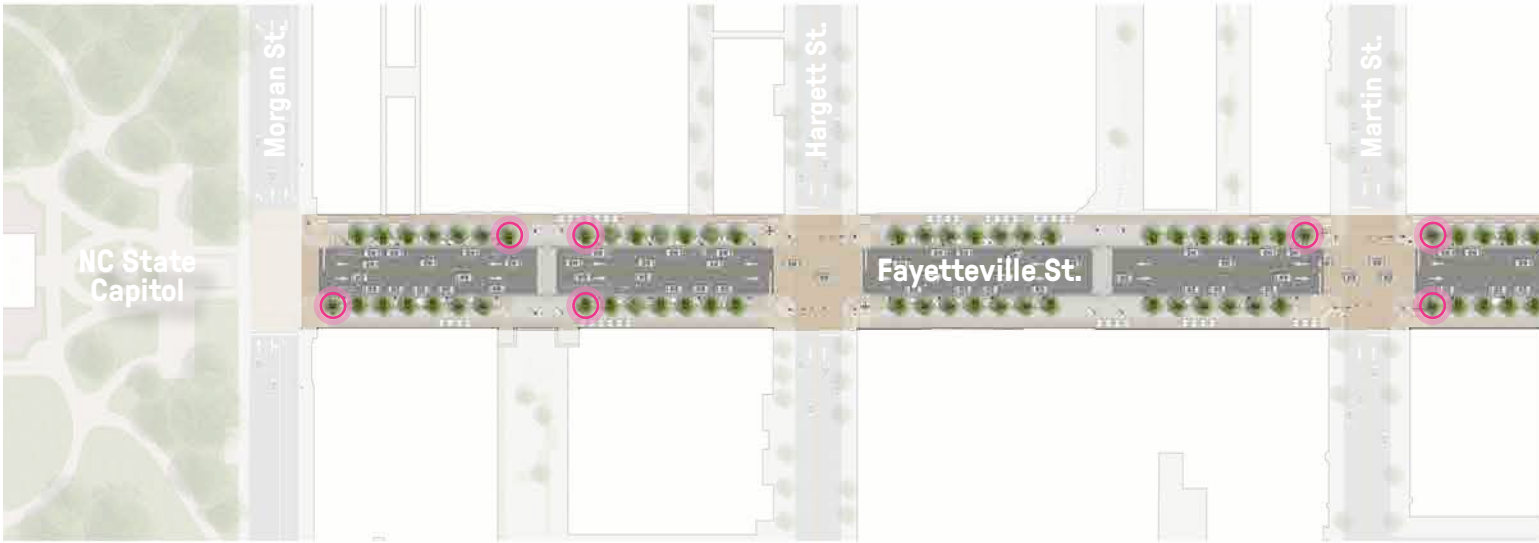
Streetscape Plan

3.2 Streetscape

3.2.6 Planting Palette

Street Trees

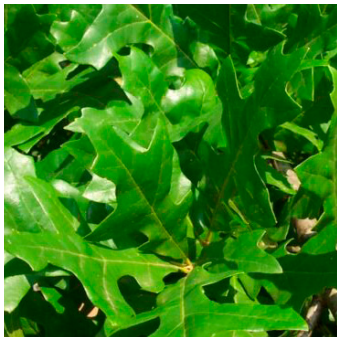
The existing street trees along Fayetteville Street are Highbeam® overcup oaks, and the proposed trees will be of the same species. Locations of both existing and proposed trees are indicated on the site plan. In the event of tree decline or loss, replacements shall be installed in the same locations to preserve continuity of the streetscape canopy.



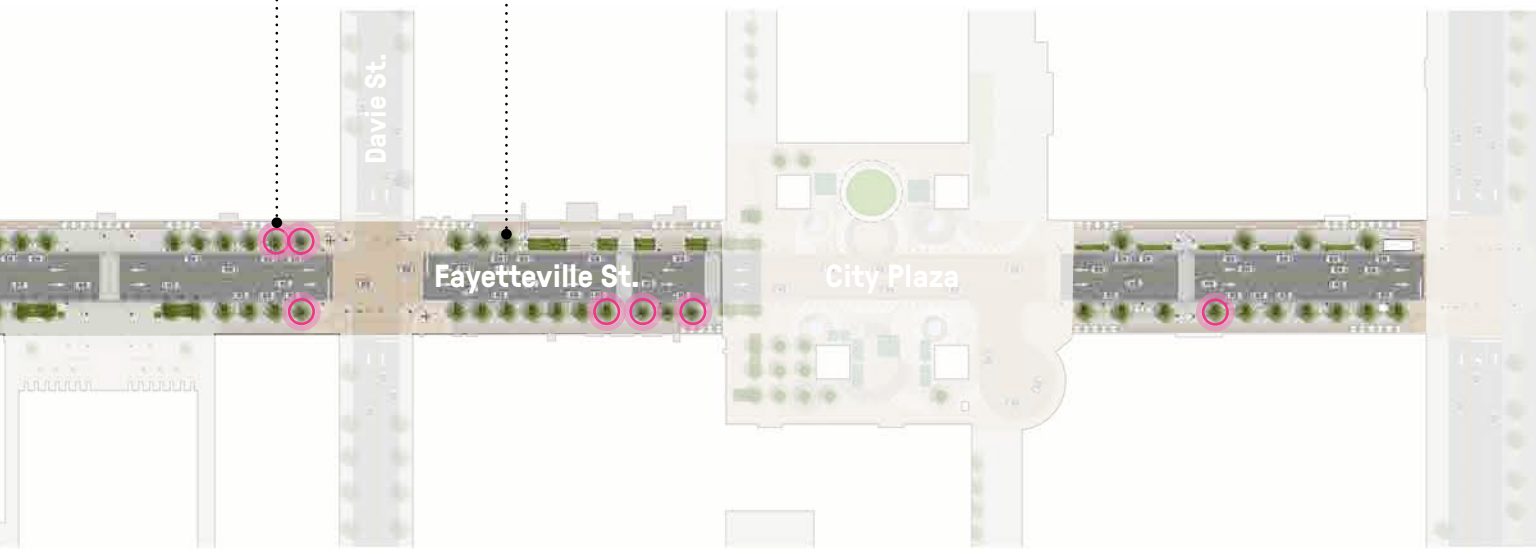
Overall Illustrative Site Plan

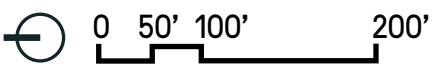
Existing Trees: 94
Proposed Trees: 14





Highbeam® Overcup Oak
Quercus lyrata 'Highbeam'





Streetscape Plan

3.2 Streetscape

3.2.6 Planting Palette

Understory

The following selection comprises a refined palette of hardy, resilient species specifically curated to thrive within the rigors of the urban microclimate. These low-profile groundcovers have been selected for their high durability and minimal supplemental maintenance requirements.




Carolina Green-and-gold
Chrysogonum repens




Marginal Wood Fern
Dryopteris marginalis




Cast-iron-plant
Aspidistra elatior




Mondo Grass
Ophiopogon japonicus




Mountain Spurge
Pachysandra procumbens

General Notes:

1. Additional plantings may be approved, subject to approval by the City of Raleigh.
2. The existing trees are to be protected. Hand digging and air spading to be used by certified professional planting installers chosen in collaboration with Urban Forestry. This is to be further coordinated with the design team, the City, and the Certified Arborist in later stages of work.
3. Existing paver, existing tree grates, etc. to be removed are to not harm the existing trees, existing tree root structure, and / or the existing planting soil at the tree's root system. The demolition and installation of new paving is to be completed by a certified professional only, with the oversight of a Certified Arborist.

Streetscape Plan

3.2 Streetscape

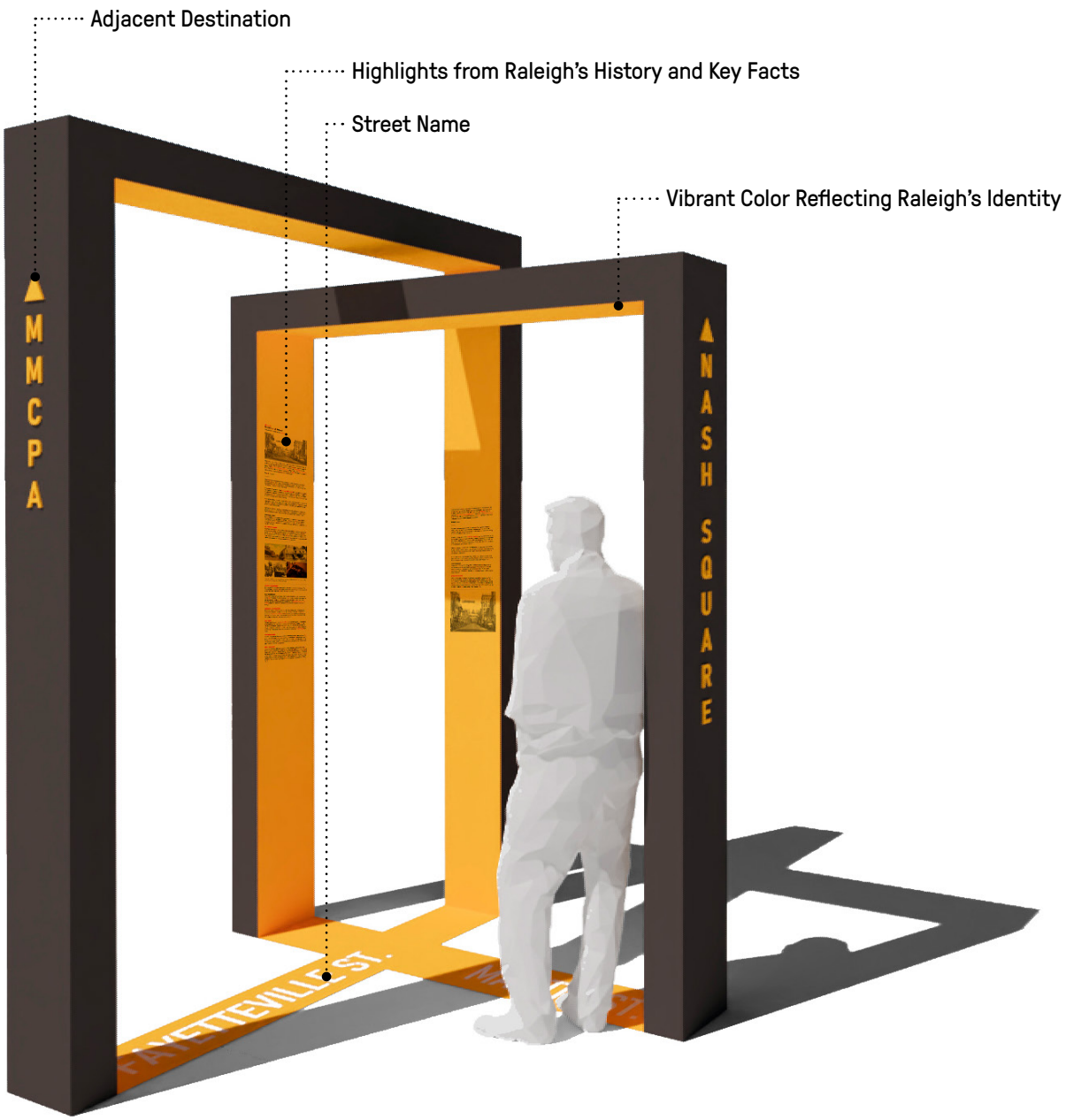
3.2.7 Wayfinding Elements

Where Fayetteville intersects with the perpendicular east–west streets, there is an opportunity to establish a welcoming gateway and strengthen wayfinding within the broader downtown district. Wayfinding elements may be designed as interactive features that reinforce district identity through bold, memorable forms and locally inspired motifs. All such elements shall be carefully integrated to maintain unobstructed pedestrian circulation and preserve clear sightlines, including key axial views toward prominent landmarks such as the State Capitol, as well as required vehicular sight-distance and visibility triangles.

Drawing inspiration from the William Christmas Plan for the City of Raleigh, the Framed Passthrough reinterprets the street grid as a contemporary, interactive wayfinding feature. Composed of two interlocking frames, the installation establishes a clear threshold within the public realm, inviting visitors to pass through while creating moments for interpretation, learning, and discovery. A bold, district-specific color palette enhances visibility and identity, while interior surfaces provide opportunities to communicate city facts, historic milestones, and locally rooted narratives.

General Notes:

1. The proposed wayfinding element is only a conceptual design. Additional design would be required, however, the design intent should be carried over through final design.
2. Wayfinding portals are to be installed by the City of Raleigh at the location identified in the Illustrative Plan.



Proposed Wayfinding Element

Streetscape Plan

3.2 Streetscape

3.2.7 Wayfinding Elements



Existing Streetscape Condition



Proposed Wayfinding Element


ARASE SQUARE

Streetscape Plan

3.2 Streetscape

3.2.8 Lighting Design

Illumination Zoning

Vehicular Roadway - Well Controlled
An average of 1.3 FC is achieved with layout proposed and with excellent uniformity. Illumination levels in the roadway will be minimally susceptible to tree foliage variations throughout the year.

Activity Zone - Variable
These spaces are highly susceptible to tree foliage over the seasons. Configuration and usage will vary, so an adaptable solution is recommended. Adjustable tree lighting is proposed.

Walking Zone - Controlled
The continuous 8ft walk zone needs to be maintained clear for pedestrians. Currently there is no dedicated lighting for the pedestrian areas. Light poles along the curb line concentrate illumination along the road which is then filtered back to the sidewalk through the trees achieving an observed baseline of 0.5 FC. The proposed layout reduces the impact of tree foliage with direct illumination of the walkways. An average of 1.1 FC can be achieved with the proposed layout creating a visible impact.

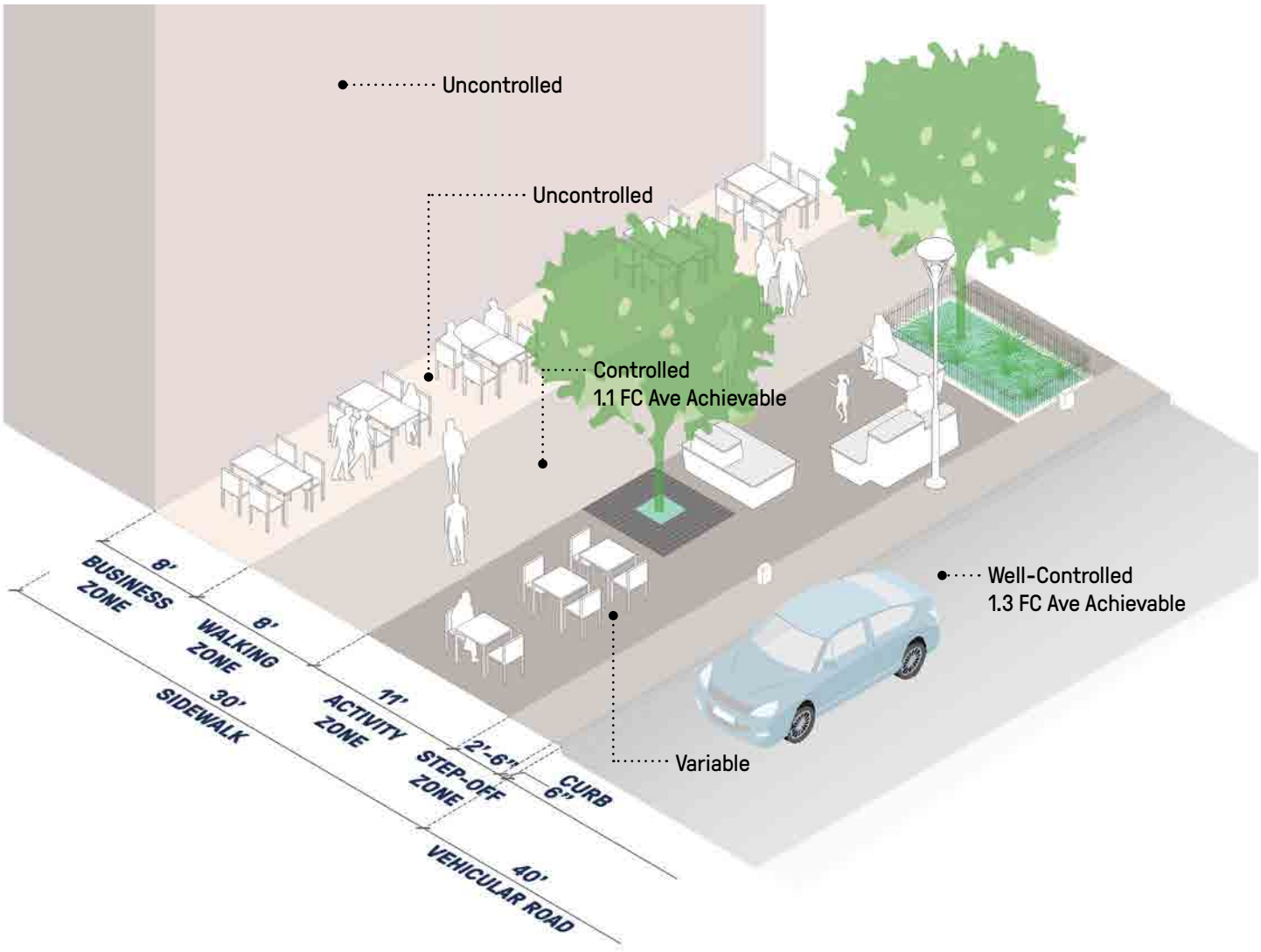
Business Zone - Uncontrolled
The facades of the various storefront and business entities vary widely on the amount and type of illumination they provide. These often overlit and variable amounts of illumination have a very high impact on the perception of darkness, and the overall sense of safety and security. Business facade lighting and finishes will also impact the actual sidewalk illumination.

Facade Lighting

A persistent problem along Fayetteville Street is the occasional vacant storefront. Consider developing a Raleigh-branded signage element with included internal or external illumination that can be supplied to property owners to activate their facades. A mock-up of such a recommended installation will ensure that the recommended 1.0-3.0 FC is achieved.

For owners and tenants who may be struggling to maintain their outdoor lighting, provide supplemental guidance toward, or assistance applying for, facade improvement grants. Such grants should also be made available to tenants and owners to hire capable professionals to develop photometric calculations to confirm adherence to the illuminance recommendations.

Lighting metrics can be difficult to enforce in the planning and design process which may need to be fast-moving to support local business. Simpler guidance can be effective to regulate light levels and perception along the length of the street. The following section provides examples of feature-based requirements to allow adjustment of the exterior lighting to suit a dynamic city streetscape.



Proposed Typical Streetscape Condition

Streetscape Plan

3.2 Streetscape

3.2.8 Lighting Design

Business Facade Lighting Guidelines

These considerations are not intended to limit the creativity and innovation of business owners in attempting to express their brand identity and provide for inviting spaces for their patrons. Lighting systems for the enjoyment of the business frontage should, however, be designed within the context of neighboring businesses and the overall character of Fayetteville Street and must not interfere with the walking path as defined in section 3.2.8.



Excessive illumination along frontage leaves entrance door in shadow.
Consider requiring facade illumination not to exceed illumination of adjacent doors. This provision will bring attention to neighboring facilities, and the need to not over power them, even if illumination calculations are not performed.



The highest light levels recorded on Fayetteville Street were taken outside the 150 Parking entrance only steps away from vacant parcels.

Given the transience of parcel occupancy, consider requiring dimmers on exterior lighting to allow excessive installations to be dimmed down in relation to adjacent tenants.



Tenant has insufficient illumination or extinguishes exterior lighting after their primary hours.

Consider requirement for minimum hours of operation controlled by a timeclock.



Dynamic systems can result in unpredictable lighting conditions.
Regulating the rate of change and/or the hours in which dynamic systems can be used can also mitigate negative impacts. It may also be worth considering if color-tuning is right for Fayetteville Street or if these systems should be prohibited.

Streetscape Plan

3.2 Streetscape

3.2.8 Lighting Design

Electrical Systems and Power Access

Power panels at each city block currently feed power outlets along the street that are used by the city for events and lights in the planter beds.

Power outlets are currently placed in each granite planter. Most of these power outlets are 120V, GFCI type outlets. Select locations have 208V, 20A type outlets. The existing 208V, 20A outlets found along the street shall be converted to 120V, GFCI type outlets at all locations.

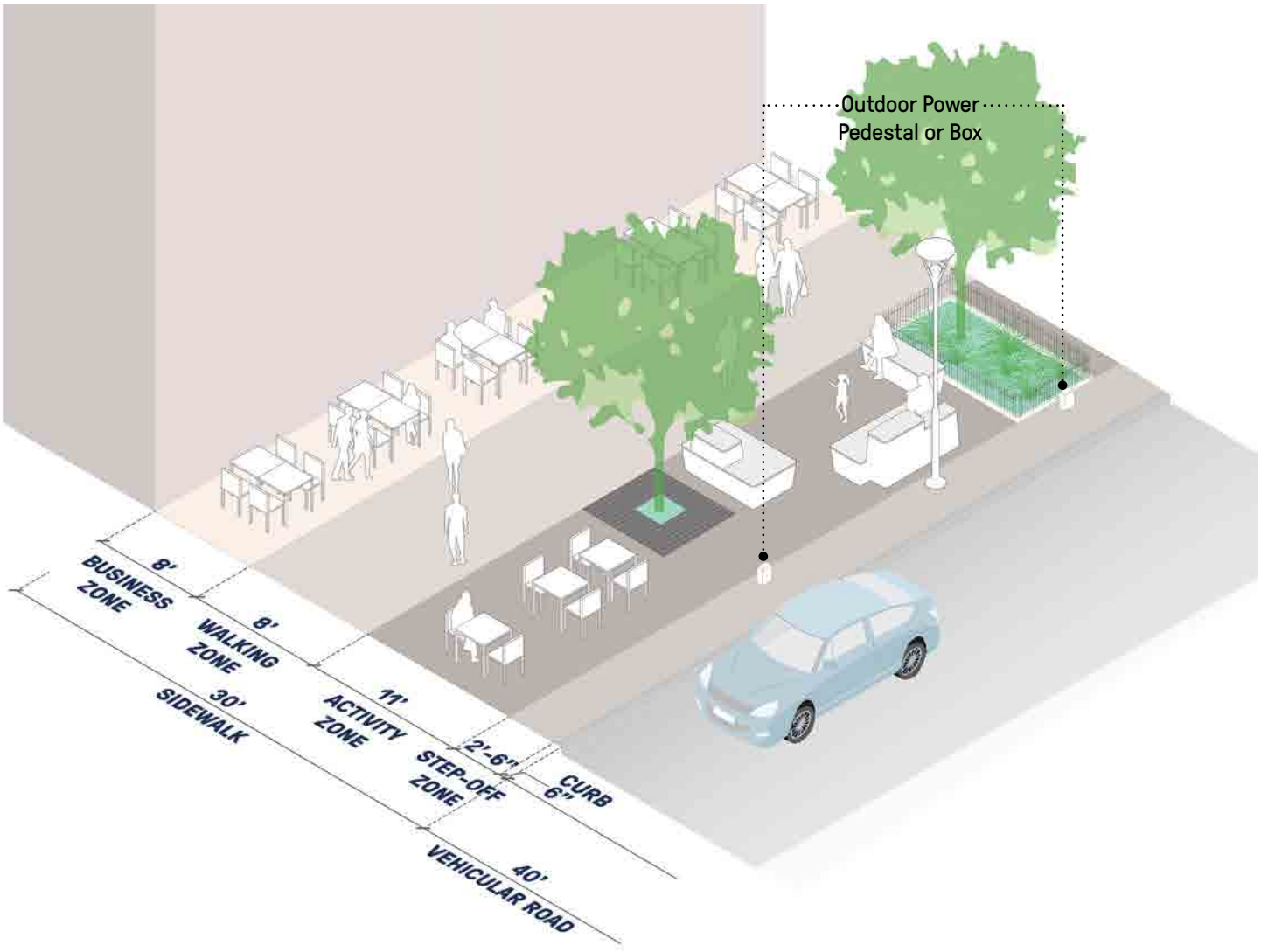
At locations where the existing granite planters are removed, new power pedestals or boxes shall be installed. These pedestals shall contain two 120V, GFCI outlets on dedicated circuits. The cover shall be lockable with a padlock to prevent unauthorized access to the outlet and wiring. These power pedestals shall be located within 50' of each street corner and spaced no greater than 25' apart along the street except within City Plaza on the 400 block and in other select locations, such as in front of the courthouse entry steps. Refer to appendix for power pedestals or boxes specifications. Additional products my be used only with the approval by the City of Raleigh. Refer to the renderings on previous pages of this report showing power pedestals in the updated streetscape. Working with the tree spacing which is approximately 22', a rhythm is created which works with the power density needs to support food trucks. Where trees only have grates and no fencing, the power poles will be located at the back of curb and in-line with the trees.

200A, 208V power connections in the newsstand kiosks shall be removed at each location except at the newsstand kiosk at the southeast corner of Davie St. and Fayetteville St. in front of the Duke Energy building. Once these 200A connections are removed, the power capacity from these connections can be re-used as the street is updated to provide additional 120V outlets along the street. Up to thirty new 120V circuits can be provided in place of each 200A power connection that has been removed. New power panels may be required to provide these additional circuits. The city will continue to use a portable power panel cart for events in City Plaza by connecting to the power connection at Davie St and Fayetteville St.





Power panel



Proposed Typical Streetscape Condition

Streetscape Plan

3.2 Streetscape

3.2.8 Lighting Design

Street Lighting

Replace existing historic posttop luminaires 1:1 with modern streetlight selection from Duke Energy "Halo" (Type L1) in support of the modernized landscape aesthetic proposed. Refer to Duke Energy product data sheet included with appendix. Initial calculations were run based on the standard product with forward throw, 3000K, and nominal 4800 lumen output.

The optic is internally rotatable as offered by the original equipment manufacturer, Cooper Invue. Refer to L1 OEM cut sheet in appendix. By alternating the optic in each pair of lights along the street in the east-west direction, roadway and walkway coverage achieves averages of 1.3FC in the roadway and 1.0 FC on the sidewalk. The fixture itself remains oriented toward the street to preserve the aesthetic organization.

To complement the new modern fixture, replace the existing custom decorative poles with smooth round poles. If it is not practicable to replace the street lights to Type L1 due to pole base pattern incompatibilities, a more traditional light fixture may be selected, subject to approval by the City of Raleigh.

The crosswalks are flanked with two pairs of streetlight poles currently with a significant setback from the curb. These shall be replaced with type L1 by Duke in their current locations. The forward throw will provide sufficient illumination at the crosswalk. However, the existing locations are in conflict with the new walking path. If approved by the City of Raleigh, the light poles shall be relocated perpendicular to the curbline in line with the existing street lights.

Duke Energy has highlighted the potential difficulty of relocating the pole bases given extensive below-grade utilities prompting the suggestion to remove these poles entirely. While this does remedy the physical conflict, the reduction in illumination where higher illumination is indeed required should not be allowed as a matter of safety.

As an alternative it is proposed that during rework of the grade that the bases be replaced along the curb buffer zone with alternative luminaire (Type L2) also at 3000K. This is proposed as a means to accomplish three things:

1. Avoid a recurrent pedestrian-pole conflict
2. Focus higher illumination at the point of interference between pedestrian and vehicular traffic
3. Serve as a way-finding element for pedestrians and also signal motorists

EXCEPTION: The pedestal mounted poles at the courthouse should remain in current location preserving the formality of the courthouse approach.

While the alternative luminaires are not available from Duke Energy as a standard offering, a contract structure can be developed in partnership with the utility to furnish, install, and maintain this equipment to avoid initial costs and provide for more predictable budgeting.



Duke Energy “HALO”



Proposed light column with adjustable optic by BEGA

Streetscape Plan

3.2 Streetscape

3.2.8 Lighting Design

Tree Lighting

Existing in-grade uplights are non-functional and will be removed. Even if they could be properly maintained, the lamping, placement, and lack of aiming make in-grade uplights problematic and present undue uplight and potential light pollution.

To avoid potential clashes with pedestrians and activity zones, the tree planter areas were focused upon for additional options. After exploring options to integrate lighting into the planter bed curbs, the planter beds themselves evolved to open fencing leaving less opportunity for lighting equipment.

Finally, to re-envision the original intent of accenting the trees and to provide supplemental activity zone lighting, the trees themselves provided the best option. A small accent spot luminaire (Type L3) with the flexibility to mount in various ways is proposed. Color-changing is available for this application. If static white is chosen, the correlated color temperature should also be 3000K to match the pole lights.



Adjustable spot lights by TARGETTI mounted within protective tree fence area (RGBW and static white options)



Sample area with various tree-light mountings depicted









Movable tree mounting accessories, examples



Movable tree mounting accessories, example

Maintenance accessibility and pedestrian in-accessibility need to be balanced per the application with a plan set with Parks for annual maintenance to re-adjust the straps and stakes to accommodate tree growth.

Should the City choose to purchase a small quantity of luminaires for mock-up of one tree, a budget price of $4000 is suitable for a static-white application. $10,000 should be budgeted for color-changing.

Decorative or festive tree lighting installations will remain available to tenants and other stakeholders with appropriate permit application.

Such installations for holidays or other festive occasions which add to the overall ambiance are welcome within key provisions. (1) white light shall be 3000K CCT to match pole lights, (2) equipment must be located to balance the needs for maintenance access and pedestrian in-access. (3) no lighting equipment shall encroach up on the walking path as defined in section 3.2.8, (4) any equipment in the planting beds or bows of the trees needs to be planned in conjunction with Parks for annual maintenance to make adjustments to accommodate tree growth.

General Notes:
Tree lighting options shown in the Streetscape Plan are not requirements, but rather provide technical requirements for when street tree lighting is used along the corridor.

Streetscape Plan

3.2 Streetscape

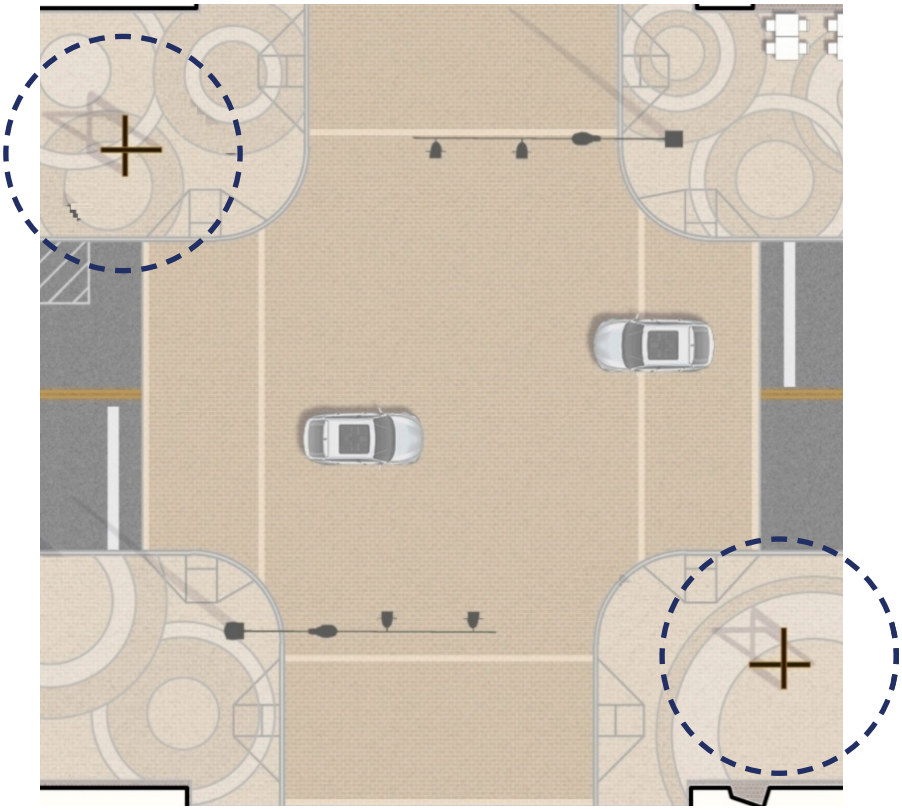
3.2.8 Lighting Design

Wayfinding Portals

Portals fabricated with integrate lighting at minimal adder to include:

1. LED strips behind laser-punched text with contrasting interior finish
2. Aimed LED spot lights with narrow beam to highlight informational text

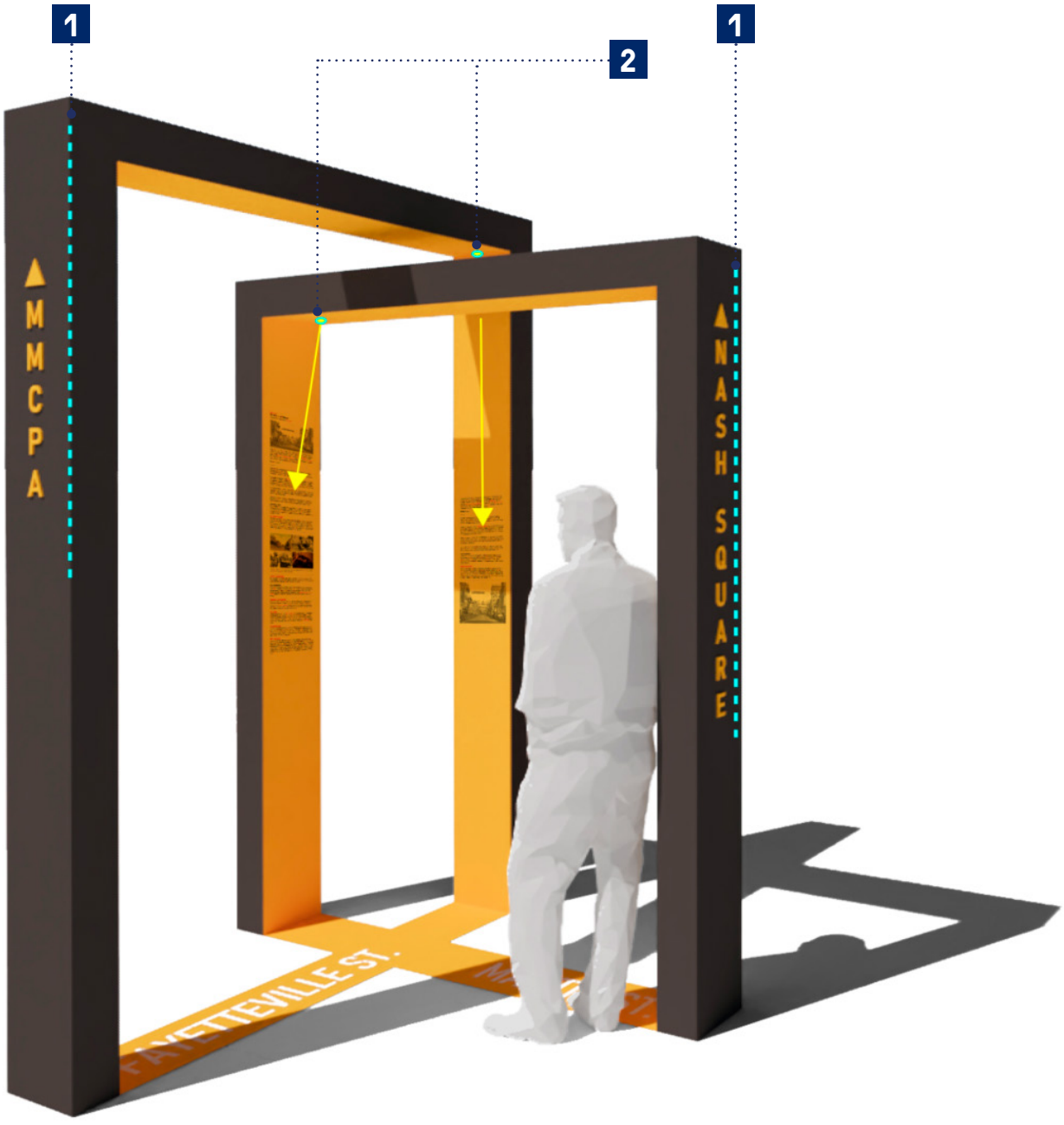
Electrical circuitry can be run later, but adding lights would be difficult and costly later.



Area “C” Typical Intersection



General Notes:
The proposed lighting design for the wayfinding element in only in conceptual design. Additional lighting options would be evaluated as the wayfinding portals are designed.


1
2
1
MMCPA
NASH SQUARE
FAYETTEVILLE ST.

3.2 Streetscape

3.2.9 Engineering Narrative

Kiosks
Nine existing kiosks are located on both sides of Fayetteville Street within the streetscape-improvement limits. Each kiosk currently includes a utility cabinet and an adjacent covered area that houses news racks or trash and recycling bins, all mounted on a concrete pad foundation. These kiosks sit between the curb and the proposed sidewalk dining and amenity zones.

The streetscape plan refines the design and footprint of these kiosks to support wider, more comfortable walking and furnishing zones while maintaining all required utility functions. Modifications will focus on reducing visual and physical bulk and improving integration with the surrounding streetscape. Anticipated changes include removing existing kiosk wall panels and roofs, removing trash and recycling bins from kiosk structures, relocating above-ground electrical equipment to below-grade vaults where feasible, and replacing existing news racks with more compact newspaper and magazine dispensers at selection locations.

The utility cabinet portion of each kiosk contains either traffic signal control equipment or heated and insulated backflow preventer assemblies that serve domestic or irrigation water lines. Where feasible, these cabinets will be replaced with smaller enclosures to reduce overall height and footprint while maintaining all operational and safety requirements. No removal or relocation of traffic signal equipment or backflow preventer is proposed.

Several kiosks currently feature pin-and-sleeve electrical outlets facing Fayetteville Street. The feasibility of removing or relocating these outlets to below-grade vaults will be coordinated with the City of Raleigh during construction document preparation.

Approximate kiosk locations are shown in Exhibit A (Chapter 7.7: Appendices).

Utilities
All existing water and sanitary sewer mains and service laterals within the streetscape limits are owned and maintained by City of Raleigh Water. Approximate existing utility locations, as provided by City of Raleigh GIS data, are shown in Exhibit B (Chapter 7.7: Appendices).

Any new or replacement water or sanitary sewer infrastructure required as part of the streetscape improvements will be designed and constructed in accordance with the most current City of Raleigh standards.

- **Domestic & Irrigation Water**
  Domestic water hose bib connections are currently located within many of the existing seat walls along Fayetteville Street. As these seat walls are removed, hose bibs will be relocated to secure lock boxes within proposed planters to maintain functionality while improving organization and aesthetics.

  Existing irrigation service lines and valve boxes may be relocated or extended as needed to support new and expanded planting areas. The streetscape plan does not propose new drinking fountains, decorative fountains, or water play features within Fayetteville Street or City

Plaza.

- Fire Prevention Water
  No changes are proposed to the existing fire protection water system. Existing fire water lines, hydrants, and fire department connections will remain in place and will be protected throughout demolition and construction activities. Approximate locations of hydrants and fire department connections are shown in Exhibit C (Chapter 7.7: Appendices).

- Sanitary Sewer
  No modifications are proposed to existing sanitary sewer mains, structures, or service connections. The streetscape improvements do not introduce new sanitary sewer services.

- Grease Traps
  Several existing grease traps were designed as part of the 2006 streetscape design for a city-operated system. The city-operated grease traps are unused, and many have been replaced by privately owned and maintained systems. Any existing, unused grease interception systems should be removed.

Grading
The project does not include significant grading or earthwork. Minor adjustments to finished grades may occur in streetscape areas, intersections, and mid-block crossings due to new pavement installations. Overall, existing roadway and sidewalk grades will be maintained to the greatest extent possible. Any localized elevation changes will have a negligible impact on existing stormwater drainage patterns.

Stormwater Drainage
Proposed stormwater improvements are limited to adding hardscape and landscape area drains where needed to prevent localized ponding within the streetscape and City Plaza. New drains will connect to existing stormwater infrastructure. The project does not result in a significant increase in impervious area within the work limits.

Erosion and Sedimentation Control
During construction, existing storm sewer inlets will be protected to prevent sediment from entering the drainage system. Temporary inlet protection measures will remain in place until demolition, trenching, pavement installation, and pavement restoration activities are complete. Temporary silt fencing may be installed in areas downgradient of demolition and construction activities to filter sediment-laden runoff during rain events. Where required, silt fence outlets will be provided at low points to safely convey runoff without compromising the effectiveness of the fencing.

Streetscape Plan

3.3 Code and Policy Modifications

3.3.2 Existing Sections and Proposed Modification

Unified Development Ordinance

Section	Current Requirement	Modification
Sec. 8.5.5.D. Main Street, Parallel Parking	Width Right-of-way width: 73' Back-of-curb to back-of-curb: 41' Intersections, Face of curb to face of curb for width of cross-street sidewalk: 26'-27' Streetscape Sidewalk (min): 10' Planting area (min): 6' Travelway Parallel parking lane: 8.5' Travel lane: 12' General Walkway type: Sidewalk Planting type: Tree grate Tree spacing: 40' o.c. avg Parking type: Parallel	Width *Right-of-way width: 100'* Back-of-curb to back-of-curb: 41' Intersections, Face of curb to face of curb for width of cross-street sidewalk: 26'-27' *Sidewalk* *Step-Off Zone: 2'-6"* *Activity Zone: 11'* *Walking Zone: 8'* *Business Zone: 8'* *Curb: 6"* *Vehicular Road* Parallel parking lane: 8.5' Travel lane: 12' General *Walking Zone type: Sidewalk* *Planting type: Alternating between metal tree grates and open tree pits with planting* *Tree spacing: Per the streetscape plan, spacing varies* Parking type: Parallel
Sec. 8.5.9.A. Main Street	Frontages Applicable frontages: -SH, -UG, -UL, -GR, -PL Zoning Districts Applicable zoning districts: Mixed use districts Width Streetscape width (max): 35' Streetscape Sidewalk (min): 10' Planting area (min): 6' General Walkway type: Sidewalk Planting type: Tree grate Tree spacing: 40' o.c. avg	Frontages Applicable frontages: -SH, -UG, -UL, -GR, -PL Zoning Districts Applicable zoning districts: Mixed use districts *Sidewalk* *Step-Off Zone: 2'-6"* *Activity Zone: 11'* *Walking Zone: 8'* *Business Zone: 8'* *Curb: 6"* General *Walking Zone type: Sidewalk* *Planting type: Alternating between metal tree grates and open tree pits with planting* *Tree spacing: Per the streetscape plan, spacing varies*

Street Design Manual

Section	Current Requirement	Modification
Sec. 3.2.3 – C Main Street, Parallel or Angular Parking	Width Right-of-way width: 73' Back-of-curb to back-of-curb: 41' Streetscape Sidewalk (min): 10' Planting area (min): 6' Travelway Parallel parking lane: 8.5' Travel lane: 12' General Walkway type: Sidewalk Planting type: Tree grate Tree spacing: 40' o.c. avg Parking type: Parallel	Width *Right-of-way width: 100'* Back-of-curb to back-of-curb: 41' Streetscape *Step-Off Zone: 2'-6"* *Activity Zone: 11'* *Walking Zone: 8'* *Business Zone: 8'* *Curb: 6"* *Vehicular Road* Parallel parking lane: 8.5' Travel lane: 12' General *Walking Zone type: Sidewalk* *Planting type: Alternating between metal tree grates and open tree pits with planting* *Tree spacing: Per the streetscape plan, spacing varies* Parking type: Parallel
Sec. 11.2.2 Sidewalk in the Public Right-of-way, Table 11 Minimum Sidewalk Width and Location	Main Street Parallel Parking Both sides: yes Type: Sidewalk Min. Width: 10'	Main Street Parallel Parking Both sides: yes *Walking Zone Type: Sidewalk* *Width: 8'*
Sec. 11.2.6. Street Furniture	Acceptable Furniture Types a) Bicycle Racks b) Benches c) Parking Meters d) Bus Shelters e) Pedestrian Lighting f) Planters and/or Flower boxes g) Trash Receptacles h) Stormwater flow-through planters i) Rain barrels	Acceptable Furniture Types *Any furnishings as implied by the streetscape plan in addition to those in Sec. 11.2.6 Street Furniture of the Street Design Manual.*

Streetscape Plan

3.3 Code and Policy Modifications

3.3.2 Existing Sections and Proposed Modification

City of Raleigh Tree Manual

Chapter	Current Requirement	Modification
Chapter 2.E.3.c.a.a Tree Grates	a) 4' x 6' gray iron, ADA-compliant b) Tree grates shall have a provision for trunk expansion of the tree, such as pop-out concentric rings in the grate around the trunk. c) No utilities or electrical conduits are permitted within the tree pit or grate. Utilities may run below and through the subsurface root expansion infrastructure.	*a) Metal tree grate or flexible pavement per the streetscape plan* b) Tree grates shall have a provision for trunk expansion of the tree, such as pop-out concentric rings in the grate around the trunk. c) No utilities or electrical conduits are permitted within the tree pit or grate. Utilities may run below and through the subsurface root expansion infrastructure.
Chapter 2.E.3.c.a.d Tree Lawn	1. Minimum 6 feet wide tree lawn. 2. Tree centered in area. 3. 600 cubic feet of high-quality planting soil in the immediate area where tree is to be placed.	*1. Minimum 11 feet wide open tree pit with planting* *2. Tree placement in planter per the streetscape plan.* 3. 600 cubic feet of high-quality planting soil in the immediate area where tree is to be placed.

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Streetscape Plan

3.3 Code and Policy Modifications

3.3.3 Implementation

Policy Considerations

The following policy recommendations identify a series of potential regulatory, policy, and operational actions that may support long term implementation of the Fayetteville Street Streetscape Plan. While these items are not requirements of the plan, they highlight opportunities to align future updates to development regulations, design standards, and public realm management practices with the vision established through the streetscape planning process.

These recommendations are intended to inform future discussions, policy development, and investment decisions by the City and its partners. Collectively, they focus on enabling ground floor activation, reinforcing corridor identity, expanding opportunities for public art, and improving mobility, safety, and curbside operations. As Fayetteville Street continues to evolve, these considerations may help guide incremental updates that enhance flexibility, support activation, and maintain the corridor's role as Raleigh's primary civic street.

Ground-Floor Activation and Frontage Standards

- Evaluate opportunities to allow outdoor retail displays, kiosks, and temporary merchandise staging within designated frontage or activation zones, while maintaining pedestrian clear widths and consistent design standards.
- Assess potential updates to outdoor storage regulations to support limited, well managed outdoor storage within designated activation areas such as café spill out zones, kiosks, and retail staging areas.

Signage, Lighting, and Corridor Identity

- Explore development of a Custom Signage Plan for Fayetteville Street to expand sign type flexibility in support of creative branding, wayfinding, and street activation while maintaining overall visual cohesion.
- Identify opportunities for corridor specific lighting standards that build upon the lighting strategies recommended by this streetscape plan and that and reinforce nighttime identity, safety, and activity.
- Consider defining the viewshed between the North Carolina State Capitol and the Center for Performing Arts as a civic and symbolic axis and add its protection and preservation as a UDO requirement. Such protection should protect the viewshed above the vehicle travel lanes and allow for signage between the back-of-curb and the building face.

Public Art and Cultural Expression

- Support policies that encourage public art as a key element of Fayetteville Street's identity, placemaking efforts, and visual character.
- Support the use of building facades for art exhibitions, murals, and temporary installations that contribute to Downtown Raleigh's cultural expression.
- Encourage the inclusion of publicly visible art elements within private development projects along Fayetteville Street.

Mobility, Safety, and Curbside Management

- Evaluate development of a curbside management strategy for Fayetteville Street to better coordinate loading, short term parking, rideshare activity, micromobility, transit operations, and special events.
- Support continued expansion of pedestrian and bicycle wayfinding in Downtown Raleigh, with Fayetteville Street functioning as a primary navigational and identity spine.
- Evaluate opportunities to enhance mid block pedestrian crossings along Fayetteville Street, including potential use of Rectangular Rapid Flashing Beacons (RRFBs) in high activity locations.
- Evaluate opportunities to enhance intersection and mid block pedestrian crossings along Fayetteville Street through targeted daylighting.
- Evaluate new trash management solutions to consolidate private trash receptacles and to remove wheeled bins from the street.


JIMMY JOHN
zpizza
tap room

IV. City Plaza

City Plaza

4.1 Introduction

4.1.1 Design Concept: City of Oaks

Long before its urbanization, Raleigh was defined by its forested landscape, a legacy that endures today through its prominent urban canopy and iconic oak trees. These trees have persisted as the city has evolved, serving as enduring witnesses to the history of Raleigh and Fayetteville Street. In this way, the urban forest functions as a living record—reflecting cycles of time, climate, and daily life through growth rings, seasonal change, and annual acorn production.

City Plaza is envisioned as a space to celebrate and elevate the presence of these signature oaks. Within City Plaza, additional tree plantings are proposed to enhance shade, mitigate the urban heat island effect, and establish a more comfortable, human-scaled environment. The trees will be accentuated through integrated uplighting and specialty illumination.

The design draws inspiration from the concentric geometry of tree rings, informing both the paving patterns and the configuration of seating elements that encourage gathering and extended use. A new covered stage is also proposed to support the plaza's active event programming; however, it is conceived as a flexible, multi-functional feature, incorporating a lawn, raised seating edges, and a shade canopy to ensure it serves as a daily amenity as well as an event space.





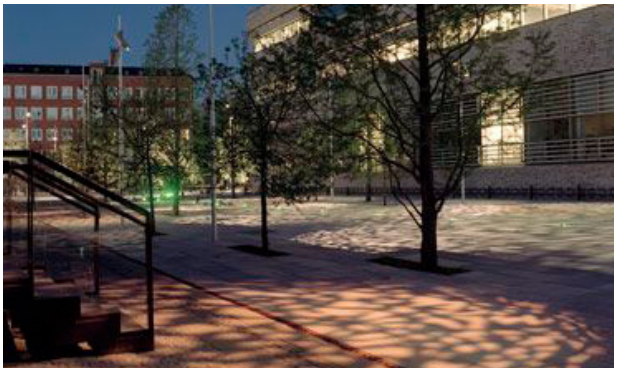














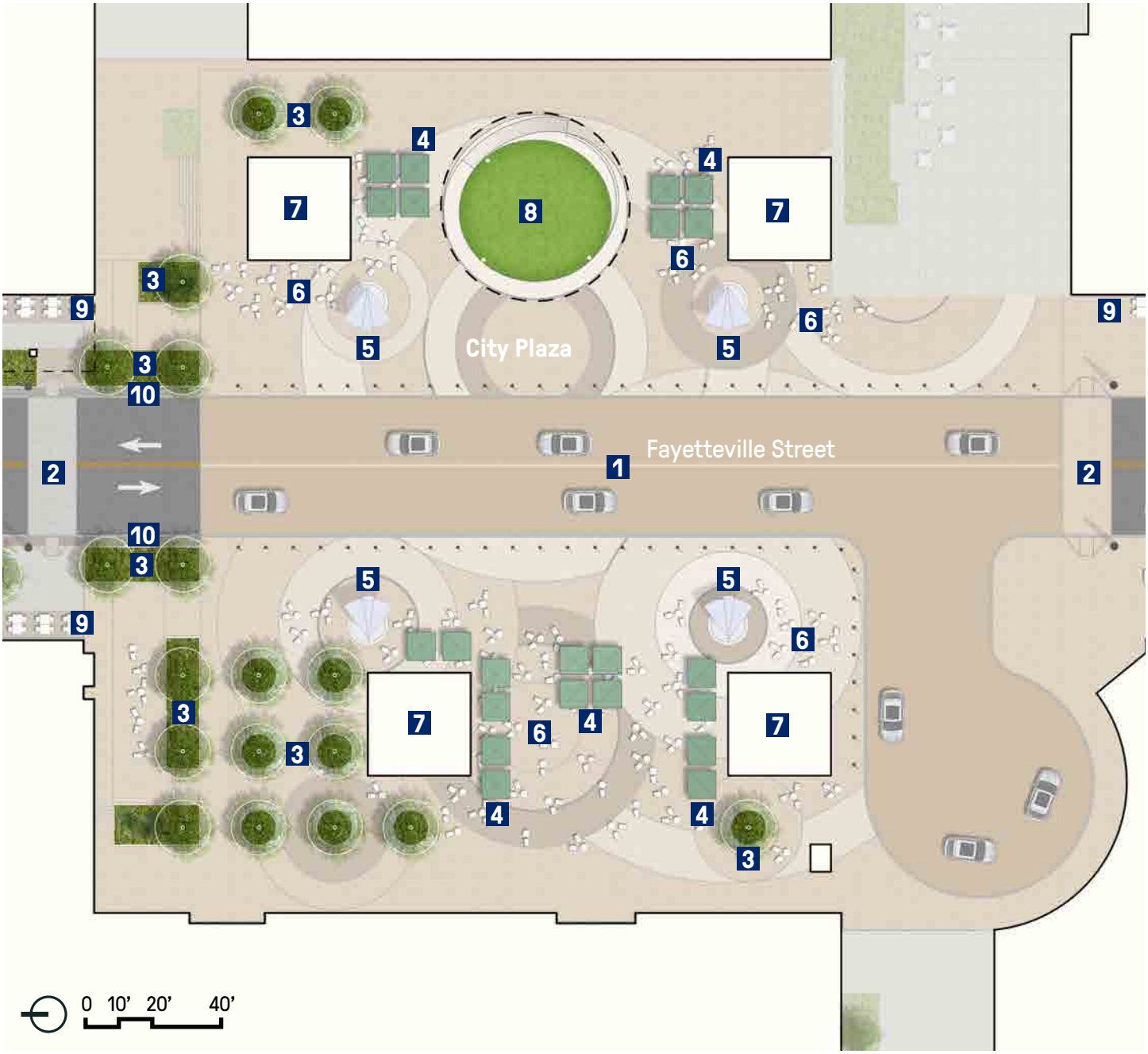
Design Character Precedent Images

4.2 City Plaza

4.2.1 Illustrative Plans

City Plaza serves as the primary venue for major civic events in the City of Raleigh. When the roadway is closed for special events, the plaza functions effectively, accommodating temporary installations, event infrastructure, and large crowds. In its day-to-day condition, however, the space lacks many of the amenities necessary to support a comfortable and vibrant public realm, including adequate shade, public seating, and flexible, unobstructed areas for informal use. Fixed elements—most notably raised planters—limit adaptability and reduce the plaza's ability to function as a fully programmable civic space outside of event conditions.

This plan proposes the removal of the large geometric raised planters, resulting in an approximately 83 percent increase in flexible programming area. Shade and greenery will be enhanced through the strategic introduction of shade trees, while a combination of fixed and movable seating will improve comfort and support a broader range of daily activities. A unified paving strategy, inspired by the concentric rings of an oak tree, will visually and spatially connect both sides of the plaza, introducing a contemporary and artistic identity to the space. In response to stakeholder input, a new permanent stage with a covered structure is also proposed to provide shelter from the elements. The stage is intentionally designed to double as an accessible lawn and gathering space, ensuring it remains an active and inviting feature even when not programmed for performances.



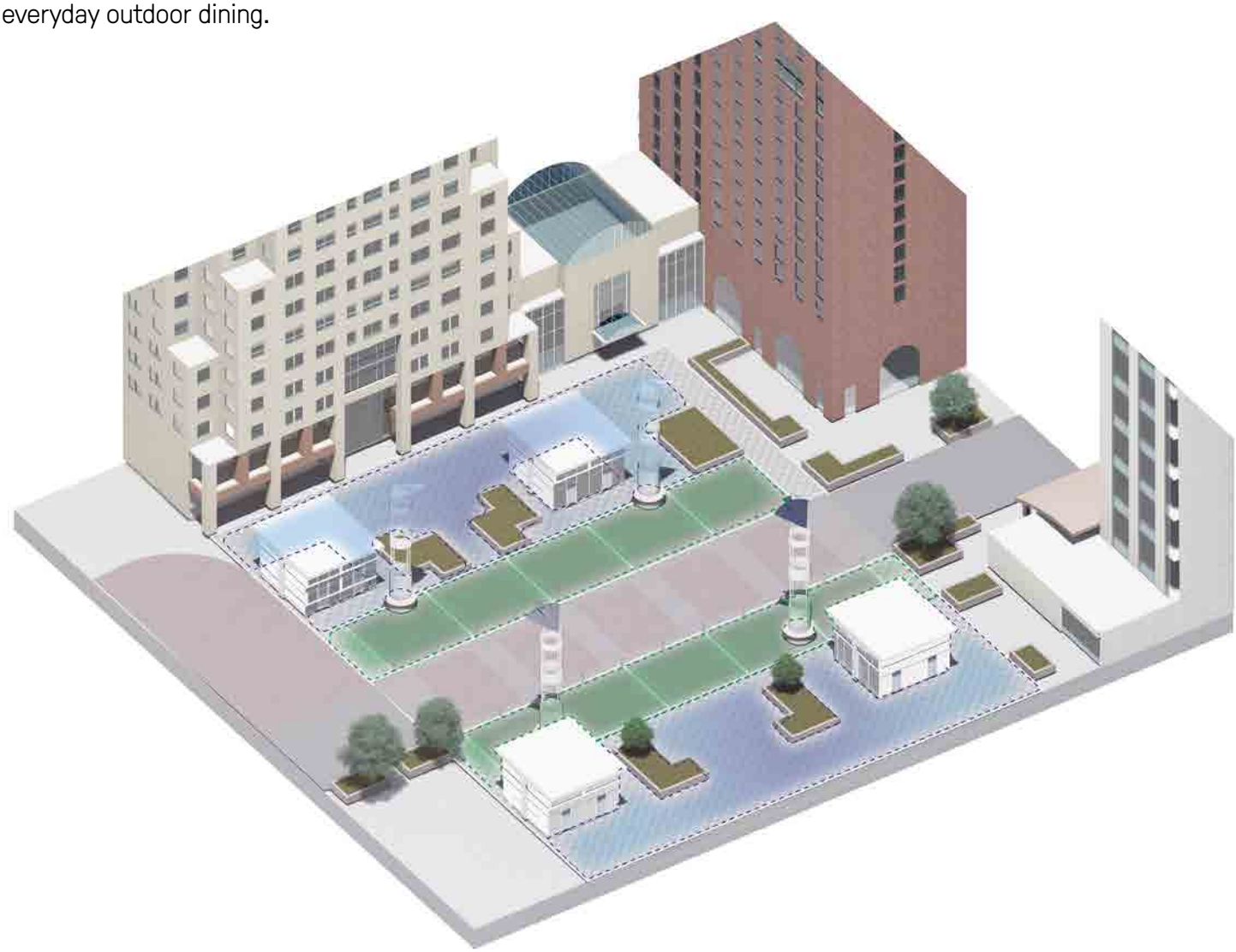
City Plaza Illustrative Plan

1 Enhanced paving
2 Mid-block Crossing Paving
3 Proposed Shade Tree
4 Relocated Umbrella
5 Existing Light Tower
6 Outdoor dining
7 Existing Kiosk
8 Multi Use Lawn (Stage) with Shade Canopy
9 Building Zone Frontage
10 Building Zone Frontage

4.2 City Plaza

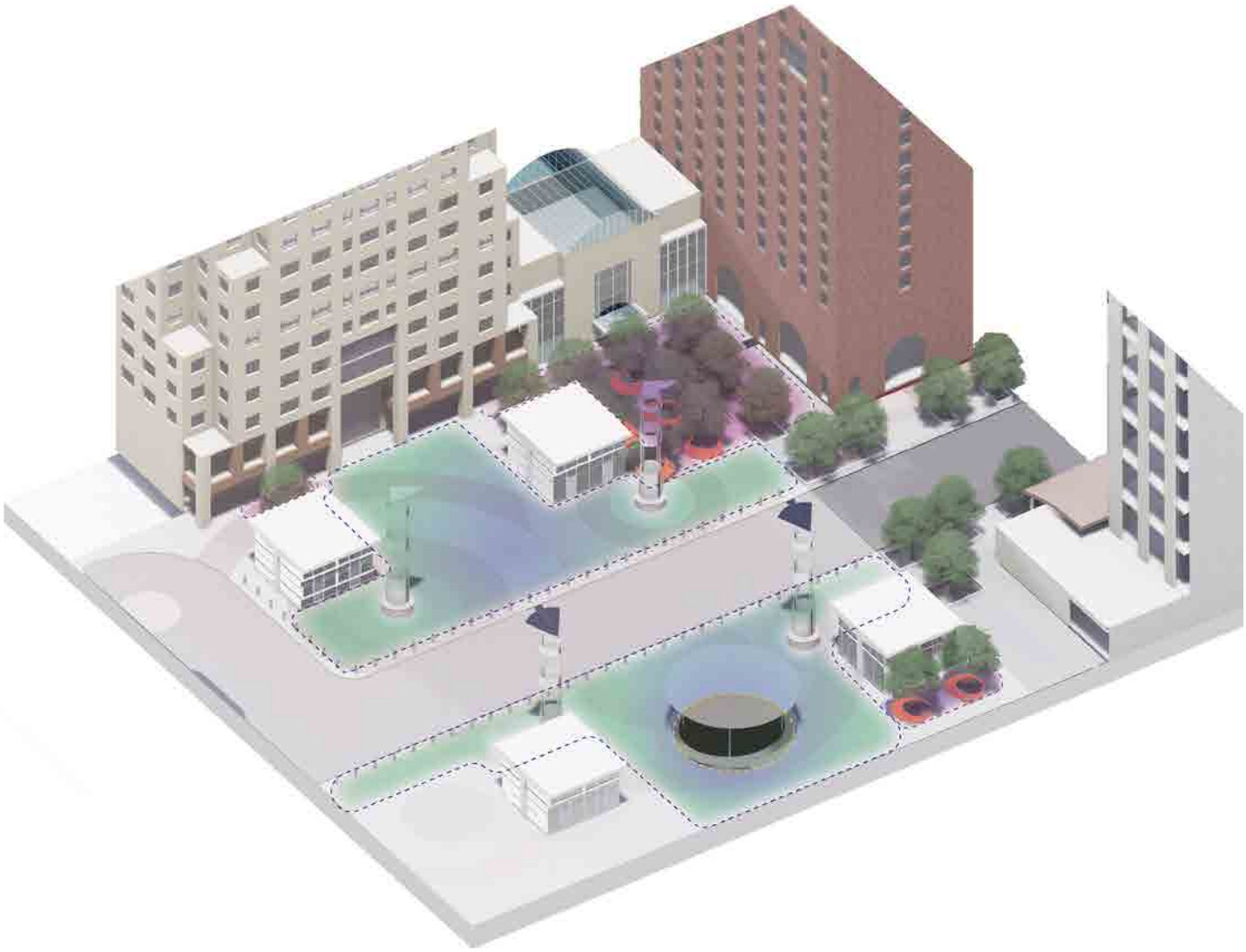
4.2.2 Proposed Concept

The raised planters that obstruct circulation, along with movable seating and shade structures, are removed to create an unobstructed paved area, allowing greater flexibility for both event programming and everyday outdoor dining.



Existing Condition

- Flexible Programing : ≈ 12,000 SQF
- Outdoor Dining - Movable Seating : ≈ 850 LF
- Tree Canopy Shade: 0 SQF
- Fixed Seating with Backs: 0 LF



Implementation

Flexible Programing : ≈ 22,000 SQF	83.33%Increase
Outdoor Dining - Movable Seating : ≈ 1,130 LF	32.94% Increase
Tree Canopy Shade : ≈ 8,500 SQF	Net Gain 8,500 SQF
Fixed Seating with Backs: 350 LF	Net Gain 350 LF
	Net Gain 1,400 SQF

4.2 City Plaza

4.2.2 Proposed Concept



City Plaza Aerial Perspective



4.2 City Plaza

4.2.2 Proposed Concept



Existing Conditions



Proposed City Plaza Design

Note: Multiuse

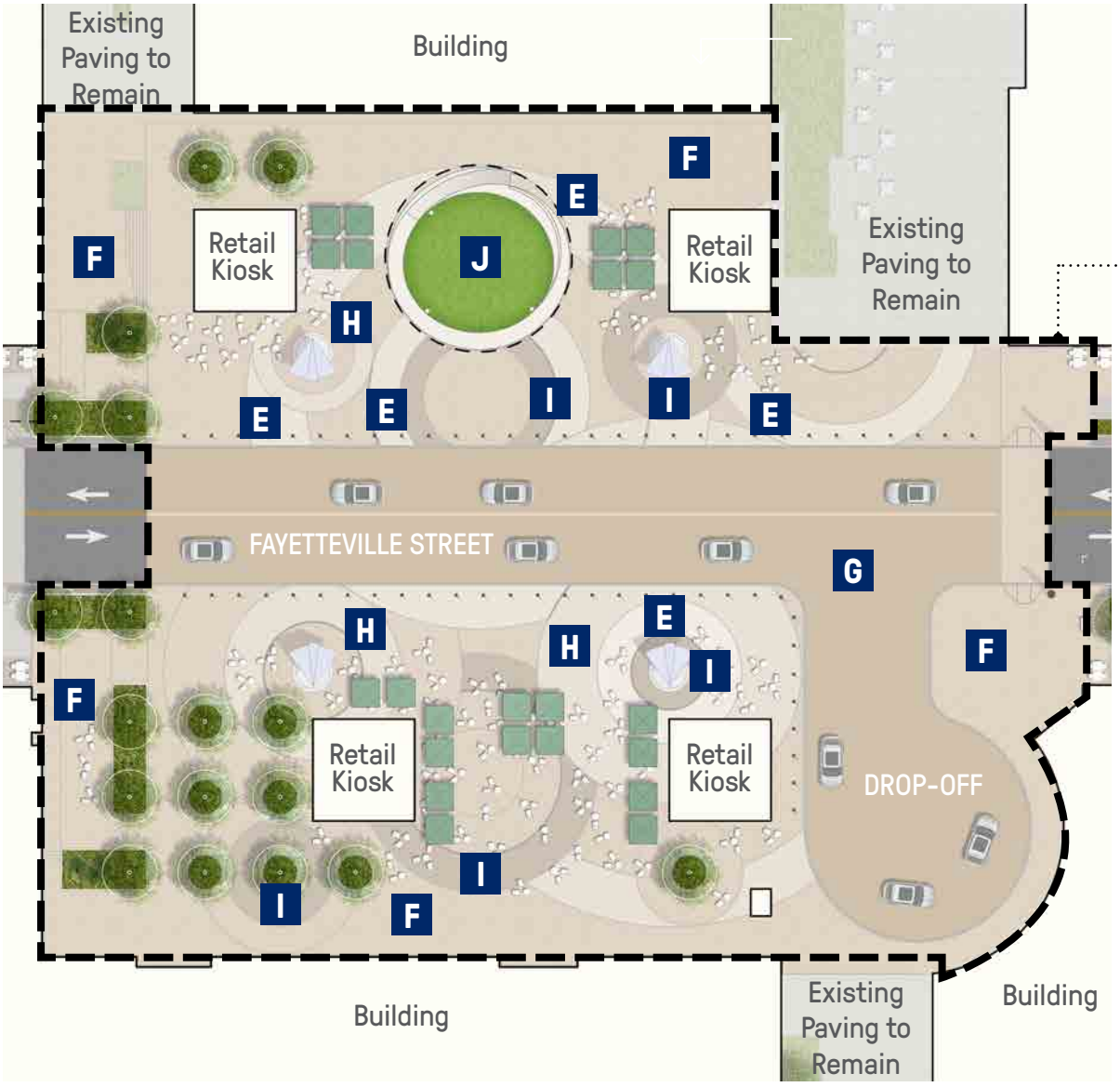


4.2 City Plaza

4.2.3 Materials and Furnishings

The material palette for City Plaza is conceived to visually unify the space through a bold yet refined paving composition that accommodates both pedestrian and vehicular use. Inspired by the tree ring concept, the paving subtly expresses layers of time and growth through calibrated tonal shifts and patterning, reinforcing a sense of continuity and place. A coordinated range of beige, tan, and taupe tones introduces warmth while remaining complementary to the surrounding architectural context.

Within the raised stage area, artificial turf is proposed to support year-round usability of the lawn, reduce irrigation requirements, and minimize long-term maintenance demands.



City Plaza Paving Materials and Layout Plan

Paving Material Selection

Paver E



Material: Precast concrete
Color: HGL-15
Size: 4” x 8” x 3” (4” x 4” x 3” as required for radius)
Product: Wausau Tile H-Series Galaxy

Paver F



Material: Precast concrete
Color: HGL-20
Size: 4” x 8” x 3” (4” x 4” x 3” as required for radius)
Product: Wausau Tile H-Series Galaxy

Paver G



Material: Precast concrete
Color: HGL-30
Size: 4” x 8” x 3” (4” x 4” x 3” as required for radius)
Product: Wausau Tile H-Series Galaxy

Paver H



Material: Precast concrete
Color: HGL-35
Size: 4” x 8” x 3” (4” x 4” x 3” as required for radius)
Product: Wausau Tile H-Series Galaxy

Paver I



Material: Precast concrete
Color: HGL-40
Size: 4” x 8” x 3” (4” x 4” x 3” as required for radius)
Product: Wausau Tile H-Series Galaxy

Paver J



Material: Artificial turf
Color: See product spec.
Size: N/A
Product: SynLawn SynAugustine 347

General Notes:

1. Paver selection for reference and preliminary pricing purposed only. Final paver selection to be determined in later stages of work and after on-site mock up adjacent to the existing pavers to remain.
2. Paver specified is vehicular grade throughout the City Plaza. This is for reference and pricing purposes only. Consideration for vehicular grade pavers in selection locations shall occur in later stages of work.
3. The paver layout radius is for reference only. A detailed study of the paver layout will be required in later stages of work to ensure the paver layout and paver dimension specification is constructible.

4.2 City Plaza

4.2.3 Materials and Furnishings

Option A: Urban Islands

The Urban Islands concept features organic, rounded geometries inspired by the circular shapes of tree rings. These fluid, pebble-like forms, such as the Petra and Boomerang seating, create a soft and welcoming environment that echoes natural biological patterns. The design encourages communal gathering by functioning as approachable, naturalistic hubs within the plaza.



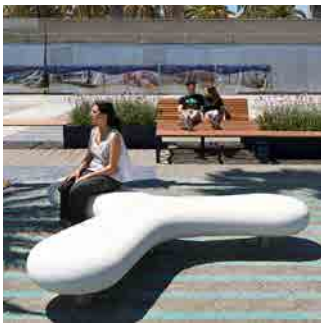
Movable Seating

Manufacturer: Landscape Forms
Product: Parc Centre Lounge Chair
Size: 30”D x 23”W x 43”H (with arms), 30”D x 20”W x 43”H(no arms)
Material: Powdercoated metal(fine texture)



Movable Seating 2

Manufacturer: Landscape Forms
Product: Chipman Table(round dining table)/ Everyday Chair(with arms)
Size: 36”DIA x 29.25”H/ 21”D x 22.75”L x 31.75”H
Material: Powdercoated metal(fine texture)



Scupltural Seating 1

Manufacturer: Escofet
Product: Boomerang
Size: 93.7”L x 99.21”W x 16.54”H
Material: Escofet concrete(with acid-etched finish)



Sculptural Seating 2

Manufacturer: Landscape Forms
Product: Petra
Size: 43.25”D x 37.25”L x 18.25”H(XS), 74.25”D x 46”L x 18.25”H(S)
Material: Escofet concrete(with acid-etched finish)



Group Seating

Manufacturer: mmcite
Product: Landscape Compact
Size: Varies
Material: Powdercoated steel, wood(Jatoba FSC C167403)

Option B: The Edge

The Edge concept embraces a modern, architectural aesthetic defined by sharp lines and crisp angles. Drawing inspiration from the jagged profiles of mountain ranges, pieces like the Sinus stool and Flor seating provide a structured and bold visual impact. This concept utilizes geometric precision and industrial materials to define the plaza's space with contemporary strength.



Movable Seating(Smart)

Manufacturer: mmcite
Product: Rivage
Size: 63"D x 31"W x 34"H
Material: Powdercoated steel, wood(Jatoba FSC C167403)/ Powdercoated steel only



Movable Seating 2

Manufacturer: Vestre
Product: APRIL GO round folding table/ APRIL GO chair with armrest
Size: 33.9"DIA x 29.1"H/ 19.1"D x 26.3"W x 31"H
Material: Hot-dip galvanised and powder-coated steel, oiled oak (xxx-940/941)



Sculptural Seating 1

Manufacturer: Landscape Forms
Product: Flor
Size:
Material: Escofet concrete(with acid-etched finish)



Sculptural Seating 2

Manufacturer: mmcite
Product: Sinus(Stool)
Size: 18"D x 32"W x 18"H
Material: Powdercoated steel (Perforated Steel Sheet)



Group Seating

Manufacturer: F+S
Product: Eulo Seating
Size: Varies
Material: Powdercoated steel, Cumaru wood

4.2 City Plaza

4.2.4 Concept Details

Stage Design

Reinforcing the tree-ring design concept, the proposed circular stage is conceived as a flexible, multi-use element that functions as both performance infrastructure and an elevated public lawn. The stage incorporates a continuous perimeter seatwall that defines the space while providing informal seating opportunities, along with fully ADA-compliant access connecting the plaza level to the elevated lawn surface.

With an approximate diameter of 45 feet, the artificial turf lawn is sized to accommodate large performances, including bands and associated equipment, while maintaining a human scale that supports everyday use such as informal gathering, seating, and passive recreation. The elevated form enhances visibility during events while remaining approachable and integrated with the surrounding plaza during non-programmed periods.

A concentric ring canopy is positioned above the stage to echo the tree-ring motif and provide essential environmental comfort. The canopy offers protection from sun and rain, extends the usability of the space across seasons, and establishes a strong visual identity within the plaza.





City Plaza Stage Front View

4.2 City Plaza

4.2.4 Concept Details

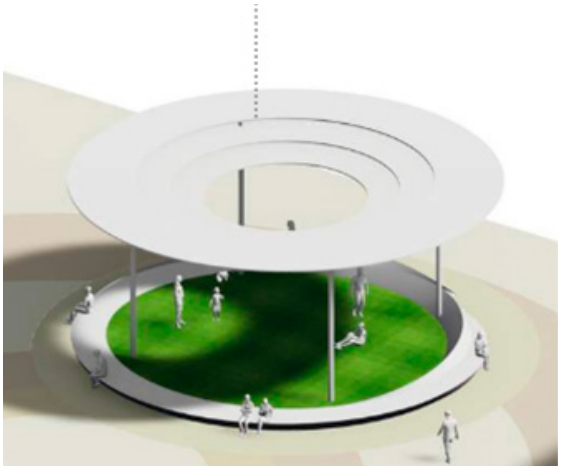
Structural Concept Narrative and Feasibility Study

Background:
The City of Raleigh Planning and Development Department requested a planning effort to guide future streetscape improvements along Fayetteville Street, both public and private, to further the commercial activation of the street while respecting and enhancing the unique historical context of the corridor.

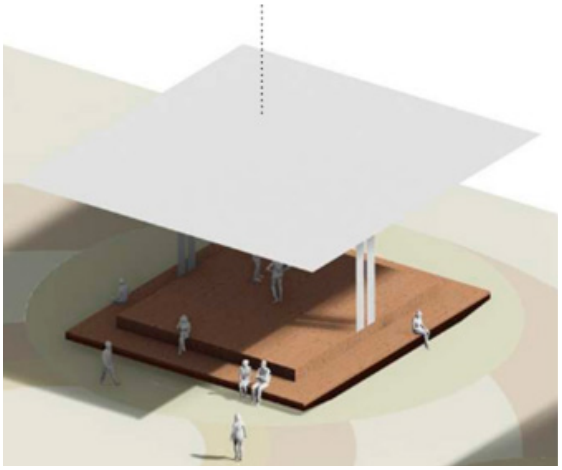
The structural engineering effort includes ensuring that new streetscape elements are feasible, considering the constraints of the underground parking at City Plaza.

Three concepts generated by McAdams Landscape Architecture are being considered for the stage:

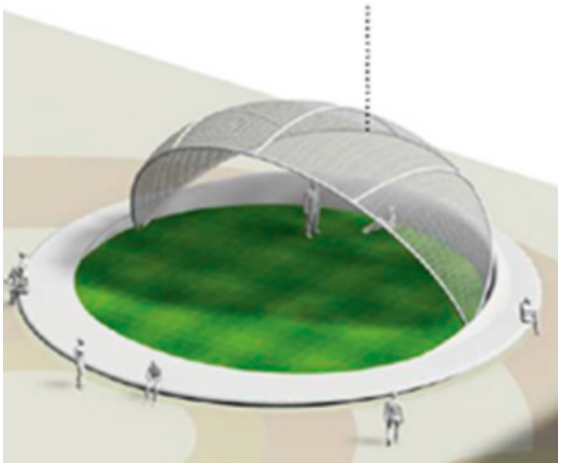
Option 1: Tree-Ring Inspired



Option 2: Architecturally Inspired



Option 3: Lawn + Acorn Shade Structure



Existing Drawings, History, and Conditions:
Two sets of as-builts were provided:

1. The original building drawings for One Hannover Square at 420 Fayetteville St Mall, dated 1986 by Haskins and Rice Associate Architects and Lasater-Hopkins Structural Engineers
2. The City Plaza Structural Details by Kimley-Horn and Associates, Inc dated 2008.

In the 2008 assessment, design dead loads and live loads were clarified from the original as built. See figure below from S.100.

DESIGN DEAD LOADS:
PLANTER AREAS: STRUCTURE WEIGHT + 440 PSF
ALL OTHER AREAS: STRUCTURE WEIGHT + 100 PSF

DESIGN LIVE LOADS
SIDEWALK: 150 PSF
STREET: 250 PSF
150 PSF (FLEXURE IN GIRDERS)
PLANTER: 60 PSF

NOTE: DESIGN LOADS SHOWN ARE CONSISTANT WITH AND BASED ON ORIGINAL HANOVER SQUARE UNDERGROUND DECK DRAWINGS BY LASATER - HOPKINS, DATED 1984

Additionally, a narrative of the analysis of the existing underground parking deck was provided on S1.00. The analysis included analyzing the existing structure for pedestrian traffic, vehicular traffic, and planter loading.

To summarize the structural narrative, the original deck was not designed for the large point loads that vehicular loads impose. Kimley-Horn met with city officials, parking deck owner representatives, and the original engineer of record for the parking deck structure. It was determined that an AASHTO H-15 truck loading was the selected design vehicle.

Calculations were performed by Kimley-Horn and reviewed by Sutton-Kenerly and Associates (SKA) structural engineers. It was determined that the existing structural framing was adequate to support anticipated design loads with the exception of the possibility of a shear failure in the joists at the roof structure. Due to this concern, a load test was performed in August of 2007 in accordance with ACI guidelines by Terracon. The load testing determined that the structure was capable of supporting the anticipated design loads.

After the 1986 original structure and before or in tandem with the 2008 analysis of the existing structure, four kiosk structures were added on top of the existing parking deck. Existing documents were requested but could not be tracked down at the time of this study. See image below of one of the kiosk structures.



4.2 City Plaza

4.2.4 Concept Details

Structural Concept Narrative and Feasibility Study

Stage Support Concepts:
It is assumed that the kiosk structure foundations and columns are aligned with the existing parking deck columns below. A similar approach to this could be taken for the proposed stage structure. Due to the shear failure concerns in the 2008 analysis, it is not likely that applying point loads to the midspan of the existing concrete parking deck structure will be feasible, but if the structural supports can be aligned to the columns below and if the stage structure is light enough, the stage structure may load the existing parking deck structure below.

Column loads are provided on S-22 of the as-builts. If, for example, a new stage structure support was attached to grid E.1-10, the column loads are listed as 601k of dead load and 131k of live load. Note that 1k (kips) is equivalent to 1000 pounds. The typical parking space was designed to 50 pounds per square foot (psf). Current building code allows parking to be designed for 40psf. This change happened after the 2002 update to ASCE. It is noted that the 40psf is not reducible while the 50psf was reducible based on the area-based reductions. The 50psf live loads would need to be validated as either reduced or not reduced in the original building design. If they were not reduced or if their reduction was still greater than 40psf unreduced, we can take the extra 10 pounds per square foot of live load to get up to approximately 30 extra kips of allowable load to be taken up with a stage support structure.

Additionally, depending on the method of alteration determined for the existing parking deck structure (prescriptive compliance method, work area method, or performance compliance method), the 2018 North Carolina Existing Building Code allows for existing structural elements supporting any additional gravity loads as the result of alterations to skip the requirements of the current International Building Code if structural elements stress is not increased by more than 10% (2018 NCBC 807.4). In this case, the existing structure can be overstressed by up to 10% of the original design stress. Assuming the existing column structure and foundation structure was designed efficiently to nearly 100% stress at the full listed column loads, an additional 10% of these loads would give us an additional approximately 70 kips. This assumption could be verified at the time of stage structure design.

To summarize, there is likely room to increase applied dead and live loads on the existing column structures through a combination of building code updates and existing building code allowances. The magnitude of potential room to increase these loads is significantly higher than anticipated stage structure loads for the proposed stage structure geometries.

Note that these calculations are approximations and will need to be refined and expanded upon for actual loading of a new stage structure on the existing parking deck, but these concepts can be applied for that future analysis.

It should also be noted that materials used for the stage structure should be as light as possible. Structural steel should be used in lieu of concrete where possible. Heavy building veneers such as brick, stone, or

precast should not be used as a proposed veneer. Instead, metal panel, cementitious and synthetic veneers such as exterior insulation and finish systems (EIFS), glazing, and engineered wood products should be considered architecturally.

Lastly, it is recommended that a conditions assessment of the existing parking structure is performed at the schematic design phase of the proposed stage structure.

Design Loads:
It is understood that wind loads, specifically urban tunneling, are a concern, and urban canyon wind effects are a legitimate concern for a downtown stage structure. The North Carolina Building Code will determine the required wind loading per ASCE 7. ASCE 7 provides a hierarchy of wind design procedures. While standard analytical methods based on exposure and building geometry account for basic wind pressure and directionality, they do not explicitly model effects of adjacent structures. However, Chapter 31 outlines a wind tunnel procedure to permit and outline site specific wind load determination through physical wind tunnel testing or validated computational fluid dynamics. Utilizing Chapter 31 wind tunnel procedure would allow the design to capture the influence of adjacent buildings, shielding, channeling, and atypical pressure distributions that are not represented in the typical wind chapters and procedures of ASCE 7. Depending on the size and shape of structure, wind tunnel analysis is likely recommended.

Summarized Conclusion:
Structural review of the existing subgrade parking structure determined it may be able to support additional loads if stage supports are aligned with existing columns and materials remain lightweight. This is feasible by leveraging current and existing building code provisions. A conditions assessment of the parking deck is recommended during future phases of design. Proposed stage concepts should favor light building materials, both structurally and architecturally. Wind loads, including urban canyon effects, are a key consideration, and ASCE 7 22 Chapter 31 wind tunnel procedures or validated CFD may be used for site-specific analysis.

Streetscape Plan

3.2 Streetscape

3.2.6 Planting Palette

Street Trees

The proposed trees within City Plaza will also be Highbeam® overcup oaks, aligning with the existing street trees along Fayetteville Street to reinforce a cohesive canopy and underscore the role of trees as living witnesses to the city's past, present and future. In the event of tree decline or loss, replacements shall be installed in the same locations to preserve continuity of the streetscape canopy.





Highbeam® Overcup Oak
Quercus lyrata 'Highbeam'



City Plaza Paving Materials and Layout Plan

0 10’ 20’ 40’

Existing Trees: 0
Proposed Trees: 18

4.2 City Plaza

4.2.5 Planting Palette

Understory

Trees




Dura-Heat River Birch
Betula nigra 'BNMTF'




Skyline Honeylocust
Gleditsia triacanthos f. inermis 'Skycole'




Autumn Brilliance Serviceberry
Amelanchier × grandiflora 'Autumn Brilliance'




Loebner Magnolia
Magnolia × loebneri 'Merrill'

Shrub




Camellia
Camellia Sasanqua




Inkberry
Ilex glabra




Japanese Plum-yew
Cephalotaxus harringtonia




Cape Jasmine
Gardenia jasminoides 'Radicans'

General Notes:

1. Plant selection is preliminary. Further study and design advancement of the planting plan and palette will be required in later stages of work.
2. Further coordination and review required with the City in later stages of work for irrigation and maintenance requirements.
3. Tree selection based on a minimum soil depth of 30" and min. soil volume of 250 cubic feet for understory trees and min. 400 cubic feet for small/medium shade trees. Further study and design advancement of the tree palette will be required in later stages of work,
4. If greater soil depth and volume can be provided, larger shade trees such as maples, planetrees, and oaks shall be considered. This issue requires further study and coordination in later stages of work.

4.2 City Plaza

4.2.6 Lighting Design

Area Illumination

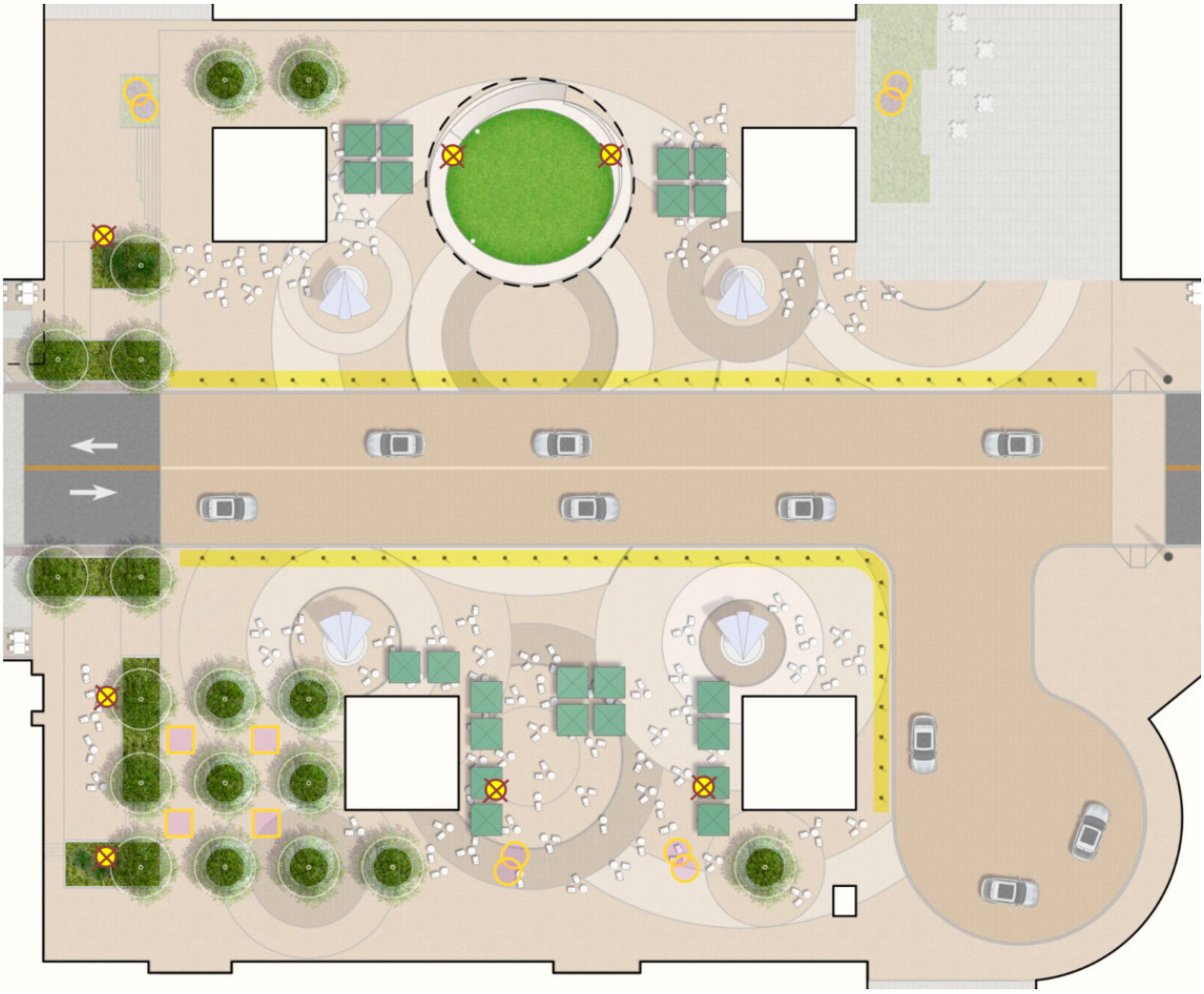
Traffic bollards are needed along the roadway at the plaza for safety (highlighted in yellow). A modular bollard system is proposed to provide a lighted option to a traffic rated bollard. Only every third or fourth bollard would need to be lighted to reinforce the visual barrier at night. Electrified base options are also available.

The revised layout will necessitate relocation of the existing indirect pedestrian-scale posttop lighting which is not owned or operated by the City. This will offer the opportunity to evaluate their effectiveness. Pending review and input from all stakeholders an updated aesthetic with a celebratory feel is proposed. Any changes need to be reviewed in the context of the redesigned light towers dominating the plaza.









Area “D” City Plaza

= POTENTIAL NEW DECORATIVE ELEMENT, CATENARY OR POSTTOP

= EXISTING DECORATIVE POSTTOP TO BE REMOVED



4.2 City Plaza

4.2.6 Lighting Design

Stage Lighting

In the plaza context, modifications need to be executed in concert with one another. In the course of renovation, it is recommended to coordinate modifications to surrounding elements such as the retail kiosk exteriors. The exterior wall packs can be replaced with newer, smaller products which are not in conflict with tenant signage. New downlights would present the opportunity to introduce additional color-changing elements to be centrally controlled with the light towers, plaza general lighting, and the stage to choreograph the environment.

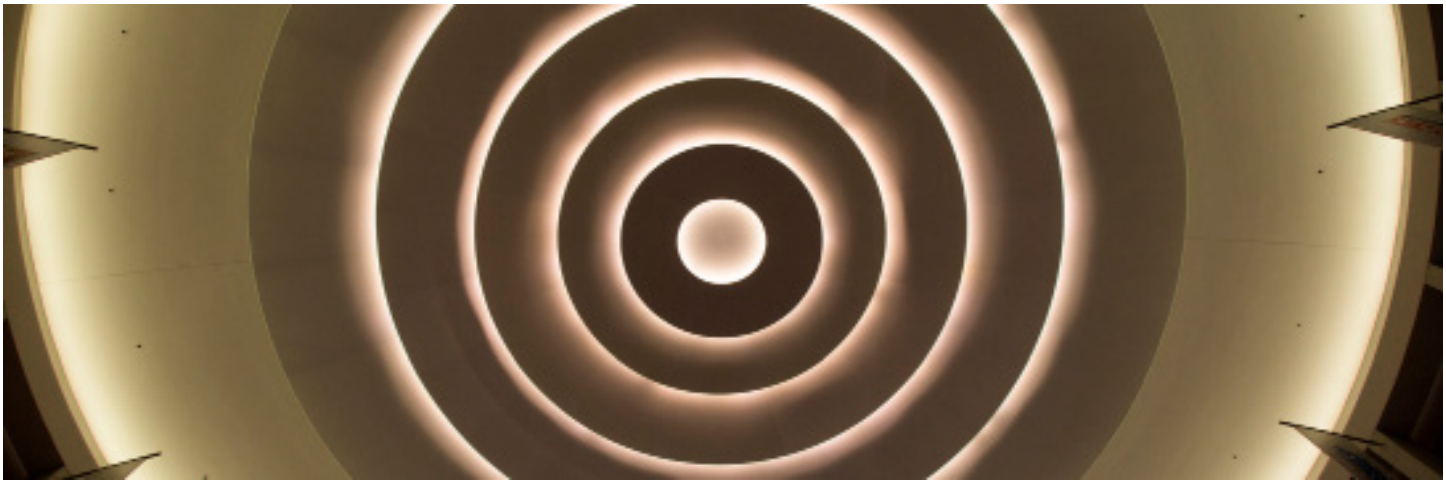
The proposed stage lighting builds upon the design concept for a cut tree section with concentric rings. Rather than concentric coves, however, the maintenance needs dictate a solution less prone to the elements. A backlit panel is proposed as a central oculus encircled by curvilinear direct-view lines of light.

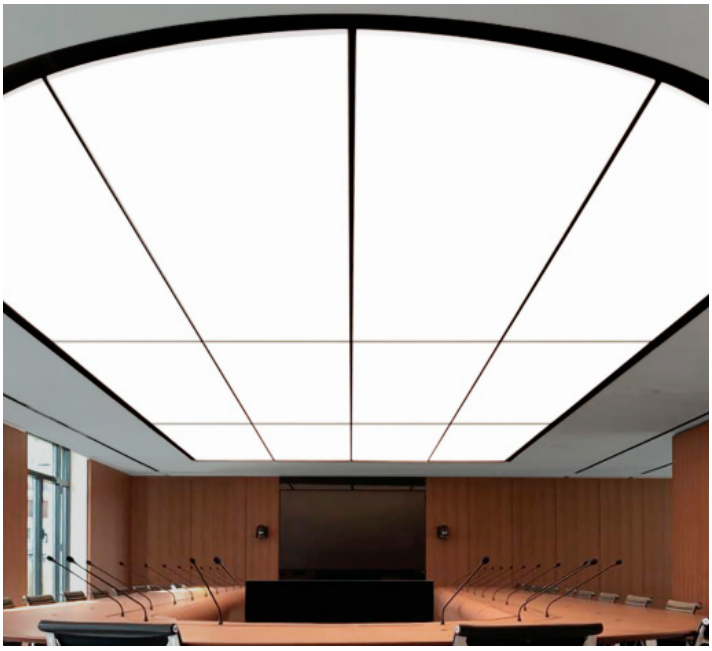
Alternative versions of backlit panel systems offer flexibility to conform to other design concepts.





Kiosk Modifications Proposed











Additional backlit panel systems for concept flexibility


JIMMY JOHN
zpizza
tap room

IV. City Plaza

City Plaza

4.1 Introduction

4.1.1 Design Concept: City of Oaks

Long before its urbanization, Raleigh was defined by its forested landscape, a legacy that endures today through its prominent urban canopy and iconic oak trees. These trees have persisted as the city has evolved, serving as enduring witnesses to the history of Raleigh and Fayetteville Street. In this way, the urban forest functions as a living record—reflecting cycles of time, climate, and daily life through growth rings, seasonal change, and annual acorn production.

City Plaza is envisioned as a space to celebrate and elevate the presence of these signature oaks. Within City Plaza, additional tree plantings are proposed to enhance shade, mitigate the urban heat island effect, and establish a more comfortable, human-scaled environment. The trees will be accentuated through integrated uplighting and specialty illumination.

The design draws inspiration from the concentric geometry of tree rings, informing both the paving patterns and the configuration of seating elements that encourage gathering and extended use. A new covered stage is also proposed to support the plaza's active event programming; however, it is conceived as a flexible, multi-functional feature, incorporating a lawn, raised seating edges, and a shade canopy to ensure it serves as a daily amenity as well as an event space.





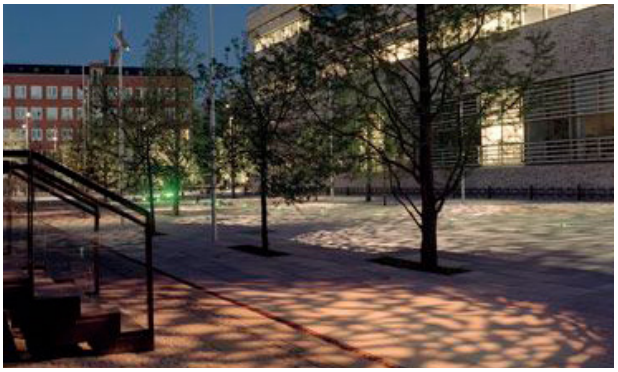














Design Character Precedent Images



VI. Phasing Recommendations and Relative Cost

Phasing Recommendations and Relative Cost
6.1 Implementation Strategy and Requirements

This plan will serve as a regulatory document to guide public and private entities undertaking new construction, rehabilitation projects, and activities in the public right of way, with a set of customized standards by which City Staff, the Design Review Commission, Planning Commission, and City Council can review projects. As part of the City's Comprehensive Plan and Unified Development code, these standards will be taken into account in all levels of review, including, but not limited to, site plan review, sign and encroachment permits, outdoor dining/seating and vending, and streetscape plans. This plan ensures predictability in review by setting clear standards but also allows for flexibility in design by allowing designers to respond to surrounding context.

The proposed standards along Fayetteville allow for both an incremental approach to implementation, where improvements along a business storefront can be initiated by the business, or through a larger City of Raleigh backed capital project, where improvements could occur block by block or corridor wide. To set expectations of what is required under each scenario, applicability standards have been developed to establish minimum requirements for adherence to the Streetscape Plan standards.

Applicability Standards

Removal of Existing Infrastructure
The Streetscape Plan promotes the removal of existing infrastructure that limits the activation and constrains business uses along the street. The removal of existing horizontal planters, granite seat walls, and granite planters would not trigger replacing the existing pavers to match the proposed standards in the Streetscape Plan. The replacement pavement to infill the removed infrastructure shall match the existing pavers along the street. Utility hookups removed as part of the granite planters must be replaced with accessible power and water connections, at a minimum equivalent to the existing capacity provided. Removal and replacement of utilities should be coordinated with the City of Raleigh.

Addition of New Streetscape Elements
The installation of new streetscape elements pursuant to the Streetscape Plan would not trigger any additional infrastructure changes, such as removing horizonal planters or updating utilities. Street furniture, decorative lighting or tree lighting, or other activation elements must comply with standards in the applicable section of the Streetscape Plan.

Business Zone Arrangement
Along the entirety of the corridor, the existing streetscape cross-section shall remain in place until a clear eight-foot wide, ADA accessible, Walking Zone located between the Business Zone and Activity Zone is free of any physical elements (such as granite seat walls) that would interfere with the clearance of the pedestrian pathway. An individual business is allowed to implement the new cross-section, which expands the Business Zone to eight feet from the business building line, provided the following standards are met.

- Remove existing horizontal planters, granite seat walls, and granite planters located in the Activity Zone along the frontage of the business. Coordination is required with City of Raleigh

Transportation staff for ROW permit to do this work and to address other impacts to traffic flow and parking.

- Establish a clear eight-foot wide, ADA accessible, Walking Zone along the frontage of the business, including removing any physical elements (such as granite seat walls) that interfere with the pedestrian pathway.
- Install city-issued medallions to delineate the new outdoor seating area and the walking zone.

Block or Corridor-Wide Project

A large-scale capital project that impacts the entirety of a block face shall trigger the full standards of the Streetscape Plan, including new sidewalk pavers and utility configurations.

Phasing Recommendations and Relative Cost

6.2 Phasing Implementation Plan

The recommended phasing plan identified in the Streetscape Plan represents an implementation approach where the City of Raleigh delivers the streetscape design through capital investment. The phased plan is multi-step and prioritizes actions that would increase opportunity for activation to support local businesses and to create visual interest along the corridor.

Phase 0



Early Activations

In November 2024, City Council approved a $1,000,000 budget allocation for a short-term strategy to jumpstart the implementation of the Streetscape Plan. City Council approved City of Raleigh staff to develop a plan to:

- Identify and pilot modifications to targeted horizontal planters to gain space for activation, public art, and outdoor seating.
- Introduce public art designed to create engaging visual experiences within the corridor.
- Identify locations and install new outdoor seating and activation elements.

Detail breakdown:

Replace existing benches with new seating

Install corridor-wide public art and wayfinding

$ 1,000,000

Phase 1



Tactical Streetscape Implementation

The priority of Phase 1 is removing existing streetscape elements that create an obstacle to the full use of the sidewalk space. These include removing the remainder of the horizontal planters and removing the granite seatwalls, both of which would open more usable space along the sidewalk. This phase of work would also reconstruct the larger utility cabinets by scaling down the size of the utility boxes and include public art. Smaller, well-designed, newsracks, previously located in the utility cabinets, would be installed in specific locations along each block. In addition, bike racks and trash receptacles would be refreshed with newer and more color options.

Detail breakdown:

- Remove granite seatwalls
- Refurbish existing utility cabinets and newspaper racks
- Remove horizontal planters
- Install wayfinding and public art
- Replace existing bicycle racks and waste receptacles

$ 3,500,000 (700,000 per block)

Phase 2



Full Streetscape Implementation

The final phase of implementation would be to complete the full streetscape elements outlined in the Streetscape Plan. During this phase, the existing sidewalk pavers would be replaced to introduce the new paving design to correspond with the new sidewalk cross-section, which expands business uses along the storefronts. Street lighting would be updated to a modern design, and the remaining utility infrastructure would be replaced, expanding the usable space along the sidewalk. To denote the significance of the intersections and provide more visible crossings, both the intersections and mid-blocks would also receive the proposed design treatment in the Streetscape Plan.

Detail breakdown:

- Remove granite vertical planters and urns
- Replace existing street lighting and mid-block intersection lighting
- Replace existing sidewalk pavers
- Replace existing utilities and replace with new connections
- Install midblock crossing, crosswalk, and intersection pavers
- Install wayfinding and public art
- Install/coordinate other activation elements in designated areas

$ 12,500,000 (2,500,000 per block)


HOPSCOTCH

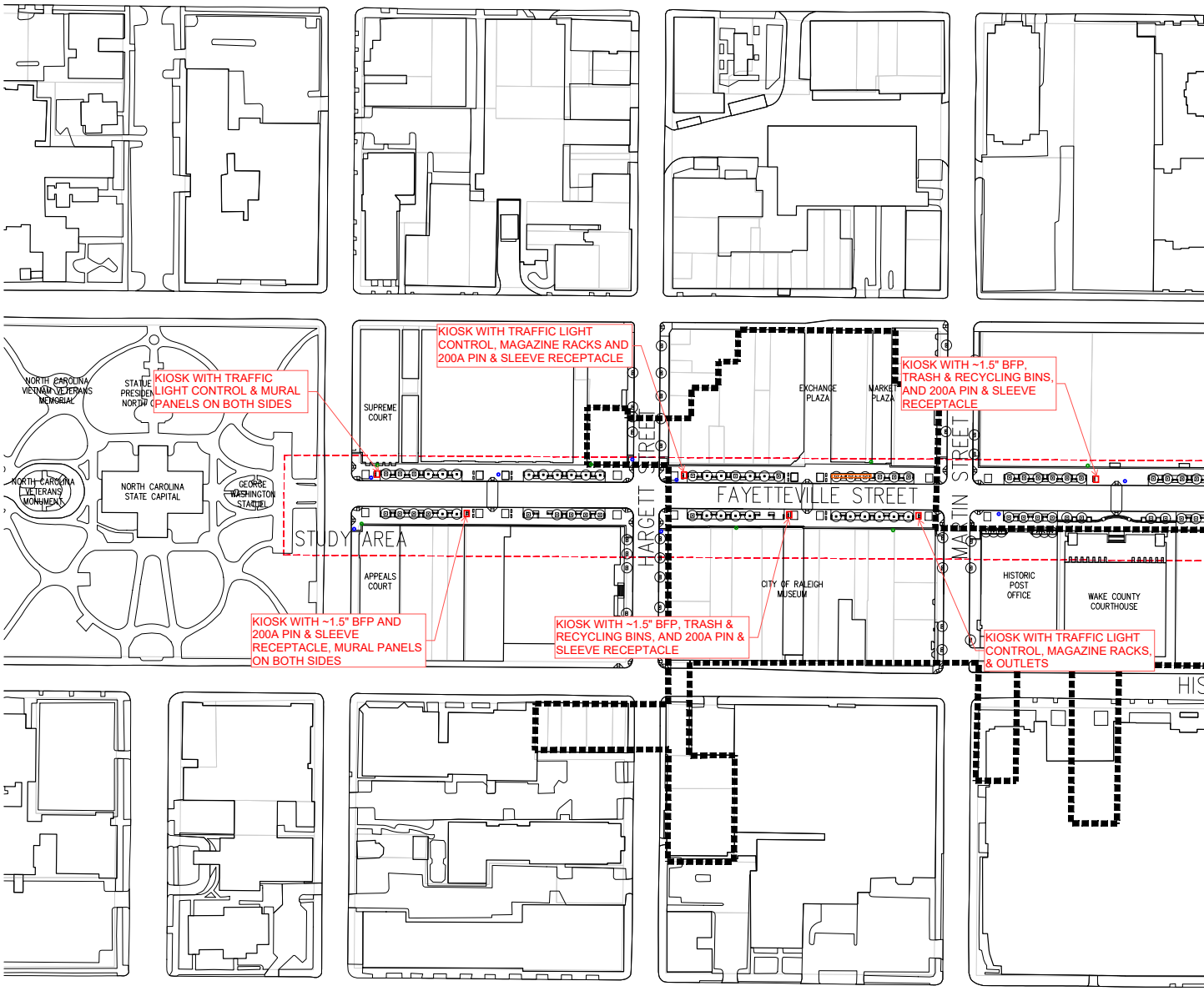
VII. Appendices

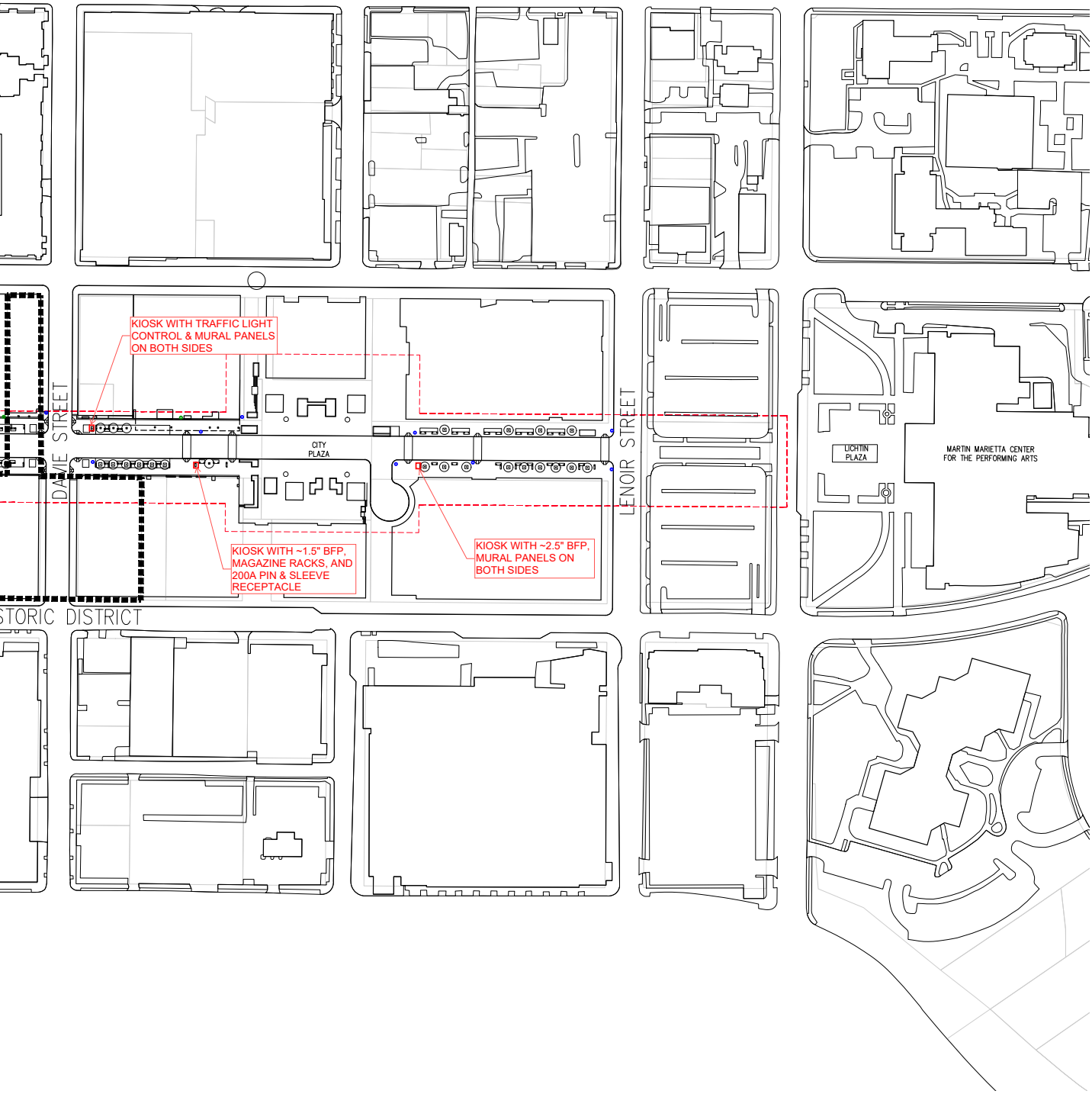
Appendices

7.7 Streetscape

7.7.1 Engineering Narrative

Exhibit A



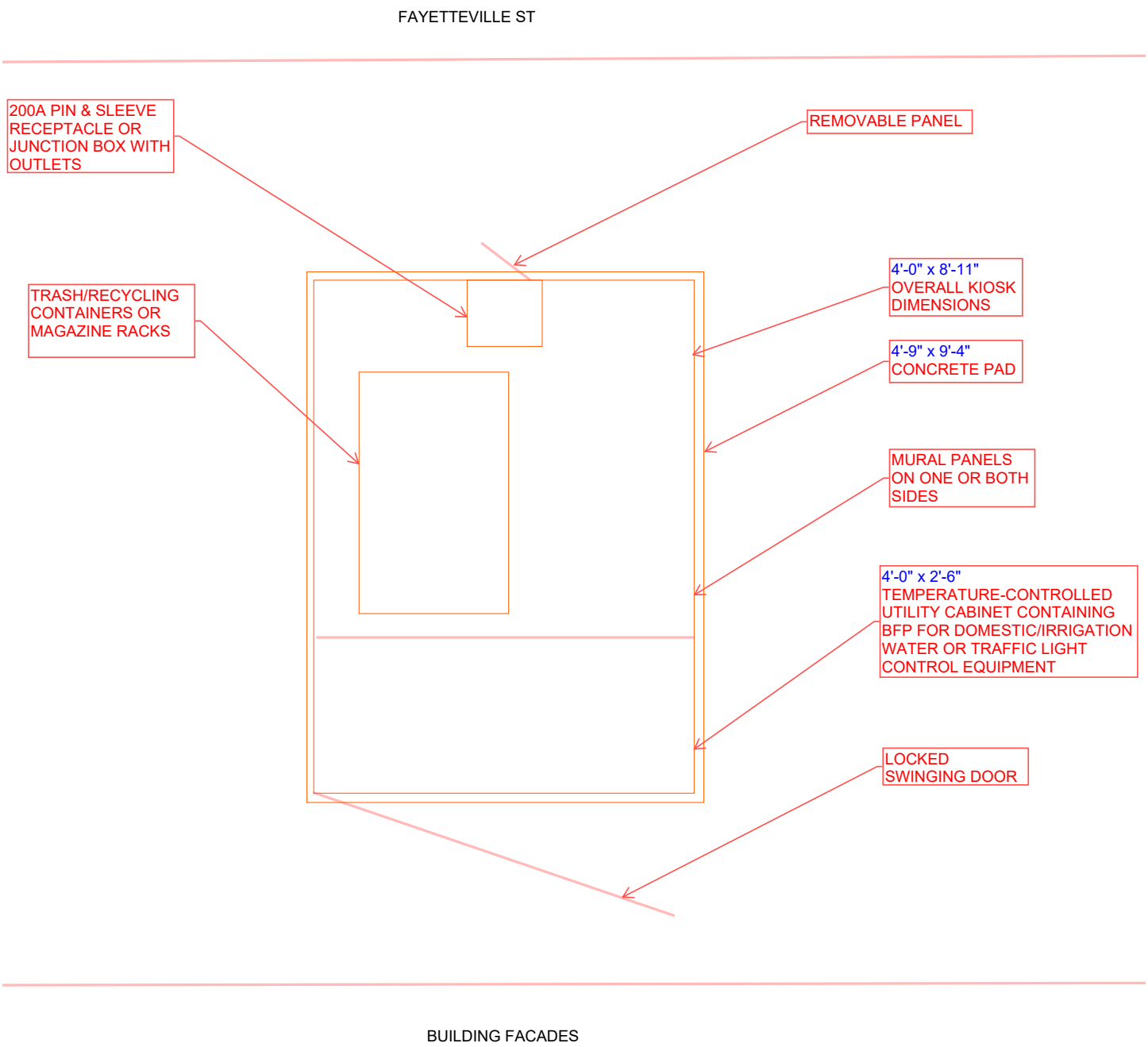

KIOSK WITH TRAFFIC LIGHT CONTROL & MURAL PANELS ON BOTH SIDES
DAVIE STREET
CITY PLAZA
LENOIR STREET
LICHTIN PLAZA
MARTIN MARIETTA CENTER FOR THE PERFORMING ARTS
KIOSK WITH ~1.5" BFP, MAGAZINE RACKS, AND 200A PIN & SLEEVE RECEPTACLE
KIOSK WITH ~2.5" BFP, MURAL PANELS ON BOTH SIDES
STORIC DISTRICT
N
0 30' 60'
1" = 60'

Appendices

7.7 Streetscape

7.7.1 Engineering Narrative

Exhibit A: Typical Kiosks (9 Total)



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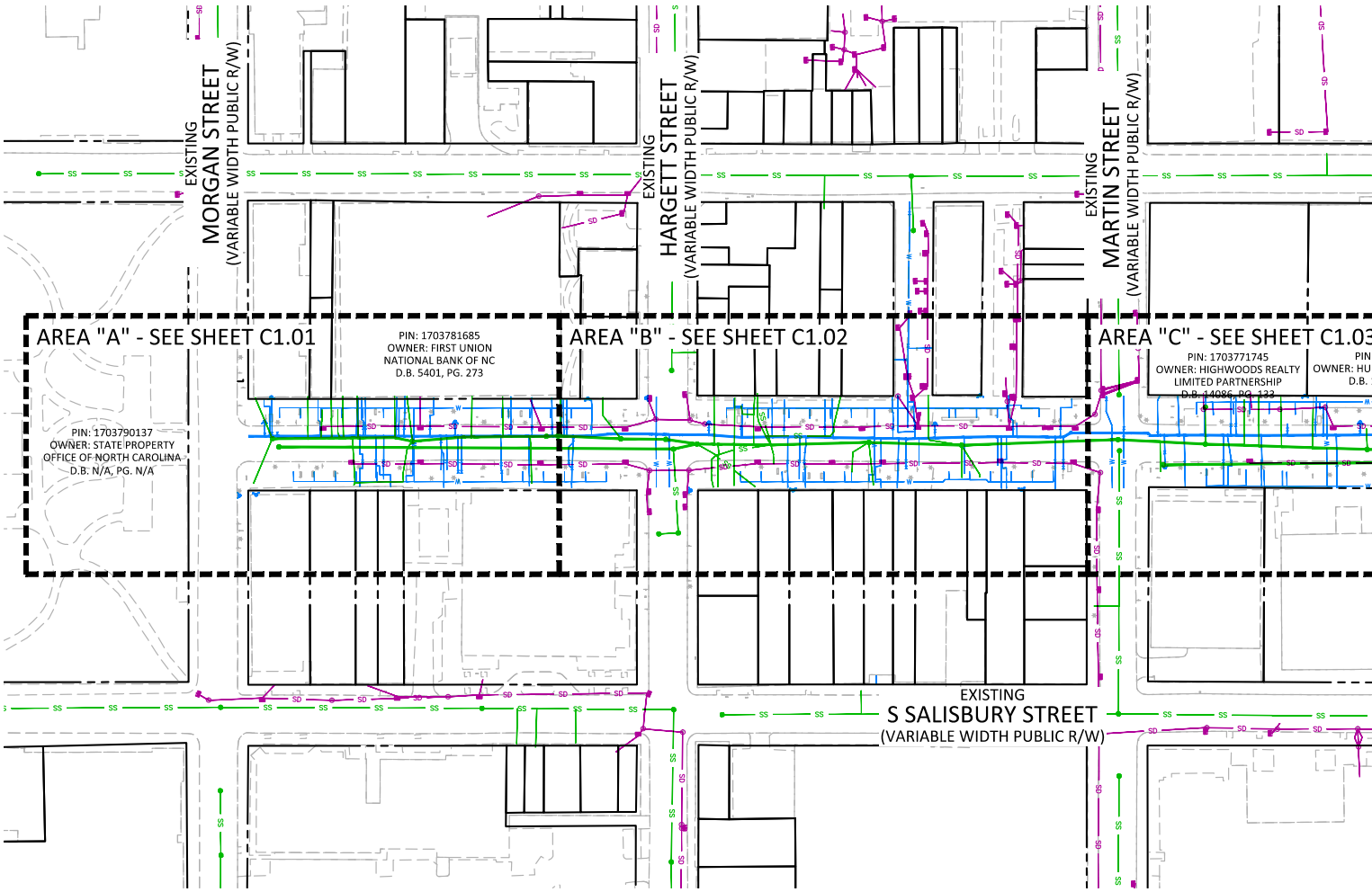
Appendices

7.7 Streetscape

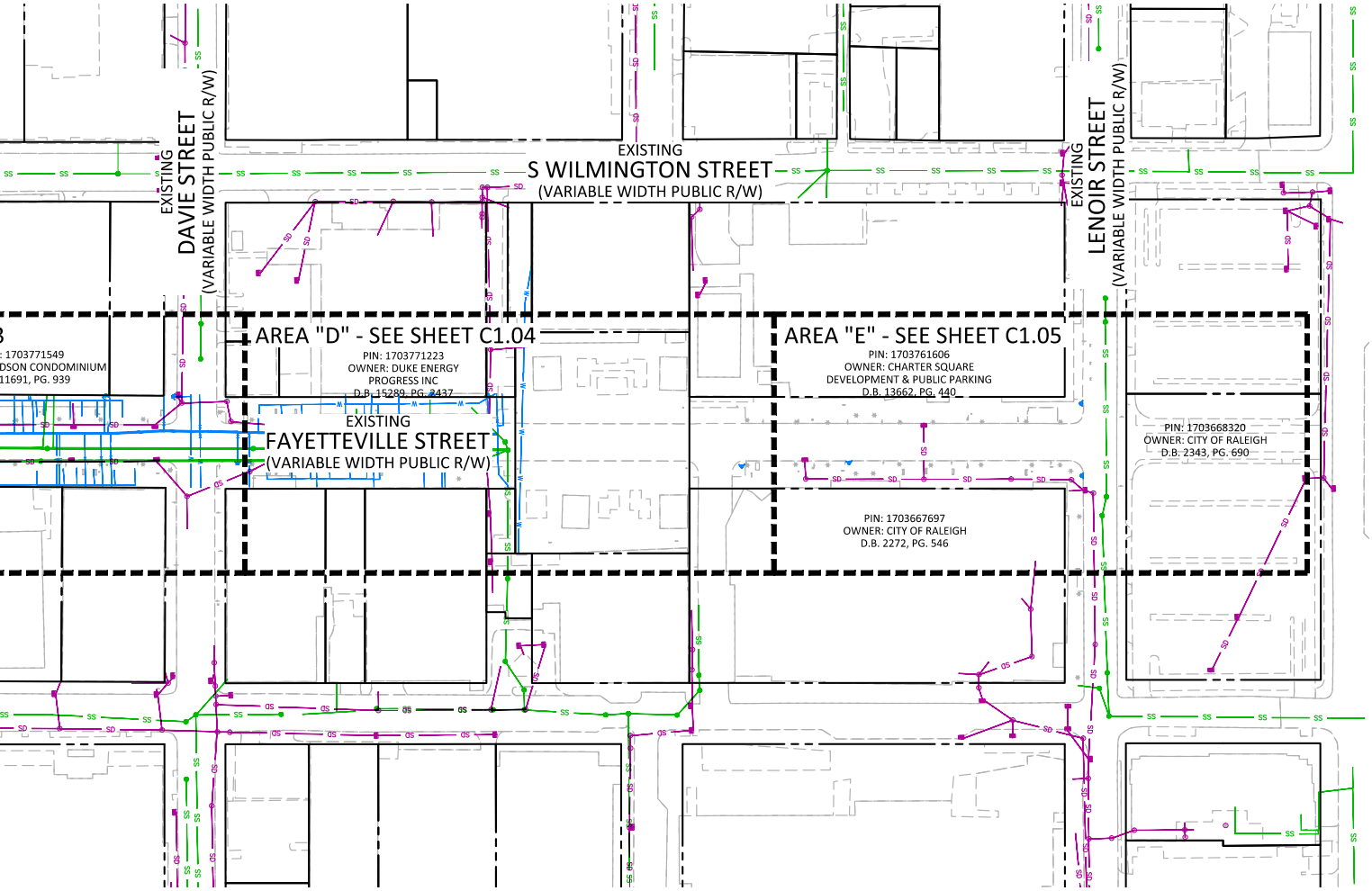
7.7.1 Engineering Narrative

Exhibit B: Overall Existing Conditions



EXISTING CONDITIONS LEGEND

	CURB INLET		CIGARETTE COLLECTORS
	SEWER MANHOLE		BENCH
JB	STORMWATER JUNCTION BOX		WATER VALVE
	FIRE HYDRANT	TR	ELECTRIC TRANSFORMER
ICV	IRRIGATION CONTROL VALVE	FOH	FIBER OPTIC HANDHOLE
	FDC	SD	STORM DRAIN LINE
	LIGHT POLE		SANITARY SEWER MAIN
	BIKE RACK	SS	SANITARY SEWER LINE
	SIGN		WATER MAIN
	WAYFINDING SIGNAGE	W	WATER LINE



GENERAL NOTES:

1. FLOOD NOTE: THESE RIGHTS-OF-WAY AND PROPERTIES ARE NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE. THEY ARE LOCATED IN ZONE "X" AS DEFINED BY F.E.M.A F.I.R.M COMMUNITY PANEL #3720170300K DATED JULY 19, 2022.

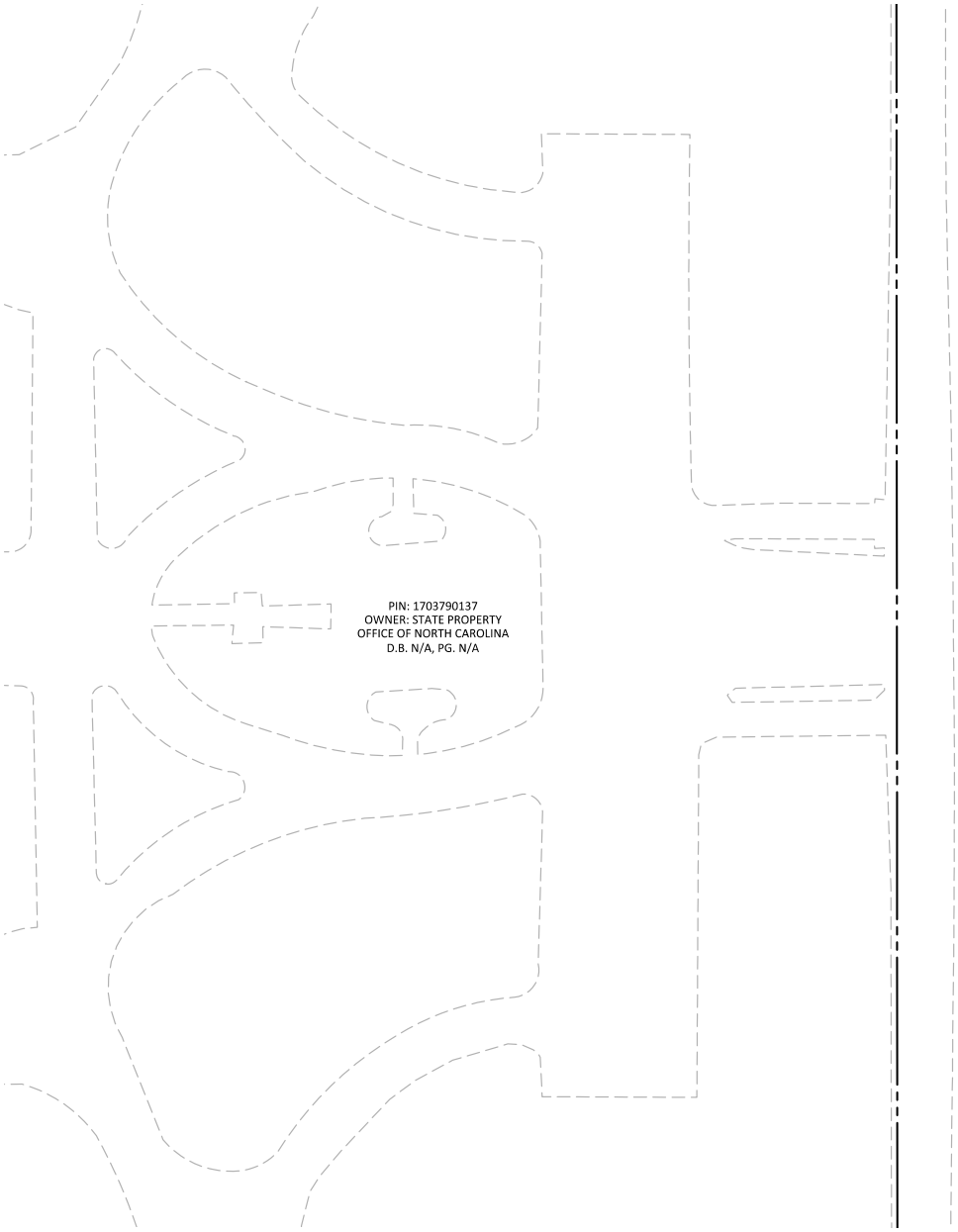
2. THIS IS AN EXISTING CONDITION BASED ON GIS DATA PROVIDED BY THE CITY OF RALEIGH.

Appendices

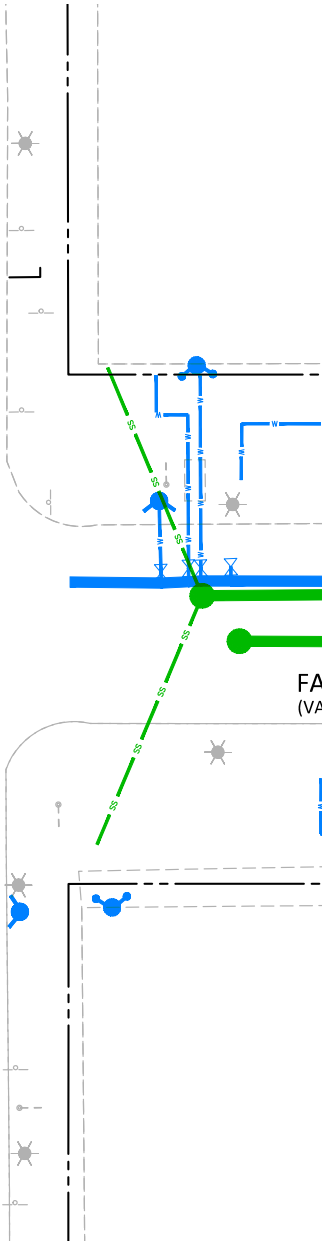
7.7 Streetscape

7.7.1 Engineering Narrative

Exhibit B: Existing Conditions Area A

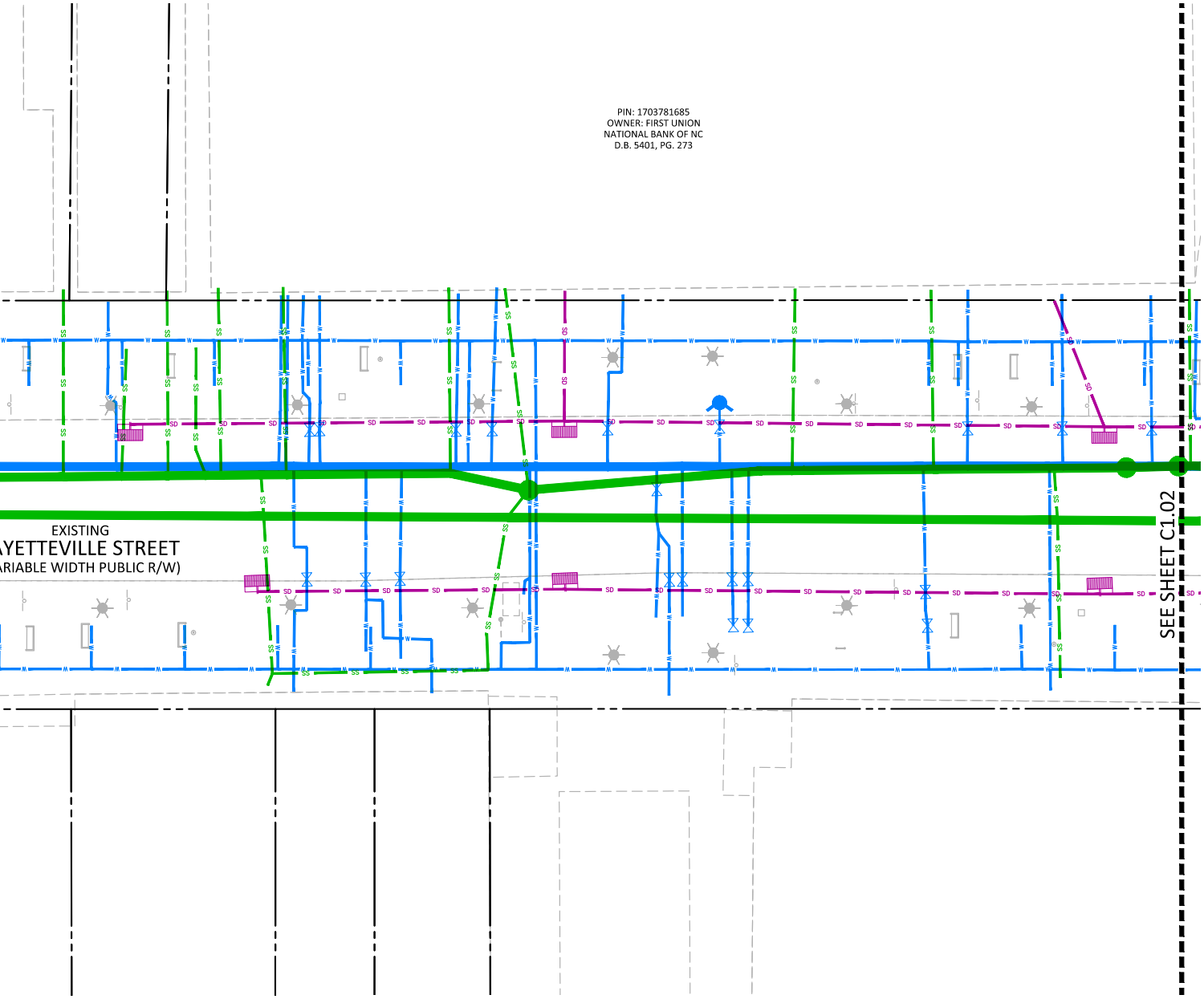


EXISTING
MORGAN STREET
(VARIABLE WIDTH PUBLIC R/W)



EXISTING CONDITIONS LEGEND

CURB INLET	CIGARETTE COLLECTORS
SEWER MANHOLE	BENCH
STORMWATER JUNCTION BOX	WATER VALVE
FIRE HYDRANT	ELECTRIC TRANSFORMER
IRRIGATION CONTROL VALVE	FIBER OPTIC HANDHOLE
FDC	STORM DRAIN LINE
LIGHT POLE	SANITARY SEWER MAIN
BIKE RACK	SANITARY SEWER LINE
SIGN	WATER MAIN
WAYFINDING SIGNAGE	WATER LINE



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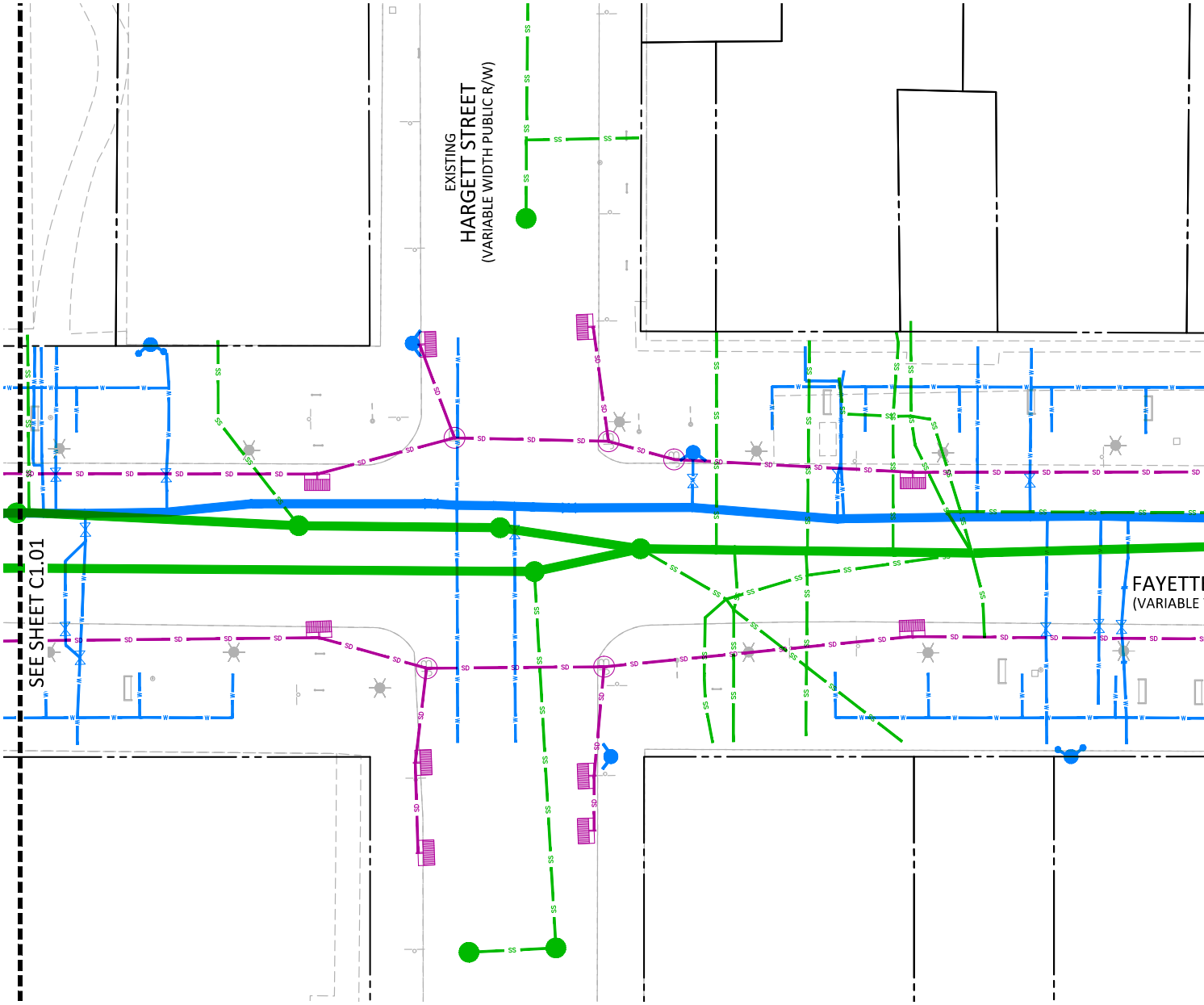
Appendices

7.7 Streetscape

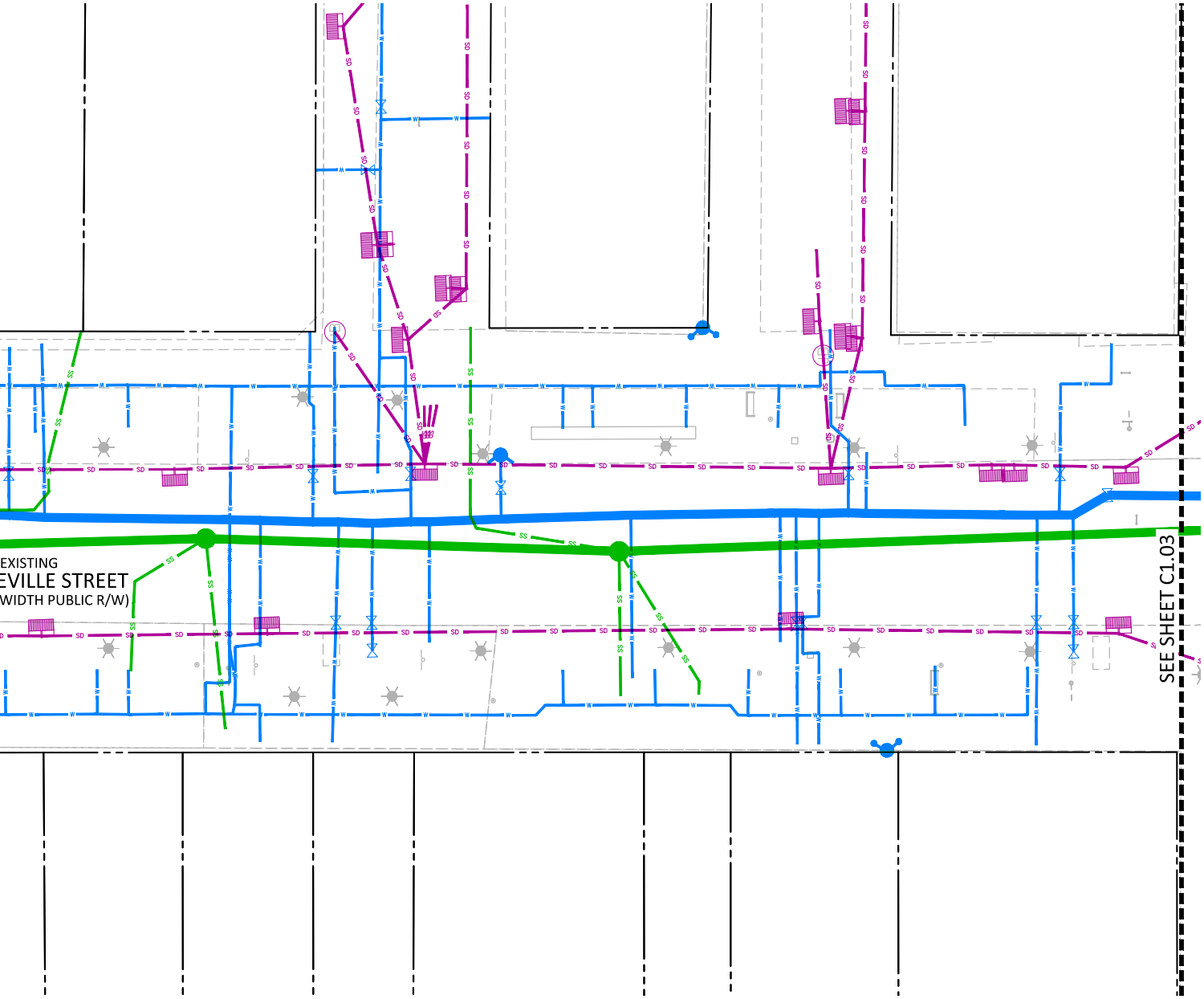
7.7.1 Engineering Narrative

Exhibit B: Existing Conditions Area B



EXISTING CONDITIONS LEGEND

	CURB INLET		CIGARETTE COLLECTORS
	SEWER MANHOLE		BENCH
JB	STORMWATER JUNCTION BOX		WATER VALVE
	FIRE HYDRANT	TR	ELECTRIC TRANSFORMER
ICV	IRRIGATION CONTROL VALVE	FOH	FIBER OPTIC HANDHOLE
	FDC	SD	STORM DRAIN LINE
	LIGHT POLE		SANITARY SEWER MAIN
	BIKE RACK	SS	SANITARY SEWER LINE
	SIGN		WATER MAIN
	WAYFINDING SIGNAGE	W	WATER LINE



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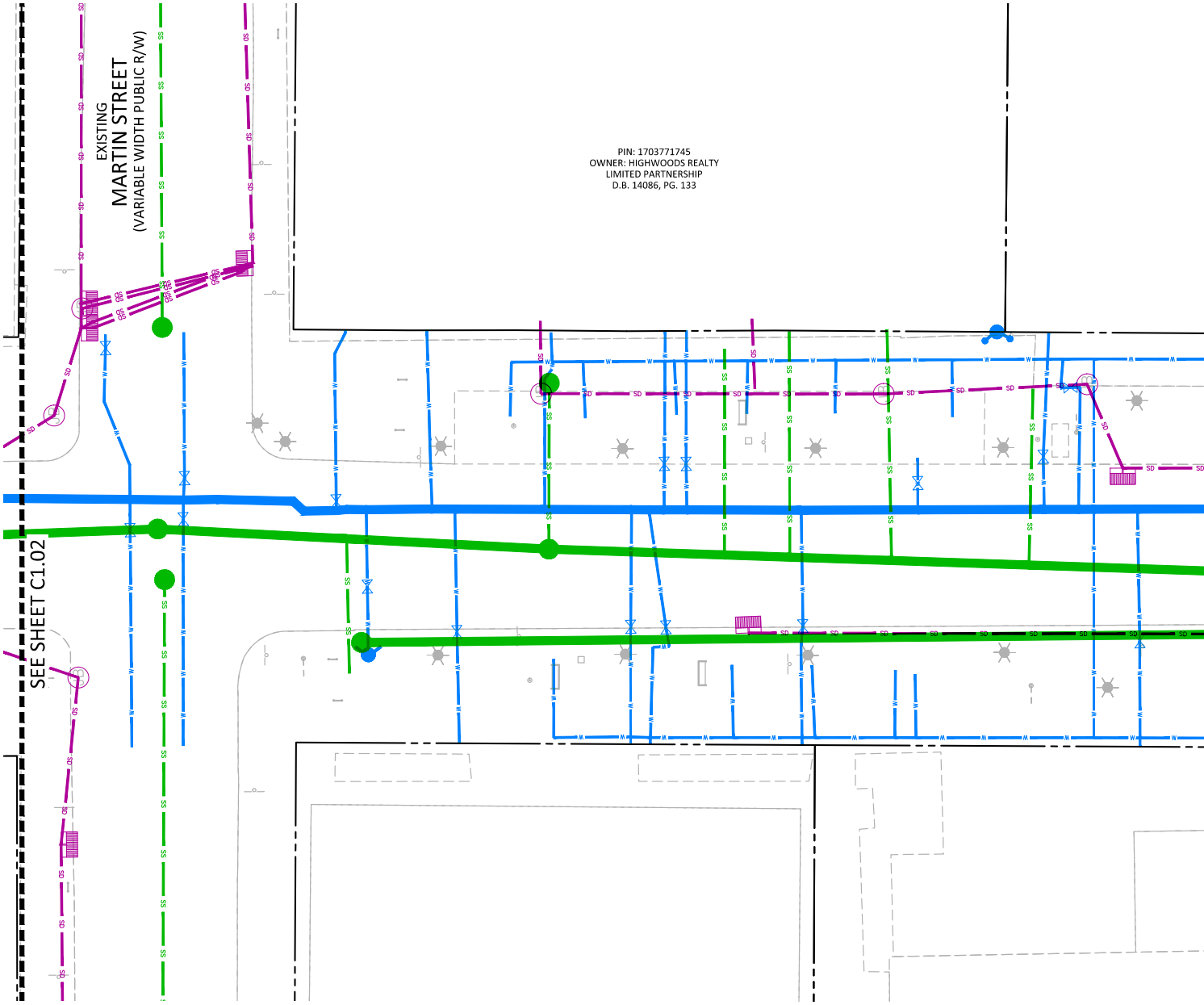
Appendices

7.7 Streetscape

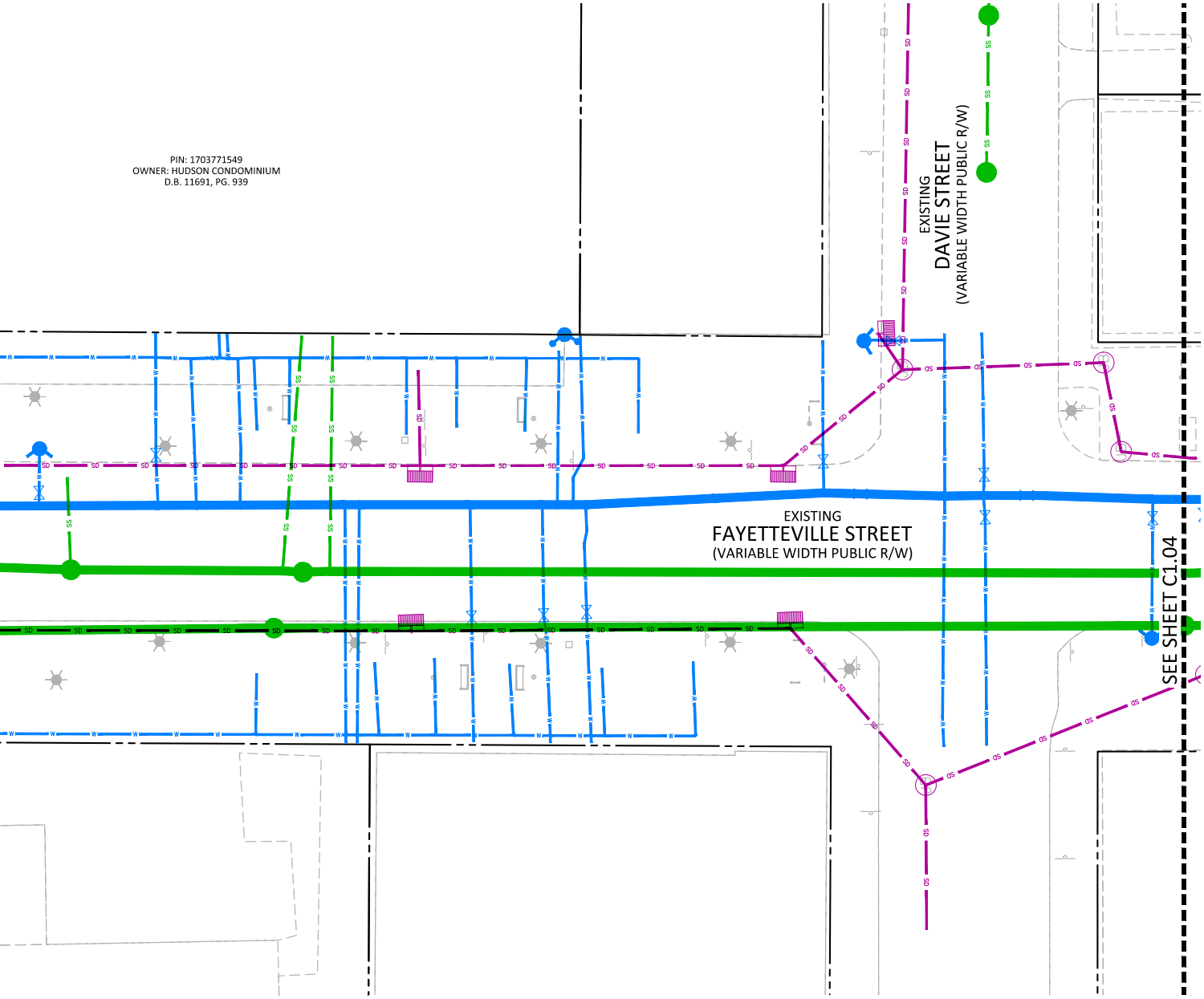
7.7.1 Engineering Narrative

Exhibit B: Existing Conditions Area C



EXISTING CONDITIONS LEGEND

	CURB INLET		CIGARETTE COLLECTORS
	SEWER MANHOLE		BENCH
JB	STORMWATER JUNCTION BOX		WATER VALVE
	FIRE HYDRANT	TR	ELECTRIC TRANSFORMER
ICV	IRRIGATION CONTROL VALVE	FOH	FIBER OPTIC HANDHOLE
	FDC	SD	STORM DRAIN LINE
	LIGHT POLE		SANITARY SEWER MAIN
	BIKE RACK	SS	SANITARY SEWER LINE
	SIGN		WATER MAIN
	WAYFINDING SIGNAGE	W	WATER LINE



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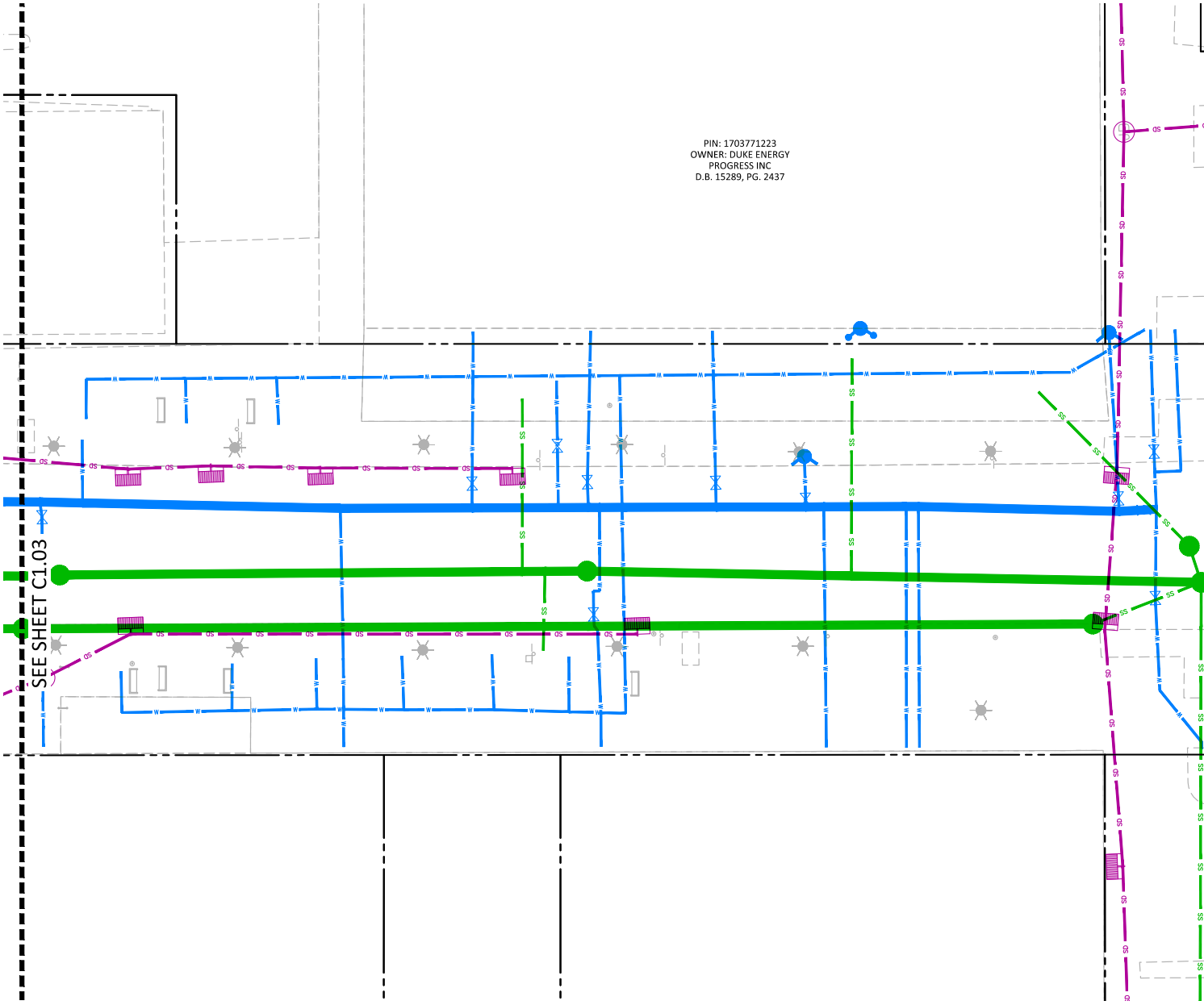
Appendices

7.7 Streetscape

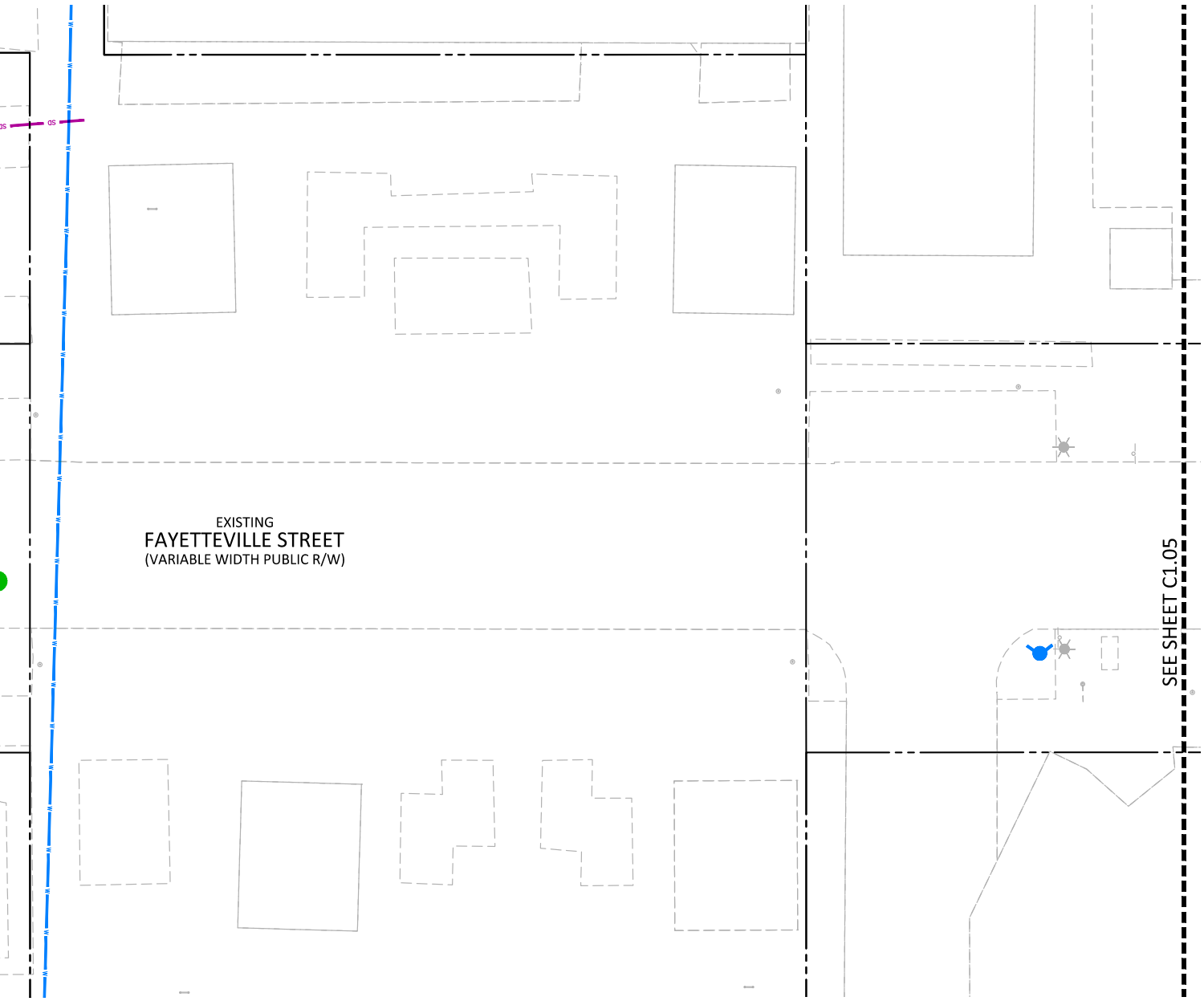
7.7.1 Engineering Narrative

Exhibit B: Existing Conditions Area D



EXISTING CONDITIONS LEGEND

CURB INLET	CIGARETTE COLLECTORS
SEWER MANHOLE	BENCH
STORMWATER JUNCTION BOX	WATER VALVE
FIRE HYDRANT	ELECTRIC TRANSFORMER
IRRIGATION CONTROL VALVE	FIBER OPTIC HANDHOLE
FDC	STORM DRAIN LINE
LIGHT POLE	SANITARY SEWER MAIN
BIKE RACK	SANITARY SEWER LINE
SIGN	WATER MAIN
WAYFINDING SIGNAGE	WATER LINE



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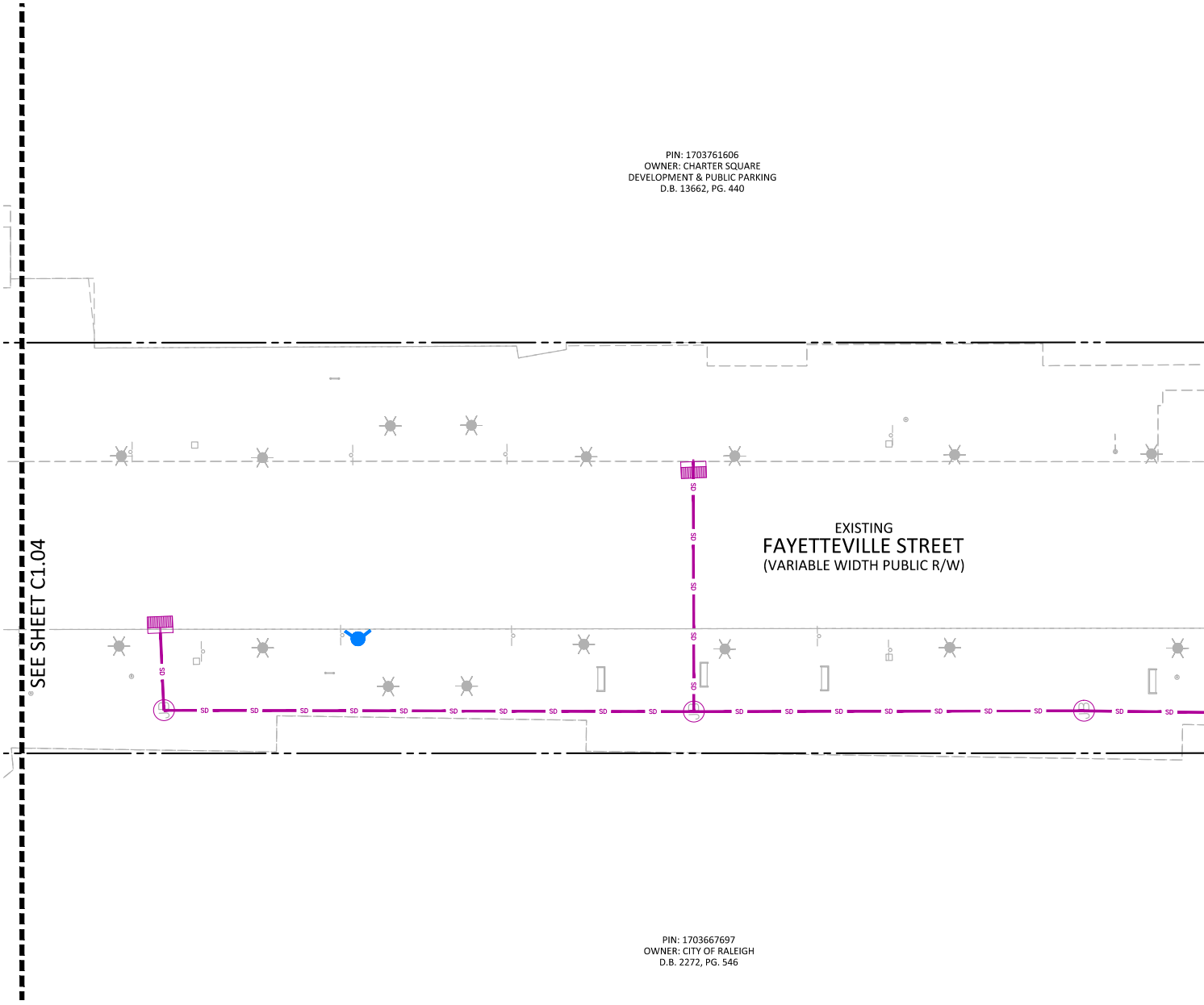
Appendices

7.7 Streetscape

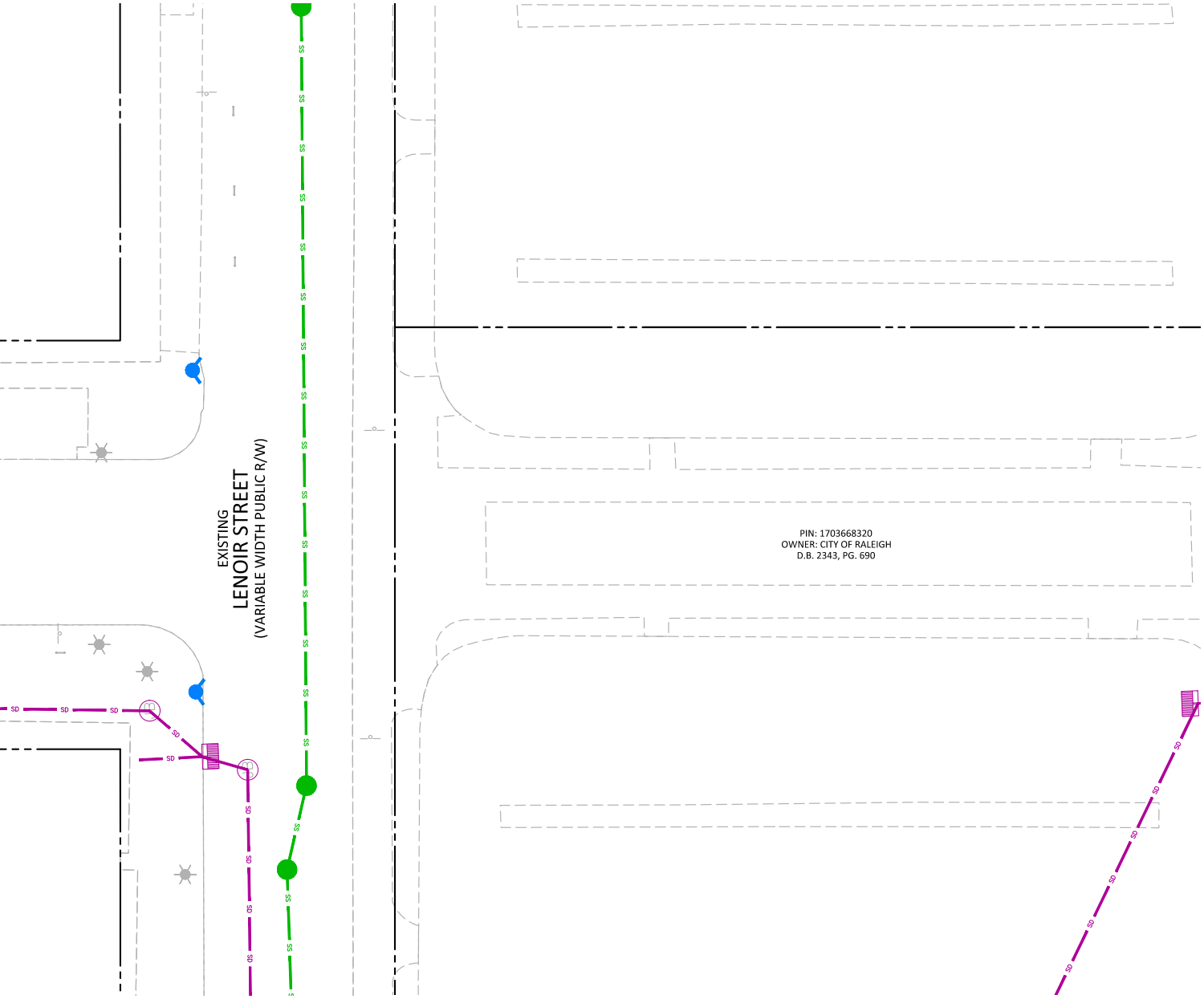
7.7.1 Engineering Narrative

Exhibit B: Existing Conditions Area E



EXISTING CONDITIONS LEGEND

CURB INLET		CIGARETTE COLLECTORS	
SEWER MANHOLE		BENCH	
STORMWATER JUNCTION BOX		WATER VALVE	
FIRE HYDRANT		ELECTRIC TRANSFORMER	TR
IRRIGATION CONTROL VALVE	ICV	FIBER OPTIC HANDHOLE	FOH
FDC		STORM DRAIN LINE	SD
LIGHT POLE		SANITARY SEWER MAIN	
BIKE RACK		SANITARY SEWER LINE	SS
SIGN		WATER MAIN	
WAYFINDING SIGNAGE		WATER LINE	W



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Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L1 - Duke Energy “Halo”

Vehicular Roadway and Pedestrian Zone Illumination

Outdoor Lighting

HALO LED



HALO LED

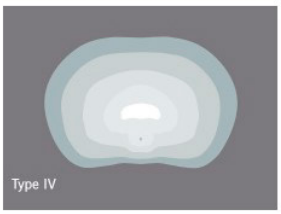
LED (Light-emitting diode)	50 watts
Mounting height	12' – 17'
Color	Black
Pole	Style A Style B Style C Style D Style E Style F

IESNA cutoff classification: Semi-cutoff

Color temperature: 3,000K

FIXTURE	WATTS	LUMENS	PATTERN	BUG RATING
50W Halo	50	4,809	IV	B1-U0-G2

LIGHT DISTRIBUTION PATTERNS



POLE AVAILABLE	MOUNTING HEIGHT	FOUNDATION
Style A	12' – 17'	Direct Bury, Anchor Base
Style B	12' – 17'	Anchor Base
Style C	12' – 17'	Anchor Base
Style D	12' – 17'	Anchor Base
Style E	12' – 17'	Anchor Base
Style F	12' – 17'	Anchor Base

For additional information, contact us at **ODLCarolinas@duke-energy.com**.

DUKE ENERGY.

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Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Type L1 - Invue Luxescape (OEM)
Vehicular Roadway and Pedestrian Zone Illumination

Project		Catalog #		Type	
Prepared by		Notes		Date	



Invue

LXS Luxescape Collection

Decorative Luminaire

Product Features

BAA · BABA · TSN CERTIFIED

Interactive Menu

- Order Information page 3
- Product Specifications page 4
- Control Options page 12
- Optical Distributions page 6
- Mounting Accessories page 10

Product Certifications

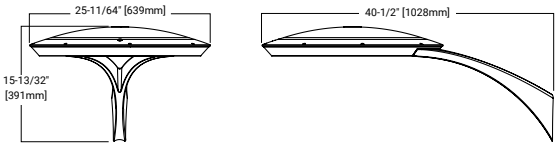
cULus CERTIFIED · IP66 · 3G VIB · RoHS COMPLIANT

Quick Facts

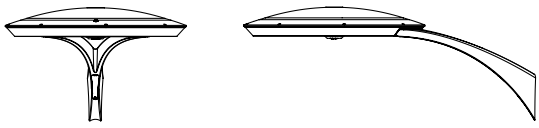
- Contemporary, architectural form in 3 configurations
- WaveStream™ LED technology provides a visually comfortable light source
- Integrated controls options for standalone or connected solutions
- Lumen packages range from 1900 to 11,400 lumens
- Standard output is 4000K CCT with minimum 70 CRI; other options are available
- Perfectly pairs with Invue ARP aluminum round tapered poles

Dimensional and Mounting Details

Arm Mount



Arm Mount with WaveLinx



Weight: 41 lbs. [18.6 kgs.]
EPA: 1.0 Sq. Ft.

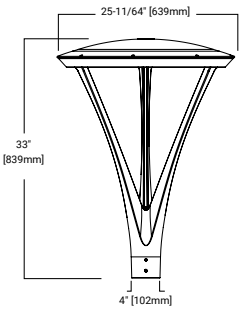
Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

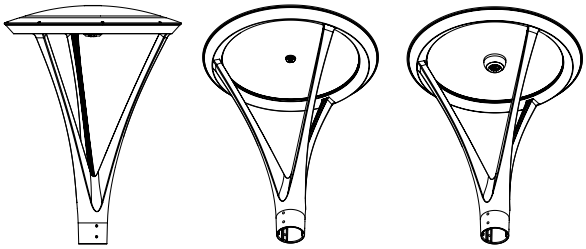
Invue **LXS LuxeScape Collection**

Dimensional and Mounting Details

Spider Mount

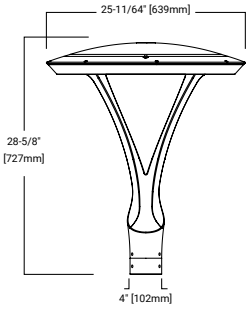


Spider Mount with WaveLinx

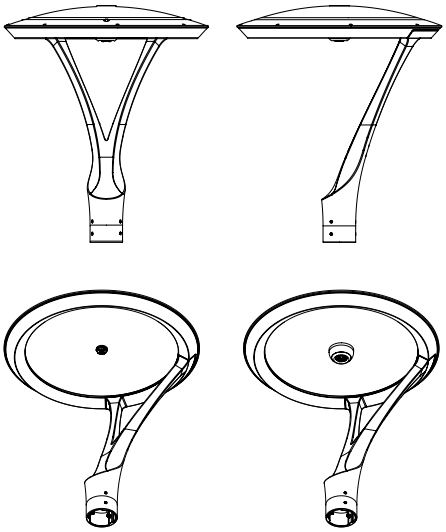


Weight: 53 lbs. [24 kgs.]
EPA: 1.6 Sq. Ft.

Cantilever Mount



Cantilever Mount with WaveLinx



Weight: 46 lbs. [20.8 kgs.]
EPA: 1.3 Sq. Ft.

Technical note: Spider and Canitlever Mount models fit 3" tenons standard. Use accessory ARPA2 to mount to 2-3/8" tenons.

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue — **LXS LuxeScape Collection**

Ordering Information

SAMPLE NUMBER: **LXS-VA3-LED-D1-T2-GM-S**

Product Family [1, 2]	Optic Type	Lumen Package [3]	CRI/CCT	Voltage	Distribution	Mounting	Finish
LXS= LuxeScape Collection **BAA-LXS**= LuxeScape Collection Buy American Act Compliant [34] **BABAF-LXS**=Build America Buy America Act [34]	**VA**= Visual Comfort / WaveStream	**1**= Nominal 2,300 Lumens **2**= Nominal 4,500 Lumens **3**= Nominal 8,500 Lumens **4**= Nominal 9,500 Lumens [4]	**730**= 70 CRI / 3000K **735**= 70 CRI / 3500K **740**= 70 CRI / 4000K **830**= 80 CRI / 3000K **835**= 80 CRI / 3500K **840**= 80 CRI / 4000K **AMB**= Amber 590nm [21, 33]	**U**= 120- 277 **1**= 120 **2**= 208 **3**= 240 **4**= 277 **8**= 480 [5, 6] **9**= 347 [5]	**ASC**= Asymmetric Curbline [7] **ASW**= Asymmetric Wide [8] **AST**= Asymmetric Transverse [9] **SYM**= Symmetric Round [10]	**A**= Arm Mount **S**= Spider Mount **C**= Cantilever Mount	**AP**= Grey **BZ**= Bronze **BK**= Black **DP**= Dark Platinum **GM**= Graphite Metallic **WH**= White **RALXX**= Custom Color [11]

Options (Add as Suffix)	**Accessories** (Order Separately) [19, 35]
F= Single Fuse [12] **FF**= Double Fuse [13] **10MSP**= 10K MOV Surge Protective Device **20MSP**= 20kV MOV Surge Protective Device **20K**= 20kV UL 1449 Fused Surge Protective Device **DIM**= External 0-10V Dimming Leads [14] **HA**= 50°C High Ambient Temperature [15] **VS**= Vandal Shield [16] **CC**= Coastal Construction [17] **DALI**= DALI Driver [18] **BPC**= Button Type Photocontrol [19] **PR**= NEMA 3-PIN Twistlock Photocontrol Receptacle [20] **PR7**= NEMA 7-PIN Twistlock Photocontrol Receptacle [20] **PC**= Twistlock NEMA Photocontrol **LLPC**= Long Life Twistlock NEMA Photocontrol [32] **SC**= Shorting Cap **MS-L08**= Motion Sensor for ON/OFF Operation, Up to 8' Mounting Height [21, 22, 23] **MS-L20**= Motion Sensor for ON/OFF Operation, 9' - 20' Mounting Height [21, 22, 23] **MS-L40W**= Motion Sensor for ON/OFF Operation, 21' - 40' Mounting Height [21, 22, 23] **MS/DIM-L08**= Motion Sensor for Dimming Operation, Up to 8' Mounting Height [21, 22, 23] **MS/DIM-L20**= Motion Sensor for Dimming Operation, 9' - 20' Mounting Height [21, 22, 24] **MS/DIM-L40W**= Motion Sensor for Dimming Operation, 21' - 40' Mounting Height [21, 22, 25] **DIM10**= Synapse Integrated Control Module **WLS2WH**= WaveLinx Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting **WLS4WH**= WaveLinx Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting **WPS2WH**= WaveLinx Pro, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [26,27,36] **WPS4WH**= WaveLinx Pro, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [26,27,36]	**FSIR-100**= Wireless Configuration Tool for Occupancy Sensor [28] **ARPA2**= 2-3/8" O.D. Tenon Sleeve Adapter [30] **VA6028-XX**= Twin Mount Arm (EPA 1.36 sq./ft.) [30, 31] **VA6029-XX**= Wall Mount Arm [30, 31] **WOLC-7P-10A**= WaveLinx Outdoor Control Module (7-PIN) [29]

NOTES:

1. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information.
2. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
3. Lumens are nominal. See lumen table for more information.
4. 9,500 Lumen package available only on SYM distribution
5. Requires the use of a step-down transformer.
6. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
7. IESNA Type III typical.
8. IESNA Type IV typical.
9. IESNA Type IV typical.
10. IESNA Type V typical.
11. Specify RAL number for Custom Color. Custom color matching available upon request. Consult your lighting representative at Cooper Lighting Solutions for more information.
12. Must specify voltage (120V, 277V, or 347V) to fuse the single hot leg.
13. Must specify voltage (208V, 240V, or 480V) to fuse the both hot legs.
14. Low voltage control leads brought out 18" outside fixture. Not available with control options.
15. Not available in VA3 with Type ASC, ASW and AST distributions.
16. Reduce total lumens by a 0.95 multiplier to accommodate losses.
17. Post-coating over the primary finish providing 7,000+ salt spray hours. Extended lead-times can be 4 -10 additional weeks.
18. Only available with VA3 and VA4 lumen packages.
19. Not available with MS-LXX, MS/DIM-LXX, LWR-LW, LWR-LN or 347V or 480V options.
20. Not available with MS-LXX, MS/DIM-LXX, LWR-LW, LWR-LN or 347V or 480V options.
21. Not available with HA option.
22. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult you lighting representative at Cooper Lighting Solutions for more information.
23. Approximately 22' detection diameter at 8' mounting height.
24. Approximately 40' detection diameter at 20' mounting height.
25. Approximately 100' detection diameter at 40' mounting height.
26. Cannot be used in conjunction with photocontrol or other controls systems (BPC, PR, PR7, MS).
27. NWAC Gateway required to enable field-configurability. Order WAC-POE and WPOE-120 (10V to POE injector) power supply if needed. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more WaveLinx application information.
28. This tool enables adjustment of parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Cooper Lighting Solutions for more information.
29. Requires 7-PIN NEMA twistlock photocontrol receptacle. WOLC-7P-10A cannot be used in conjunction with additional sensors or controls.
30. Not vibration rated at this time. Consult your lighting representative at Cooper Lighting Solutions for more information.
31. Replace XX with color designation.
32. Requires photocontrol receptacle PR or PR7.
33. Narrow-band 590nm +/- 5nm for wildlife and observatory use. Choose Lumen Package 1. See IES files for photometric performance.
34. Only product configurations with this designated prefix are built to be compliant with the Buy American Act of 1933 (BAA). Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic prefe ence requirements.
35. Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.
36. Not available with 5LTD option.
37. Not available with 2300 or 9500 lumen package.
38. Only product configurations with these prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or the Build America Buy America Act (BABA). BABA is the minimum Government compliance requirement for the Build America Buy America standards which is part of the Infrastructure and Investment Jobs Act (IIJA). Individual Government Agencies may have more stringent compliance standards. BABAE designates the product will meet the standards set for FHWA. As noted these projects must receive Government Funding by October 1, 2025. BABAF designates the product will meet the standards set for FHWA and FTA. As noted these projects must receive Government Funding by October 1, 2026. Please refer to the DOMESTIC PREFERENCES website or consult the CLS Domestic Preferences team for more information. Components shipped separately may be separately analyzed under domestic preference requirements.

ARP ORDERING INFORMATION (ALUMINUM DECORATIVE POLE)

SAMPLE NUMBER: **ARP5L310ABZ2**

Product Family	Shaft Size (Inches) [1]	Wall Thickness (Inches)	Pole Top Diameter (Inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Number and Location of Arms	Options (Add as Suffix)
ARP= Aluminum Round Tapered Decorative **BAA-ARP**= Aluminum Round Tapered Decorative Buy American Act Compliant [36]	**5**= 5"	**L**= 0.156" **M**= 0.188"	**3**= 3" O.D. [2] **6**= 4" O.D. [3]	**10**= 10' **12**= 12' **14**= 14' **16**= 16' **18**= 18' [4] **22**= 22' [4]	**A**= Aluminum (Round 4-Bolt Pole)	**AP**= Grey **BA**= Anodized Bronze **BK**= Black **BZ**= Bronze **CA**= Anodized Clear **DA**= Anodized Black **DP**= Dark Platinum **GM**= Graphite Metallic **GN**= Hartford Green **WH**= White	**2**= 2-3/8" O.D. Tenon (4" Long) **5**= 3" O.D. Tenon (4" Long)	**X**= None	**C**= Convenience Outlet [5] **E**= GFCI Convenience Outlet [5] **G**= Ground Lug **V**= Vibration Dampener [4]

NOTES:

1. All shaft sizes nominal.
2. Provides 3" O.D. pole top suited for Arbor Post Top.
3. Provides 4" O.D. pole top suited for LuxeScape post tops.
4. Vibration damper recommended over 18 feet add suffix "V" to catalog number.
5. Specify outlet location. Receptacle not included, provision only.

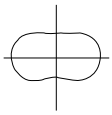
Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

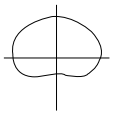
Invue **LXS LuxeScape Collection**

Optical Distributions

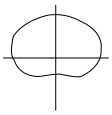
(Arm mount shown, distribution dependent on mounting)



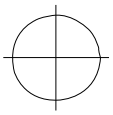
ASC
(Type III typical)



ASW
(Type IV typical)



AST
(Type IV typical)



SYM
(Type V typical)

Product Specifications

Construction
- Die-cast aluminum construction is highly durable and corrosion resistant
- ANSI C136.31 testing compliance prevents damage from installation generated vibration.
- External hardware and casting seams are minimized to enhance appearance.

Optics
- WaveStream™ LED optical system employs waveguide technology to reduce glare and create distributions ideal for pedestrian applications
- Symmetric and asymmetric distributions available
- Standard offering is 4000K CCT with 70CRI. Other CCT and CRI options are available including turtle-safe 590nm amber.

Electrical
- 0-10V dimming compatibility is standard.
- A 10kV surge protector, wired in series, is standard. Other options include 20kV modules and parallel or series configurations.
- Photocontrol receptacles and button photocell options are available

Controls
- Enable energy savings and meet code requirements by including WaveLinx connectivity in LuxeScape fixtures.
- The ANSI C136.41 compliant NEMA 7-PIN receptacle enables wireless dimming when used with compatible photocontrol.
- See control options page for more details.

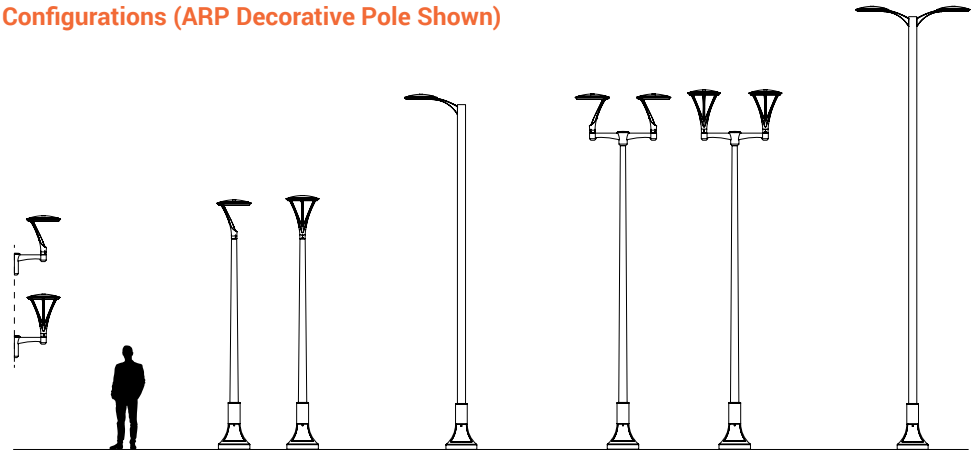
Mounting
- Invue's aluminum round decorative pole (ARP) offering provides a seamless transition and compliments the contemporary design architecture with its unique sleek taper and base design.
- The tenon mount pole comes standard with an access door feature integrated into the base.
- ARM MOUNT: The integrated aluminum contemporary upsweep arm bolts directly to a 4" or 5" round pole using an "N" drill pattern.
- SPIDER & CANTILEVER MOUNT: Fitter assembly mounts over 3" O.D. tenon and can be adapted to a 2-3/8" tenon using accessory ARPA2. It is secured via concealed, corrosion resistant set screw and jam screw pairs in six inconspicuous locations. Fitter design provides seamless transition to 4" O.D. round pole top
- Optional mounting accessories include a twin arm mount and wall mount arm.

Finish
- Premium TGIC based polyester powder coatings provides long service life.
- Finish is compliant to 3,000 hour salt spray standard (per ASTM B117).
- RAL and custom color matches available, additional charges and lead-time apply.

Compliance
- cULus certified for -40° to 40°C ambient environments, with high ambient options suitable up to 50°C.
- IP66 rated
- 3G vibration rated
- DarkSky approved for 3000K CCT and warmer
- Domestic preference option available to meet BAA requirements
- FHWA and FTA agencies are utilizing their BAA rules for BABA compliance. Cooper's products with a BAA designation are manufactured in the US and utilize a BAA COTS exemption rule for compliance. To verify a configured product with specific accessories and options meet BABA Domestic Preference Requirements; submit this catalog number to Cooper Lighting Quotation team for validation by our Engineering and Manufacturing teams.
- Please refer to the DOMESTIC PREFERENCES website or consult the CLS Domestic Preferences team for more information. Components shipped separately may be separately analyzed under domestic preference requirements.

Warranty
- Five year limited warranty, consult website for details. www.cooperlighting.com/legal

Pole Configurations (ARP Decorative Pole Shown)



Wall Mount Arm
8-10 ft. Mounting heights
(Spider/Cantilever mount only)

Single Post Top
10-18 ft. Mounting heights
(Spider/Cantilever mount only)

Single Mount Arm
18-22 ft. Mounting heights

Twin Mount Arm
18-22 ft. Mounting heights
(Spider/Cantilever mount only)

Twin Mount Arm
18-25 ft. Mounting heights

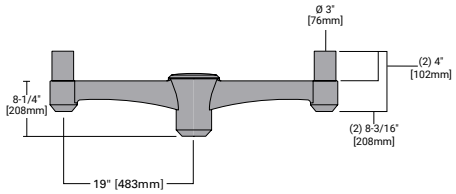
Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Type L1 - Invue Luxescape (OEM)
Vehicular Roadway and Pedestrian Zone Illumination

Invue | **LXS LuxeScape Collection**

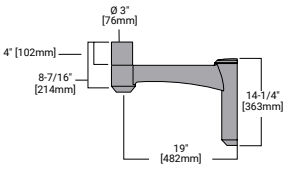
Mounting Configurations

Twin Mount Arm

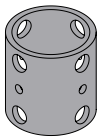


Twin Mount Arm: VA6028-XX
Weight: 18.2 lbs. [8.3 kg]
EPA: 1.36 Sq. Ft.

Wall Mount Arm



Wall Mount Arm: VA6029-XX
Weight: 8.9 lbs. [4.0 kg.]



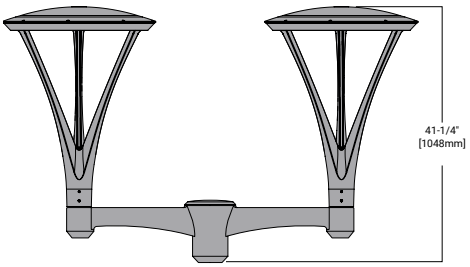
ARPA2*

Mounting Requirements Chart

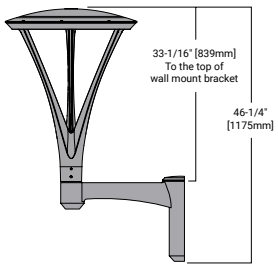
Pole Top O.D. (Inches)	4"	
Tenon O.D. (Inches)	2-3/8" Tenon	3" Tenon
Post Top	ARPA2*	Standard
Twin Mount Arm	ARPA2*	Standard

* Required for stability. Order separately.

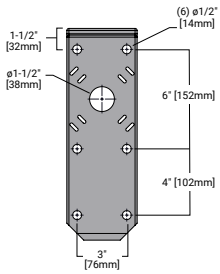
Twin Mount Arm
Shown with Spider mount



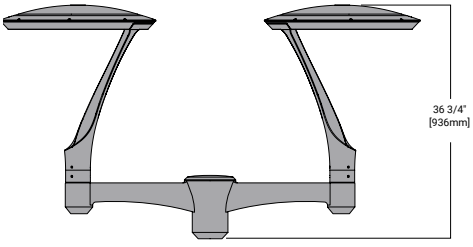
Wall Mount Arm
Shown with Spider mount



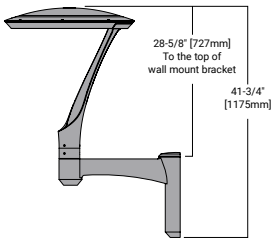
Wall Mount Arm Drill Pattern



Twin Mount Arm
Shown with Cantilever mount



Wall Mount Arm
Shown with Cantilever mount



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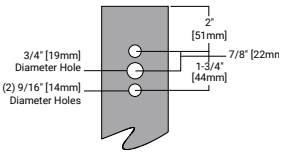


Energy and Performance Data

Lumen Maintenance

Ambient Temperature	25,000 hours*	50,000 hours*	60,000 hours*	100,000 hours**	Theoretical L70 (Hours)**
25°C	0.944	0.904	0.89	0.83	>199,000
40°C	0.946	0.909	0.894	0.839	>212,000
50°C	0.918	0.87	0.852	0.782	>151,000

* Supported by IES TM-21 standards
** Theoretical values represent estimations commonly used; however, refer to the IES position on LED Product Lifetime Prediction, IES PS-10-18, that explains proper use of IES TM-21 and LM-80.

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1
40°C	0.99
50°C	0.97

Minimum Ambient Temperature

Lumen Package	Temperature
VA1	-40°C
VA2	-35°C
VA3	-35°C
VA4	-40°C
All DALI powered lumen packages	-20°C

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue | **LXS LuxeScape Collection**

Optical Distributions

View IES files

Power and Lumens

Lumen Package				VA1	VA2	VA3	VA4
Drive Current							
Power Wattage (Watts)*				24W	48W	96W	99W
Input Current (mA) @ 120V				200	400	800	830
Input Current (mA) @ 277V				90	180	350	360
Power Wattage (Watts)*				28W	55W	114W	108W
Input Current (mA) @ 347V				79	161	325	328
Input Current (mA) @ 480V				58	117	235	237
CRI/CCT (Nominal)	**Mounting**	**Distribution**					
730: 70CRI/3000K	**A: Arm**	**ASC: Asymmetric Curbline**	Lumens	1,949	3,740	6,730	--
			Lumens per Watt	81.2	77.9	68.0	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,323	4,458	8,022	--
			Lumens per Watt	96.8	92.9	81.0	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,400	4,607	8,291	--
			Lumens per Watt	100.0	96.0	83.7	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,485	4,958	9,111	10,571
			Lumens per Watt	118.3	120.9	105.9	110.1
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G3
			IESNA Type	V	V	V	V
	S: Spider Mount	**ASC: Asymmetric Curbline**	Lumens	1,780	3,417	6,148	--
			Lumens per Watt	74.2	71.2	62.1	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,097	4,024	7,242	--
			Lumens per Watt	87.4	83.8	73.2	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,198	4,218	7,590	--
			Lumens per Watt	91.6	87.9	76.7	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,305	4,600	8,452	9,807
			Lumens per Watt	109.8	112.2	98.3	102.2
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G3
			IESNA Type	V	V	V	V

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue — **LXS LuxeScape Collection**

Optical Distributions

View IES files

Power and Lumens

Lumen Package				VA1	VA2	VA3	VA4
CRI/CCT (Nominal)	**Mounting**	**Distribution**					
730: 70CRI/3000K	**C: Cantilever Mount**	**ASC: Asymmetric Curbline**	Lumens	1,857	3,564	6,414	--
			Lumens per Watt	77.4	74.3	64.8	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,213	4,248	7,645	--
			Lumens per Watt	92.2	88.5	77.2	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,324	4,460	8,025	--
			Lumens per Watt	96.8	92.9	81.1	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,342	4,674	8,588	9,965
			Lumens per Watt	111.5	114.0	99.9	103.8
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G3
			IESNA Type	V	V	V	V
740: 70CRI/4000K	**A: Arm**	**ASC: Asymmetric Curbline**	Lumens	2,105	4,040	7,270	--
			Lumens per Watt	87.7	84.2	73.4	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,509	4,816	8,666	--
			Lumens per Watt	104.5	100.3	87.5	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,593	4,977	8,956	--
			Lumens per Watt	108.0	103.7	90.5	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,684	5,356	9,842	11,420
			Lumens per Watt	127.8	130.6	114.4	119.0
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G3	B4-U0-G3
			IESNA Type	V	V	V	V

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue **LXS LuxeScape Collection**

Optical Distributions

View IES files

Power and Lumens

Lumen Package				VA1	VA2	VA3	VA4
CRI/CCT (Nominal)	Mounting	Distribution					
740: 70CRI/4000K	S: Spider Mount	ASC: Asymmetric Curbline	Lumens	1,923	3,691	6,642	--
			Lumens per Watt	80.1	76.9	67.1	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,265	4,347	7,823	--
			Lumens per Watt	94.4	90.6	79.0	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,374	4,557	8,200	--
			Lumens per Watt	98.9	94.9	82.8	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,490	4,969	9,131	10,595
			Lumens per Watt	118.6	121.2	106.2	110.4
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G3	B4-U0-G3
			IESNA Type	V	V	V	V
	C: Cantilever Mount	ASC: Asymmetric Curbline	Lumens	2,006	3,850	6,929	--
			Lumens per Watt	83.6	80.2	70.0	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,391	4,589	8,258	--
			Lumens per Watt	99.6	95.6	83.4	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,510	4,818	8,669	--
			Lumens per Watt	104.6	100.4	87.6	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,530	5,049	9,277	10,765
			Lumens per Watt	120.5	123.1	107.9	112.1
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G3	B4-U0-G3
			IESNA Type	V	V	V	V

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue — **LXS LuxeScape Collection**

Optical Distributions

View IES files

Power and Lumens

Lumen Package				VA1	VA2	VA3	VA4
CRI/CCT (Nominal)	Mounting	Distribution					
830: 80CRI/3000K	A: Arm	ASC: Asymmetric Curbline	Lumens	1,758	3,374	6,072	--
			Lumens per Watt	73.2	70.3	61.3	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	2,096	4,022	7,238	--
			Lumens per Watt	87.3	83.8	73.1	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,166	4,157	7,480	--
			Lumens per Watt	90.2	86.6	75.6	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,242	4,473	8,220	9,538
			Lumens per Watt	106.8	109.1	95.6	99.4
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2
			IESNA Type	V	V	V	V
	S: Spider Mount	ASC: Asymmetric Curbline	Lumens	1,606	3,083	5,547	--
			Lumens per Watt	66.9	64.2	56.0	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	1,892	3,631	6,534	--
			Lumens per Watt	78.8	75.6	66.0	--
			BUG Rating	B1-U0-G1	B1-U0-G1	B2-U0-G2	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	1,983	3,806	6,848	--
			Lumens per Watt	82.6	79.3	69.2	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,080	4,150	7,626	8,849
			Lumens per Watt	99.0	101.2	88.7	92.2
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G3
			IESNA Type	V	V	V	V

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue **LXS LuxeScape Collection**

Optical Distributions

View IES files

Power and Lumens

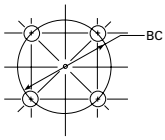
Lumen Package				VA1	VA2	VA3	VA4
CRI/CCT (Nominal)	**Mounting**	**Distribution**					
830: 80CRI/3000K	**A: Arm**	**ASC: Asymmetric Curbline**	Lumens	1,675	3,216	5,787	--
			Lumens per Watt	69.8	67.0	58.5	--
			BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	--
			IESNA Type	III	III	III	--
		ASW: Asymmetric Wide	Lumens	1,997	3,833	6,897	--
			Lumens per Watt	83.2	79.9	69.7	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	--
			IESNA Type	IV	IV	IV	--
		AST: Asymmetric Transverse	Lumens	2,096	4,024	7,241	--
			Lumens per Watt	87.3	83.8	73.1	--
			BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	--
			IESNA Type	IV	IV	IV	--
		SYM: Symmetric Round	Lumens	2,113	4,217	7,748	8,991
			Lumens per Watt	100.6	102.9	90.1	93.7
			BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G3
			IESNA Type	V	V	V	V

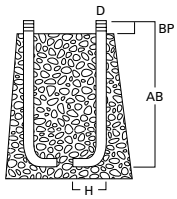
Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

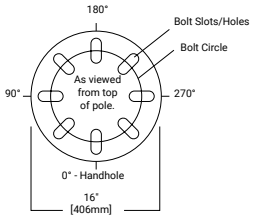
Type L1 - Invue Luxescape (OEM)
Vehicular Roadway and Pedestrian Zone Illumination

Invue — **LXS LuxeScape Collection**

Anchorage Data

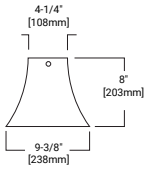






Anchor Base Detail

Access Door



Tenon O.D. (Inches)	Anchor Bolt and Template Package	Shaft Diameter (inches)	Bolt Circle (inches)	Number of Bolts	Bolt Size (inches)	Template Only
Aluminum Round Decorative Pole (ARP)	317AVE30	4 x 5	9	4	3/4 x 17	407040D

Effective Projected Area (At Pole Top)

Mounting Height (Feet)	Catalog Number	Wall Thickness (Inches)	Bolt Circle Diameter (Inches)	Anchor Bolt Projection (Inches)	Shaft Taper (Inches)	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) (1.3 gust factor)			Max. Load (Pounds)
MH			BC	BP	B	AB[1]		80 mph	90 mph	100 mph	
10	ARP5L310A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	57	20.0	17.5	14.1	120
10	ARP5L610A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	57	17.0	13.3	10.7	120
12	ARP5L312A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	62	18.2	14.1	11.2	120
12	ARP5L612A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	62	14.1	10.9	8.7	120
14	ARP5L314A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	67	14.8	11.4	9.0	120
14	ARP5L614A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	67	11.7	9.0	7.1	120
16	ARP5L316A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	72	12.0	9.1	7.0	120
16	ARP5L616A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	72	9.4	7.1	5.6	120
18	ARP5L318A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	77	9.5	7.1	5.4	120
18	ARP5L618A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	77	7.6	5.6	4.3	120
18	ARP5M618A	0.188	9.0	3.5	5 X 4	3/4 X 17 X 3	83	9.5	7.1	5.6	120

Effective Projected Area (18" Above Pole Top)

Mounting Height (Feet)	Catalog Number	Wall Thickness (Inches)	Bolt Circle Diameter (Inches)	Anchor Bolt Projection (Inches)	Shaft Taper (Inches)	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) (1.3 gust factor)			Max. Load (Pounds)
MH			BC	BP	B	AB[1]		80 mph	90 mph	100 mph	
10	ARP5L310A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	57	19.6	15.3	12.3	120
10	ARP5L610A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	57	17.0	13.3	10.7	120
12	ARP5L312A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	62	16.1	12.5	9.9	120
12	ARP5L612A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	62	14.1	10.9	8.7	120
14	ARP5L314A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	67	13.2	10.1	8.0	120
14	ARP5L614A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	67	11.7	9.0	7.1	120
16	ARP5L316A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	72	10.6	8.0	6.2	120
16	ARP5L616A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	72	9.4	7.1	5.6	120
18	ARP5L318A	0.156	9.0	3.5	5 X 3	3/4 X 17 X 3	77	8.5	6.4	4.8	120
18	ARP5L618A	0.156	9.0	3.5	5 X 4	3/4 X 17 X 3	77	7.6	5.6	4.3	120
18	ARP-5M618A	0.188	9.0	3.5	5 X 4	3/4 X 17 X 3	83	9.5	7.1	5.6	120

Type L1 - Invue Luxescape (OEM)

Vehicular Roadway and Pedestrian Zone Illumination

Invue **LXS LuxeScape Collection**

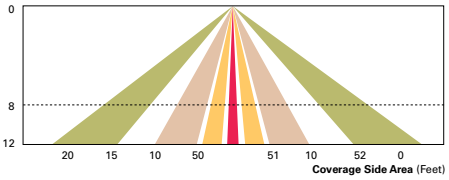
Control Options

0-10V: 0-10V (D) The dimming option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

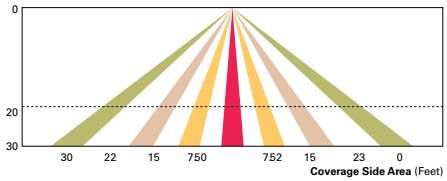
Photocontrol (PER and PER7): Photocontrol receptacles provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

Dimming Occupancy Sensor (MS): These sensors are factory installed in the luminaire housing. When a sensor for dimming operation (/DIM) option is selected, the luminaire will dim down to approximately 50 percent power after five minutes of no activity detected. When activity is detected, the luminaire returns to full light output. When a sensor for ON/OFF operation is selected, the luminaire will turn off after five minutes of no activity. These occupancy sensors include an integral photocell that can be activated or inactivated with the programming remote / configuration tool for "dusk-to-dawn" control or "daylight harvesting". Note: For MS sensors, the factory preset is OFF (Disabled). The programming remote / tool is a wireless tool that can be utilized to change the dimming level, time delay, sensitivity and other parameters. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 8'-40'.

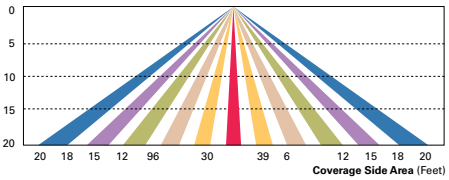
For mounting heights up to 8' (-L12)



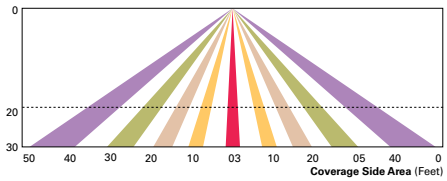
For mounting heights from 12' to 30' (-L30)



For mounting heights from 9' to 20' (-L20)



For mounting heights from 21' to 40' (-L40W)



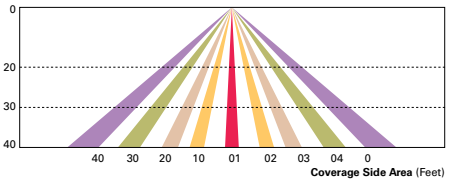
WaveLinx Wireless Control and Monitoring System

Available in 7-PIN or 4-PIN configurations, the WaveLinx Outdoor control platform operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. Use the WaveLinx Mobile application for set-up and configuration. At least one Wireless Area Controller (WAC) is required for full functionality and remote communication (including adjustment of any factory pre-sets).

WaveLinx Outdoor Control Module (WOLC-7P-10A) A photocontrol that enables astronomic or time-based schedules to provide ON, OFF and dimming control of fixtures utilizing a 7-PIN receptacle. The out-of-box functionality is ON at dusk and OFF at dawn.

WaveLinx Wireless Sensor (WPS2 and WPS4) These outdoor sensors offer passive infrared (PIR) occupancy and a photocell for closed loop daylight sensing. These sensors are factory preset to dim down to approximately 50 percent power after 15 minutes of no activity detected. These occupancy sensors include an integral photocell for "dusk-to-dawn" control or daylight harvesting that is factory-enabled. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 7'-40'.

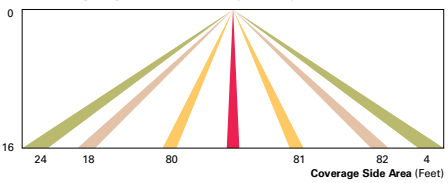
For mounting heights from 16' to 40' (WPS)



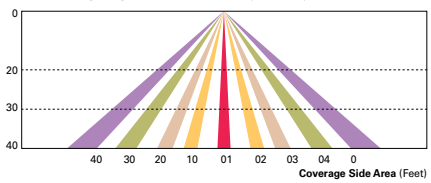
Enlighted Wireless Control and Monitoring System (LWR-LW and LWR-LN)

Enlighted is a connected lighting solution that combines LED luminaires with an integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of other resources beyond lighting.

For mounting heights from 8' to 16' (LWR-LW)



For mounting heights from 16' to 40' (LWR-LN)



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Specifications and dimensions
subject to change without notice.

Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Type L2 - Bega 99075 Building Element - Adj
ALTERNATE: Crosswalks

Building element · Adjustable **BEGA**

Application
Light building elements are luminous design features for public areas. They are ideally suited for delineating and structuring interior and exterior spaces such as landscape areas, plazas, building entrances, and atria. An internal mechanism allows the optical system to be adjusted in steps from 0°, 15° and 30° on either side of the luminaire.

Materials
Clear safety glass
Die-cast aluminum
Extruded aluminum
Marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Integral surge protector
Galvanized steel anchorage
Pure anodized aluminum reflector

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65

Weight: 179.7 lbs.

EPA (Effective projection area): 17.6 sq. ft.

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	50.6 W
System wattage	57.0 W
Controllability	0-10V dimmable
Color rendering index	Ra > 80
Luminaire lumens	2370 lm
LED service life (L70)	60000 hrs

LED color temperature
☐ 4000K (K4)
☐ 3500K (K35)
☐ 3000K (K3)
☐ 2700K (K27)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

Available colors
☐ Black (BLK)
☐ Silver (SLV)
☐ RAL:
☐ Bronze (BRZ)
☐ White (WHT)
☐ CUS:

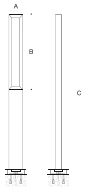
Type:
BEGA Product:
Project:
Modified:

Available options

☐ 347V	347V input
☐ CUS	Custom finish
☐ FSC	Fusing
☐ MGU	Marine grade undercoat
☐ RAL	RAL Classic, matte finish

Included (available for pre-shipment)

☐ B79814	Anchorage kit





Building element · Adjustable

	LED	A	B	C
B99075	50.6 W	15 3/4	85 1/2	177 5/8

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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Updated 02/27/26

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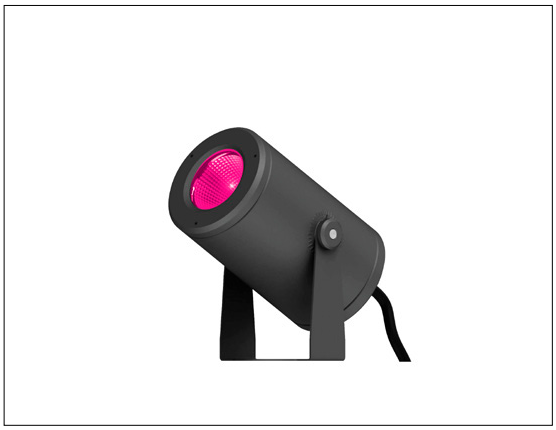
Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Type L3 - Targetti Dart Round Small (RGBW)
Activity Zones

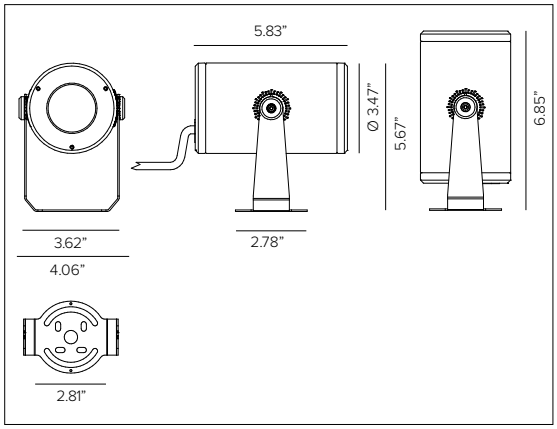
TARGETTI

DART ROUND SMALL RGBW

Professional Small Scale Adjustable Dynamic Color Changing Projector Floodlight



DART ROUND SMALL RGBW Shown in Ferrite Dark Grey finish.



Marine[A] RoHS3 IP66 cULus Class2

CONCEPT
Small footprint fully adjustable LED projector with high intensity RGBW LED's for dynamic color changing illumination.

MECHANICAL CHARACTERISTICS

Dimensions	3.47"Dia x 4.06"W
Materials	Die-cast aluminum powder coated body and joints for maximum heat dissipation. Tempered extra clear glass lens. Marine Grade cataphoresis[A] available as optional.
Finish	Textured finish. Ferrite Dark Grey · Heritage Brown · Bronze Black · White · Sandstone Grey
Power Connection	Direct burial 20-8, 4 conductor lead cable with quick disconnect in 10ft / 25ft / 50ft lengths, see required options.
Functionality	Adjustable up to ±60° on the horizontal plane with slotted mounting base and +90°/-45° on the vertical plane with aim locking set screw.
Mounting	Fixture can be installed directly to mounting surface or used with optional mounting installation accessories.
Weight	2.2lbs
EPA	0.17 *Includes Cd drag coefficient of 1.53. Does NOT include any optical accessories.*
Protection	IP66
Impact	IK10

CERTIFICATIONS
cULus Class 2 Wet Location Listed.
Tested in accordance with LM-79-08.
Compliant with California energy regulations.
IEC 62471.
RoHS3 EU 215/863

WARRANTY
5 year limited warranty

SUSTAINABILITY
Luminaire designed for disposal/recycling at end-of-life. Replaceable LED light source and control gear by a Targetti technician.

ELECTRICAL CHARACTERISTICS

Power Supply	Remote Class 2 power supply with DMX/RGBW interface required, see available options. Refer to Targetti Onsite Services for additional programing and installation support.
Wattage	11W / 4Ch
Voltage	850mA @ 3-4V DC per channel
Ambient Temp.	-25°C / +35°C (95°F)

SOURCE
High efficiency single RGBW LED quad chip.

TM30	***CCT (Nominal)***	***SDCM***
	RGBW 6500K	2

OPTIC
Equipped with precision methacrylate lens and spread filter.

Beam		***NSP 10°***	***SP 17°***	***FL 31°***	***MWFL 44°***
Delivered Lumens	***RED***	92Lm	85Lm	84Lm	82Lm
	GREEN	166Lm	154Lm	151Lm	147Lm
	BLUE	32Lm	30Lm	29Lm	29Lm
	6500K	250Lm	231Lm	226Lm	221Lm
	RGB	236Lm	219Lm	214Lm	209Lm
	RGBW	455Lm	421Lm	413Lm	403Lm
Efficacy	40Lm/W max. Refer to photometric graphs for specific values.				
Lifetime	L80/B10 60,000hrs at max TA +25°C				
Photobiological Classification	Low risk safety RG1				

Type L3 - Targetti Dart Round Small (RGBW)
Activity Zones

TARGETTI

DART ROUND SMALL RGBW

SPECIFICATION INFORMATION

DRS						/	/	/	/	/	
1	2	3	4	5	6	7	8	9	10	11	12

Ex: DRSRPFEL1SPRGBW / DX8PLEAD10 / PS041

OPTIONAL — REQUIRED — OPTIONAL

1 - PRODUCT CODE	2 - DRIVER	3 - FINISH	4 - WATTAGE	5 - OPTIC	6 - KELVIN	7 - OPTIONAL
DRS — DART ROUND SMALL	**RP** – Remote Driver	**FE** — Ferrite Dark Grey **HB** — Heritage Brown **BZ** — Bronze **WT** — White **BT** — Black **SG** — Sandstone Grey **RAL** — Custom RAL	**L1** – 11W	**NS** – NSP 10° **SP** — SP 17° **FL** — FL 31° **MW** — MWFL 44°	**RGBW** – RGBW	**MG** [A] – Marine Grade

8 - LEAD CABLE	9 - POWER SUPPLY	10 - CONTROL	11 - OPTICAL ACCESSORIES	12 - INSTALLATION ACCESSORIES
Lead Cable *See section for details*	DMX Power Supply *See section for details*	DMX Controller *See section for details*	Filter Holder Ring *See section for details* Blade Light Linear Spread Lens *See section for details* Anti-glare Louver *See section for details* Asymmetric Snoot *See section for details*	Rotational Bracket *See section for details* Earth spike *See section for details* Back Plate *See section for details*

[A] Marine Grade is recommended for use in environments with occasional exposure to salt air, reclaimed water, fertilizers, chemical cleaners, or frequent pressure washing (steam) cleaning. Fixture housing complete with marine grade cataphoresis suitable for use in marine grade environments. Not to be in direct contact with salt or corrosive agents for extended periods of time.

Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Type L3 - Targetti Dart Round Small (RGBW)
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TARGETTI

DART ROUND SMALL RGBW

8 - LEAD CABLE (REQUIRED)



Direct burial 20-8 lead cable with IP68 quick disconnect.			
Length	10ft	25ft	50ft
Part No.	**DX8PLEAD10**	**DX8PLEAD25**	**DX8PLEAD50**

9 – POWER SUPPLY (REQUIRED)

STANDALONE							
Part No.	*Wattage*	*Control*	*Dim Range*	*In / Out Voltage*	*Certification*	*Dimensions (Standalone)*	*Description*
PS041 *1 fixture max per driver*	50W 850mA 4 Chan	DMX / RDM *1 fixture max*	0%	Universal 120-277V AC	UR Class 2	6.00" x 3.00" x 1.20"	EldoLED POWERdrive 561/A1 Class 2 Power Supply, side feed only. **UL listed enclosure provided by others.**

10 – CONTROL (OPTIONAL)

Part No.		*Channels*	*Scenes*	*Zones*	*Rating*	*Voltage*	*Certification*	*Dimensions*	*Description*
TGDMXSLESAU9		256	20	1	Indoor	5.5V DC	ETL, UL	5.3"W x 5.5"H x 1.9D	Nicolaudie Slesa smart DMX 1/2 universe programmable controller with easy to use software interface.
TGDMXSLESAU11		1024	99	5	Indoor	5VDC 120V AC *Plug in power supply included*	ETL	6.3" x 3.6" x 1.8"	Nicolaudie Slesa smart DMX interface, 2 DMX 512 universes, intuitive backlit keyboard programmable controller with easy to use software interface.
TGDMXSTICKDE3B		1024	500	10	Indoor	6-7V DC 120V AC *Plug in power supply included*	ETL	5.8" x 4.2" x 0.5"	Nicolaudie intelligent control keypad with glass touch sensitive graphic display, stand-alone DMX 512, 2 universe programmable controller with easy to use software interface. Black finish.
TGDMXSTICKDE3W		1024	500	10	Indoor	6-7V DC 120V AC *Plug in power supply included*	ETL	5.8" x 4.2" x 0.5"	Nicolaudie intelligent control keypad with glass touch sensitive graphic display, stand-alone DMX 512, 2 universe programmable controller with easy to use software interface. White finish.

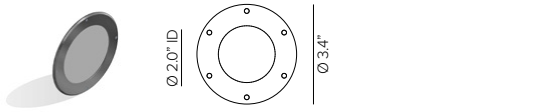
Type L3 - Targetti Dart Round Small (RGBW)
Activity Zones

TARGETTI

DART ROUND SMALL RGBW

EXTERNAL OPTICAL ACCESSORIES (OPTIONAL)

MAXIMUM OF TWO ACCESSORIES PER FIXTURE.



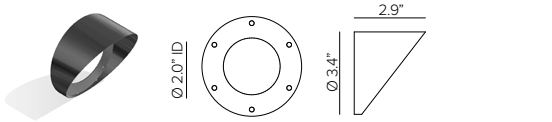
Blade Light Linear Spread Lens. PMMA holographic filter.

Part No. **1E4002 (*)**



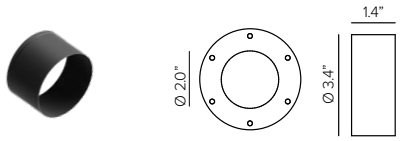
Anti glare louver with internal baffles for glare control. Powder coat stainless steel. Cutoff 103°. **Not compatible with 1E4003, 1E4004 or 1E4057.**

Part No. **1E4005 (*)**



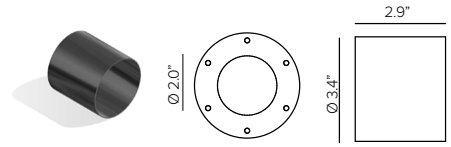
Asymmetric snoot. Powder coated stainless steel. Cutoff 53°. **Not compatible with 1E4004, 1E4005 or 1E4057.**

Part No. **1E4003 (*)**



Symmetric snoot. Powder coated stainless steel. Cutoff 109°. **Not compatible with 1E4003, 1E4005 or 1E4057.**

Part No. **1E4004 (*)**



Symmetric super snoot. Powder coated stainless steel. Cutoff 53°. **Not compatible with 1E4003, 1E4004 or 1E4005.**

Part No. **1E4057 (*)**

Ferrite Dark Grey *(Default)* · Heritage Brown (**HB**)* · Bronze (**BZ**)* · White (**WT**)* · Black (**BT**)* · Sandstone Grey (**SG**)*

Add suffix to end of number to identify finish (EX. 1E3015HB)

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L3 - Targetti Dart Round Small (RGBW)

Activity Zones

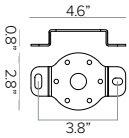
TARGETTI

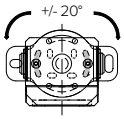
DART ROUND SMALL RGBW

INSTALLATION ACCESSORIES (OPTIONAL)

MAXIMUM OF ONE ACCESSORY PER FIXTURE



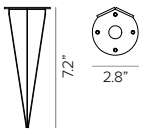




Rotational bracket for surface installation. Powder coated stainless steel.

Part No. **1E3015 (*)**

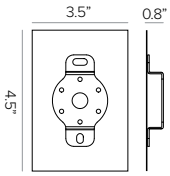


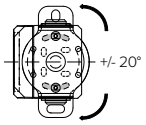


Earth spike. Powder coated stainless steel.

Part No. **1E3016 (*)**







Back plate with rotational bracket for wall mount installation. Powder coated stainless steel with Neoprene black foam. Included with 1E3015 and factory attached Stainless Steel black oxide bolts and locking nuts.

Part No. **1US3015 (*)**

Ferrite Dark Grey *(Default)* | Heritage Brown (**HB**)* | Bronze (**BZ**)* | White (**WT**)* | Black (**BT**)* | Sandstone Grey (**SG**)*

Add suffix to end of number to identify finish (EX. 1E3015HB)

Type L3 - Targetti Dart Round Small (RGBW)
Activity Zones

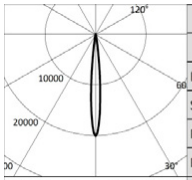
TARGETTI

DART ROUND SMALL RGBW

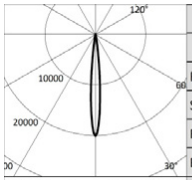
PHOTOMETRY

IES FILES WATTAGE AND EFFICIENCY CALCULATIONS BASED WITH SUPPLIED DRIVER

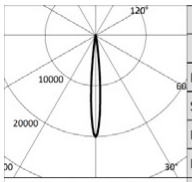
NARROW SPOT



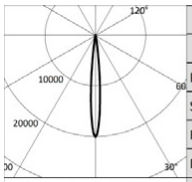
RED		H(m)	D(m)	Emax(lx)
-			10°	
Fixture Power	2W	1	0.18	2128
Source Flux	106lm	2	0.35	532
Fixture Flux	92lm	3	0.53	236
Efficacy	40lm/W	4	0.71	133
TS1664 Imax=20066cd/klm	Imax 2128cd	5	0.88	85



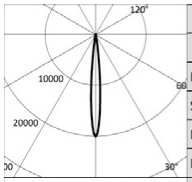
GREEN		H(m)	D(m)	Emax(lx)
-			10°	
Fixture Power	3W	1	0.18	3834
Source Flux	191lm	2	0.35	958
Fixture Flux	166lm	3	0.53	426
Efficacy	50lm/W	4	0.71	240
TS1664 Imax=20066cd/klm	Imax 3834cd	5	0.88	153



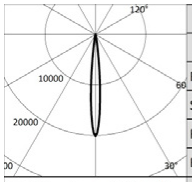
BLUE		H(m)	D(m)	Emax(lx)
-			10°	
Fixture Power	3W	1	0.18	747
Source Flux	37lm	2	0.35	187
Fixture Flux	32lm	3	0.53	83
Efficacy	11lm/W	4	0.71	47
TS1664 Imax=20066cd/klm	Imax 747cd	5	0.88	30



6500K		H(m)	D(m)	Emax(lx)
-			10°	
Fixture Power	3W	1	0.18	5754
Source Flux	287lm	2	0.35	1438
Fixture Flux	250lm	3	0.53	639
Efficacy	81lm/W	4	0.71	360
TS1664 Imax=20066cd/klm	Imax 5754cd	5	0.88	230



RGB		H(m)	D(m)	Emax(lx)
-			10°	
Fixture Power	7W	1	0.18	5445
Source Flux	271lm	2	0.35	1361
Fixture Flux	236lm	3	0.53	605
Efficacy	36lm/W	4	0.71	340
TS1664 Imax=20066cd/klm	Imax 5445cd	5	0.88	218



RGBW		H(m)	D(m)	Emax(lx)
-			10°	
Fixture Power	11W	1	0.18	10482
Source Flux	522lm	2	0.35	2621
Fixture Flux	455lm	3	0.53	1165
Efficacy	40lm/W	4	0.71	655
TS1664 Imax=20066cd/klm	Imax 10482cd	5	0.88	419

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L3 - Targetti Dart Round Small (RGBW)

Activity Zones

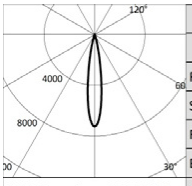
TARGETTI

DART ROUND SMALL RGBW

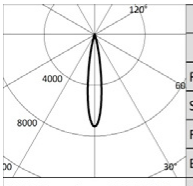
PHOTOMETRY

IES FILES WATTAGE AND EFFICIENCY CALCULATIONS BASED WITH SUPPLIED DRIVER

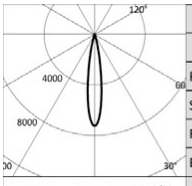
SPOT



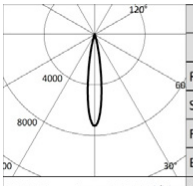
RED		H(m)	D(m)	Emax(lx)
-			17°	
Fixture Power	2W	1	0.29	766
Source Flux	106lm	2	0.59	192
Fixture Flux	85lm	3	0.88	85
Efficacy	37lm/W	4	1.18	48
TS1665 Imax=7227cd/klm	Imax 766cd	5	1.47	31



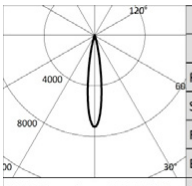
GREEN		H(m)	D(m)	Emax(lx)
-			17°	
Fixture Power	3W	1	0.29	1381
Source Flux	191lm	2	0.59	345
Fixture Flux	154lm	3	0.88	153
Efficacy	47lm/W	4	1.18	86
TS1665 Imax=7227cd/klm	Imax 1381cd	5	1.47	55



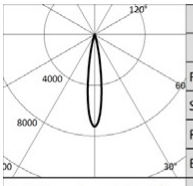
BLUE		H(m)	D(m)	Emax(lx)
-			17°	
Fixture Power	3W	1	0.29	269
Source Flux	37lm	2	0.59	67
Fixture Flux	30lm	3	0.88	30
Efficacy	10lm/W	4	1.18	17
TS1665 Imax=7227cd/klm	Imax 269cd	5	1.47	11



6500K		H(m)	D(m)	Emax(lx)
-			17°	
Fixture Power	3W	1	0.29	2072
Source Flux	287lm	2	0.59	518
Fixture Flux	231lm	3	0.88	230
Efficacy	74lm/W	4	1.18	130
TS1665 Imax=7227cd/klm	Imax 2072cd	5	1.47	83



RGB		H(m)	D(m)	Emax(lx)
-			17°	
Fixture Power	7W	1	0.29	1961
Source Flux	271lm	2	0.59	490
Fixture Flux	219lm	3	0.88	218
Efficacy	33lm/W	4	1.18	123
TS1665 Imax=7227cd/klm	Imax 1961cd	5	1.47	78



RGBW		H(m)	D(m)	Emax(lx)
-			17°	
Fixture Power	11W	1	0.29	3775
Source Flux	522lm	2	0.59	944
Fixture Flux	421lm	3	0.88	419
Efficacy	37lm/W	4	1.18	236
TS1665 Imax=7227cd/klm	Imax 3775cd	5	1.47	151

Type L3 - Targetti Dart Round Small (RGBW)
Activity Zones

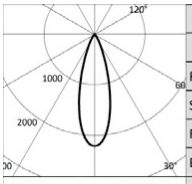
TARGETTI

DART ROUND SMALL RGBW

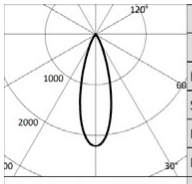
PHOTOMETRY

IES FILES WATTAGE AND EFFICIENCY CALCULATIONS BASED WITH SUPPLIED DRIVER

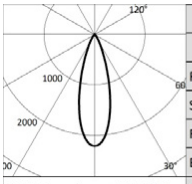
FLOOD



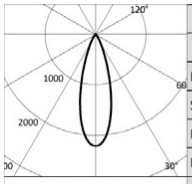
RED		H(m)	D(m)	Emax(lx)
-			31°	
Fixture Power	2W	1	0.55	234
Source Flux	106lm	2	1.11	58
Fixture Flux	84lm	3	1.66	26
Efficacy	36lm/W	4	2.21	15
TS1666 Imax=2205cd/klm	Imax 234cd	5	2.77	9



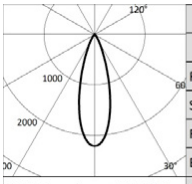
GREEN		H(m)	D(m)	Emax(lx)
-			31°	
Fixture Power	3W	1	0.55	421
Source Flux	191lm	2	1.11	105
Fixture Flux	151lm	3	1.66	47
Efficacy	46lm/W	4	2.21	26
TS1666 Imax=2205cd/klm	Imax 421cd	5	2.77	17



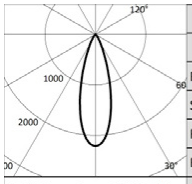
BLUE		H(m)	D(m)	Emax(lx)
-			31°	
Fixture Power	3W	1	0.55	82
Source Flux	37lm	2	1.11	21
Fixture Flux	29lm	3	1.66	9
Efficacy	10lm/W	4	2.21	5
TS1666 Imax=2205cd/klm	Imax 82cd	5	2.77	3



6500K		H(m)	D(m)	Emax(lx)
-			31°	
Fixture Power	3W	1	0.55	632
Source Flux	287lm	2	1.11	158
Fixture Flux	226lm	3	1.66	70
Efficacy	73lm/W	4	2.21	40
TS1666 Imax=2205cd/klm	Imax 632cd	5	2.77	25



RGB		H(m)	D(m)	Emax(lx)
-			31°	
Fixture Power	7W	1	0.55	598
Source Flux	271lm	2	1.11	150
Fixture Flux	214lm	3	1.66	66
Efficacy	32lm/W	4	2.21	37
TS1666 Imax=2205cd/klm	Imax 598cd	5	2.77	24



RGBW		H(m)	D(m)	Emax(lx)
-			31°	
Fixture Power	11W	1	0.55	1152
Source Flux	522lm	2	1.11	288
Fixture Flux	413lm	3	1.66	128
Efficacy	36lm/W	4	2.21	72
TS1666 Imax=2205cd/klm	Imax 1152cd	5	2.77	46

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Type L3 - Targetti Dart Round Small (RGBW)

Activity Zones

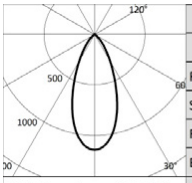
TARGETTI

DART ROUND SMALL RGBW

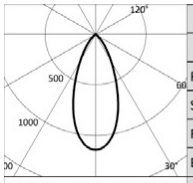
PHOTOMETRY

IES FILES WATTAGE AND EFFICIENCY CALCULATIONS BASED WITH SUPPLIED DRIVER

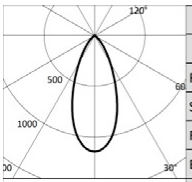
MEDIUM WIDE FLOOD



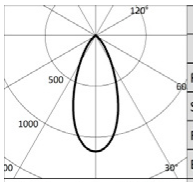
RED		H(m)	D(m)	Emax(lx)
-			44°	
Fixture Power	2W	1	0.80	121
Source Flux	106lm	2	1.60	30
Fixture Flux	82lm	3	2.40	13
Efficacy	36lm/W	4	3.19	8
TS1667 Imax=1140cd/klm	Imax 121cd	5	3.99	5



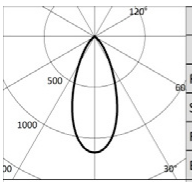
GREEN		H(m)	D(m)	Emax(lx)
-			44°	
Fixture Power	3W	1	0.80	218
Source Flux	191lm	2	1.60	54
Fixture Flux	147lm	3	2.40	24
Efficacy	45lm/W	4	3.19	14
TS1667 Imax=1140cd/klm	Imax 218cd	5	3.99	9



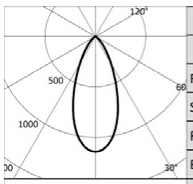
BLUE		H(m)	D(m)	Emax(lx)
-			44°	
Fixture Power	3W	1	0.80	42
Source Flux	37lm	2	1.60	11
Fixture Flux	29lm	3	2.40	5
Efficacy	10lm/W	4	3.19	3
TS1667 Imax=1140cd/klm	Imax 42cd	5	3.99	2



6500K		H(m)	D(m)	Emax(lx)
-			44°	
Fixture Power	3W	1	0.80	327
Source Flux	287lm	2	1.60	82
Fixture Flux	221lm	3	2.40	36
Efficacy	71lm/W	4	3.19	20
TS1667 Imax=1140cd/klm	Imax 327cd	5	3.99	13



RGB		H(m)	D(m)	Emax(lx)
-			44°	
Fixture Power	7W	1	0.80	309
Source Flux	271lm	2	1.60	77
Fixture Flux	209lm	3	2.40	34
Efficacy	32lm/W	4	3.19	19
TS1667 Imax=1140cd/klm	Imax 309cd	5	3.99	12



RGBW		H(m)	D(m)	Emax(lx)
-			44°	
Fixture Power	11W	1	0.80	596
Source Flux	522lm	2	1.60	149
Fixture Flux	403lm	3	2.40	66
Efficacy	35lm/W	4	3.19	37
TS1667 Imax=1140cd/klm	Imax 596cd	5	3.99	24

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Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Outdoor Power Pedestal

WIREMOLD®

Outdoor Power Pedestal



Outdoor Power Pedestals offer new versatility to outdoor power applications

Provide Higher Power to Outdoor Locations

Designed to be used for high amperage outdoor applications, the Outdoor Power Pedestal can accommodate 15 to 60 amp devices. The pedestal is a durable solution to providing facility power to outdoor environments and applications such as food trucks, events or maintenance equipment. There are several configurations depending on the application requirements, including 1-gang, 2-gang or pin & sleeve device plates. Select configurations also include a hinged in-use cover that can be locked to prevent unauthorized access.

Features & Benefits

- **Provides standard power for facilities:** Can accommodate up to (2) 15-20A weather-resistant devices that can be used with the integrated while-in-use cover or any 3rd party while-in-use cover available for a 1 or 2 gang opening.
- **Provides higher amp power for facilities:** Pedestals can also accommodate higher 30-60A NEMA and CS devices. Higher amp devices that are watertight can be mounted directly to the pedestal while all others must use an appropriate weatherproof cover.
- **Pin and Sleeve Devices:** Standard Pin and Sleeve plate supports 30A Pass & Seymour Pin and Sleeve devices. **Note:** Pin and Sleeve devices do not have standard mounting hole locations, custom plates may be needed for other brands and/or amperages.
- **Height Options of 16" or 30":** Choose from two different height options to best meet the needs of your application.
- **Hinged cover with locking tab:** Cover closes automatically to meet while-in-use requirements for 15 and 20 amp devices and provides capability to lock cover when not in use to prevent unauthorized access.
- **Outdoor-rated construction:** Sheet metal form designed for durability in outdoor locations. UL listed to NEMA 3R requirements to ensure optimal performance.
- **Durable, premium finishes:** Available in two outdoor-rated finishes to complement your space design. Choose from black or silver to perfectly match your project.
- **UL Listed:** Standard 1773.
- **1 & 2 Gang Options:** Available in single or dual gang options with select configurations of dual gang including an internal divider for power and low voltage applications.

Vertical Markets

- **Commercial**
- **Entertainment**
- **Hospitality**
- **Parks**
- **Transit**

Compliance

c UL us

CULus Listed, File Number E479489, Guide PUPR
Outdoor Power Pedestals are UL Listed to meet NEMA 3R requirements for use in outdoor locations.
Outdoor Power Pedestals comply with ADA guidelines.

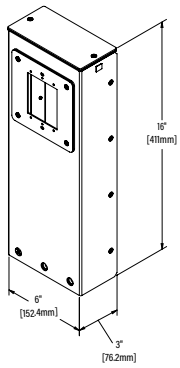
CS3051 — Updated January 2022 — For latest specs visit www.legrand.us/wiremold

Outdoor Power Pedestal

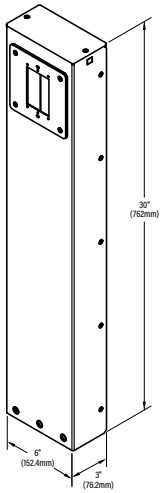
WIREMOLD®
Outdoor Power Pedestal

Outdoor Power Pedestal Ordering Information

Catalog No./Item	Description / Specifications
XPP1G30-BK **XPP1G30-SV** **XPP1G16-BK** **XPP1G16-SV**	**Outdoor Power Pedestal, 1-Gang Device Plate –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. Single gang device plate allows for mounting of devices. For 15-20A devices, weather-resistance devices must be used with an in-use cover. Devices that are 30-60A must be water-tight or fitted with a suitable weatherproof cover. Available in standard 30" (XPP1G30) or 16" (XPP1G16) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA** **Suggested Pass & Seymour While-In-Use Covers** WIUC10SX - Standard Depth WIUCAST1 - Cast Cover WIUC10FRED - Extra Heavy Duty **Suggested Pass & Seymour Weatherproof Covers** CA8-XX: Duplex Cover CA26-XX: Decora Cover CA721-X: 1.625" CA725-X: 1.750" CA723-X: 2.125" WPG1: Flip lid 15A Turn lock WPG2: Flip Lid 20/30A Turn lock 7425: Flip Lid 20/30A Turn lock 7770: Flip Lid 50A Turn Lock

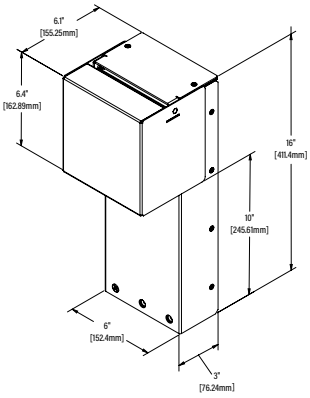


XPP1G16 (16"H)

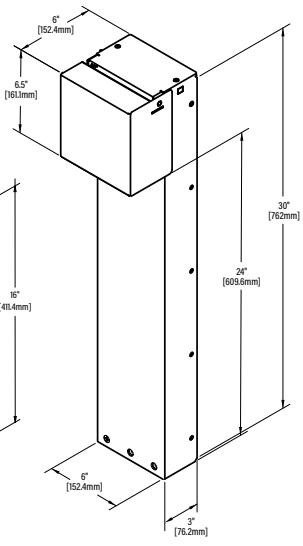


XPP1G130 (30"H)

Catalog No./Item	Description / Specifications
XPP1G30C-BK **XPP1G30C-SV** **XPP1G16C-BK** **XPP1G16C-SV**	**Outdoor Power Pedestal, 1-Gang Device Plate with Hinged Cover –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. Single gang device plate allows for mounting of devices. For 15-20A devices, weather-resistance devices must be used (included cover provides in-use protection). Devices that are 30-60A must be water-tight or fitted with a suitable weatherproof cover. The hinged cover also provides improved security with the ability to lock pedestal while not in-use. Available in standard 30" (XPP1G30C) or 16" (XPP1G16C) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA** **Note:** Some water-tight weatherproof covers such as flip lid styles (Pass and Seymour 7770, WPG1, WPG2) for 30-60A devices may fit under the provided hood. Hood is for aesthetics only when used with 30-60A devices.



XPP1G16C (16"H)



XPP1G30C (30"H)

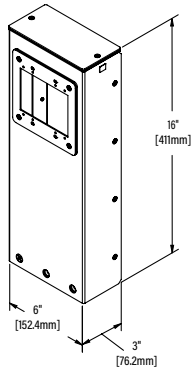
Appendices
7.8 Streetscape Lighting Design
7.8.2 Specifications

Outdoor Power Pedestal

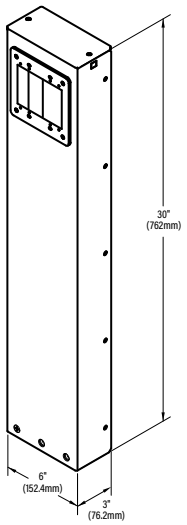
WIREMOLD®
Outdoor Power Pedestal

Outdoor Power Pedestal Ordering Information

Catalog No./Item	Description / Specifications
XPP2G30-BK **XPP2G30-SV** **XPP2G16-BK** **XPP2G16-SV**	**Outdoor Power Pedestal, 2-Gang Device Plate –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. Dual gang device plate allows for mounting of multiple devices. For 15-20A devices, weather-resistance devices must be used with an in-use cover. Devices that are 30-60A must be water-tight or fitted with a suitable weatherproof cover. Available in standard 30" (XPP2G30) or 16" (XPP2G16) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA** **Suggested Pass & Seymour While-In-Use Covers** WIUC20X WIUCAST2 WIUC20FRED **Suggested Pass & Seymour Weatherproof Covers** CA82-X: (2) Duplex CA262-G: (2) Decora CA72-G: (2) Simplex 3796: 2.156" dia opening

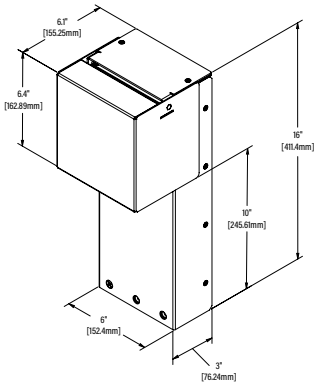


XPP2G16 (16"H)

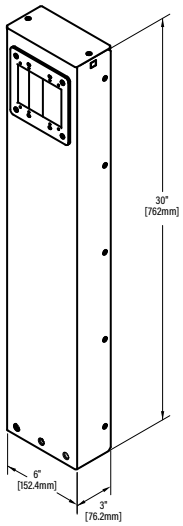


XXPP2G30 (30"H)

Catalog No./Item	Description / Specifications
XPP2G30D-BK **XPP2G30D-SV** **XPP2G16D-BK** **XPP2G16D-SV**	**Outdoor Power Pedestal, 2-Gang Device Plate with Internal Divider –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. Dual gang device plate and internal divider allows for mounting of standard and low voltage devices. For 15-20A devices, weather-resistance devices must be used with an in-use cover. Devices that are 30-60A must be water-tight or fitted with a suitable weatherproof cover. Available in standard 30" (XPP2G30D) or 16" (XPP2G16D) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA** **Suggested Pass & Seymour While-In-Use Covers** WIUC20X WIUCAST2 WIUC20FRED **Suggested Pass & Seymour Weatherproof Covers** CA82-X: (2) Duplex CA262-G: (2) Decora CA72-G: (2) Simplex 3796: 2.156" dia. opening



XPP2G16D (16"H)



XPP2G30D (30"H)

Outdoor Power Pedestal

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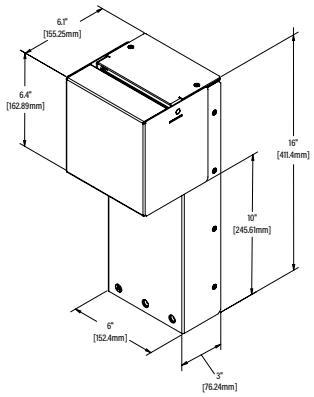
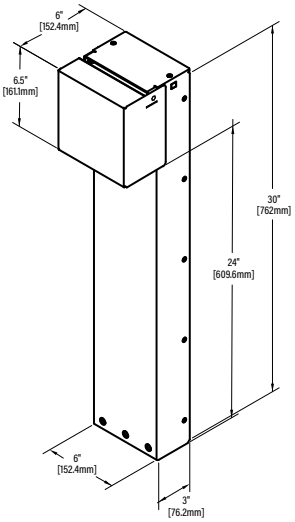
Outdoor Power Pedestal

Outdoor Power Pedestal Ordering Information

Catalog No./Item	Description / Specifications
XPP2G30C-BK **XPP2G30C-SV** **XPP2G16C-BK** **XPP2G16C-SV**	**Outdoor Power Pedestal, 2-Gang Device Plate with Hinged Cover –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. Dual gang device plate allows for mounting of multiple devices. For 15-20A devices, weather-resistance devices must be used (included cover provides in-use protection). Devices that are 30-60A must be water-tight or fitted with a suitable weatherproof cover. The hinged cover also provides improved security with the ability to lock pedestal while not in-use. Available in standard 30" (XPP2G30C) or 16" (XPP2G16C) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA**

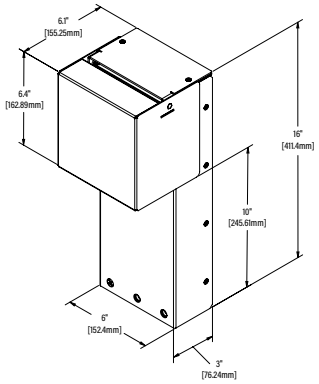


XPP2G16C (16"H)

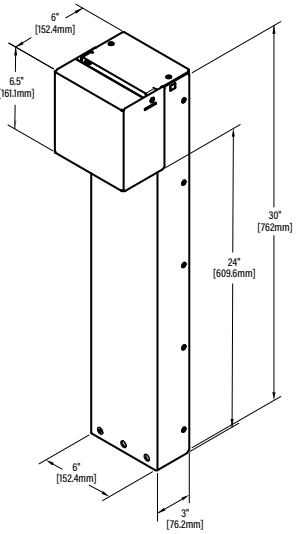


XPP2G30C (30"H)

Catalog No./Item	Description / Specifications
XPP2G30CD-BK **XPP2G30CD-SV** **XPP2G16CD-BK** **XPP2G16CD-SV**	**Outdoor Power Pedestal, 2-Gang Device Plate with Hinged Cover and Internal Divider –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. Dual gang device plate and internal divider allows for mounting of standard and low voltage devices. For 15-20A devices, weather-resistance devices must be used (included cover provides in-use protection). Devices that are 30-60A must be water-tight or fitted with a suitable weatherproof cover. The hinged cover also provides improved security with the ability to lock pedestal while not in-use. Available in standard 30" (XPP2G30CD) or 16" (XPP2G16CD) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA**



XPP2G16CD (16"H)



XPP2G30CD (30"H)

Appendices
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7.8.2 Specifications

Outdoor Power Pedestal

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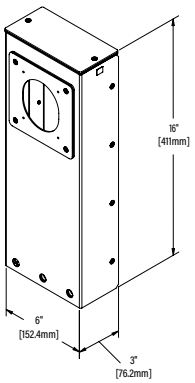
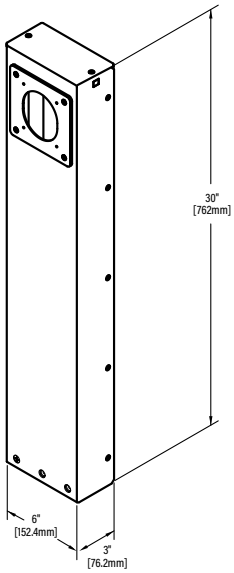
Outdoor Power Pedestal

Outdoor Power Pedestal Ordering Information

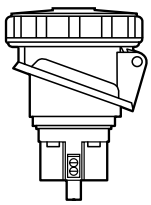
Catalog No./Item	Description / Specifications
XPPPS30-BK **XPPPS30-SV** **XPPPS16-BK** **XPPPS16-SV**	**Outdoor Power Pedestal, Pin & Sleeve Device Plate –** Designed for outdoor environments with a sheet metal form ensuring optimal performance and UL listed to NEMA 3R requirements. The pin and sleeve device plate is for use with Pass & Seymour 30A Pin and Sleeve devices. Available in standard 30" (XPPPS30) or 16" (XPPPS16) heights. Consult manufacturer for custom heights. Available in a black finish (BK) or silver finish (SV). **Country of Origin: USA**



XPPPS16 (16"H)



XPPPS30 (30"H)



Available Pass & Seymour Pin and Sleeve Devices

3 Wire	4 Wire	5 Wire
S330R4W	PS430R12W	PS530R9W
S330R6W	PS430R9W	PS530R7W
S330R7W	PS430R7W	PS530R5W
	PS430R5W	
	PS430R3W	

Outdoor Power Pedestal

WIREMOLD®
Outdoor Power Pedestal

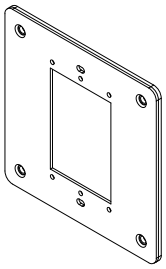
Outdoor Power Pedestal Customization Information

The outdoor power pedestal is offered at a standard height of 30" but can be custom ordered for different heights to match your application from 16 – 48".

For custom orders and sizes, please contact your Legrand sales representative.

Outdoor Power Pedestal Accessories Ordering Information

XPP1GP-BK
XPP1GP-SV

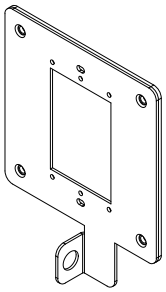


Replacement 1-Gang Device Plate – Replacement plate for 1-gang Outdoor Power Pedestal

Available in a black finish (BK) or silver finish (SV)

Country of Origin: USA

XPP1GPL-BK
XPP1GPL-SV

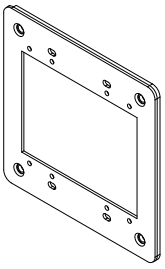


Replacement 1-Gang, Locking Device Plate – Replacement Plate for 1-gang Outdoor Power Pedestal with Hinged Cover.

Available in a black finish (BK) or silver finish (SV)

Country of Origin: USA

XPP2GP-BK
XPP2GP-SV

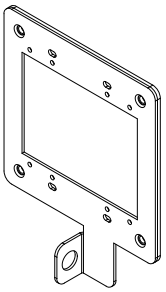


Replacement 2-Gang Device Plate – Replacement plate for 2-gang Outdoor Power Pedestal

Available in a black finish (BK) or silver finish (SV)

Country of Origin: USA

XPP2GPL-BK
XPP2GPL-SV

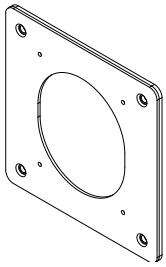


Replacement 2-Gang Locking Device Plate – Replacement plate for 2-gang Outdoor Power Pedestal with Hinged Cover

Available in a black finish (BK) or silver finish (SV)

Country of Origin: USA

XPPPSP-BK
XPPPSP-SV

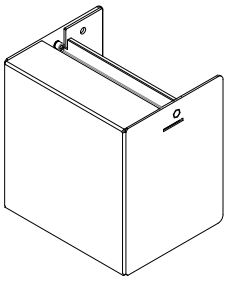


Replacement Pin & Sleeve Device Plate – Replacement plate for Pin & Sleeve Power Pedestal

Available in a black finish (BK) or silver finish (SV)

Country of Origin: USA

XPPC-BK
XPPC-SV



Replacement Cover for Outdoor Power Pedestal – Replacement hinged cover for Outdoor Power Pedestal

Available in a black finish (BK) or silver finish (SV)

Country of Origin: USA

Appendices
7.8 Streetscape Lighting Design
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Outdoor Power Pedestal

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Outdoor Power Pedestal

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Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Outdoor Power Box

1 KENT STAINLESS **In Ground Power Unit**

KENT T2US POWER IGU - 2 FOOD TRUCKS

Our Type 2 In Ground Unit for the USA market has a 18" x 24" top cover - recessed 2.5" to take 2" paver blocks plus bedding.

UL Listed electrical components are housed under a hinged recessed manhole cover. The cover itself can withstand slow moving wheel loads from a 40 ton truck.

This outdoor In Ground Power Box allows 2 Food Trucks - with heavy duty power requirements for cooking such as burger, hot dog, waffle vendors, to plug into power while eliminating the trailing cables and cords and avoiding the noise and pollution associated with a portable gas generator.

Individual electrical circuits work in parallel (not in sequence) - so 1 vendor tripping their circuit will not affect the neigboring vendor

A 'notch' on the front cover can be revealed or concealed. When revealed the power cords can exit via this notch allowing the unit be used to deliver power while it is in the closed position.

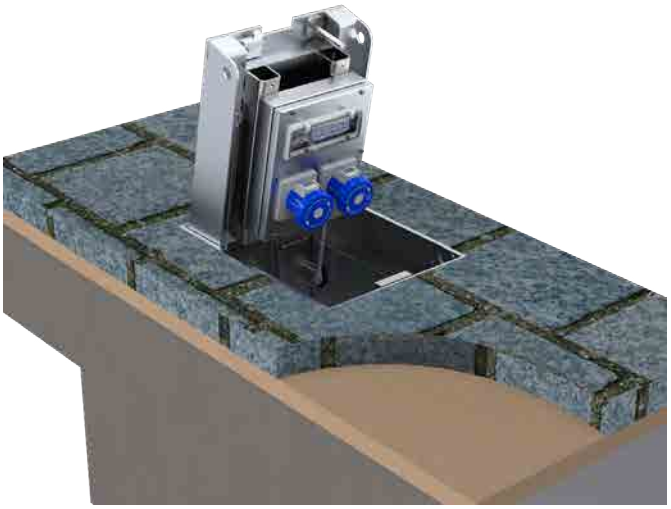
Features

- ☐ Gas Rams
- ☐ Up to 2nr 50 Amp NEMA 6P rated receptacles
- ☐ Alternatively use 2 20 Amp Receptacles plus a line of 4 Data/AV connections
- ☐ Suitable for Market Trading Areas
- ☐ 4"dia drainage outlet pipe

Designed For

- ☐ 2nr 60A 3 Phase
- ☐ Typically for access by burger vendors

  Also used by lower power vendors who also need a strip of Data connections (eg Lighting, Monolith Displays, Ticket Sales)
- ☐ Contact us for alternate utility configurations that could fit in the same box



Product Code	Visible Frame Size	Unit Depth	Cable Duct (Ø)	Drainage (Ø)
KIGU T2US 18"/24"	18" x 24"	18"	5"	4"

Specify: Kent IGU - Type 2(US); (KIGU 18/24); 18" x 24" top ; with an 18" depth; Grade 316 Stainless Steel; 2nr 60 Amp Three Phase 60A - 4 Pole – 5 Wire 120/208VAV Receptacles. 4" Bottom Drain outlet must be connected to a 4" drain pipe on site

Specify: Kent IGU - Type 2(US); (KIGU 18/24); 18" x 24" top ; with an 18" depth; Grade 316 Stainless Steel; 2nr 20 Amp 3 Phase Nema L5-20 Receptacles plus 4nr RJ45 Data / XLR Audio Connections. 4" Bottom Drain outlet must be connected to a 4" drain pipe on site



Medium Duty

AASHTO H20 Loading

Factory tests are carried out of 24,800lbs point load from a 9" footprint of a pneumatic tyre from a heavy goods vehicle.

16,000 lbs is the H-20 Design Loading Criteria.

Our tests are done on an unfilled recessed cover

www.kentstainless.com

Outdoor Power Box

KENT T2US Power IGU - 2 FOOD TRUCKS

Designed for:

- **2 Food Trucks** x2

OR

- **2 Food Carts** x2
- **Plus 4 Data / Audio-Visual** x4



2 x 60 Amp - for Food Trucks

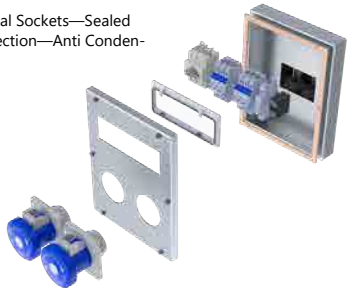


2 x 20 Amp + 4 x RJ45 / AV - for Food Carts with Data Connection



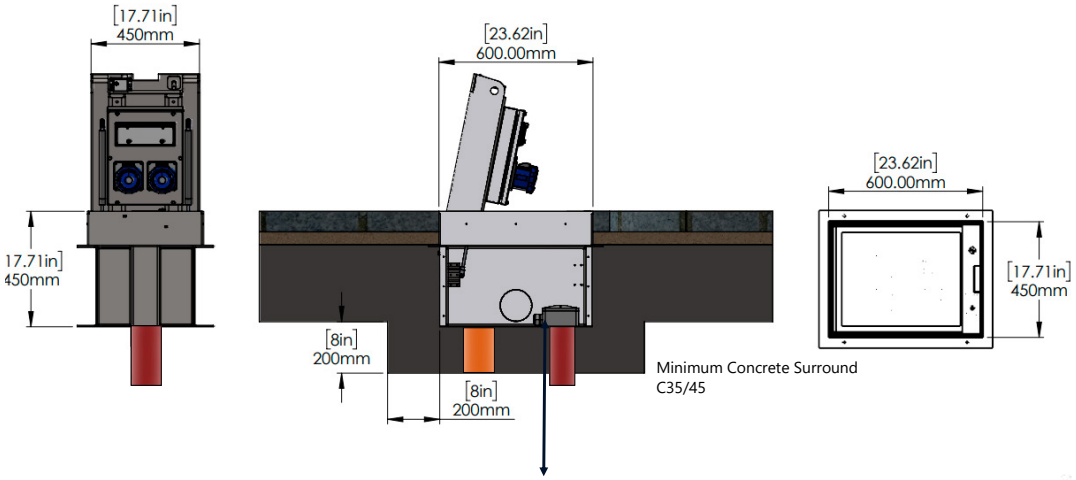
Paviour directly adjacent to frame to be bedded using an epoxy mortar or polymer modified mortar.

Panel Contains Electrical Sockets—Sealed Window—Circuit Protection—Anti Condensation Heater



Alternative Knockouts For 5"Ø (125mm) Cable Duct Laser Cut Hole Knockout

2 stage delivery - outer box delivered to site first followed by electrical panel (above) - to be connected by registered electrical installer



Minimum Concrete Surround C35/45

4"Ø (110mm) vertical drainage outlet pre-welded to bottom of box

NB ensure connection to drainage system



Connect incoming power to IP67 NEMA 6P junction box - Fill with resin and close

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Outdoor Power Box

1 KENT STAINLESS **In Ground Power Unit**

KENT T3US POWER IGU - 2 FOOD TRUCKS + Data AV

Our Type 3 In Ground Unit for the USA market has a 24" x 24" top cover - recessed 2.5 to take 2" paver blocks plus bedding.

UL Listed electrical components are housed under a hinged recessed manhole cover. The cover itself can withstand slow moving wheel loads from a 40 ton truck.

This outdoor In Ground Power Box allows 2 Food/Coffee carts with light duty power requirements plus 2 larger Food Trucks with heavy duty power requirements for cooking cush as burger/hot dog, waffle vendors to plug into power while eliminating the trailing cables and cords and avoiding the noise and pollution associated with a portable gas generator.

Alternatively the same size box will house heavy duty power for 2 Food Trucks plus a strip of Data/AV connections

Individual electrical circuits work in parallel (not in sequence) - so 1 vendor tripping their circuit will not affect the neigboring vendor

A 'notch' on the front cover can be revealed or concealed. When revealed the power cords can exit via this notch allowing the unit be used to deliv-

Features

- ☐ Gas Rams
- ☐ Up to 2nr NEMA 6P rated 60Amp plus 2nr 20 Amp receptacles
- ☐ Suitable for Market Trading Areas
- ☐ 4"dia drainage outlet pipe

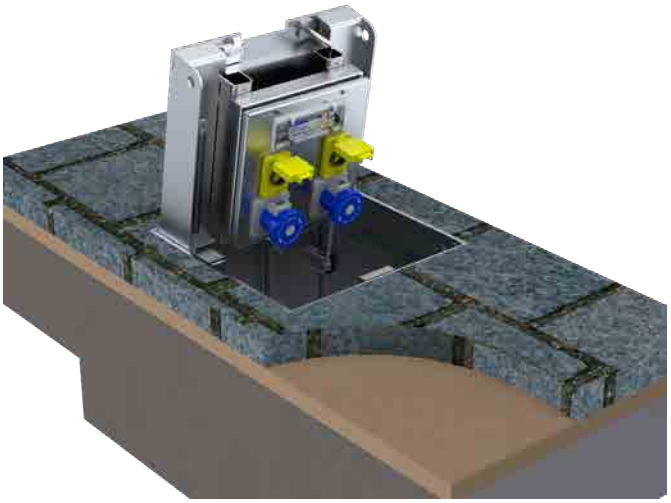
Designed For

- ☐ 2nr 60A 3 Phase

  Plus

  2nr 20A 1 Phase
- ☐ Typically for access by heavy duty power users like burger vendors plus neighboring lower power users like coffee stalls.

  Or for Burger vendors who also need data connections
- ☐ Contact us for alternate utility configurations that could fit in the same box



Product Code	Visible Frame Size	Unit Depth	Cable Duct (Ø)	Drainage (Ø)
KIGU T3US 24"/24"	24" x 24"	18"	5"	4"

Specify: Kent IGU - Type 3(US); (KIGU 24/24); 24" x 24" top ; with an 18" depth; Grade 316 Stainless Steel; 2nr 60 Amp Three Phase 60A - 4 Pole – 5 Wire 120/208VAV Receptacles plus 2nr 20 Amp 3 Phase Nema L5-20 Receptacles. 4" Bottom Drain outlet must be connected to a 4" drain pipe on site

Specify: Kent IGU - Type 3(US); (KIGU 24/24); 24" x 24" top ; with an 18" depth; Grade 316 Stainless Steel; 2nr 60 Amp Three Phase 60A - 4 Pole – 5 Wire 120/208VAV Receptacles plus 4nr RJ45 Data / XLR Audio Connections. 4" Bottom Drain outlet must be connected to a 4" drain pipe on site



Medium Duty

AASHTO H20 Loading

Factory tests are carried out of 24,800lbs point load from a 9" footprint of a pneumatic tyre from a heavy goods vehicle.

16,000 lbs is the H-20 Design Loading Criteria.

Our tests are done on an unfilled recessed cover

www.kentstainless.com

Outdoor Power Box

KENT T3 US Power IGU - 2 FOOD TRUCKS + Data AV

Designed for:

- **2 Food Trucks** x2
- **Plus 2 Food Carts** x2

Also Designed for:

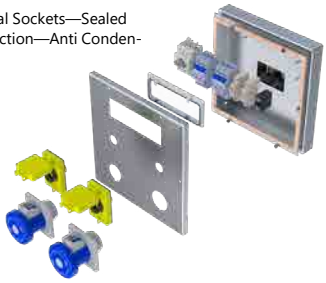
- **2 Food Trucks** x2
- **Plus 4 AV** x2







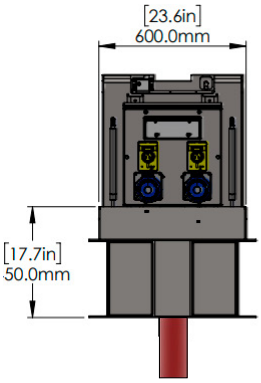
Panel Contains Electrical Sockets—Sealed Window—Circuit Protection—Anti Condensation Heater

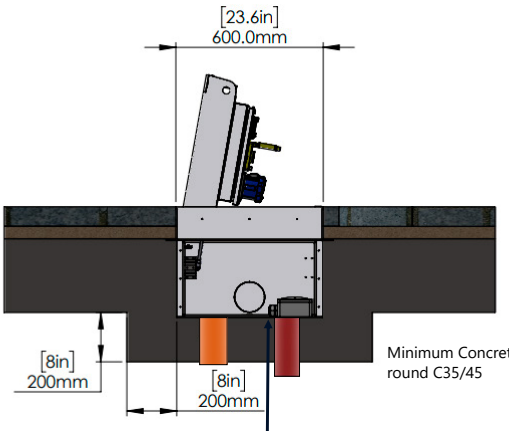


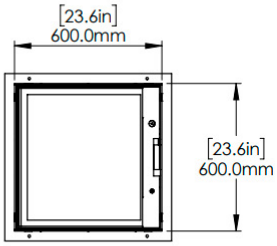
Paviour directly adjacent to frame to be bedded using an epoxy mortar or polymer modified mortar.

Alternative
Knockouts For 5"Ø (125mm) Cable Duct
Laser Cut Hole Knockout

2 stage delivery - outer box delivered to site first followed by electrical panel (above) - to be connected by registered electrical installer







Minimum Concrete Surround C35/45

4"Ø (110mm) vertical drainage outlet pre-welded to bottom of box

NB ensure connection to drainage system



Connect incoming power to IP67 NEMA 6P junction box - Fill with resin and close

Appendices

7.8 Streetscape Lighting Design

7.8.2 Specifications

Outdoor Power Box

1 KENT STAINLESS **In Ground Power Unit**

KENT T12US POWER IGU - 100A STAGE POWER + 4 FOOD CARTS + MEDIA

Our Type 12 Twin Box In Ground Unit for the USA market has a 34" x 43" top cover - recessed 2.5" to take 2" paver blocks plus bedding, with a matching box 19" wide

UL Listed electrical components are housed under a hinged recessed manhole cover. The cover itself can withstand slow moving wheel loads from a 40 ton truck.

This outdoor In Ground Power Box allows 4 Food/Coffee Carts to plug into power while eliminating the trailing cables and cords and avoiding the noise and pollution associated with a portable gas generator.

It also allows a 100 amp connection for very heavy duty power requirements—e.g. for a stage or ice rink or for plugging in a distribution board which further supplies power to many other vendors (used in open box position only)

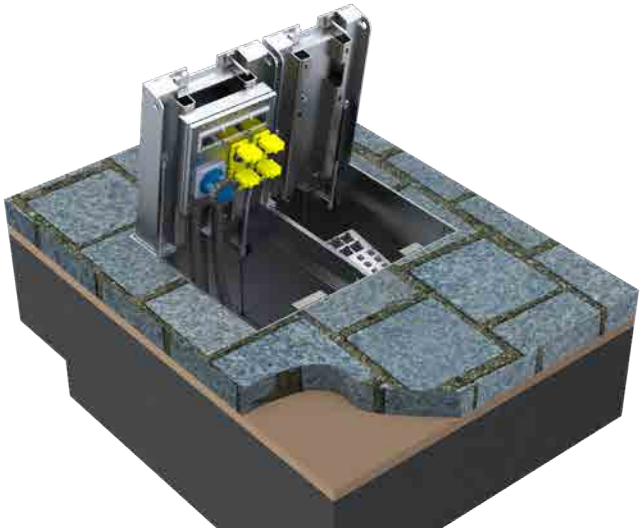
The 2nd box then contains up to 18 broadcast media connections including Data, Fiber and Audio Visual connections

Features

- ☐ Gas Rams
- ☐ 1 x 100 Amp plus 4 x 20 Amp NEMA 6P rated receptacles
- ☐ 2nd Box with 18 AV connections
- ☐ Suitable for Stage Power plus Market Trading Areas
- ☐ 4"dia drainage outlet pipe

Designed For

- ☐ 1nr 100A 3 Phase plus 4nr 20 Amp 1 Phase plus 18 AV Connections
- ☐ Typically for access by Stage Power, with screen & speaker set up
- ☐ Contact us for alternate utility configurations that could fit in the same box



Product Code	Visible Frame Size	Unit Depth	Cable Duct (Ø)	Drainage (Ø)
KIGU T12US 43"/34"	42" x 34"	26"	5"	4"



Medium Duty

AASHTO H20 Loading

Factory tests are carried out of 24,800lbs point load from a 9" footprint of a pneumatic tyre from a heavy goods vehicle.

16,000 lbs is the H-20 Design Loading Criteria.

Our tests are done on an unfilled recessed cover

Specify: Kent IGU - Type 12(US) Twin Box; (KIGU 43/34); 42" x 34" top ; with a 26" depth; Grade 316 Stainless Steel; 1nr 100 Amp 3 Phase plus 4nr 20 Amp 1 Phase Nema L5-20 Receptacles plus 18 Fiber/Data/AV Connections. 4" Bottom Drain outlet must be connected to a 4" drain pipe on site

www.kentstainless.com

Outdoor Power Box

KENT T12US POWER IGU - 100A STAGE POWER + 4 FOOD CARTS + MEDIA

Designed for:

- **Stage Power** x1
- \+
- **4 x Food Carts** x4
- \+
- **Plus 18 Data /Audio-Visual** x18



1 x 100 Amp - for Stage Power
4 x 20 Amp + for Food Carts

18 x Data / Audio / Visual



Panel Contains Electrical Sockets—Sealed Window—Circuit Protection—Anti Condensation Heater

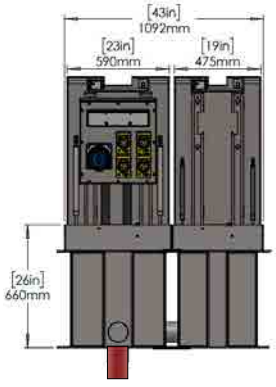


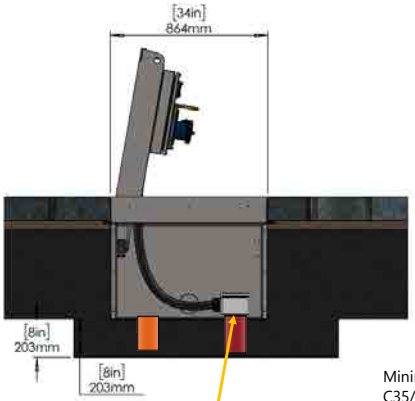


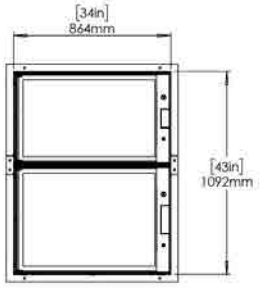
Paviour directly adjacent to frame to be bedded using

Alternative Knockouts For 5"Ø (125mm) Cable Duct Laser Cut Hole Knockout

2 stage delivery - outer box delivered to site first followed by electrical panel (above) - to be connected by registered electrical installer







Minimum Concrete Surround
C35/45

4"Ø (110mm) vertical drainage outlet pre-welded to bottom of box

NB ensure connection to drainage system



Connect incoming power to IP67 NEMA 6P junction box - Fill with resin and close


Raleigh
McAdams
swa