

STREETSCAPE DESIGN ELM STREET + FRONT STREET INTERSECTION

ANALYSIS AND PRELIMINARY CONCEPTS

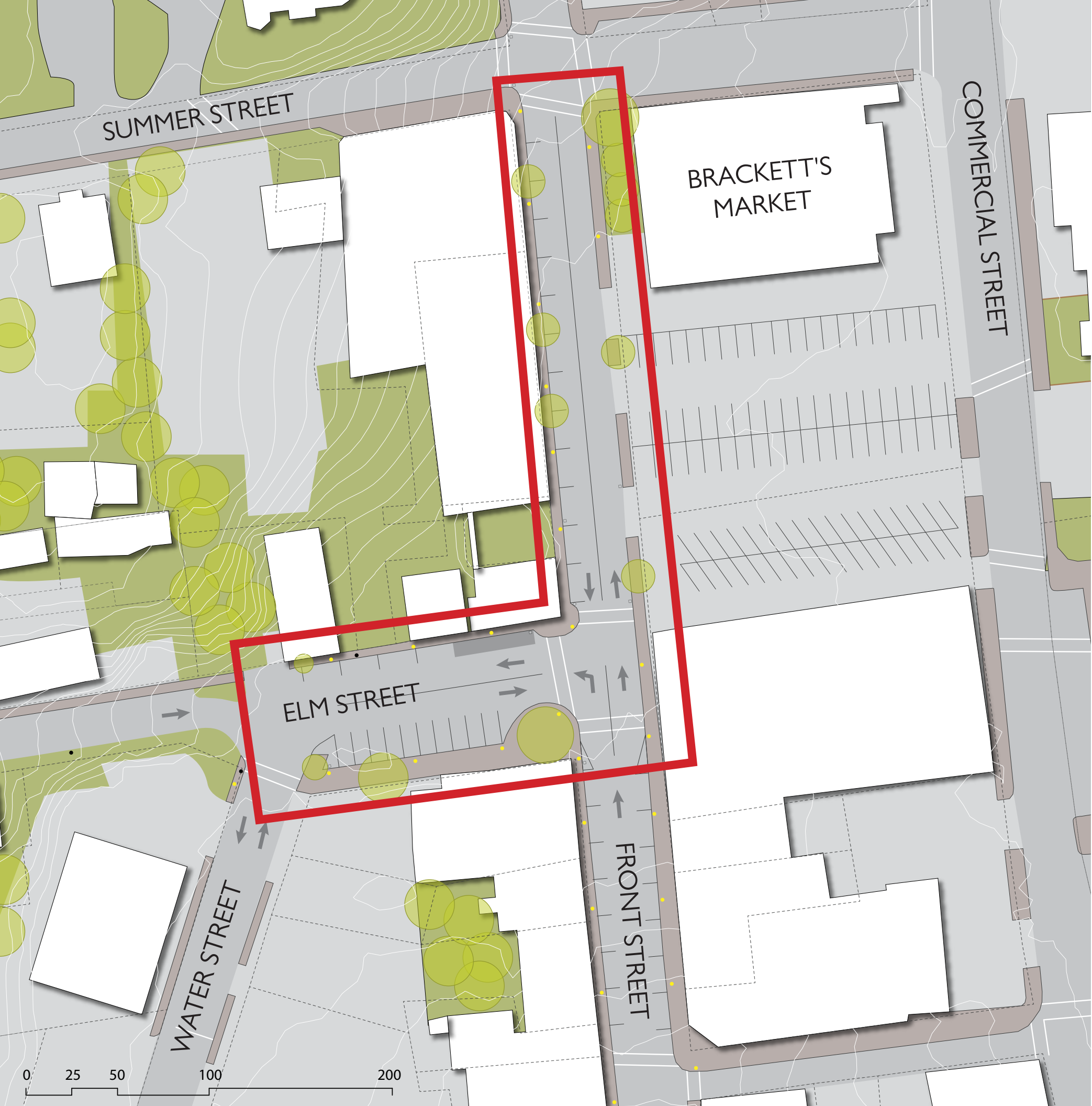
Jessica Kimball
Steve Thompson



September 26, 2019



THE SITE



- PARCEL LINES
- ROADWAY
- SIDEWALK
- PARKING LOT
- OPEN SPACE
- BUILDING
- TREE
- STREET LIGHT
- UTILITY POLE
- CROSS WALK

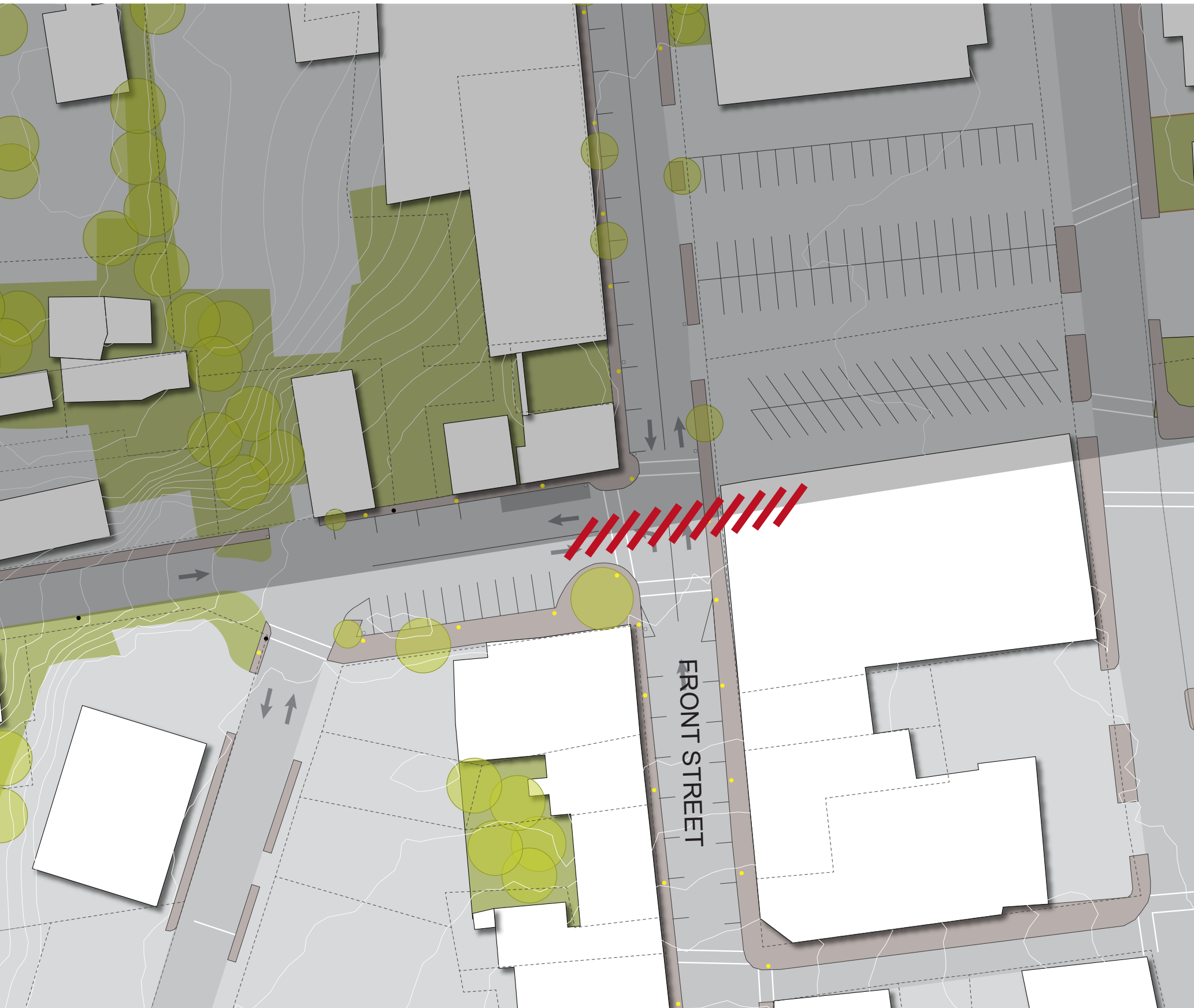


tjd&a

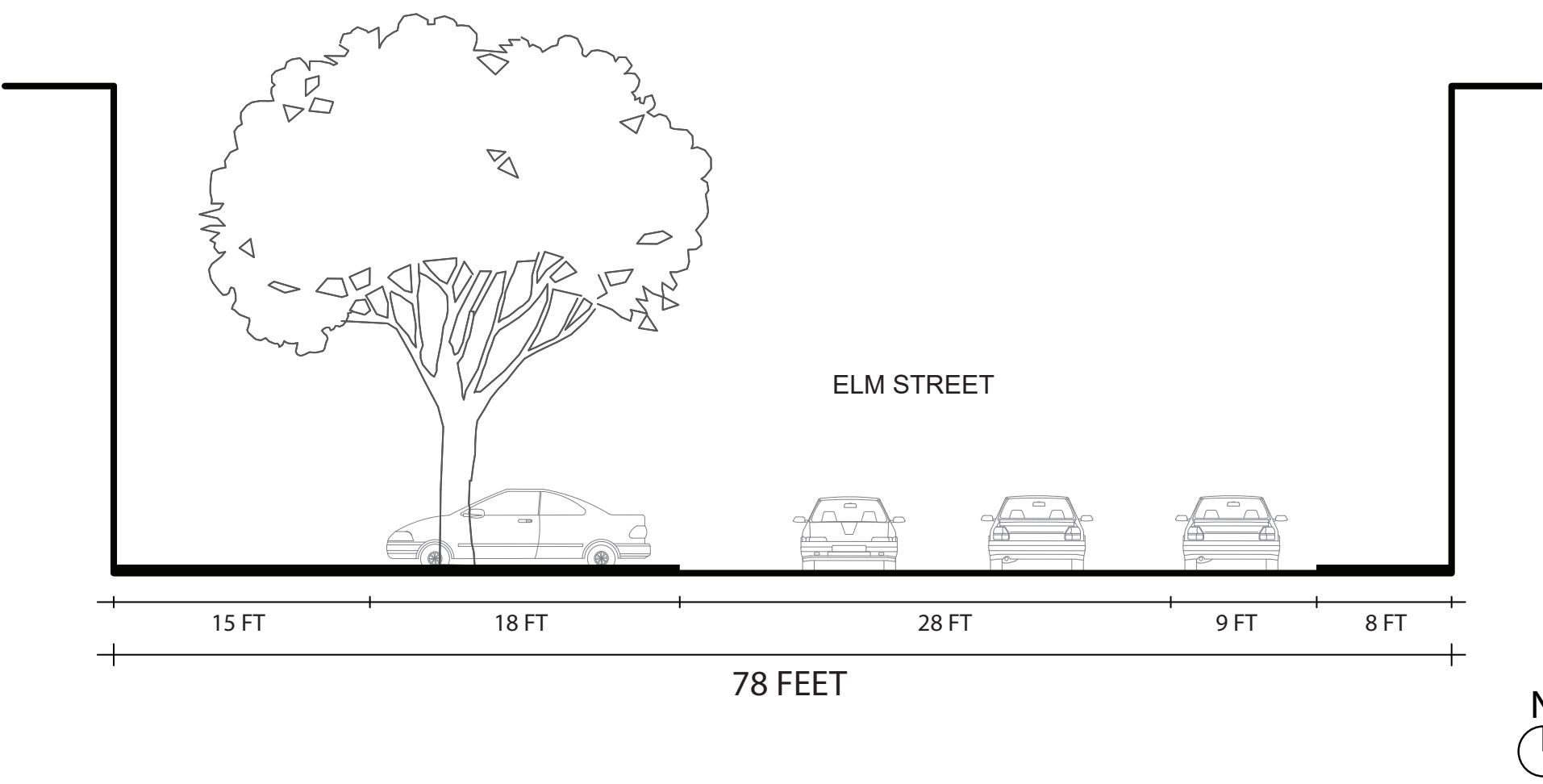
ISSUES

1. PERCEIVED END OF DOWNTOWN
2. UNDER UTILIZED PEDESTRIAN SPACE
3. POOR STREET TREE HEALTH

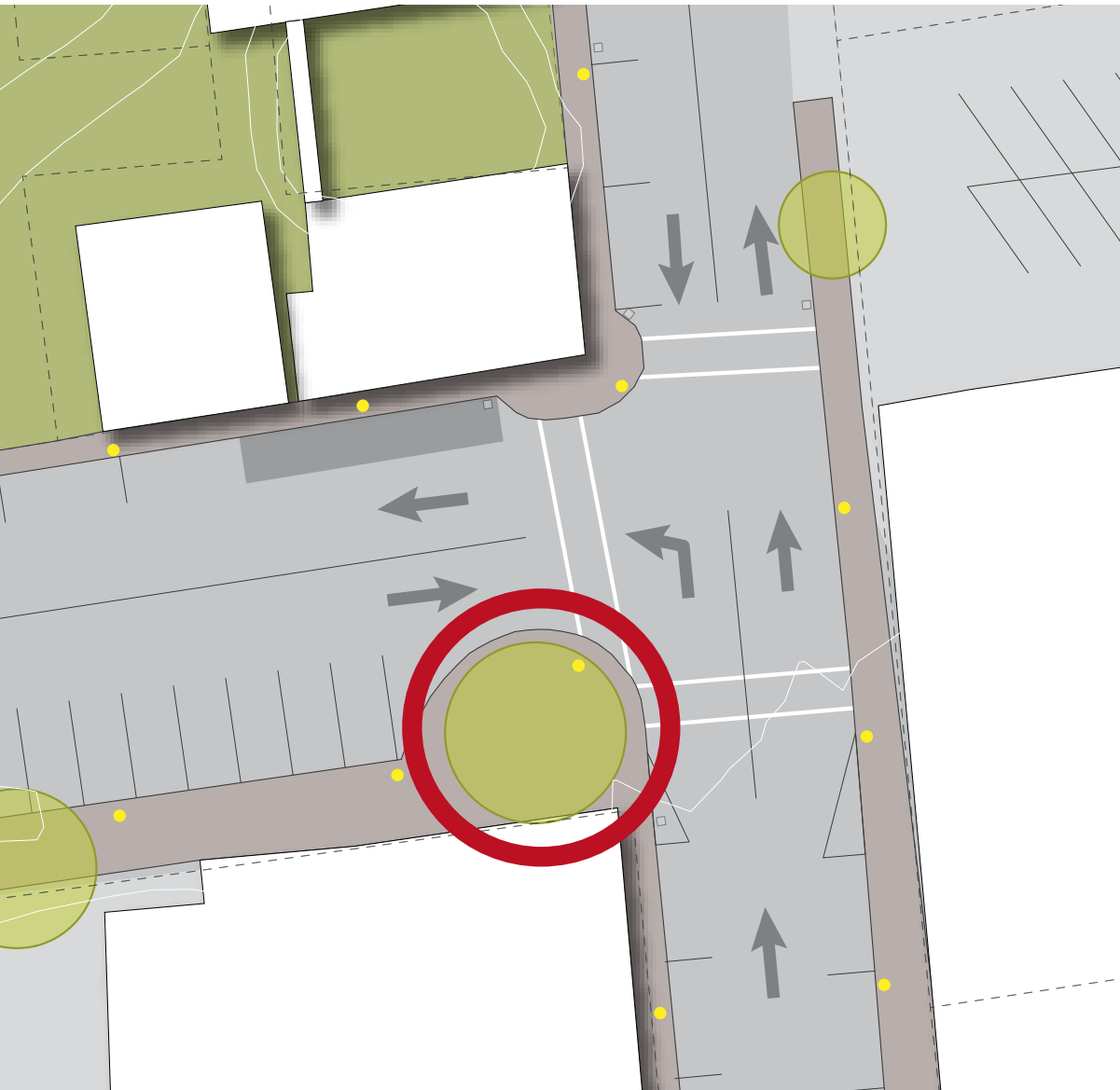
PERCEIVED END OF DOWNTOWN AT ELM STREET INTERSECTION



ELM STREET

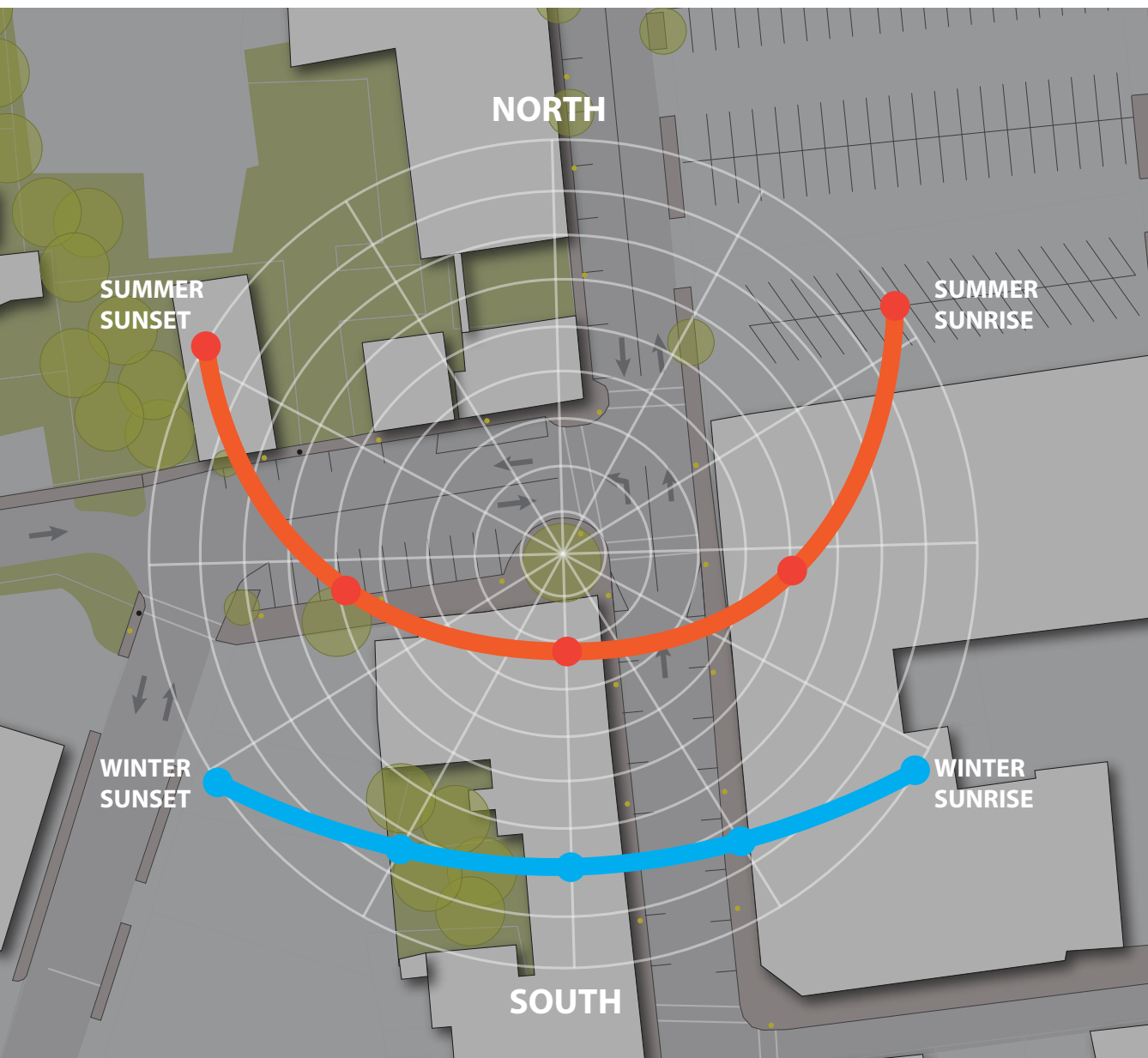


UNDER UTILIZED PEDESTRIAN SPACE



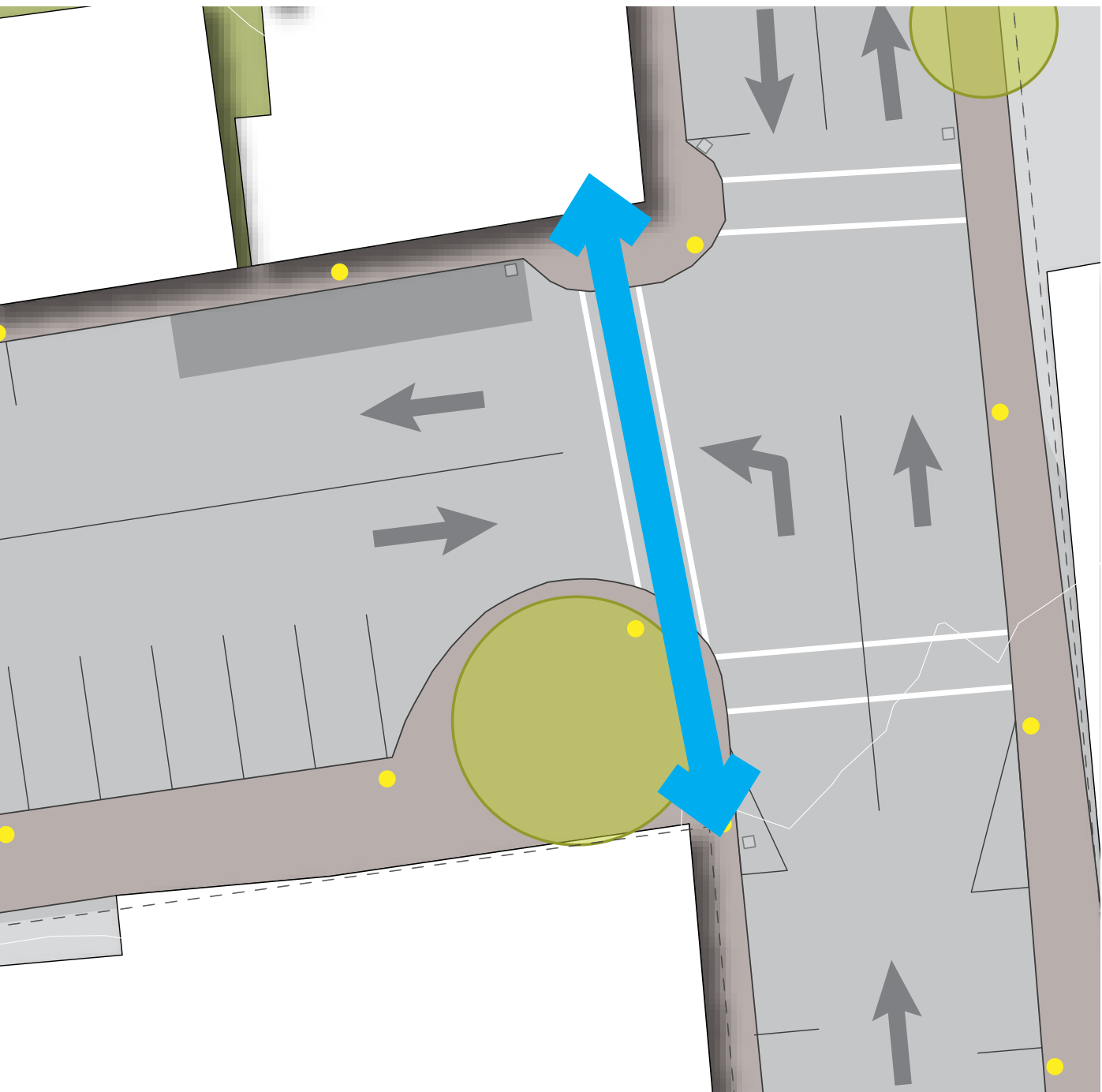
HIDDEN PEDESTRIAN SPACE
WINDOWLESS ADJACENT FACADE

UNDER UTILIZED PEDESTRIAN SPACE

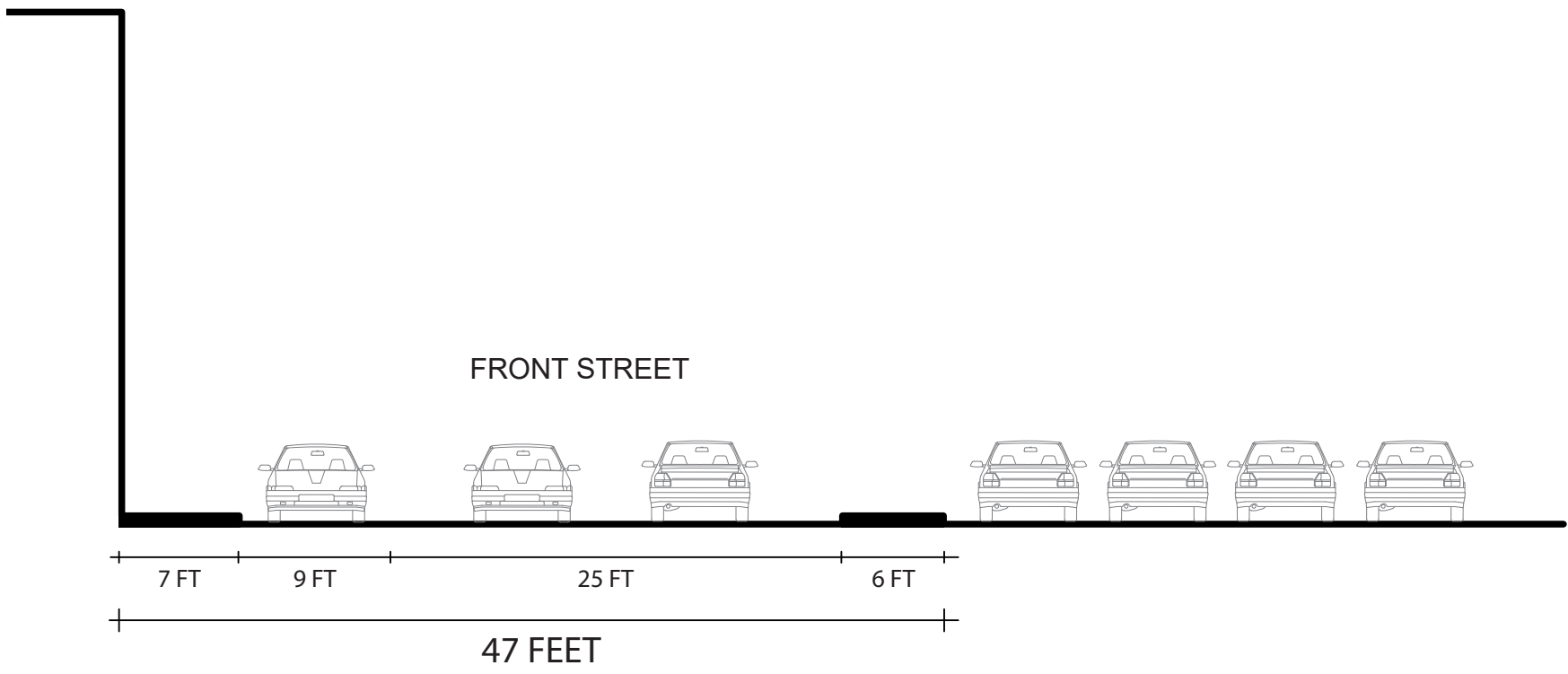
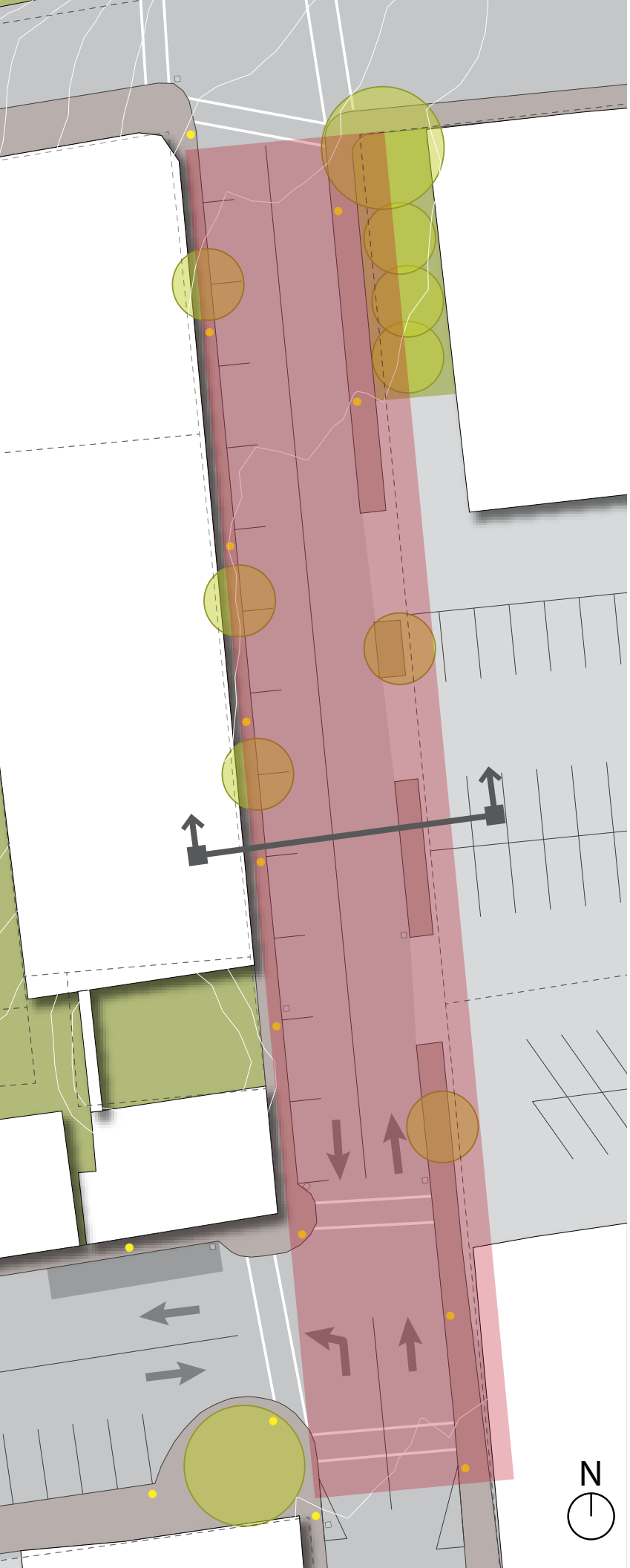


LACK OF SOLAR GAIN

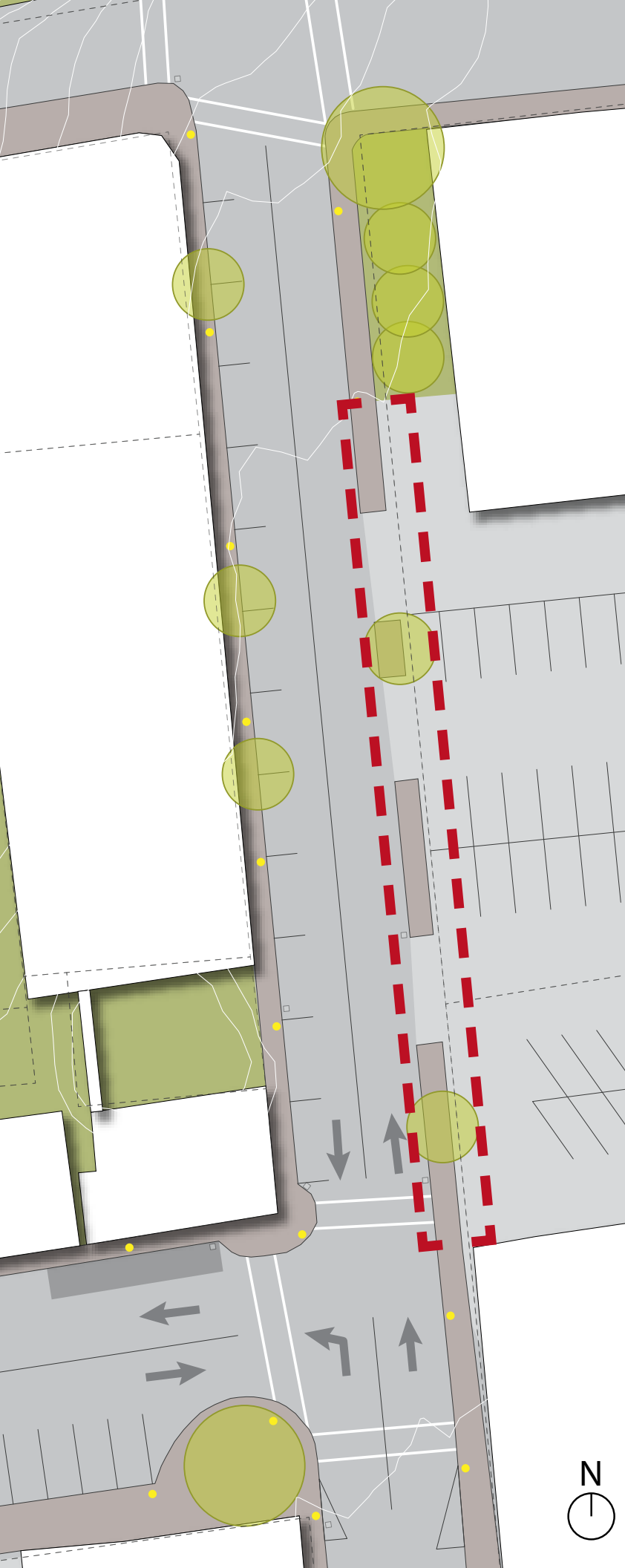
CROSS WALK ORIENTATION



FRONT STREET



VOID IN STREETSCAPE: BRACKETT'S MARKET



NARROW SIDEWALK WIDTH ON FRONT STREET NORTH OF ELM STREET



POOR STREET TREE HEALTH



NORWAY MAPLE IN POOR HEALTH



VEHICULAR CONDITIONS

TOTAL PARKING SPACES: **26**

FRONT STREET PARKING

- Parallel parking on west side (12 spaces)

ELM STREET PARKING

- Perpendicular parking on south side (10 spaces)
- Parallel parking on north side (4 spaces)
- Loading zone

FRONT STREET CURB CUTS: **3**

BICYCLE INFRASTRUCTURE: **0**

DISCUSSION

You know this area better than anyone...

- What have we missed?
- What is important for us to recognize?

OPPORTUNITIES

- Elm Street intersection: there is room for design
- Strengthen the pedestrian streetscape experience
- Increase pedestrian traffic north of Elm Street
- Improve street tree health

WHAT MAKES A SUCCESSFUL STREETSCAPE?



STOREFRONT WINDOWS

HEALTHY STREET TREE CANOPY

PARALLEL PARKING

STREET FURNISHINGS

SEASONAL PLANTINGS

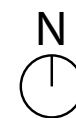
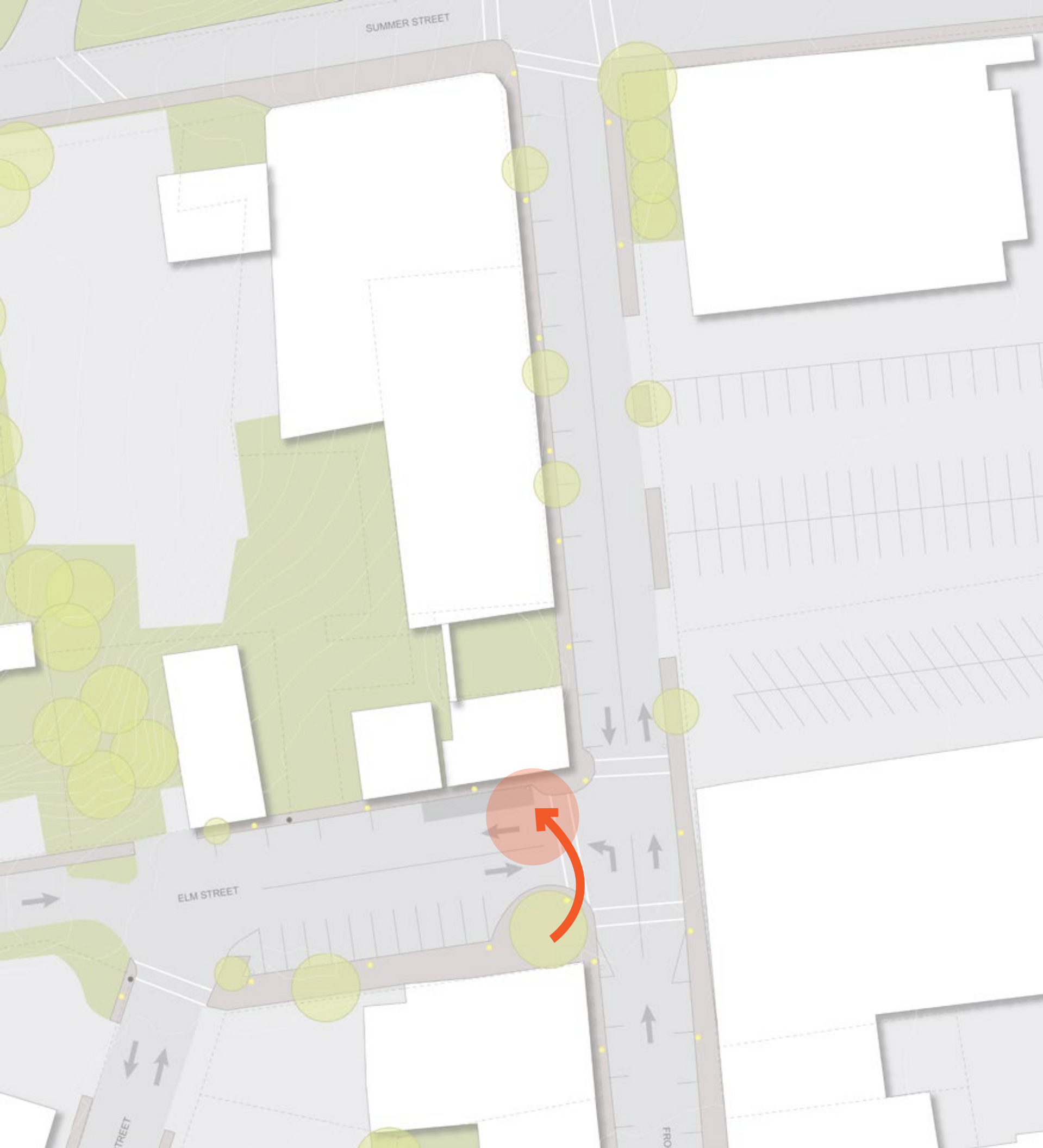
SOLAR EXPOSURE

WIDE SIDEWALK

OBJECTIVES

Relocate pedestrian space at intersection

- Improve quality of the space
- Improve solar gain on north side of intersection
- Make space more visible to pedestrians



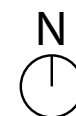
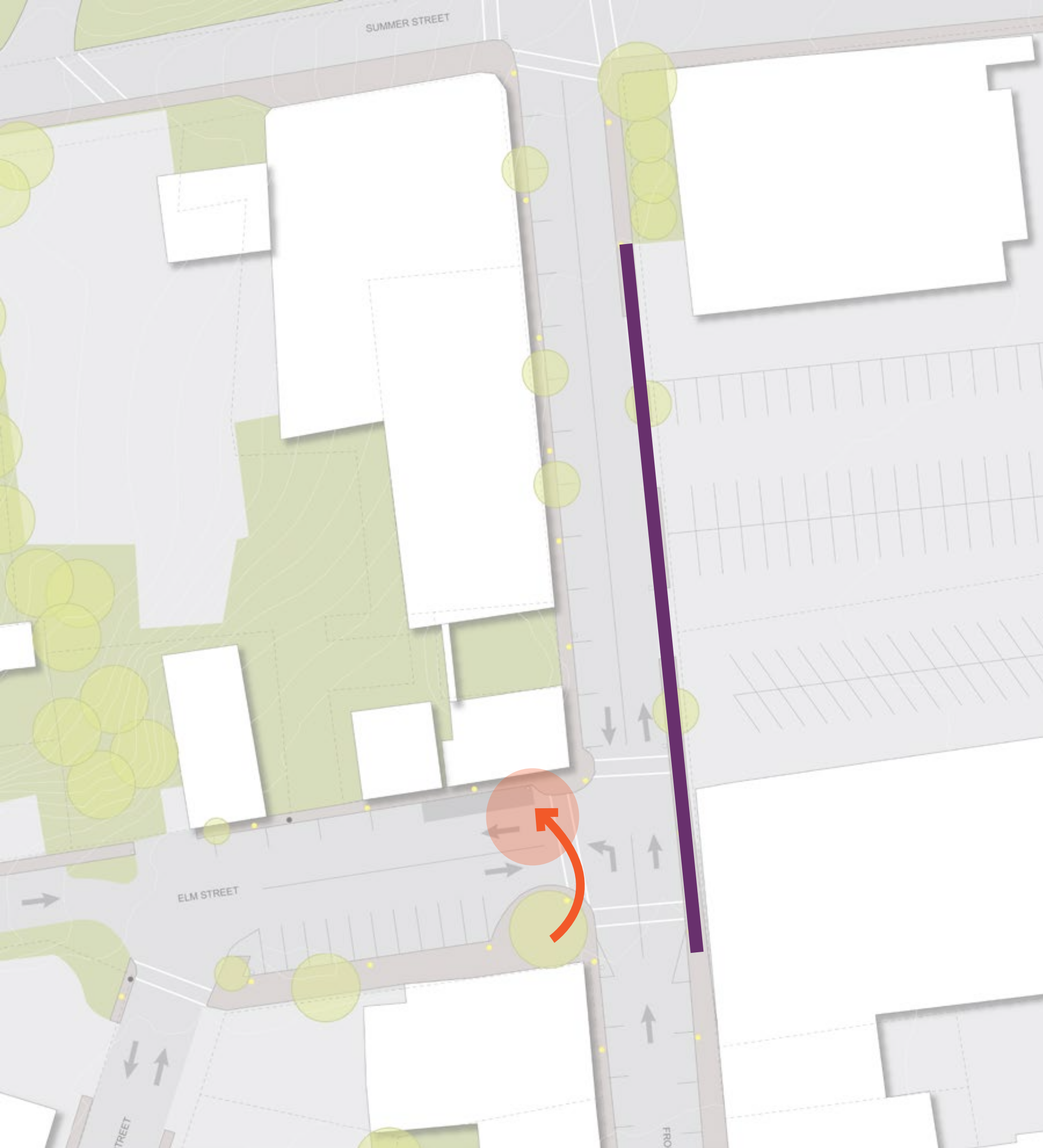
OBJECTIVES

Relocate pedestrian space at intersection

- Improve quality of the space
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Close the gap in the streetscape

- Improve pedestrian experience
- Improve pedestrian safety
- Improve street tree health



OBJECTIVES

Relocate pedestrian space at intersection

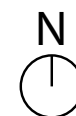
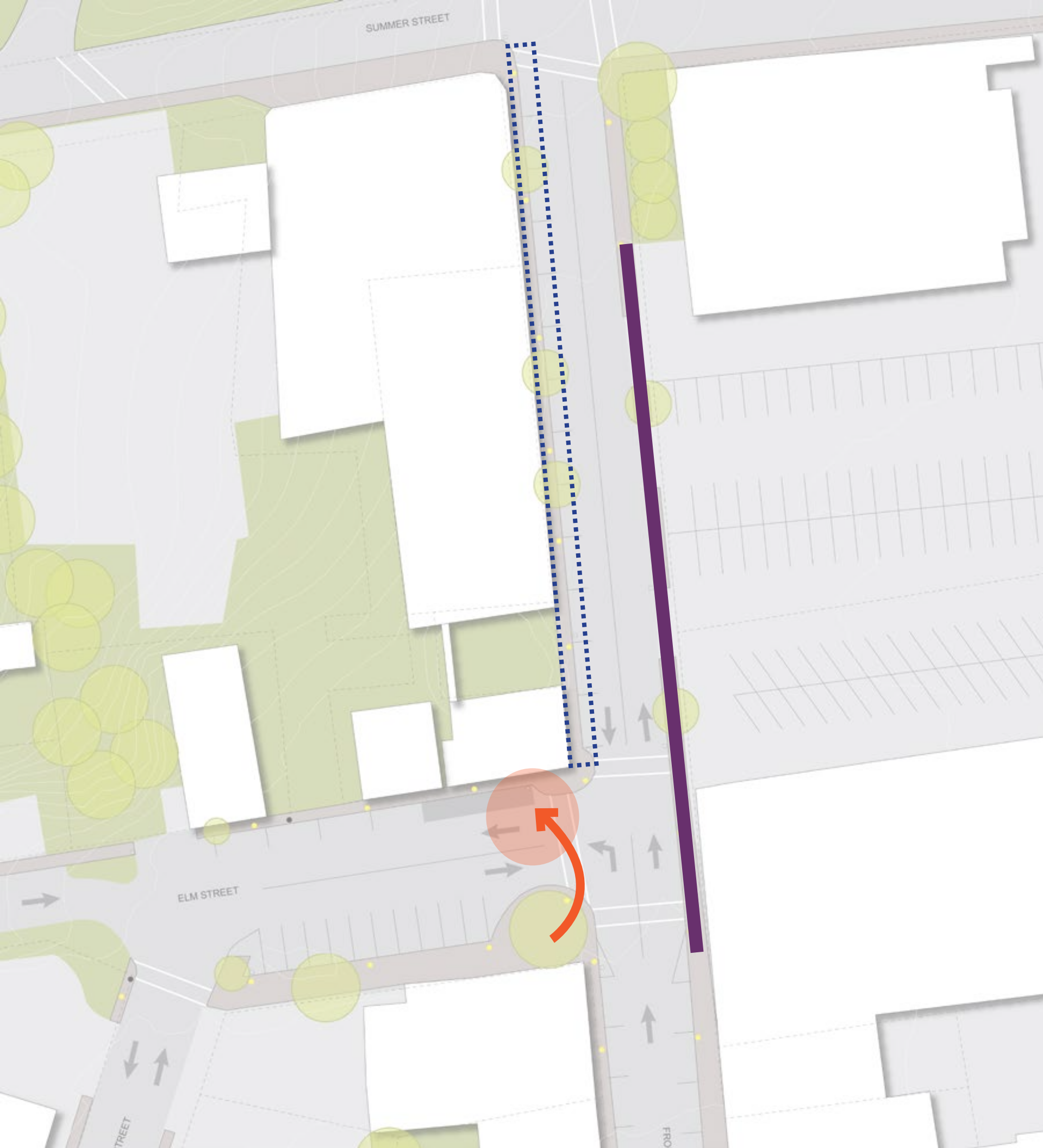
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Close the gap in the streetscape

- Improve pedestrian experience
- Improve pedestrian safety
- Improve street tree health

Improve sidewalk infrastructure

- Create space for sidewalk infrastructure
- Invite pedestrians to storefronts north of Elm Street
- Improve street tree health



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Close the gap in the streetscape

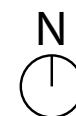
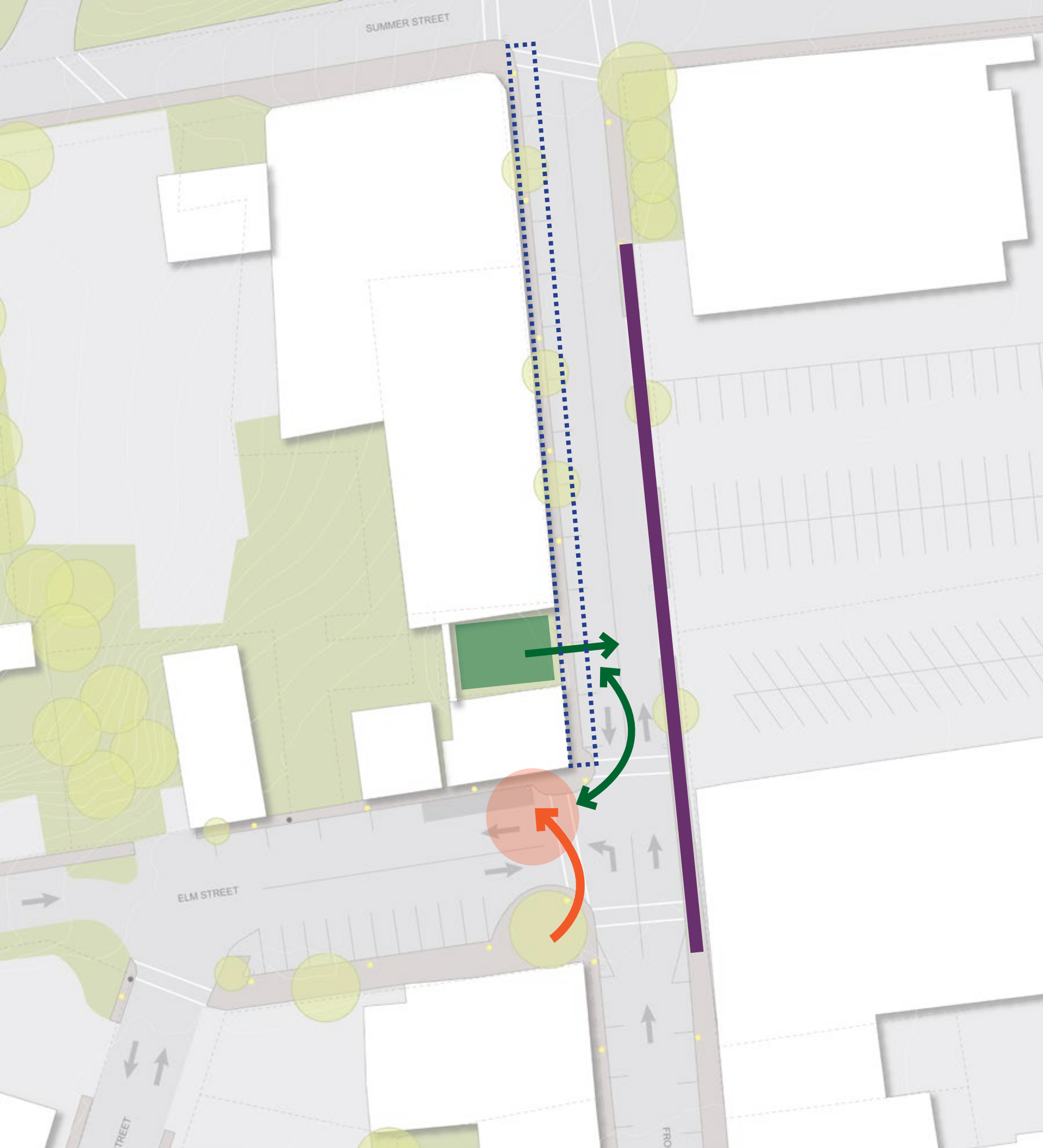
- Improve pedestrian experience
- Improve pedestrian safety
- Improve street tree health

Improve sidewalk infrastructure

- Create space for sidewalk infrastructure
- Invite pedestrians to storefronts north of Elm Street
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Connect with existing pocket park

- Expose pocket park to streetscape
- Tie new pedestrian space to pocket park



OBJECTIVES



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Close the gap in the streetscape

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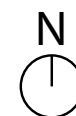
- Create space for sidewalk infrastructure
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Connect with existing pocket park

- Expose pocket park to streetscape
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Maintain Parking

- Elm Street: 14 spaces
- Front Street: 12 spaces



PRELIMINARY CONCEPTS

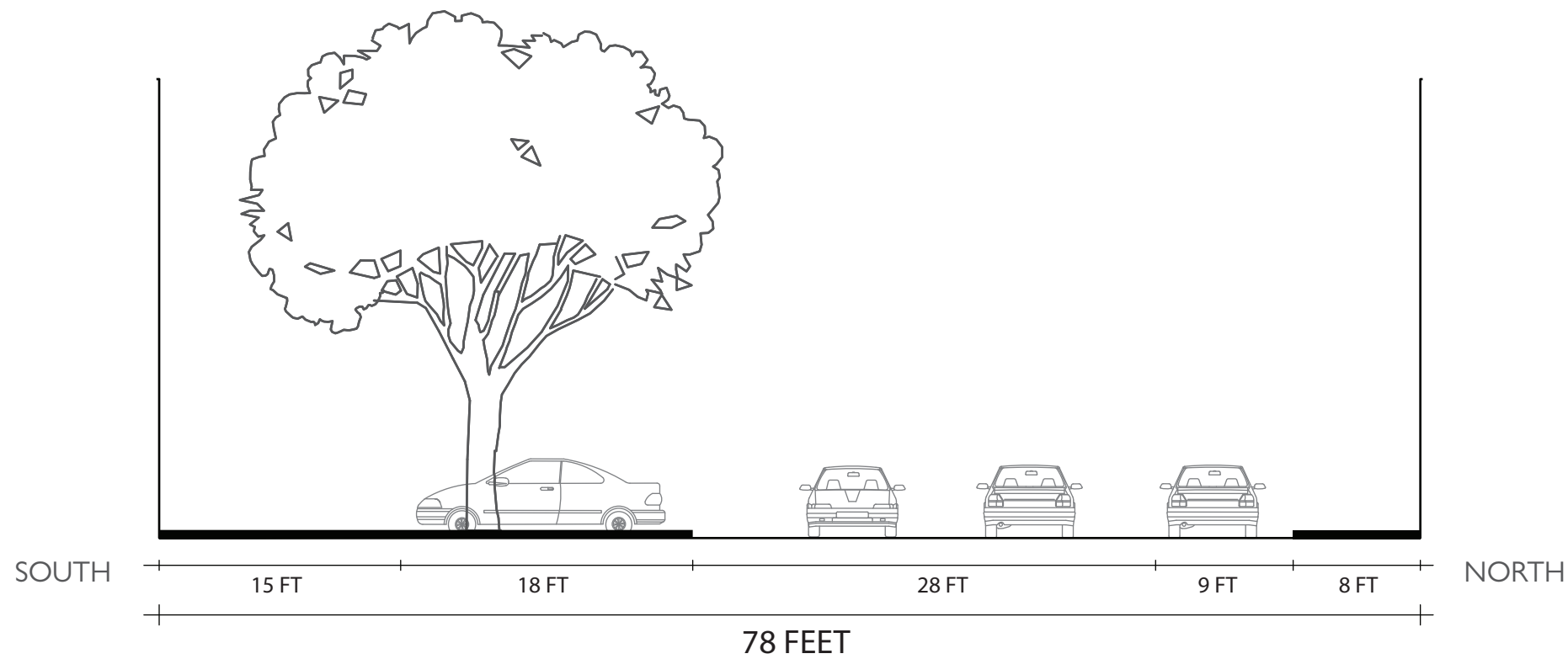
- 3 concept designs - starting point for discussions
- Variations in parking, sidewalk space, street plantings
- Concepts layout a framework for further design
- Elm Street: Presentation/Discussion
- Front Street: Presentation/Discussion

ELM STREET

3 PRELIMINARY CONCEPTS



ELM STREET ELEVATION



ELM STREET EXISTING CONDITIONS

Pedestrian Space

- Focus on south side of intersection
- Underused sidewalk space

Parking

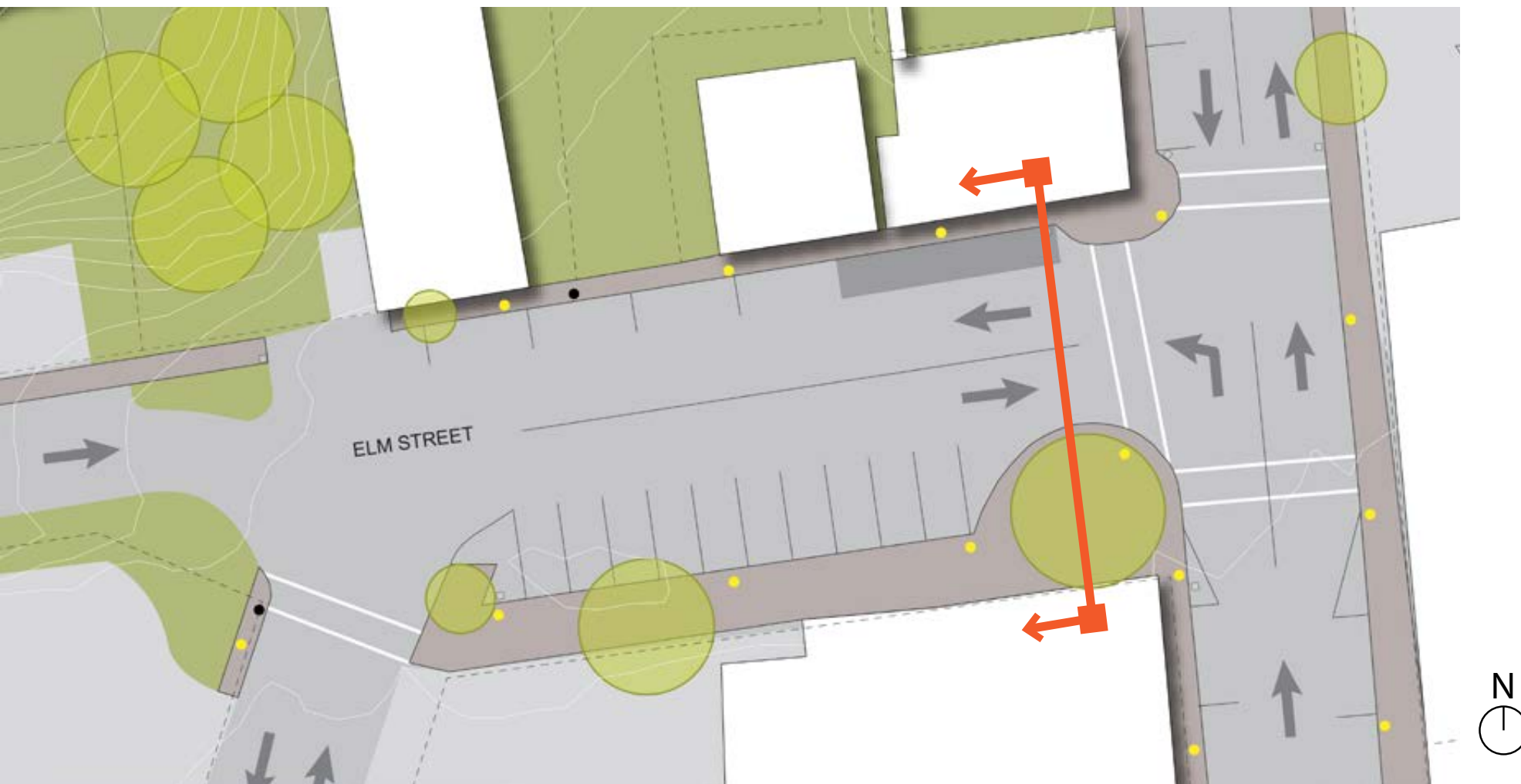
- 10 Perpendicular (south)
- 4 Parallel (north)
- Loading Zone

Street Trees

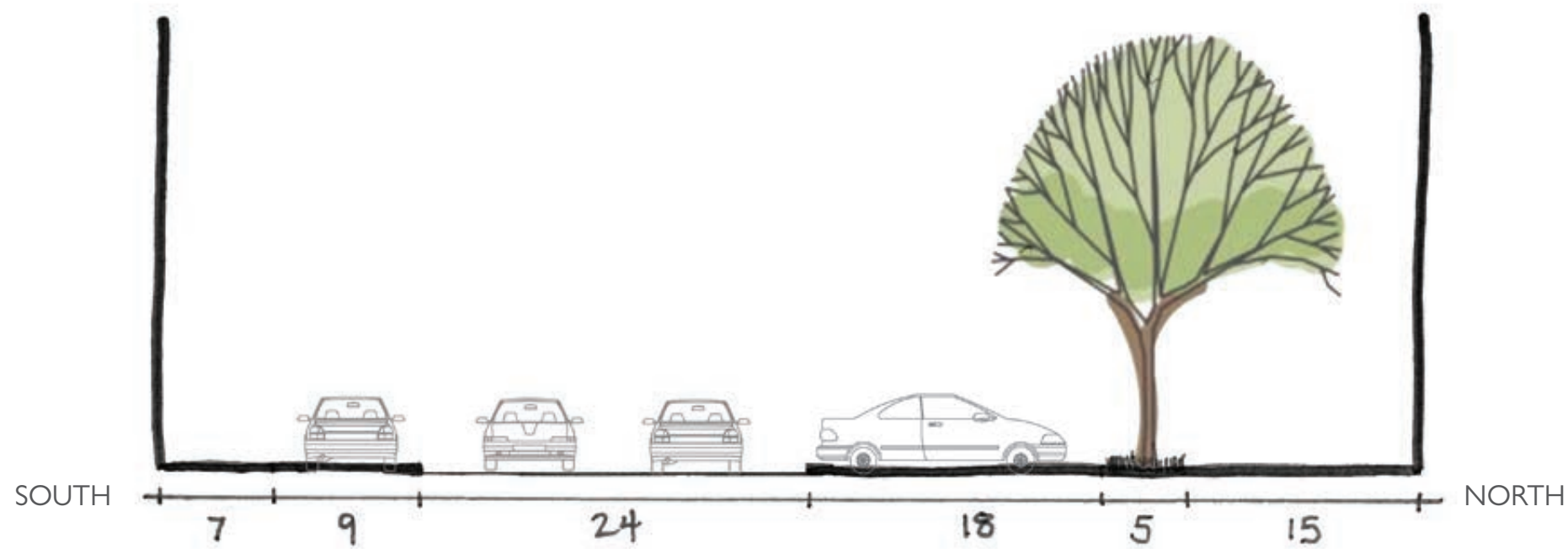
- Healthy linden trees (south)
- No trees (north)

Vehicular Travel Lanes

- 28 feet wide



ELM STREET ELEVATION



ELM STREET CONCEPT I

Pedestrian Space

- Focus on north side of intersection
- Opportunity for focal point
- 7-foot sidewalk (south)
- 15-foot sidewalk (north)

Parking

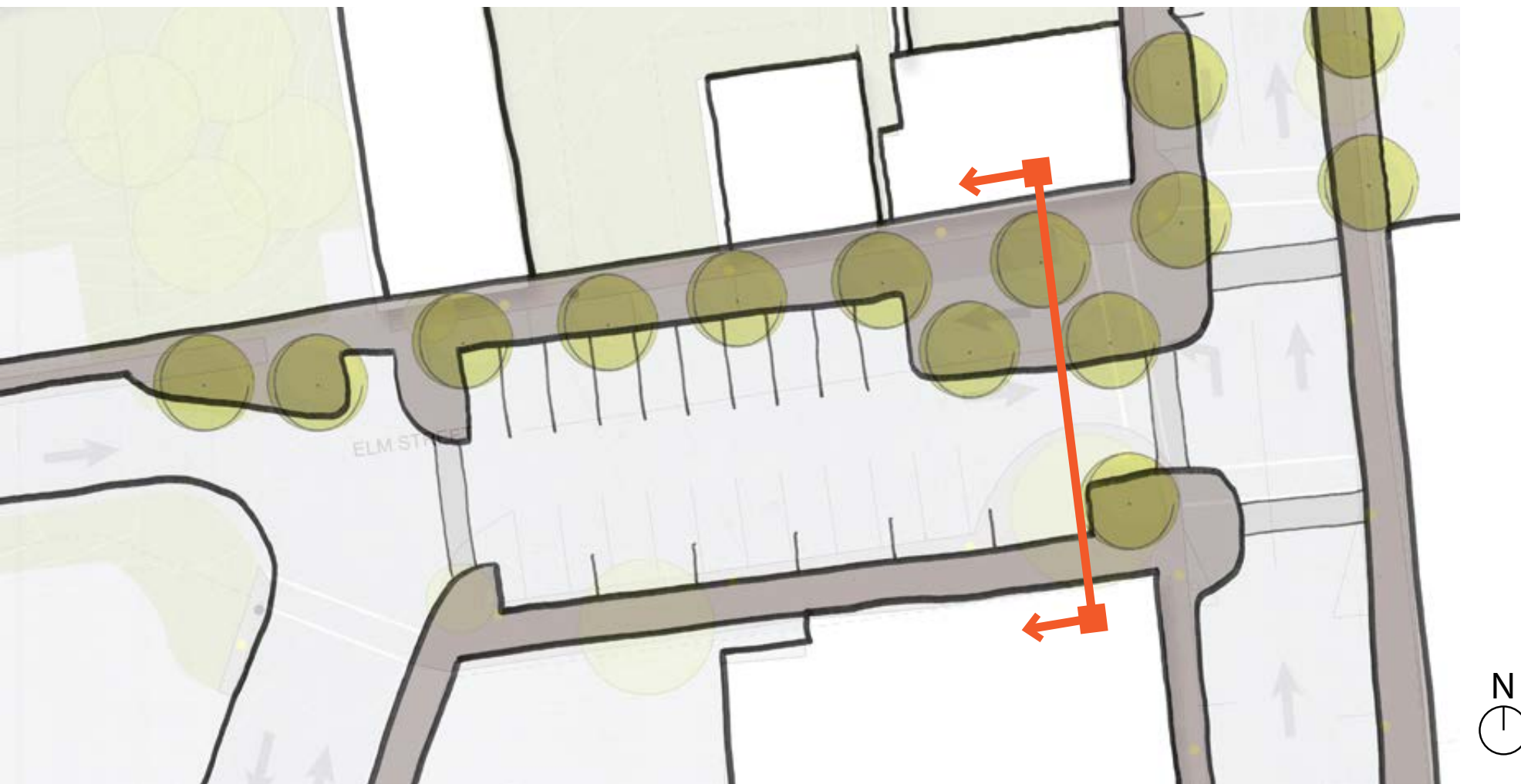
- 6 parallel (south)
- 10 perpendicular (north)

Street Trees

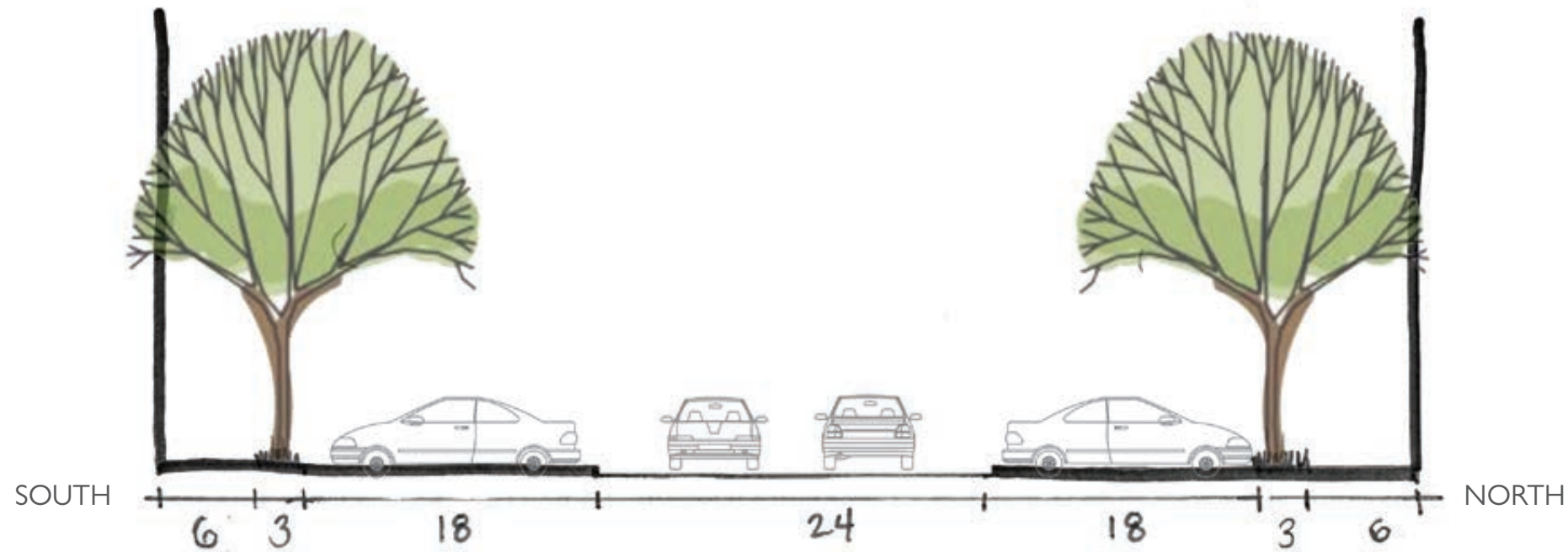
- Maintain Linden tree at corner
- No new trees (south)
- Single Row (north)

Vehicular Travel Lanes

- 24 feet wide



ELM STREET ELEVATION



ELM STREET CONCEPT 2

Pedestrian Space

- Focus on north side of intersection
- Opportunity for focal point
- 6-foot sidewalk (north & south)

Parking

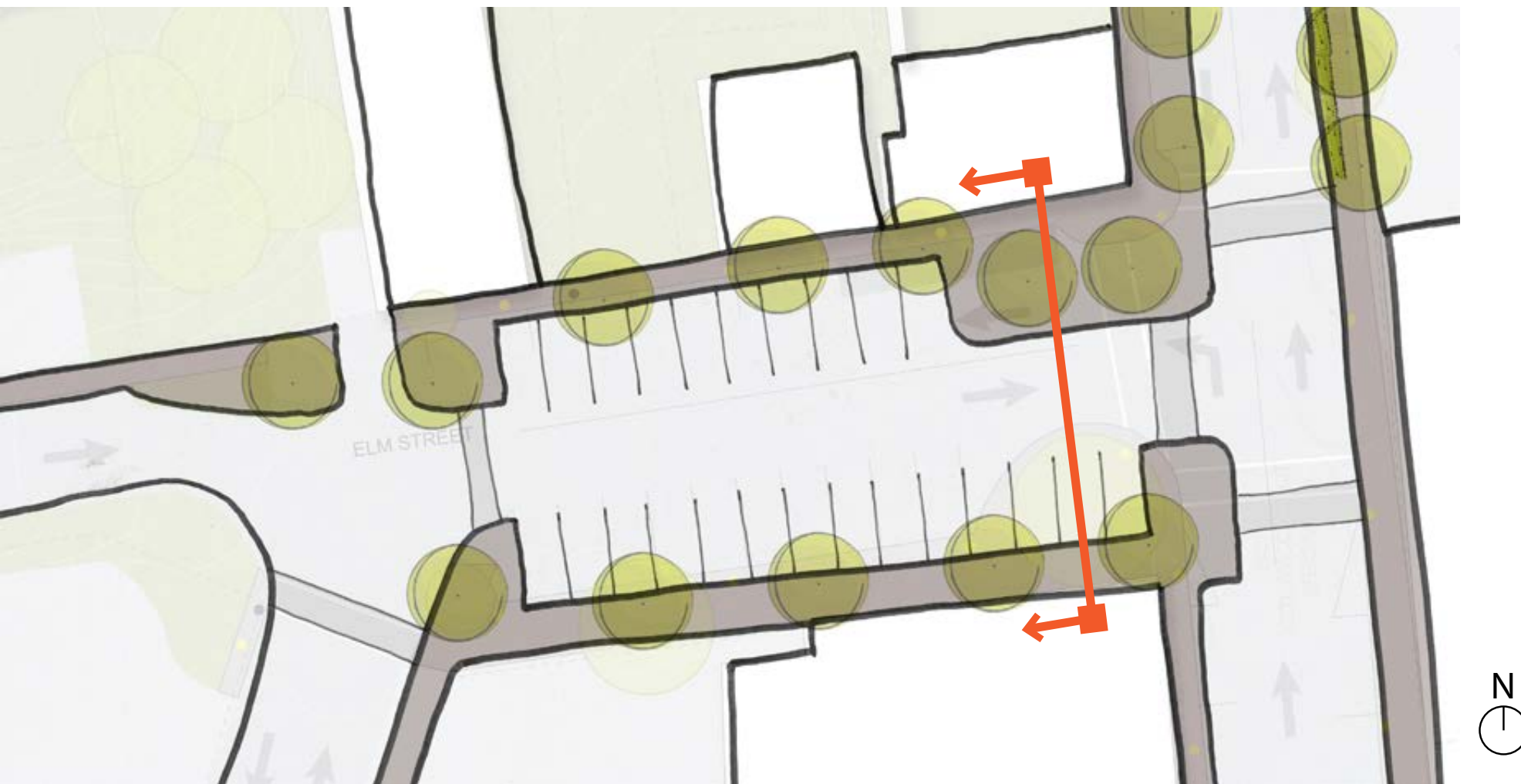
- 14 perpendicular (south)
- 10 perpendicular (north)

Street Trees

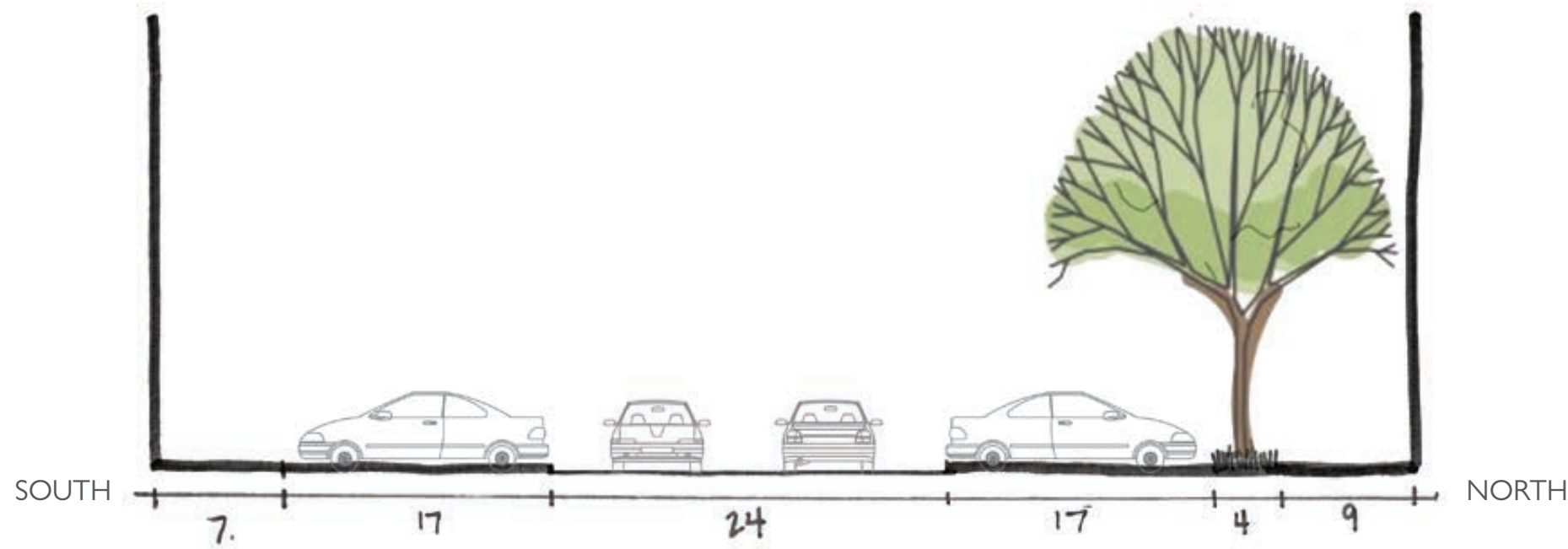
- Single Row (south)
- Single Row (north)

Vehicular Travel Lanes

- 24 feet wide



ELM STREET ELEVATION



ELM STREET CONCEPT 3

Pedestrian Space

- Focus on north side of intersection
- Opportunity for focal point
- 7-foot sidewalk (south)
- 9-foot sidewalk (north)

Parking

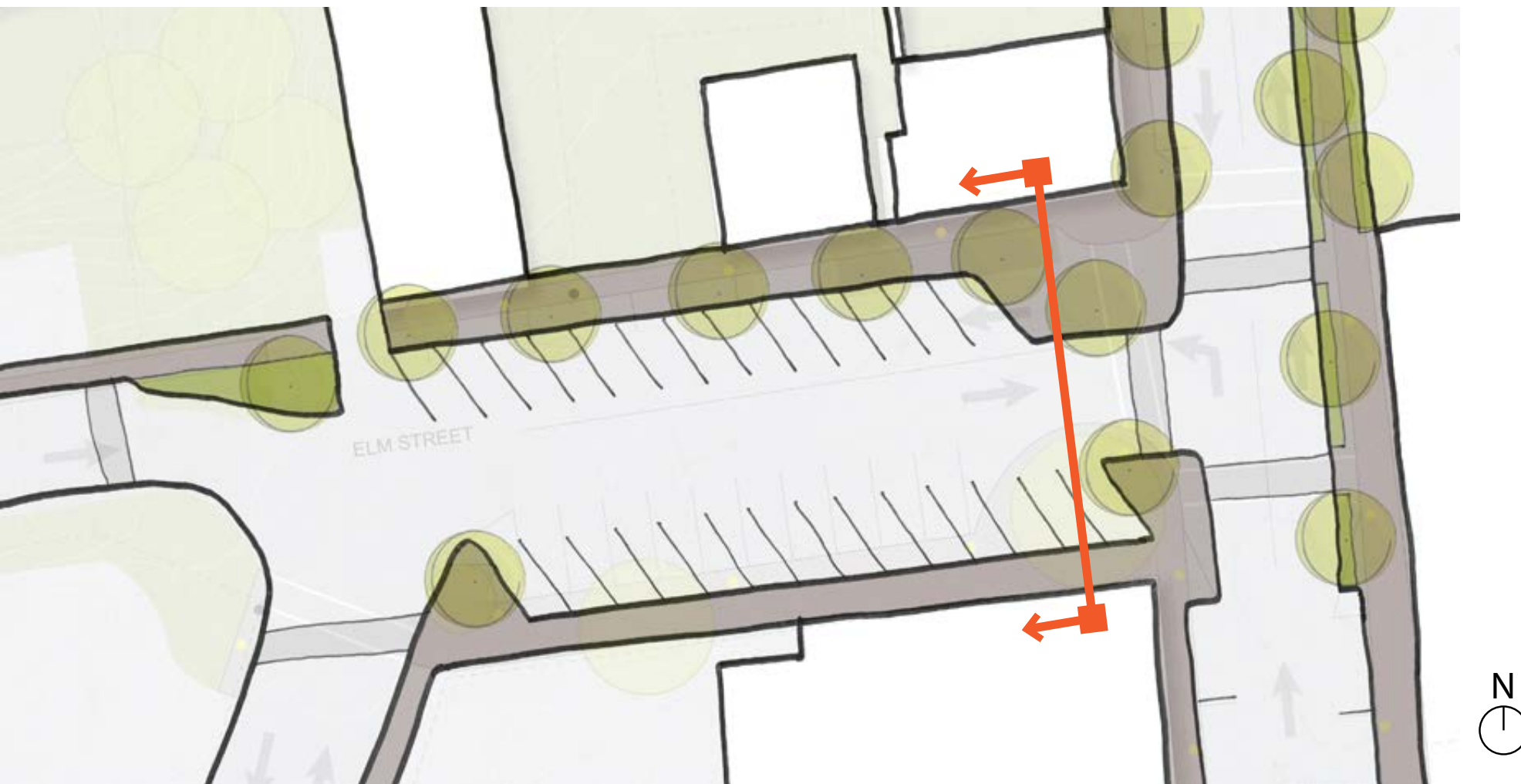
- 13 angle (south)
- 14 angle (north)

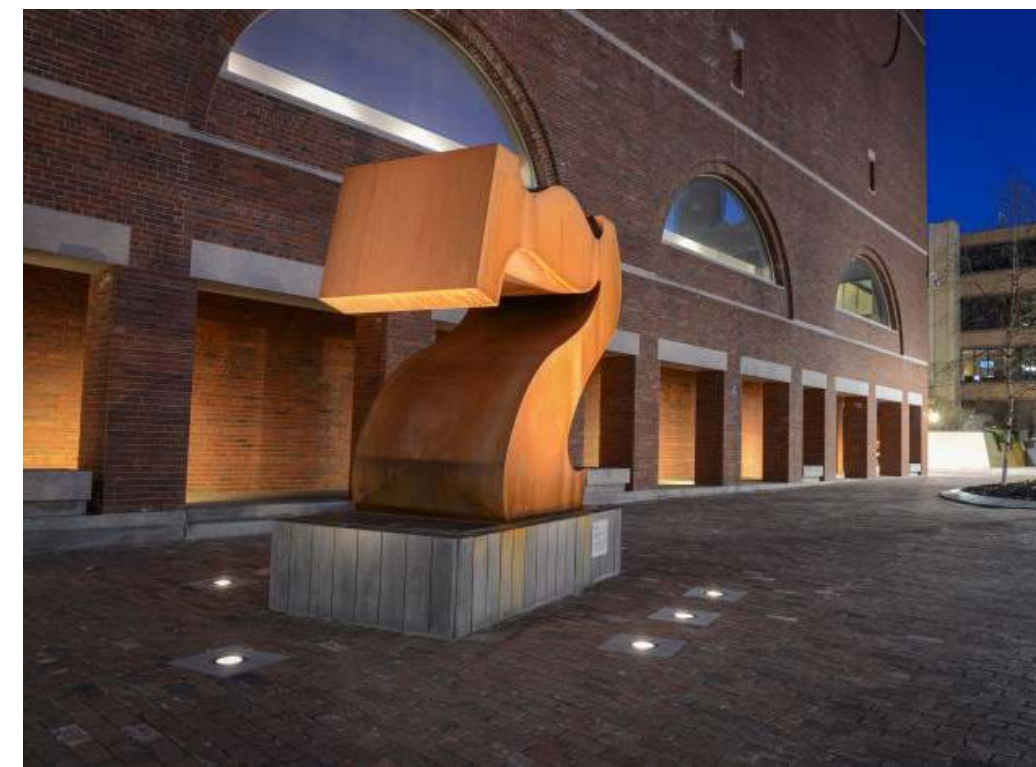
Street Trees

- No Trees (south)
- Single Row (north)

Vehicular Travel Lanes

- 24 feet wide





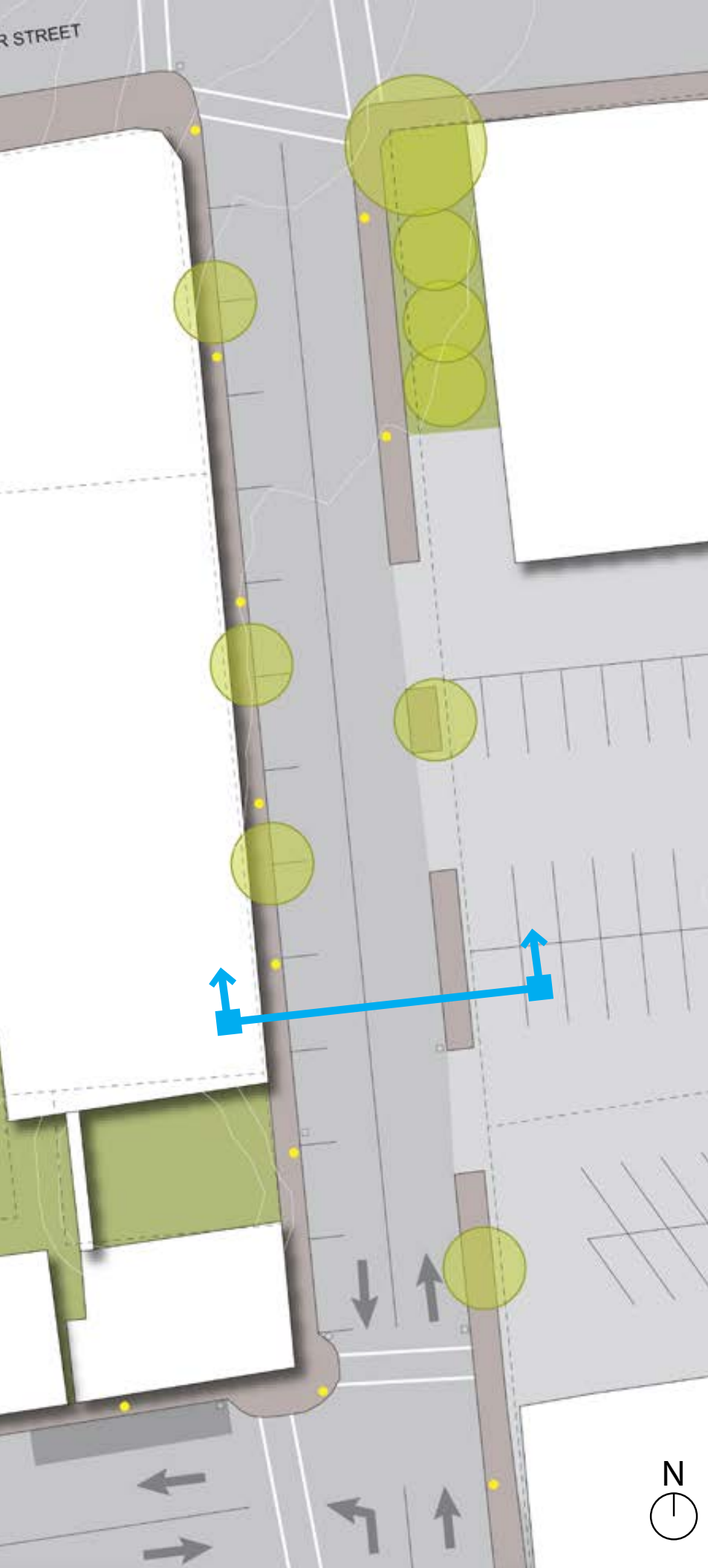
ELM STREET DISCUSSION



FRONT STREET

3 PRELIMINARY CONCEPTS





FRONT STREET EXISTING CONDITIONS

Pedestrian Space

- 7-foot sidewalk (west)
- 6-foot sidewalk (east)

Street Trees

- Trees in pedestrian way (west)
- Vacant tree locations (west & east)

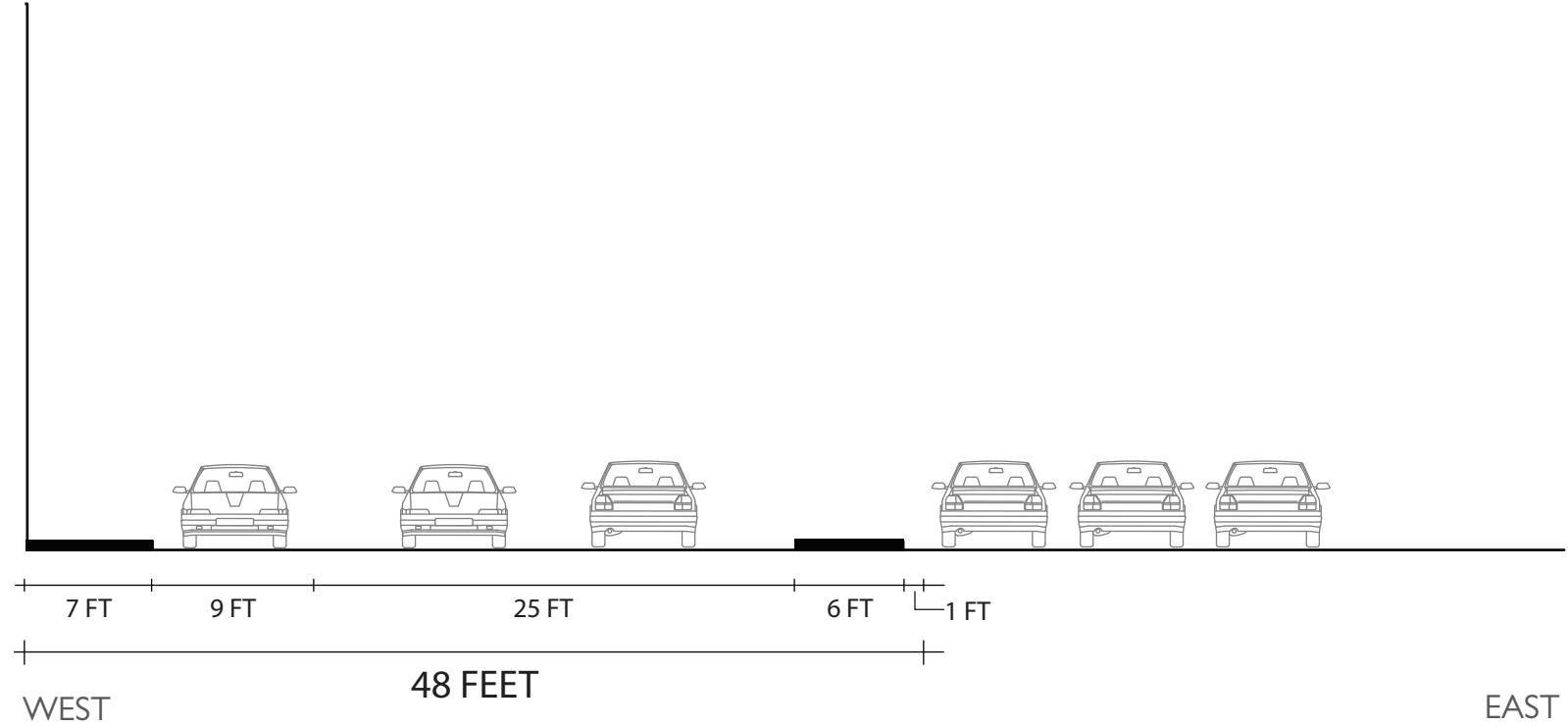
Parking

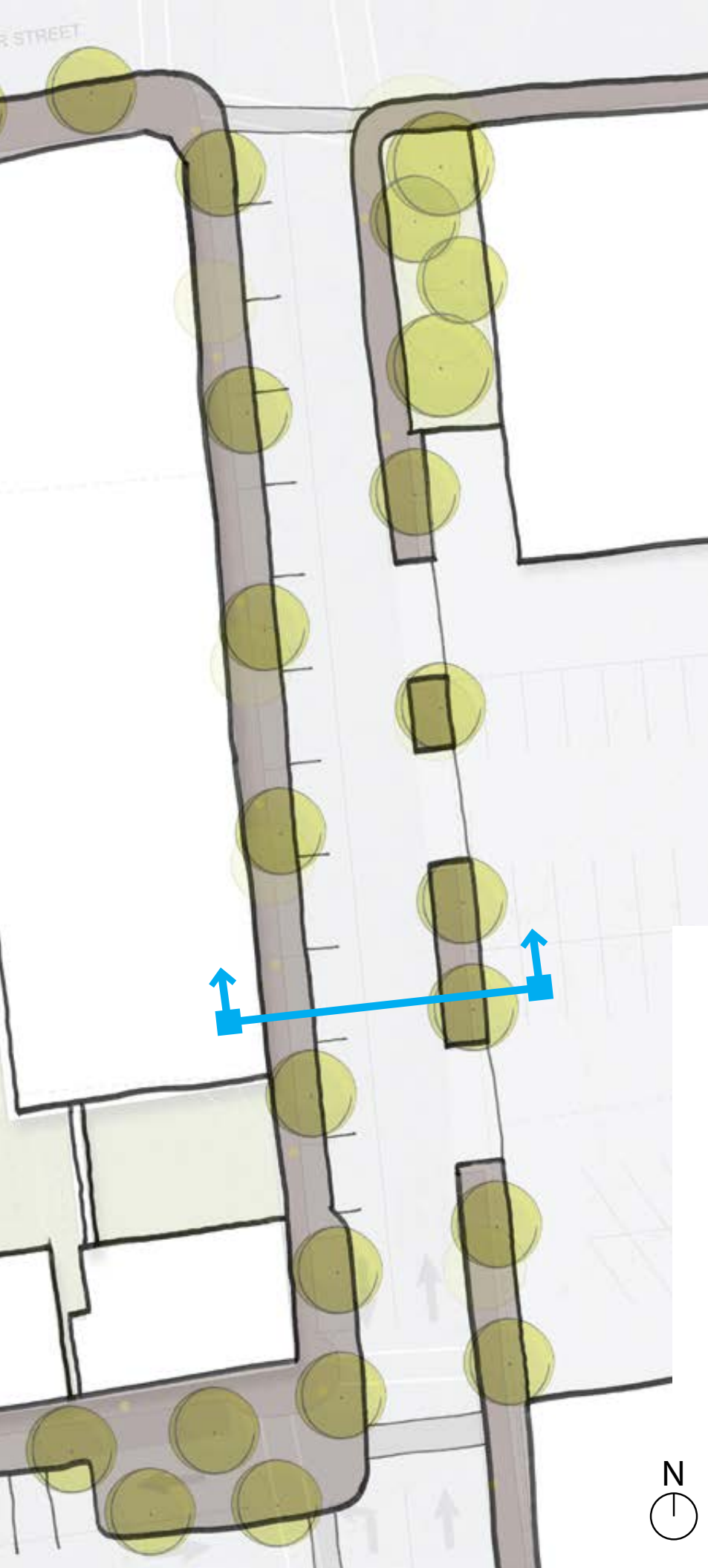
- 12 Parallel (west)

Vehicular Travel Lanes

- 25 feet wide
- 3 curb cuts

FRONT STREET ELEVATION





FRONT STREET CONCEPT 1

Pedestrian Space

- 7-foot sidewalk (west)
- 5-foot sidewalk (east)

Street Trees

- Single row of trees (west)
- Single row of trees (east)

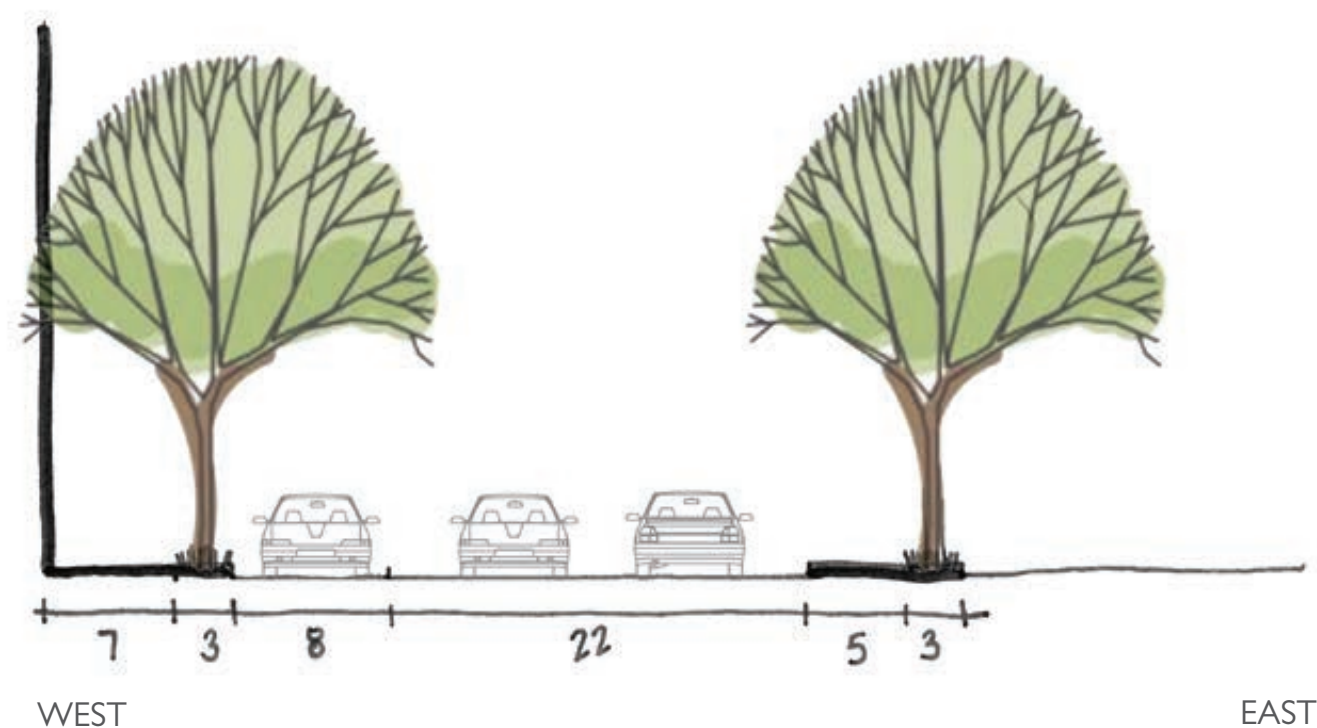
Parking

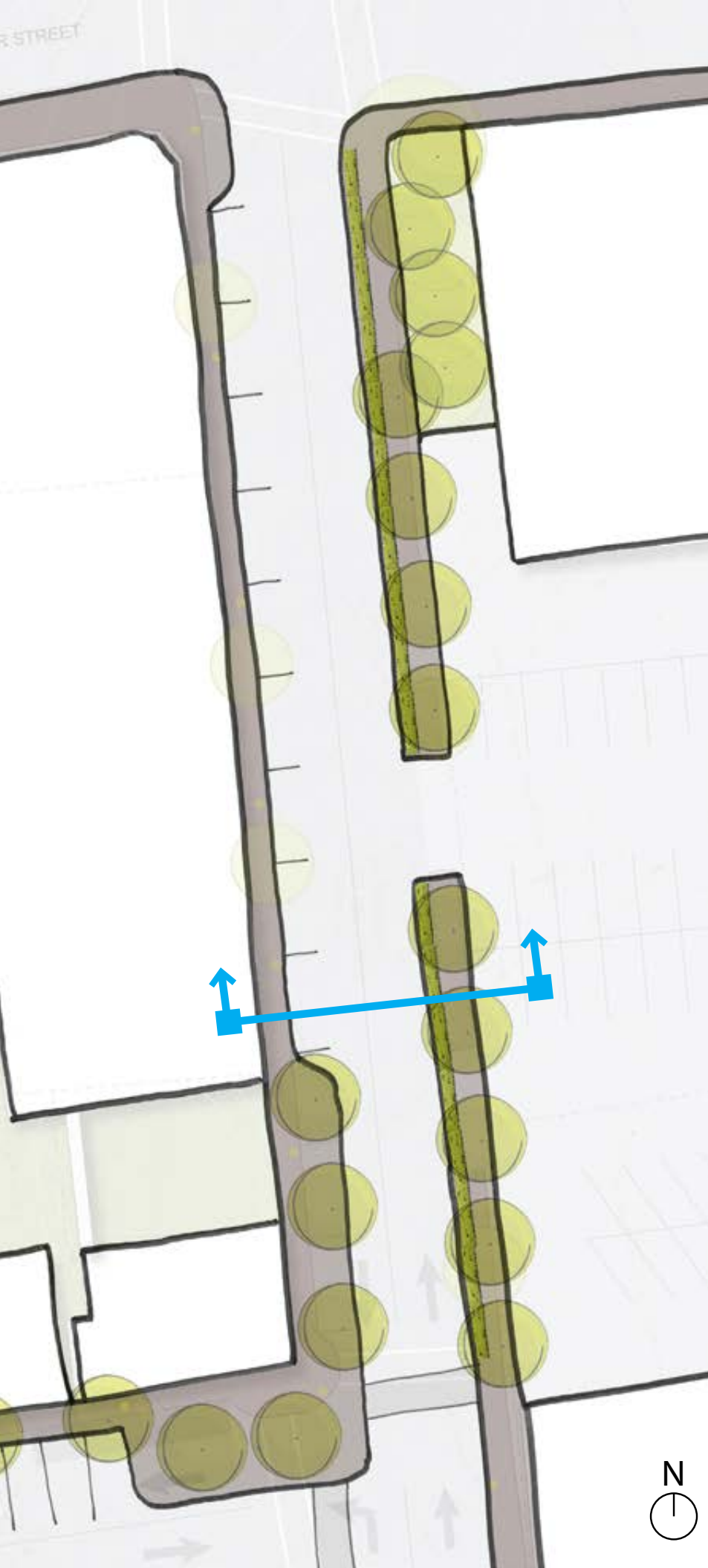
- 11 Parallel (west)

Vehicular Travel Lanes

- 22 feet wide
- 3 curb cuts

FRONT STREET ELEVATION





FRONT STREET CONCEPT 2

Pedestrian Space

- 7-foot sidewalk (west)
- 5-foot sidewalk (east)

Street Trees

- No trees (west)
- Single row of trees & planting strip (east)

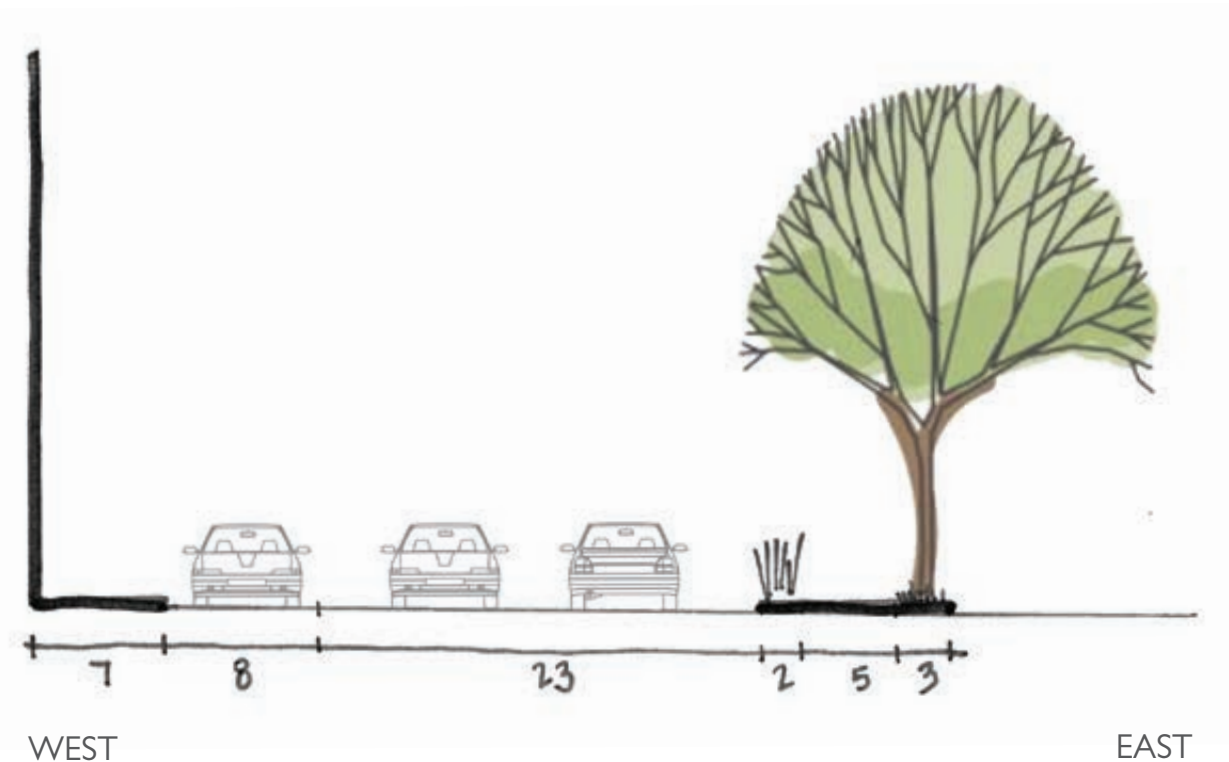
Parking

- 9 Parallel (west)

Vehicular Travel Lanes

- 23 feet wide
- 1 curb cut

FRONT STREET ELEVATION



FRONT STREET CONCEPT 3

Pedestrian Space

- 7-foot sidewalk (west)
- 5-foot sidewalk (east)

Parking

- none

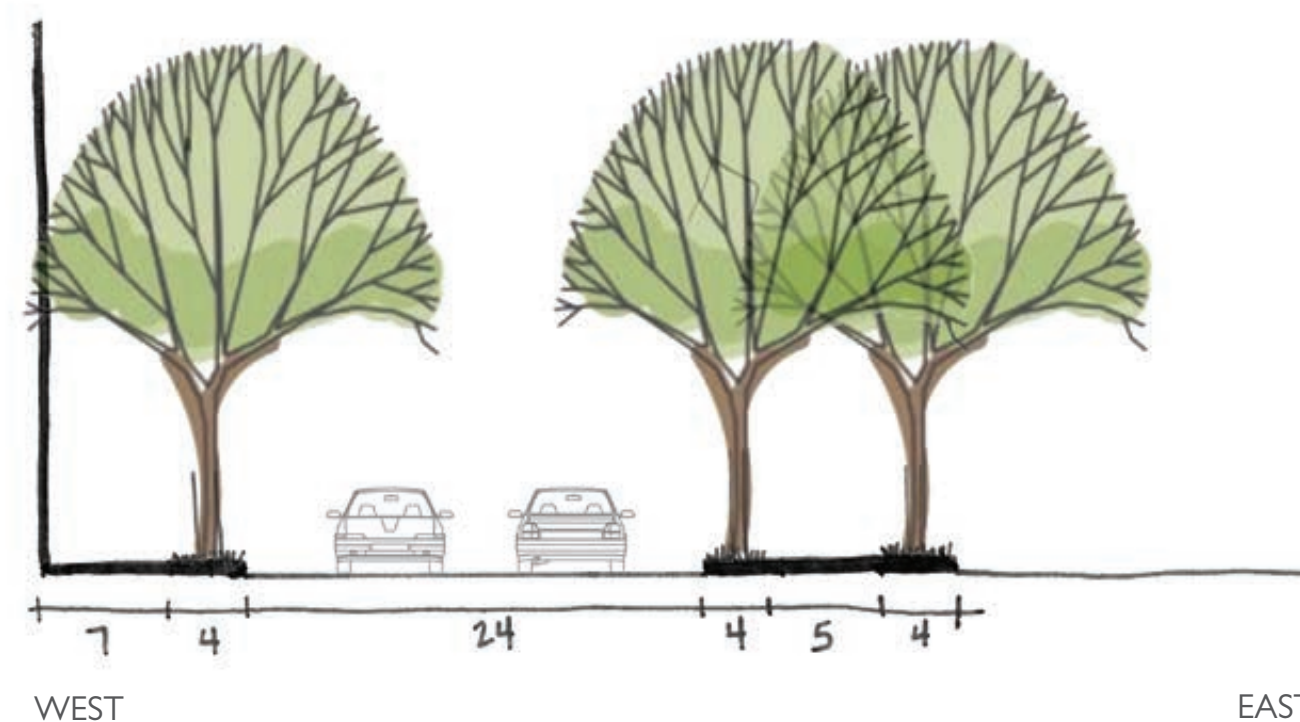
Street Trees

- Single row of trees (west)
- Double row of trees (east)

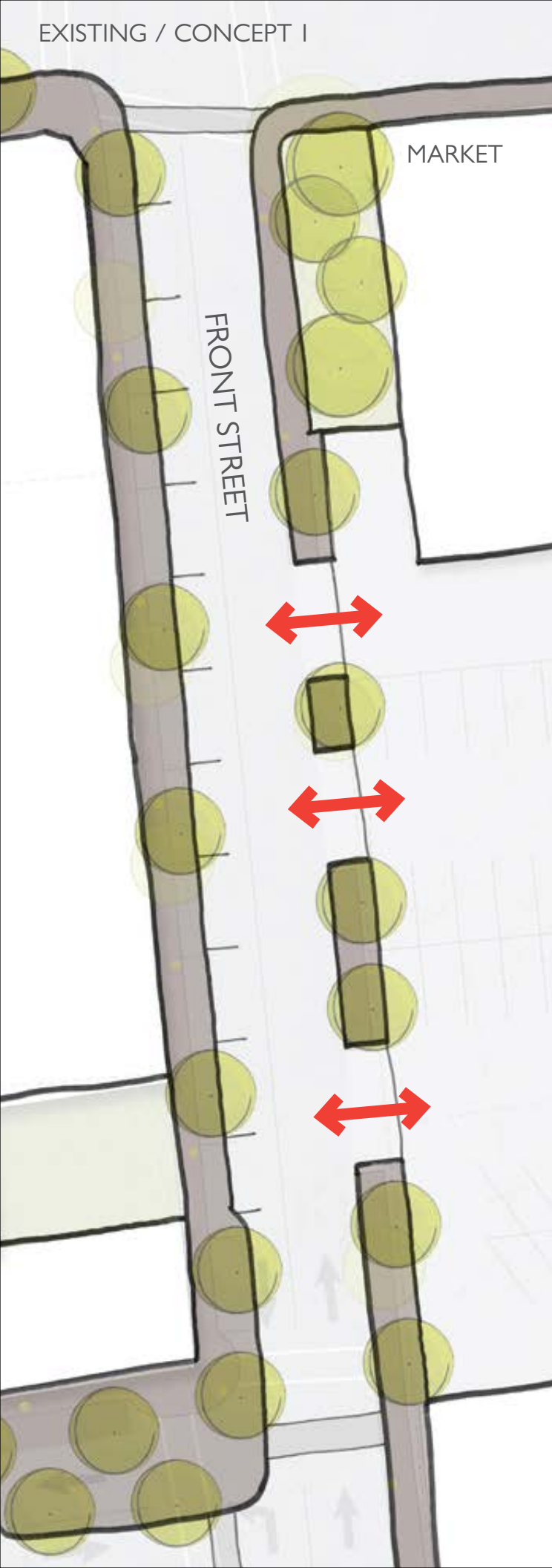
Vehicular Travel Lanes

- 24 feet wide
- 2 curb cuts

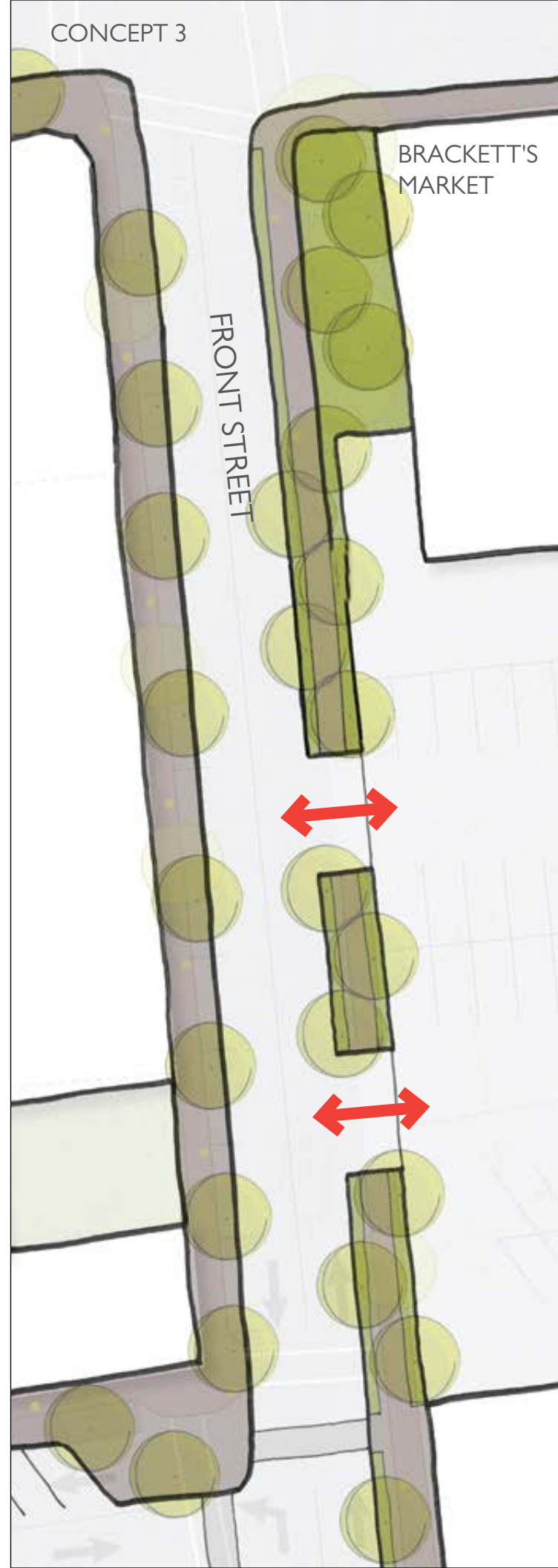
FRONT STREET ELEVATION



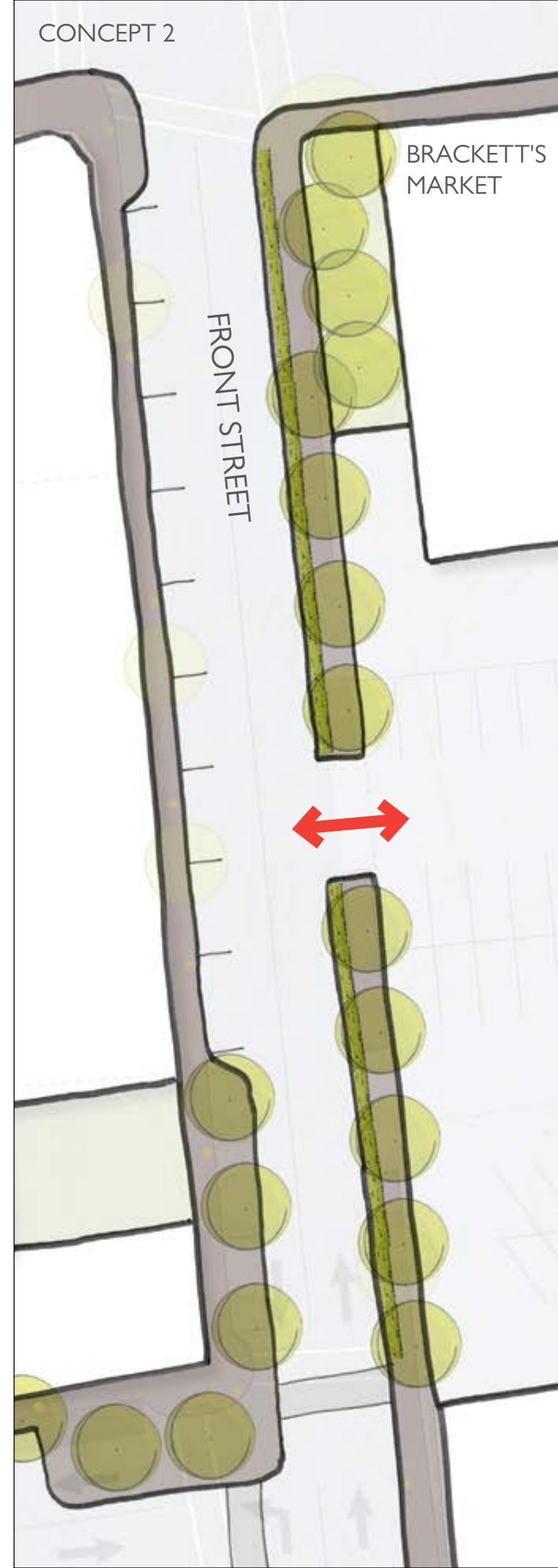
EXISTING / CONCEPT 1



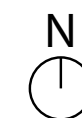
CONCEPT 3



CONCEPT 2



FRONT STREET CURB CUTS



FRONT STREET DISCUSSION



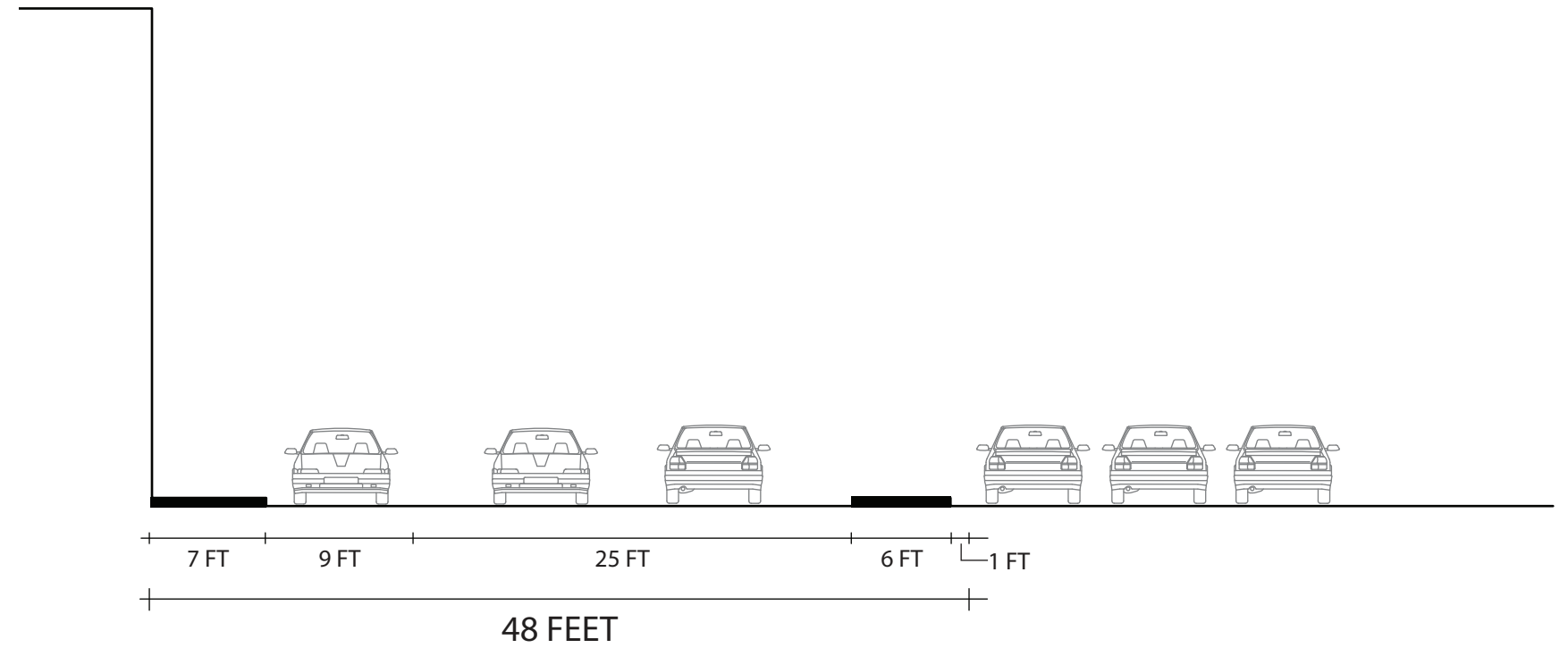
NEXT STEPS

- Revise and refine the layout
- Further the design: materials + details
- Digital presentation for public feedback
- Final concept to be completed by end of October

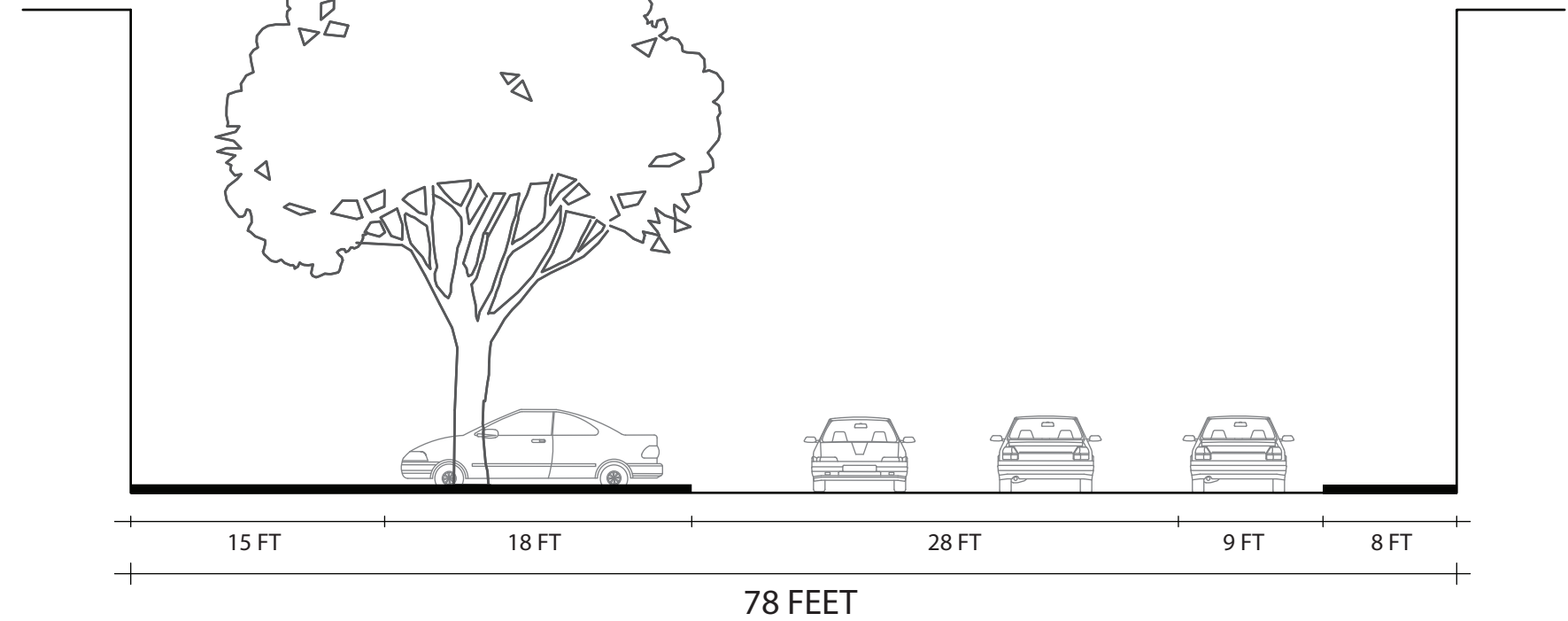
THANK YOU!



EXISTING CONDITIONS



FRONT STREET ELEVATION

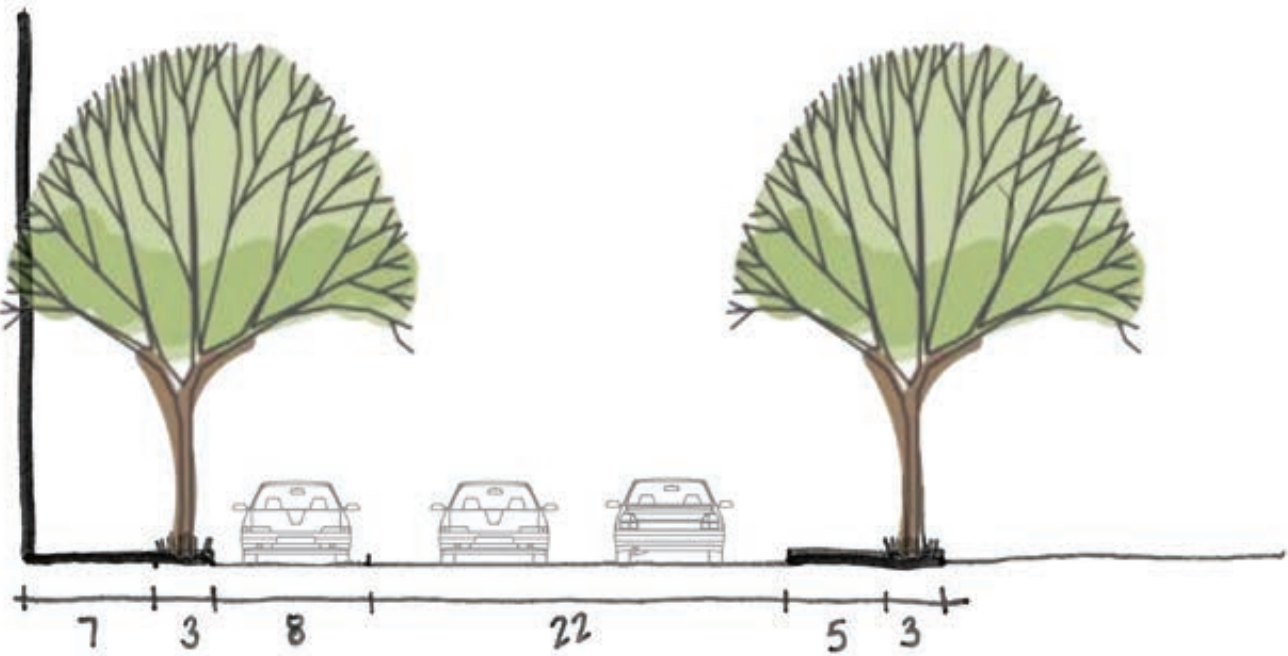


ELM STREET ELEVATION

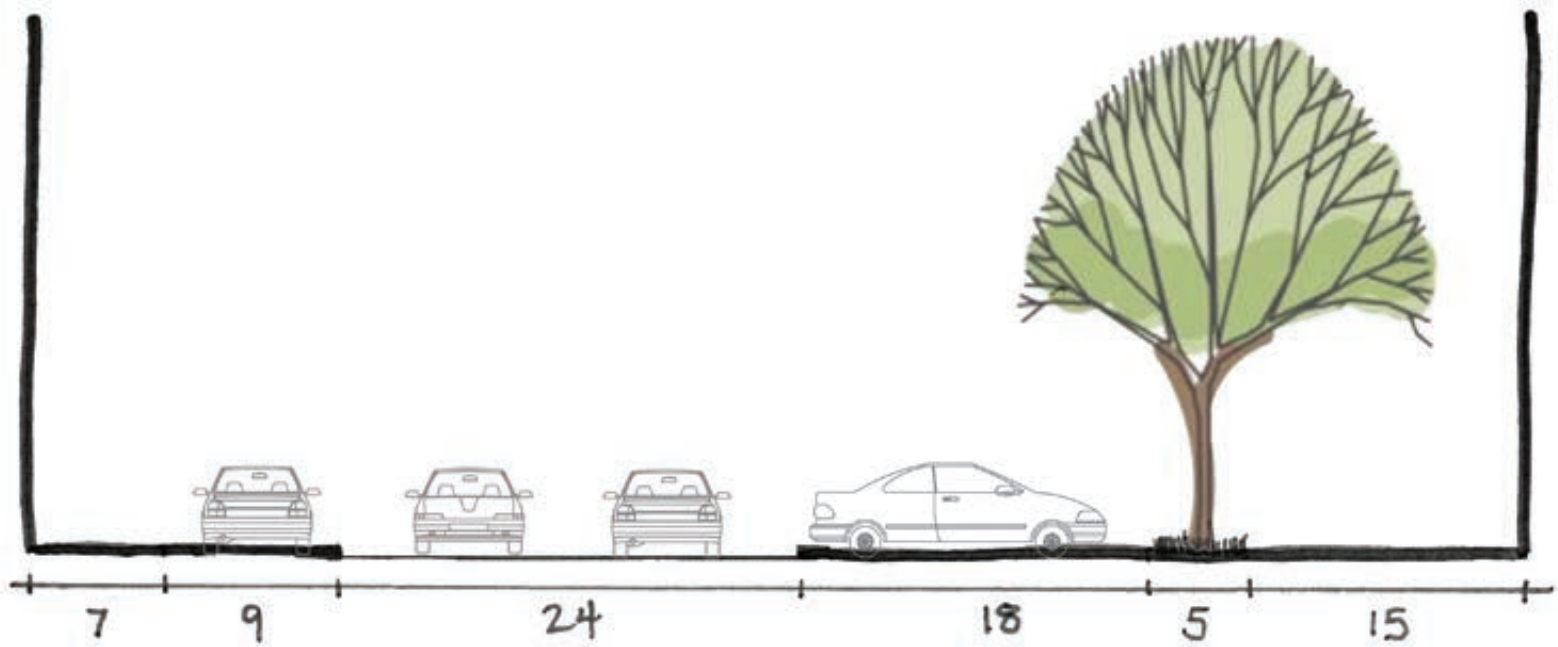
PARKING SPACES: 27

NORTH STREET PARKING
west: parallel

ELM STREET PARKING
south: parallel
north: perpendicular



FRONT STREET SECTION



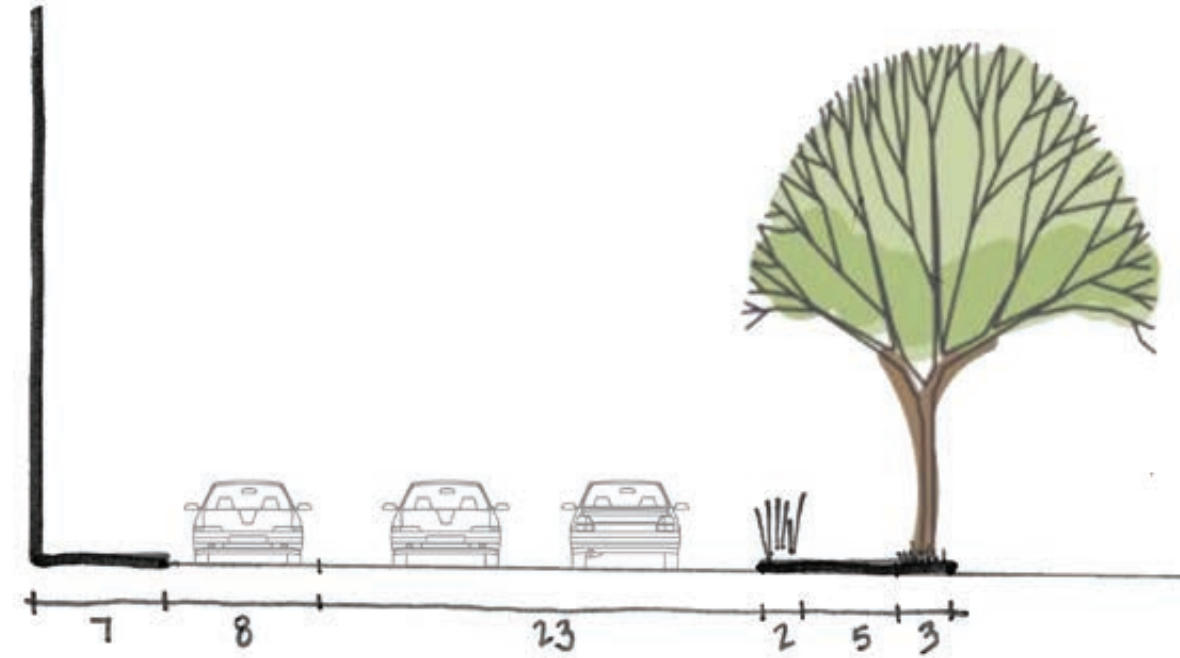
ELM STREET SECTION

CONCEPT 2

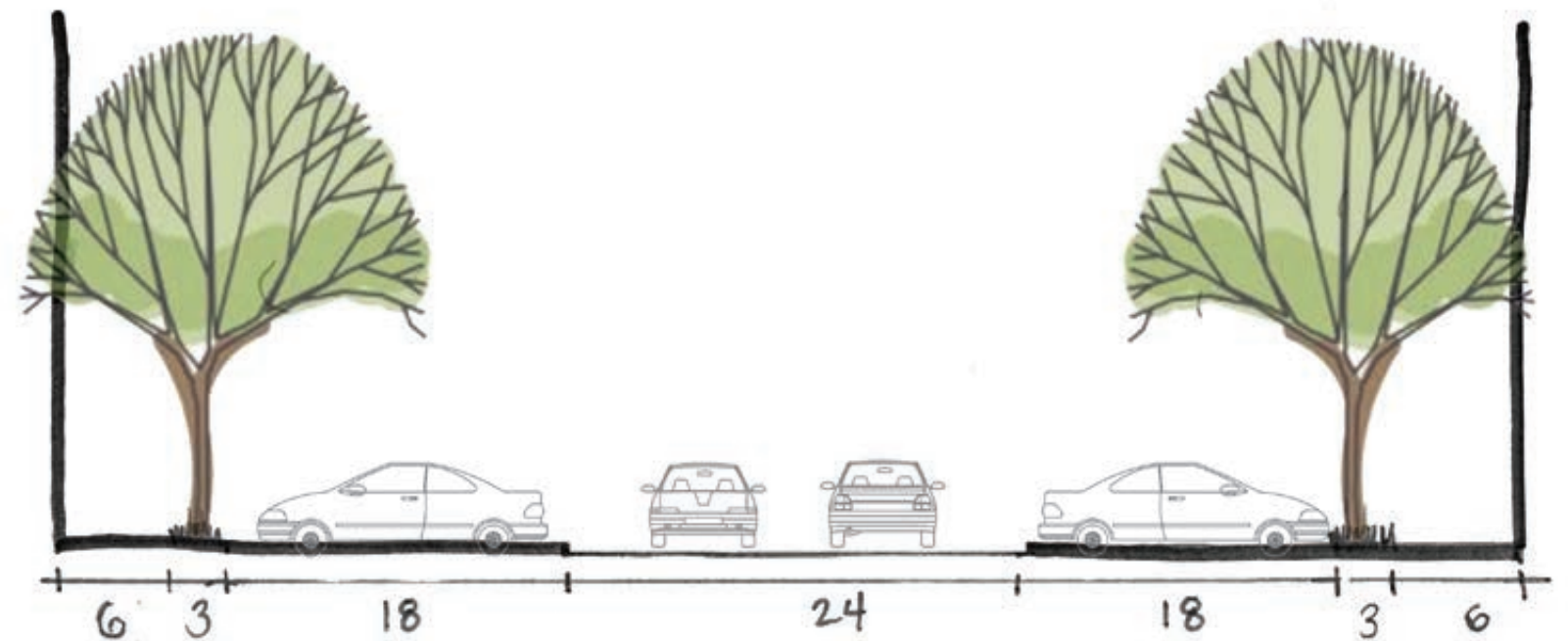
PARKING SPACES: 33

FRONT STREET PARKING
west: parallel

ELM STREET PARKING
south: perpendicular
north: perpendicular



FRONT STREET SECTION



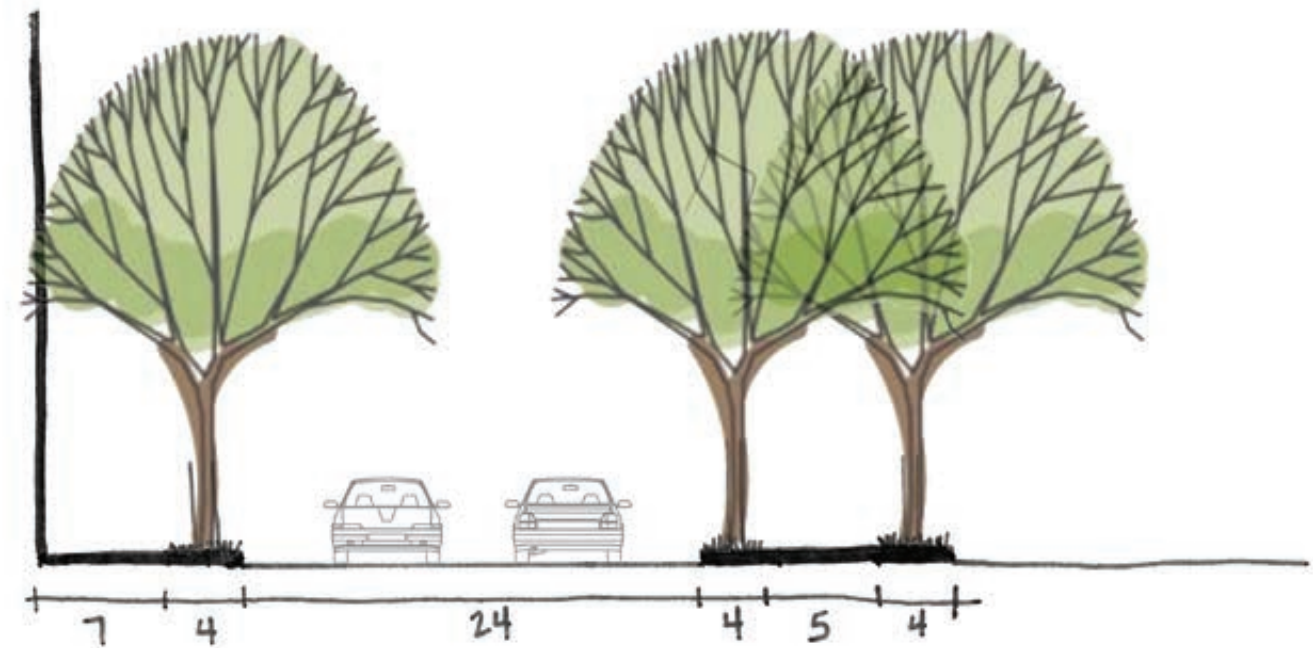
ELM STREET SECTION

CONCEPT 3

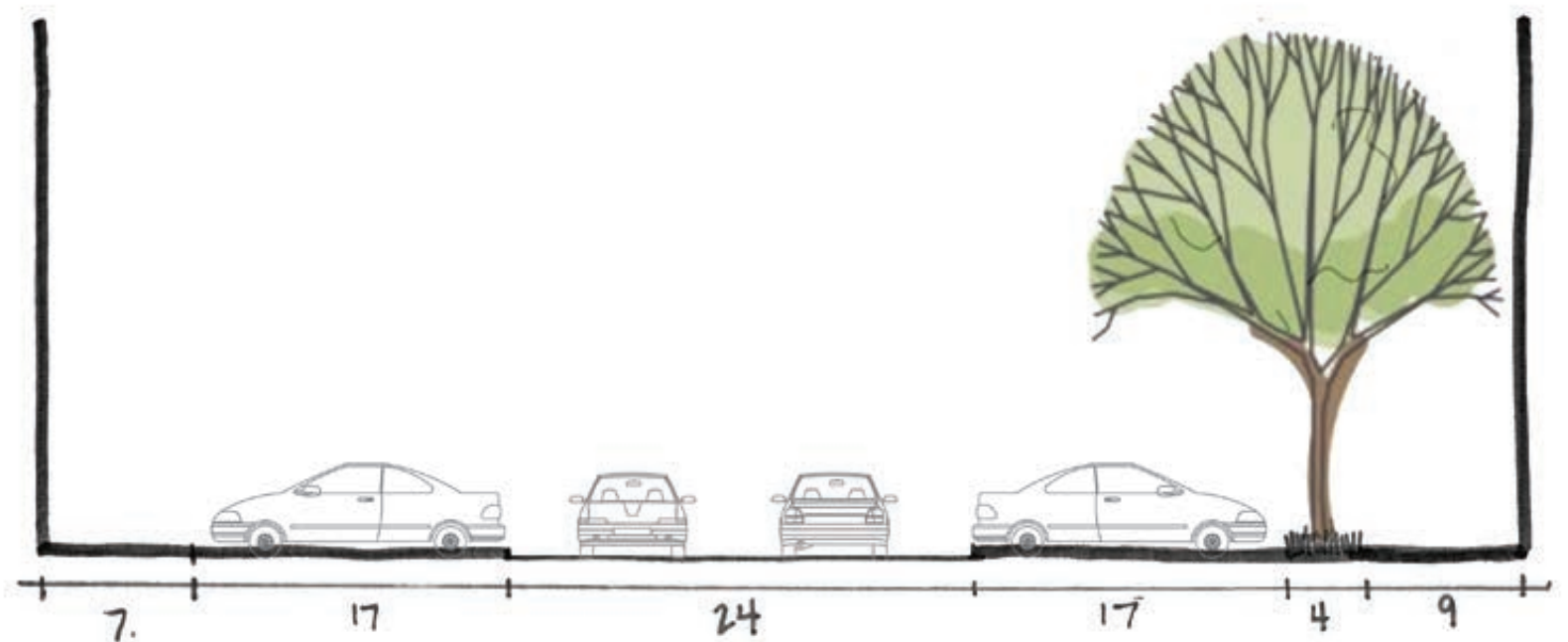
PARKING SPACES: 26

FRONT STREET PARKING
none

ELM STREET PARKING
south: angle
north: angle



FRONT STREET SECTION



ELM STREET SECTION