

# STATION 4: CREATING A MAIN STREET

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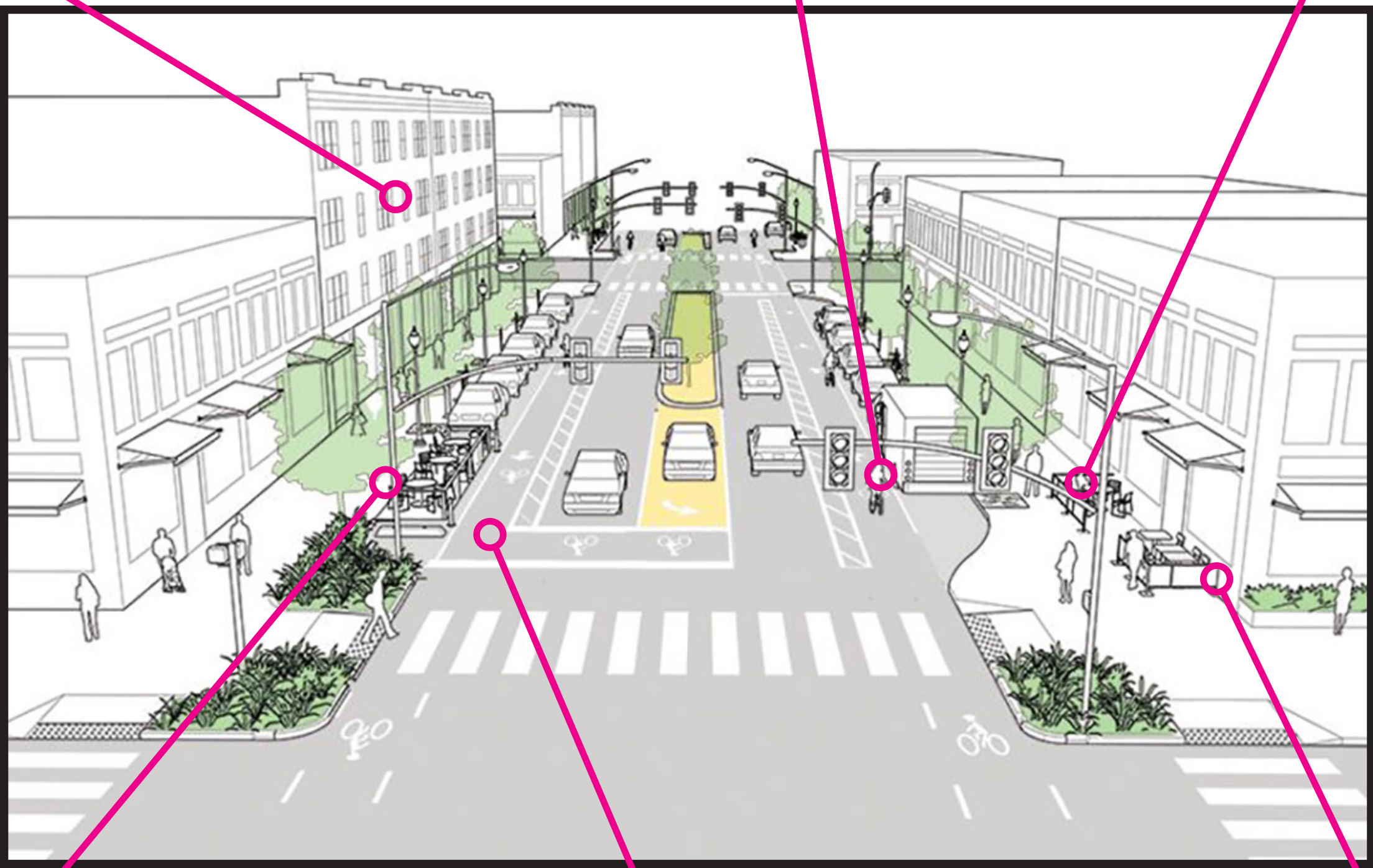
# ELEMENTS OF A MAIN STREET



**Mixed-use:** A variety of land uses (housing, shops, schools, parks, offices, etc.) in the same area.

**People:** Enough people for businesses to flourish and for public transit to run frequently.

**Destinations:** Whether they are shops, public spaces, medical facilities, or other activity hubs.

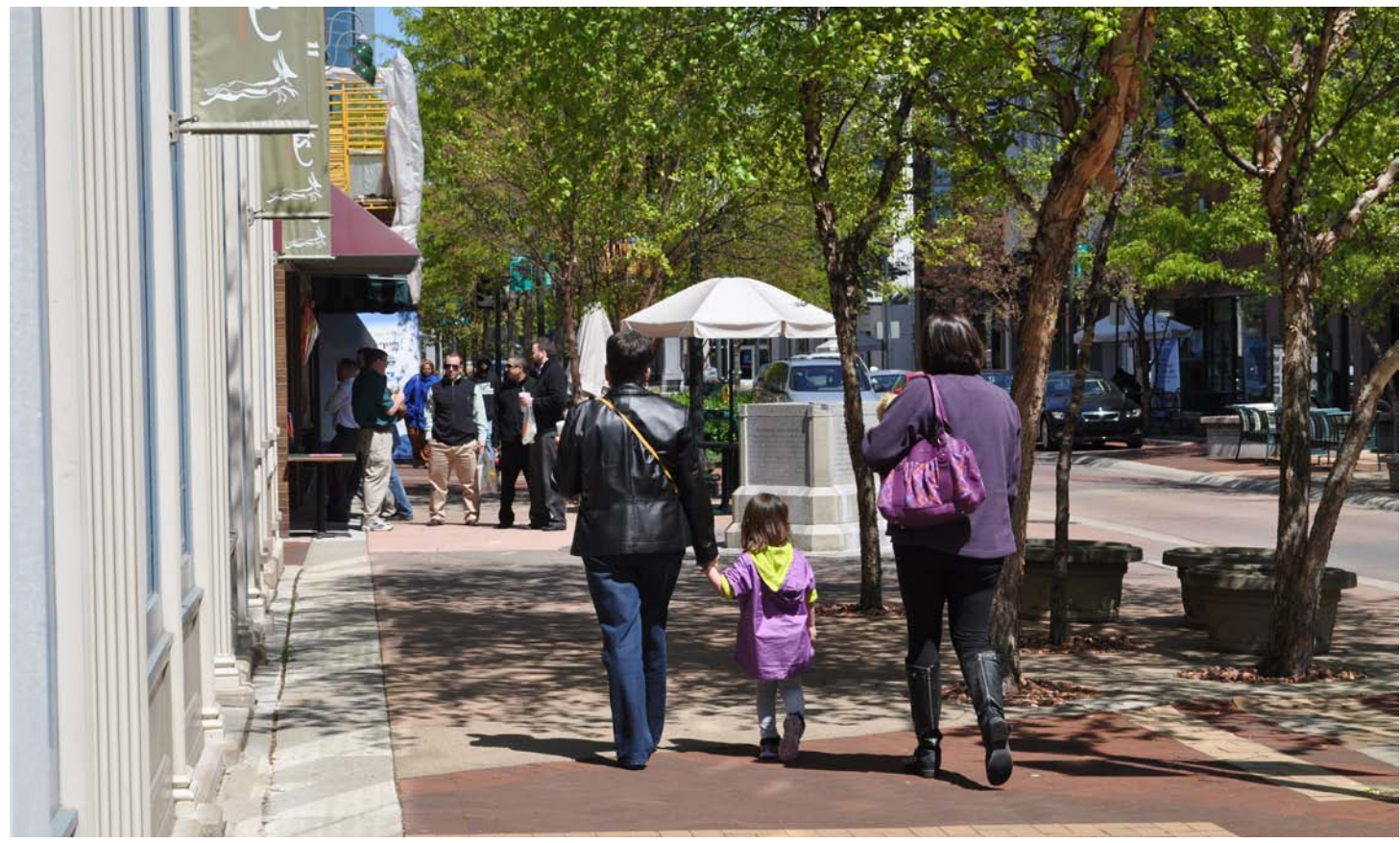


NACTO Urban Street Design Guide

**Parks and public spaces:** Plenty of public places to meet, gather, and play.

**Complete streets:** Streets designed to provide safe access for people biking, walking, taking the bus, and driving.

**Pedestrian-scale design:** Comfortable and spacious sidewalks, with buildings close to the street and large parking lots in the back.





# CREATING A MAIN STREET ON GLASGOW AVENUE



The current diversity of uses on Glasgow Avenue is ideal for a “village center” or “Main Street” environment, but the uses are configured such that it is difficult, if not dangerous, to walk or ride a bicycle.



Improving the existing bicycle facilities by adding bollards and a buffer could encourage more people to ride, and would also provide protection for pedestrians.



Enhancing the canopy of street trees will provide shade for the sidewalk and begin to create a sense of enclosure that is comfortable for people traveling on foot. There is also an opportunity to enhance stormwater management to reduce flooding along Glasgow.



On-street parking provides an additional buffer from traffic and easy access to new street-side commercial development.



Many elements contribute to the safety and comfort of traveling on and along a street. In general, Glasgow’s design encourages driving and actively discourages all people from walking and all but the most practiced from biking.



Creating a sidewalk network along Glasgow would encourage people to park once and explore the area on foot.



Filling in vacant lots with buildings that are constructed to the sidewalk’s edge creates enclosure that slows traffic and improves the pedestrian environment.

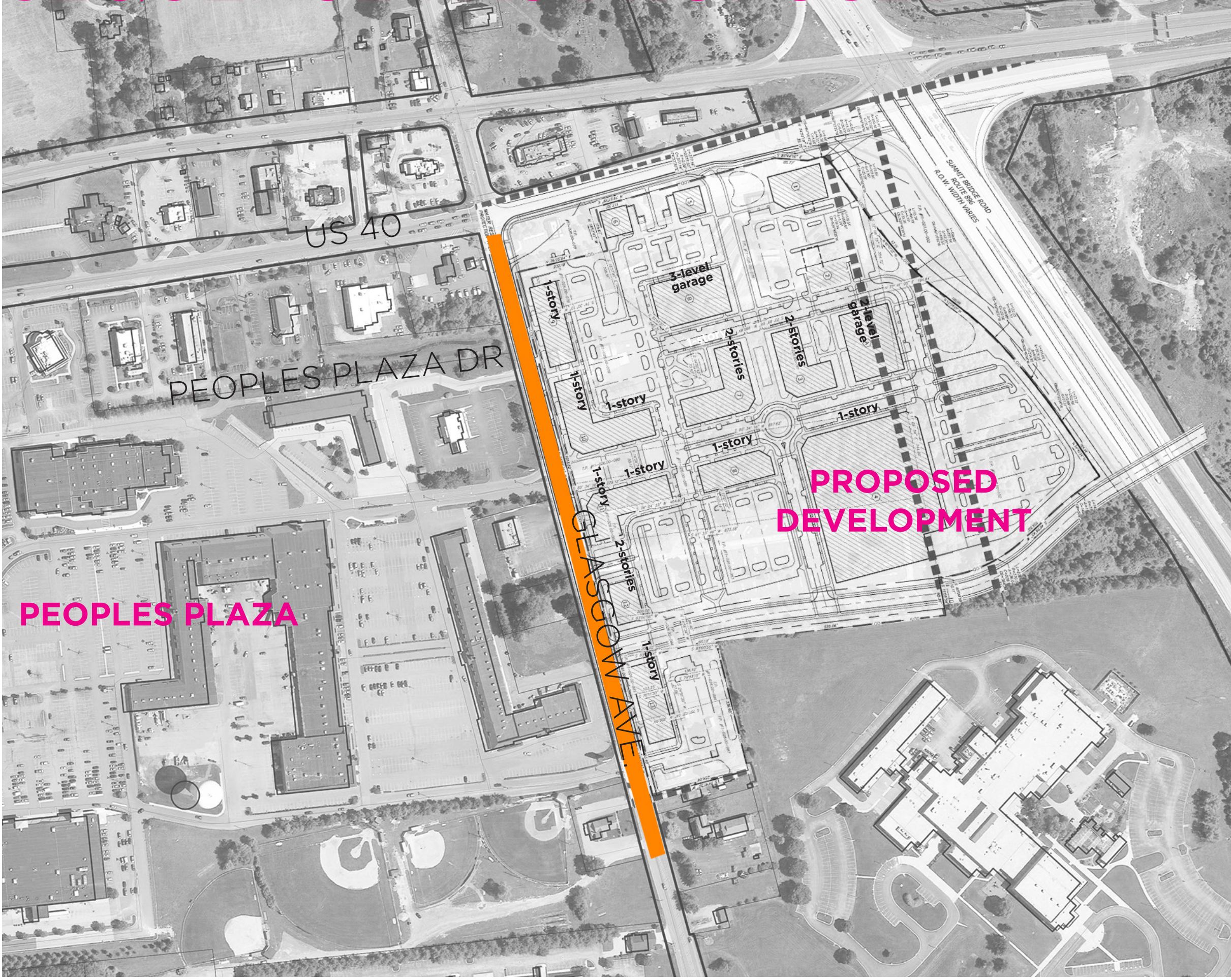


**Using your input, the consultant team will develop final land use, urban design, and multimodal transportation recommendations that support the preferred Glasgow Avenue vision.**

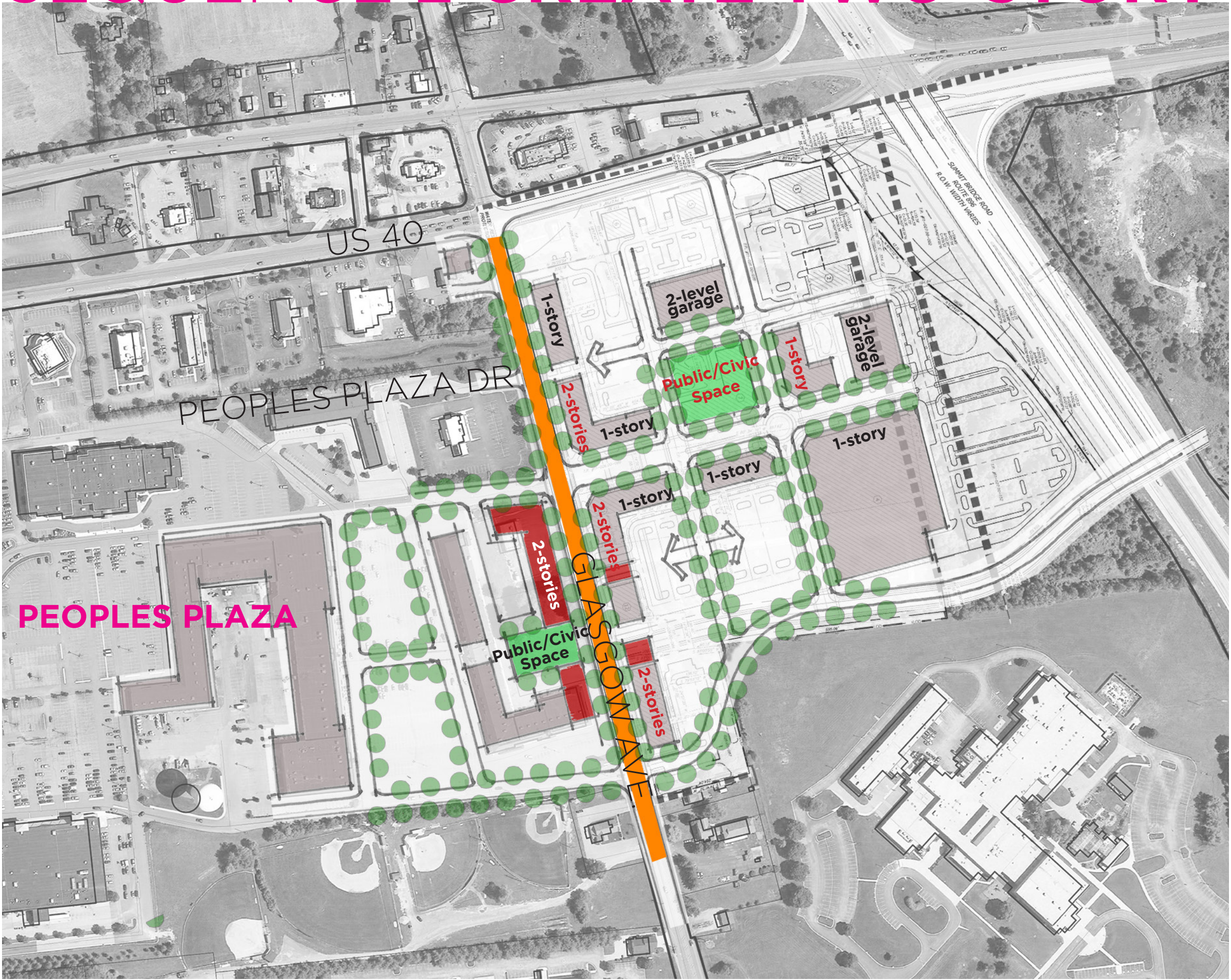


# SCENARIOS FOR CREATING A COMMUNITY MAIN STREET

## SEQUENCE 1 AS PROPOSED



## SEQUENCE 2 CREATE TWO-STORY GLASGOW FRONTAGE



### GLASGOW AVENUE

- Addition of amenities for pedestrian and bike infrastructure along Glasgow Avenue - sidewalks/multi-use path/buffered bike lanes, wayfinding signage, trees and landscaping, outdoor dining opportunities

### EAST SIDE

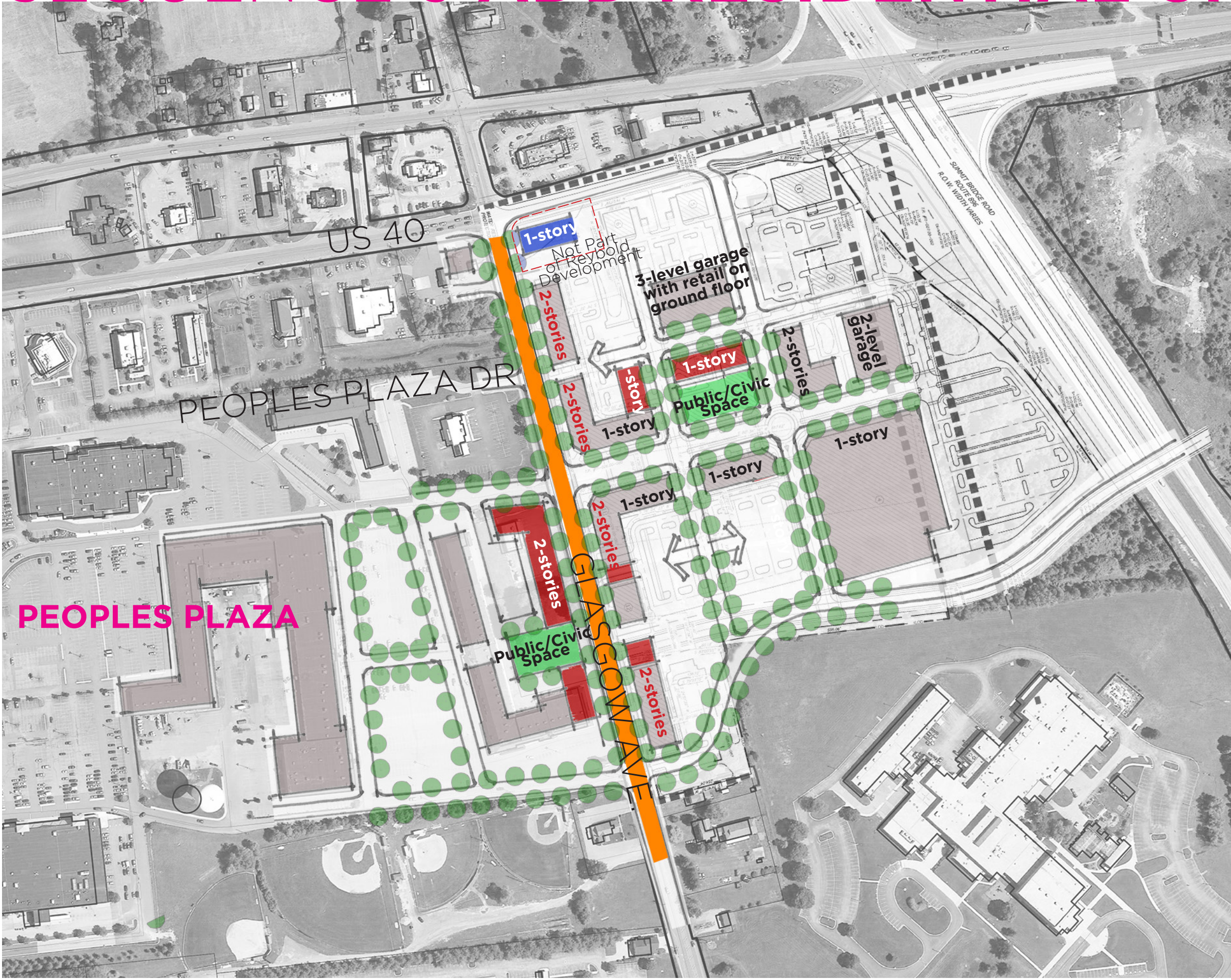
- Realignment of southern Reybold property access and elimination of one proposed curb-cut.
- Creation of public/civic space.
- Creation of continuous building frontage along Glasgow Avenue with 2-story buildings while maintaining proposed area (sf) and uses.
- Connection of internal street grid.

### WEST SIDE

- Additions to existing buildings to create continuous 2-story street frontage on Glasgow Avenue.
- Creation of public green/civic space.
- Addition of landscaping, trees to define edges of internal roads, parking access and islands.

- Existing Buildings
- Proposed Buildings
- Red Text : Change in building height from current proposal (Sequence 1)

## SEQUENCE 3 ADD RESIDENTIAL UNITS



### GLASGOW AVENUE

- Sequence 2 elements

### EAST SIDE

- Sequence 2 elements.
- Add residential to second story on Glasgow Ave. frontage.
- Reconfiguration of buildings on interior lots.

### WEST SIDE

- Sequence 2 elements.

- Existing Buildings
- Proposed Buildings
- Red Text : Change in building height from current proposal (Sequence 1)



# STATION 5: COMPLETE STREET ALTERNATIVES

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