



# Community Preferences

## DEVELOPMENT TYPE & DENSITY



### MODERN MAIN STREET

- ❖ Traditional walkable main street
- ❖ Smaller scale, infill redevelopment
  - 1-2 story commercial uses



### NEIGHBORHOOD CENTER

- ❖ Central core mixed-use area
  - Expanded community services
  - Retail
  - Outdoor dining and/or food trucks
  - Activity center(s)
  - Redevelop bus garage site
  - Expand Chelton Park
  - Public parking area
  - Neighborhood connection

## ROADWAY RECONFIGURATION

One travel lane in each direction with two-way left turn lane



**MEDIAN SECTION**



**OFF-ROAD TRAIL**



**MID-BLOCK CROSSING**



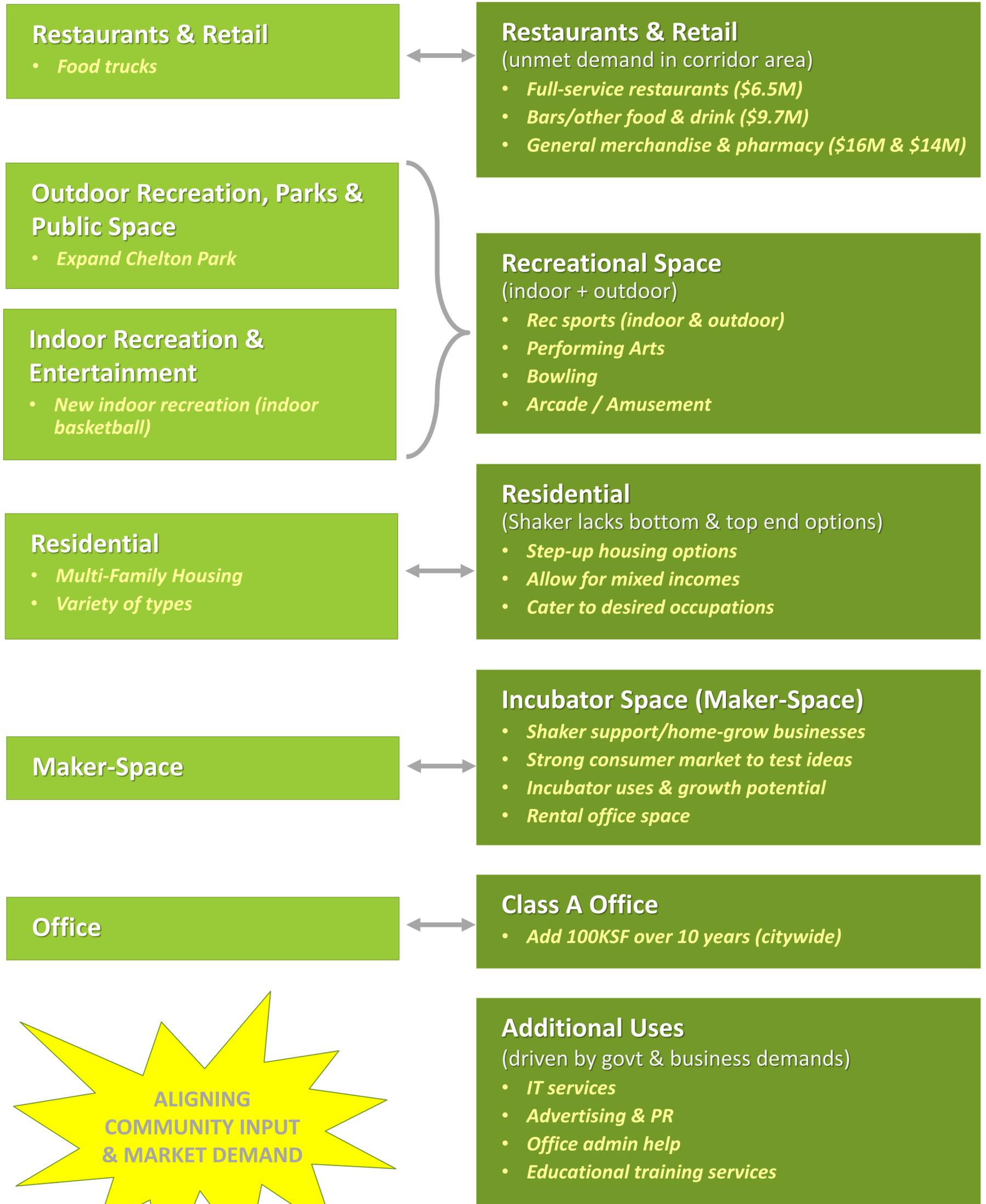
**SHARED PARKING  
(surface & structure)**



# Community Preferences & Market Demand

## COMMUNITY INPUT

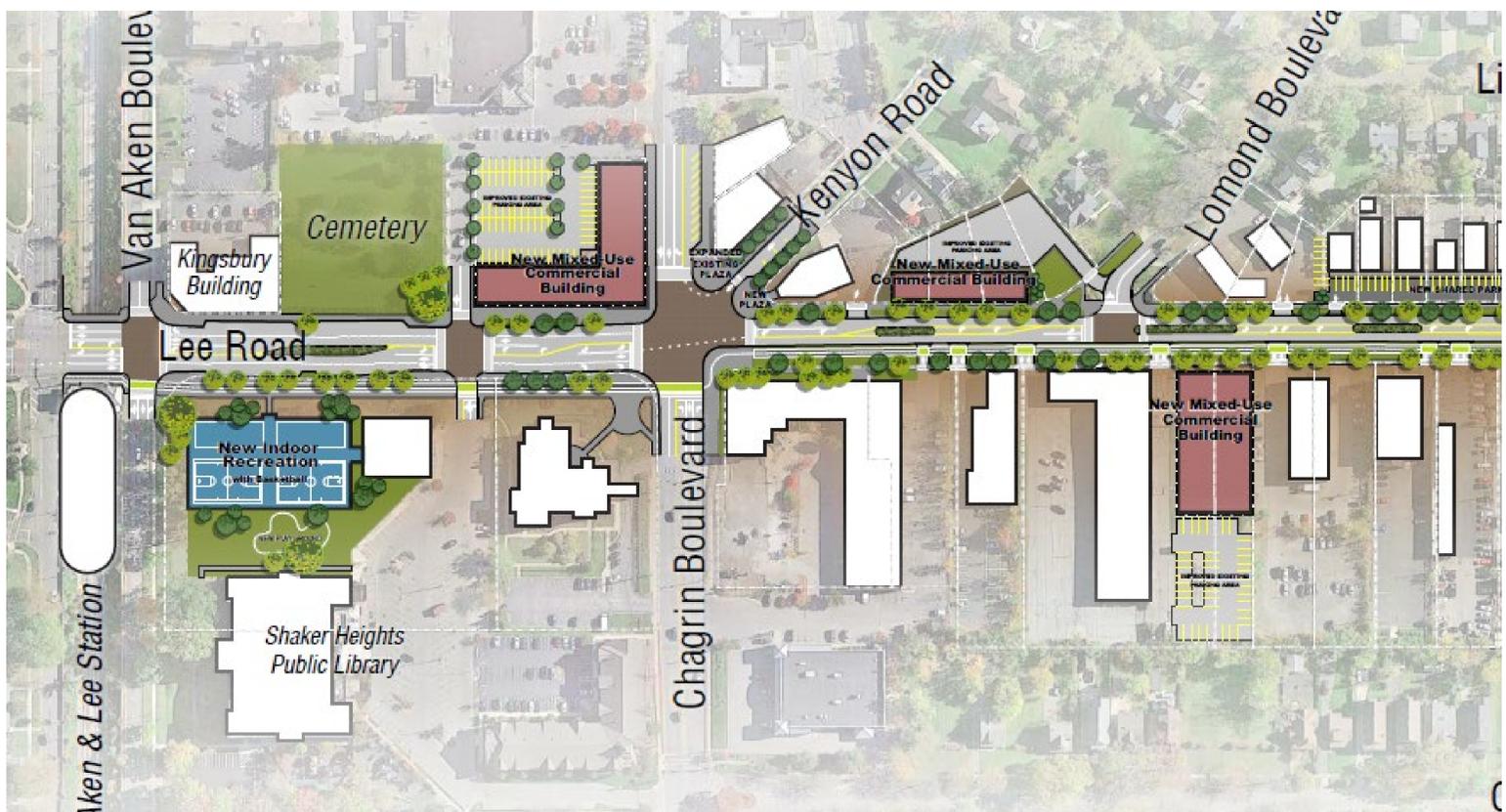
## MARKET DEMAND





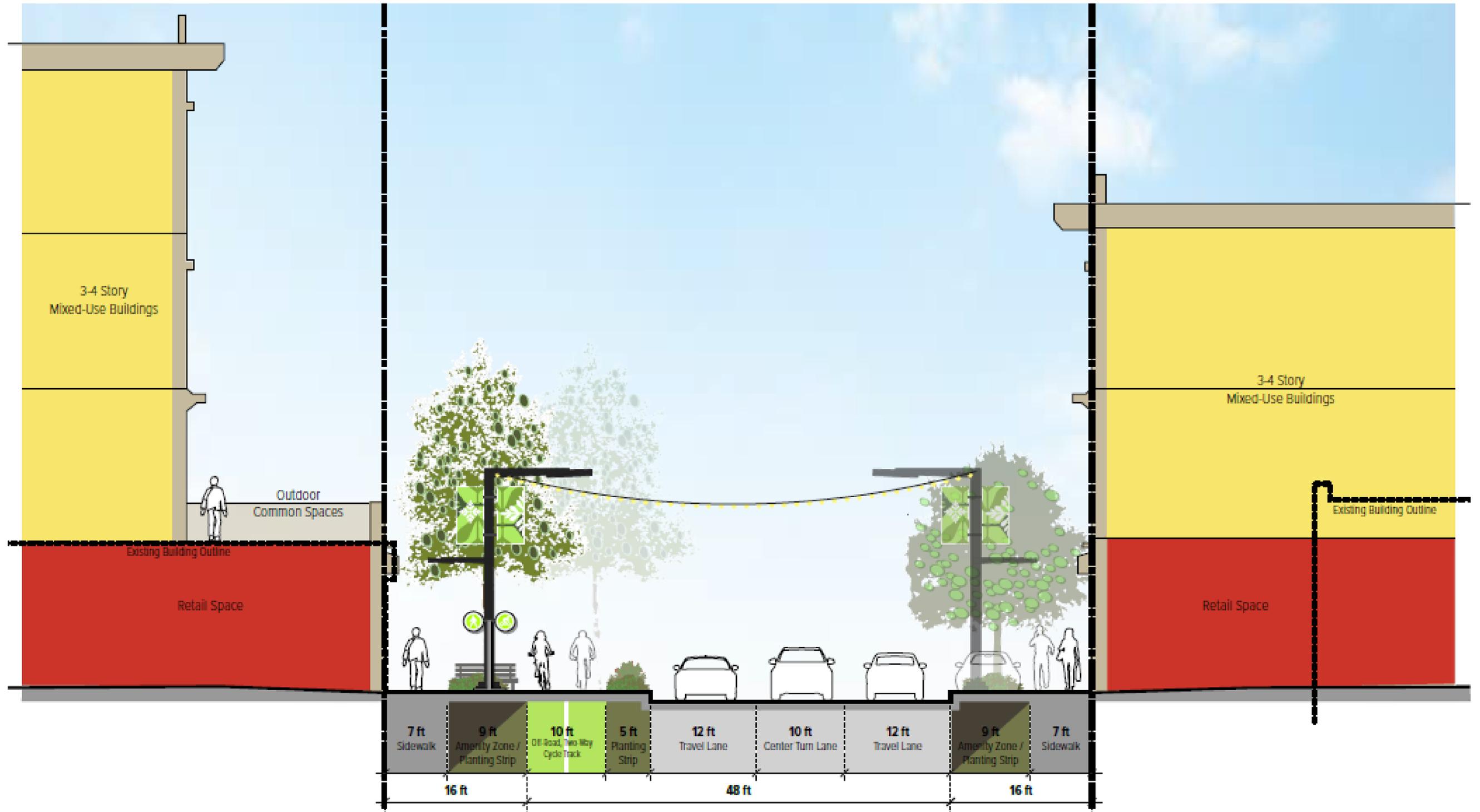
# Transportation

- ❖ Reconfigure roadway
  - *One travel lane in each direction*
  - *Center turn lane with raised median sections*
- ❖ Streetscape & public realm transformation
  - *Minimize impact to trees*
- ❖ Off-road (sidewalk level) bike trail
- ❖ Enhanced mid-block crossing, 1 location
  - *New neighborhood center at Chelton Park*
- ❖ Reconfigure Kenyon intersection one-way inbound
  - *Business operations considerations*





# Transportation: Roadway Cross-Section





# Urban Design

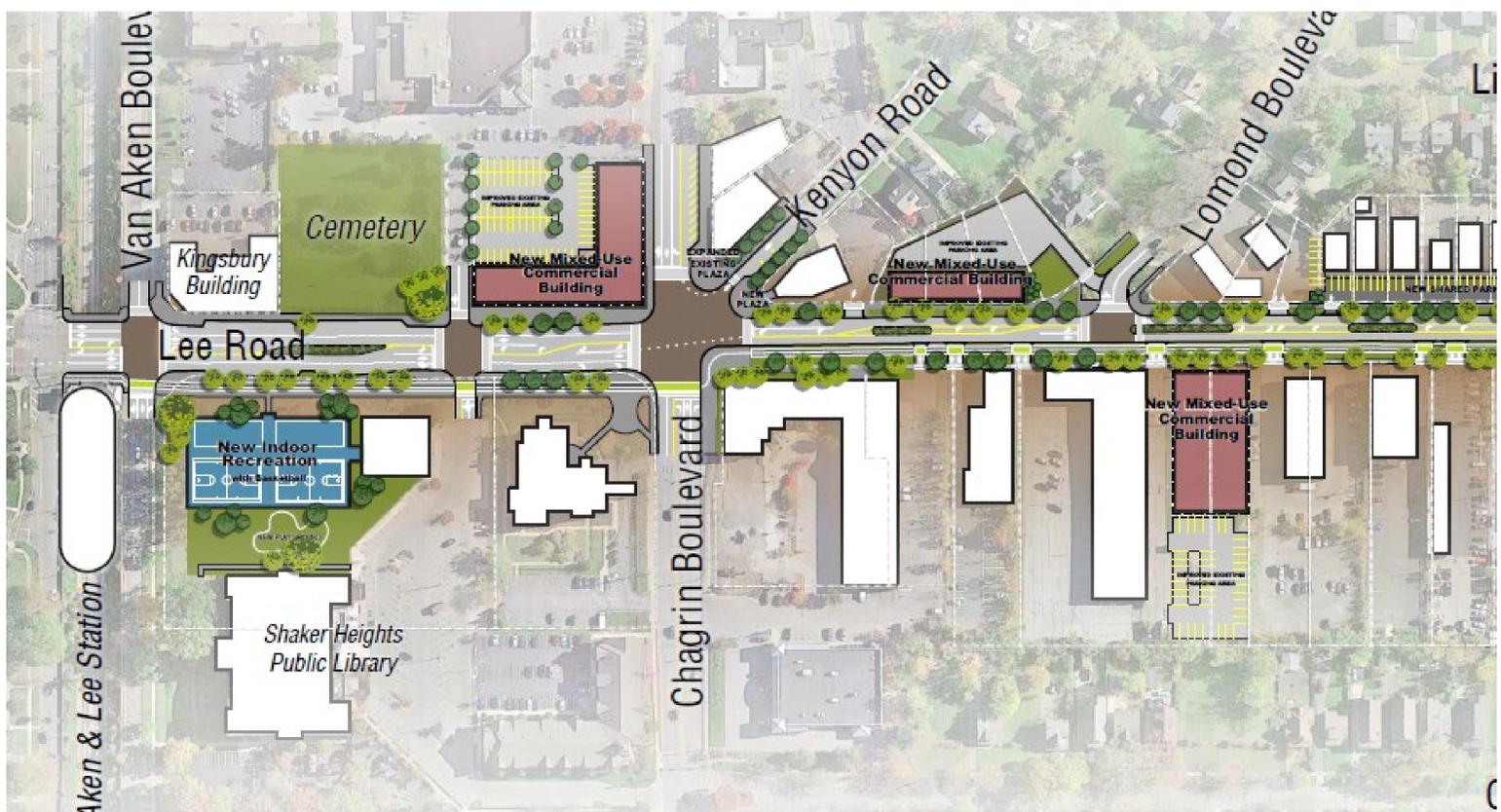
- ❖ Parking
  - *Shared surface lot(s)*
  - *Shared parking structure*
- ❖ Preferred public realm treatments
  - *Sidewalks & seating*
  - *Amenity zone*
  - *Lighting*
- ❖ Secondary public realm treatments
  - *Sustainable stormwater management*
  - *Transit waiting area*
  - *Public art*
  - *Pedestrian connections to neighborhood*





# Land Use

- ❖ Incorporate new development
  - *2-4 stories*
- ❖ Integrate with existing businesses
- ❖ Shared parking opportunities
- ❖ Expand Chelton Park
  - *Park & plaza areas*
  - *Food trucks along Hampstead*
  - *Amphitheater*
- ❖ Trail connections to Moreland & Lomond





# Transportation Kenyon Intersection

## INTERSECTION

- ❖ Convert to one-way inbound
- ❖ Reduce pedestrian crossing distance at Kenyon
- ❖ Simplify signal operations

## EAST SIDE

- ❖ Expand existing plaza
- ❖ Add outdoor dining area

## WEST SIDE

- ❖ Create new public plaza
- ❖ Provide on-street parking





# Shared Parking Opportunities

- ❖ Existing parking on 6 individual parcels
  - *41 spaces*
  - *Non-standard parking spaces*
- ❖ Shared parking combines individual parking lots
  - *43 spaces*
  - *Standard dimension parking spaces*
- ❖ Shared parking opportunity improves access and circulation
- ❖ Existing buildings not impacted shared parking





# Neighborhood Center

## PROPOSED



## EXISTING





# Southern Gateway

## PROPOSED



## EXISTING

