

CHAPTER 5 :

Commercial/Institutional/ Industrial Inventory & Assessment

- 5.0 Introduction
- 5.1 Assessment Tool
- 5.2 Existing/Future Land Use (Zoning)
- 5.3 Setback
- 5.4 Façade
- 5.5 Access Management (Off-Street Parking)

5.0 INTRODUCTION

The purpose of the commercial and housing inventory is to examine the current land uses adjacent to the Washington St corridor and to analyze their relationship with the street. The criteria for assessing the surrounding properties are based on their visual appearance and how it coincides with a complete streets concept. The visual appearance and land use can directly affect the pedestrian experience, the flow of traffic and parking. Commercial and Institutional land uses intensify street activity during times of operation and greatly contribute to the atmosphere on the street. Vacant lots and industrial land uses can create a less desirable experience for pedestrian, cyclist and auto users.

5.1 ASSESSMENT TOOL

This is the scale that our team developed in order to rate the criteria established in relation to the existing conditions and qualities of the commercial, industrial and institutional properties within Washington Street Corridor.

Commercial, Industrial, Institutional, Multifamily Properties	Setback	Large - (Greater than 50ft); frontage is separated from street by parking lot or open space
		Medium -(10-50ft) Setback
		Small - Or no setback (0-10ft)
	Façade	Poor - The frontage of the property lacks any aesthetic improvement efforts; potential visitors have difficulty distinguishing the use of the property
		Fair - Signage has been implemented to notify potential customers; incremental improvements have been made to the frontage such as vegetation or pedestrian seating
		Good - The façade of the building is attractive and appealing; inviting elements are implemented and abundant
	Off Street Parking (Access Management)	Poor - Off street parking consists of individual lots for each commercial or industrial parcel.
		Fair - Some parcels use shared parking lots with signage to notify vehicular traffic
		Good - Parking lots are combined and located in such a manner that businesses are accessible; parking lots are identified with signage

5.2 EXISTING/FUTURE LAND USE (ZONING)

Land use can greatly affect the experience of the users on the streets. Industrial may tend to produce higher traffic volumes or undesirable sights, sounds and smells that deter pedestrian use of the streets. Office space tends to create traffic during hours of operation, but leaves the streets with empty buildings in the evenings. Residential uses tend to quiet during the work week and more active during the evenings and weekends. Each land use has their place in the urban environment, but a mix of general retail and residential uses can encourage pedestrian traffic throughout the entire day and evening.

Institutional



Owosso Wesleyan Church

Commercial



Crave Gourmet Cupcakes and Dessert

TABLE 5-1: LAND USE

Land Use		
	Current Zoning	Future Use
Riverside Quality Auto	Commercial	Planned Unit Development
Steam Railroading Institute	Institutional: Private	Planned Unit Development
Washington Business Park	Industrial	Planned Unit Development
Team Larrivey Properties	High Density Residential	Mixed Use/Traditional Commercial
Wakeland Oil Office	Commercial	Mixed Use/Traditional Commercial
Shell Station	Commercial	General Commercial/Office
Crave Gourmet Cupcakes & Dessert Shop	Commercial	Local Business
Elks Lodge	Industrial	Planned Unit Development
Dicks Auto Services	Industrial	Industrial
Clark Fire & Safety	Commercial	Local Business
Primetime Pizza	Commercial	Local Business
Dalton Elevator	Commercial	Local Business
Edward Jones	Commercial	Office
Owosso Wesleyan Church	Institutional: Private	One Family Residential
Baker College Early Learning	Institutional: Private	Local Business
Crest Printing Inc	Commercial	Local Business

5.3 SETBACK

FIGURE 5-1:
SETBACK SCORE



The setbacks of buildings greatly affect their interaction with its users and the street. Close proximity with the street allows users to easily move from the street to the building and back to the street. Large setbacks can disconnect the streets from the buildings and their users. This may result in a greater dependence on automobiles and a decrease in pedestrian traffic.

Example Score: Large



Elks Lodge

Example Score: Small



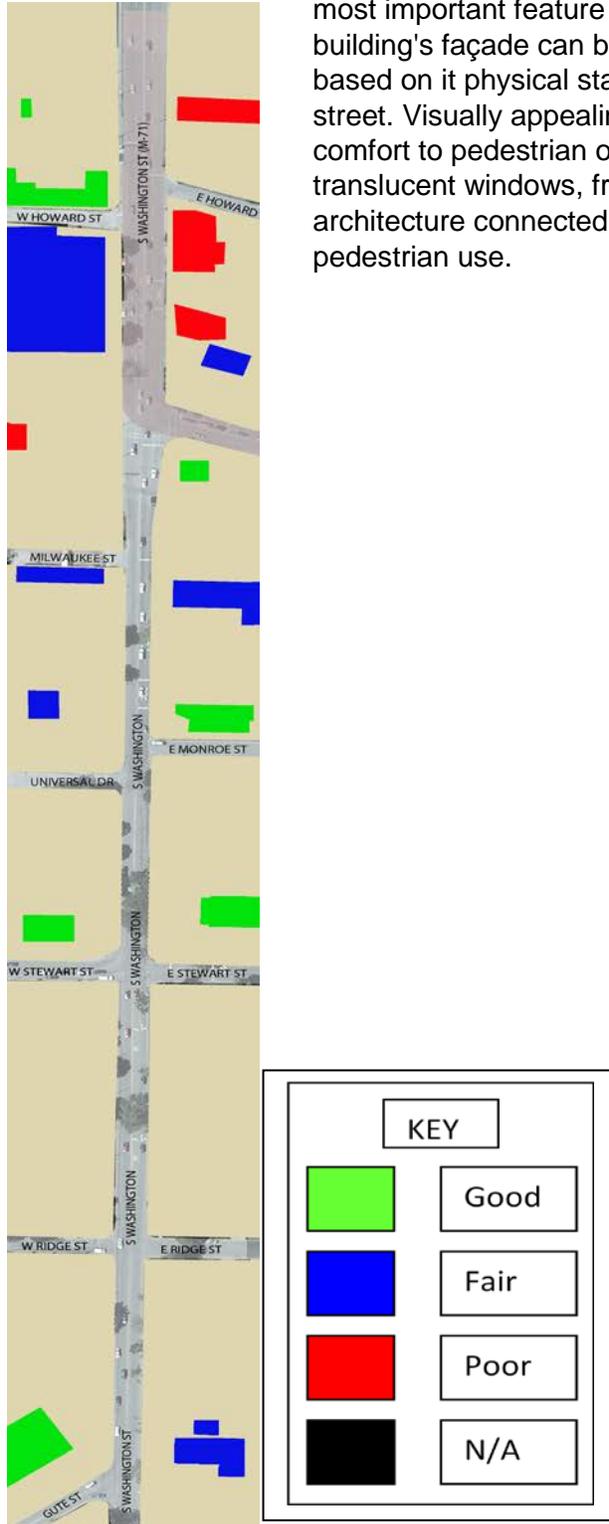
Wakeland Oil Offices

TABLE 5-2: SETBACK (COMMERCIAL, INDUSTRIAL, INSTITUTIONAL)

Setback	
Riverside Quality Auto	Small, Large
Steam Railroading Institute	Small
Washington Business Park	Small
Team Larrivey Properties	Small
Wakeland Oil Office	Small
Shell Station	Medium
Crave Gourmet Cupcakes & Dessert Shop	Small
Elks Lodge	Large
Dicks Auto Services	Small
Clark Fire & Safety	Medium
Primetime Pizza	Medium
Dalton Elevator	Small
Edward Jones	Medium
Owosso Wesleyan Church	Large
Baker College Early Learning	Medium
Crest Printing Inc	Medium

5.4 FAÇADE

FIGURE 5-2: FAÇADE SCORE



A buildings appearance adjacent to the street has a direct impact on the users' experience and is considered by architects as the most important feature from a design perspective. The condition of a building's façade can be considered renovated, intact or deteriorated based on it physical state, aesthetic appeal and/or alignment with the street. Visually appealing structures provide a sense of security and comfort to pedestrian on the street. Buildings that have large translucent windows, front doors, signage and historical/cultural architecture connected with the streets will strongly encourage pedestrian use.

Example Score: Poor



Example Score: Good



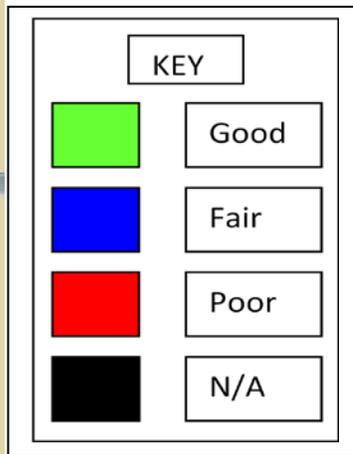
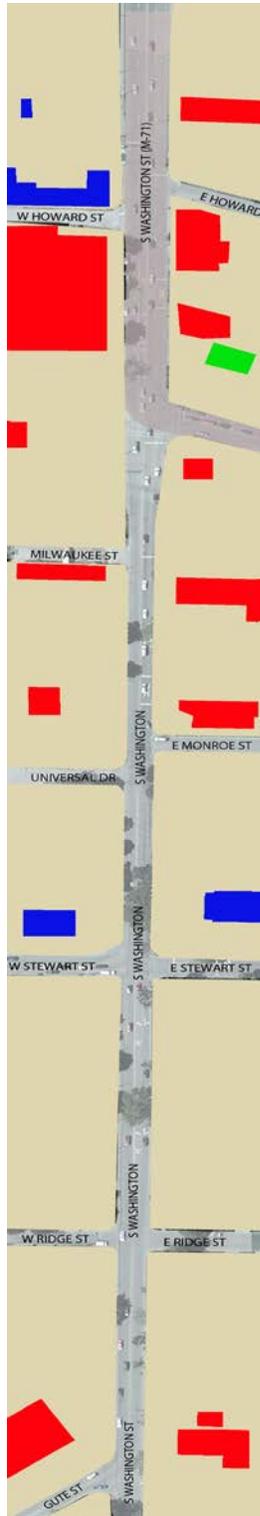
TABLE 5-3: FAÇADE CONDITIONS

Façade	
Riverside Quality Auto	Good
Steam Railroading Institute	Poor
Washington Business Park	Fair
Team Larrivey Properties	Poor
Wakeland Oil Office	Poor
Shell Station	Fair
Crave Gourmet Cupcakes & Dessert Shop	Good
Elks Lodge	Poor
Dicks Auto Services	Fair
Clark Fire & Safety	Good
Primetime Pizza	Fair
Dalton Elevator	Fair
Edward Jones	Good
Owosso Wesleyan Church	Good
Baker College Early Learning	Good
Crest Printing Inc	Fair

The results of the assessment indicate a reasonably equal distribution of all scores. This reflects the variety of structures along the Washington St Corridor and their inconsistent relationship to one another when considering each façade. Based on the criteria, a newly renovated structure could still receive a poor score. This is a reflection of identifying the characteristics of each structure that encourage pedestrian use of the corridor and interaction with those users.

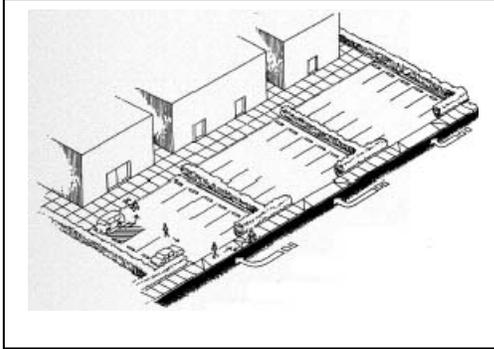
5.5 ACCESS MANAGEMENT (OFF-STREET PARKING)

FIGURE 5-3: ACCESS MANAGEMENT SCORE

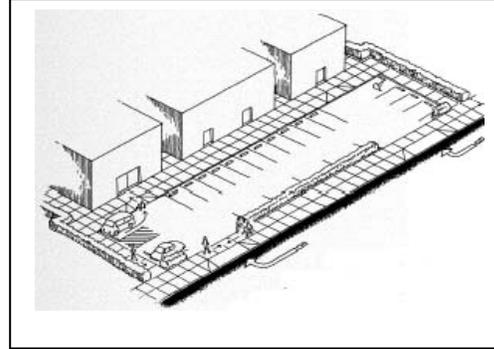


Within a corridor consisting of residential, commercial or industrial uses the number of access points or curb cuts directly affects the traffic flow of automobiles, bicycles and pedestrians alike. Each individual access point provides an opportunity for an automobile user to make a left or right turn either entering or exiting the parking lot or driveway. This not only creates vehicular congestion, but since the access points cross pedestrian zones the interactions between pedestrians and vehicles increases, hindering the safety of pedestrians.

Example Score: Poor



Example Score: Good



http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks203.cfm

Some strategies use the practice of shared driveways or parking lots. This efficiently reduces the number of curb cuts and access points, limiting the pedestrian and automobile interactions, ultimately making the pedestrian zone safer and a more attractive option of travel. Another method of access management entails rear entrance parking, accessible from a side street or alleyway.

TABLE 5-4: ACCESS MANAGEMENT

Access Management (Off-Street Parking)	
Riverside Quality Auto	Fair
Steam Railroading Institute	Poor
Washington Business Park	Poor
Team Larrivey Properties	Poor
Wakeland Oil Office	Poor
Shell Station	Good
Crave Gourmet Cupcakes & Dessert Shop	Poor
Elks Lodge	Poor
Dicks Auto Services	Poor
Clark Fire & Safety	Poor
Primetime Pizza	Poor
Dalton Elevator	Poor
Edward Jones	Fair
Owosso Wesleyan Church	Fair
Baker College Early Learning	Poor
Crest Printing Inc	Poor

CHAPTER 6 : INTERSECTION INVENTORY AND ASSESSMENT

- 6.1 Introduction
- 6.2 Assessment Tool
- 6.3 Delineation / Connection
- 6.4 Crosswalk Signal / Signage

6.1 INTRODUCTION

There are a total of 8 intersections on the Washington St corridor. These intersections determine the pedestrian safety and ease of travel along the corridor. Unmarked intersections create uncertainty and stress for pedestrian users. Poorly marked and confusing crosswalks at high traffic volume intersections can create dangerous barriers for non-automobile users. The major intersection on the corridor is where M-71 merges with Washington St. This intersection has a major light, high traffic volume and busy commercial business on the NE and SE corners. Another major intersection is where Gute St merges with Washington St. This intersection is the first experience Baker College students are exposed to when attempting to walk or bike from campus to downtown Owosso. This intersection would ideally present the user with a safe and inviting atmosphere that would encourage use of the corridor.

6.2 ASSESSMENT TOOL

Intersections	Delineation/Connection	Poor - The crosswalks do not have a connection point on the opposing side of the street.
		Fair – The Crosswalks are not marked by paint, or the paint has faded. There are no guidelines for pedestrians.
		Good - The boundaries of crosswalks are marked with thick white lines; pedestrians can locate the crosswalk and stay out of danger from vehicular traffic.
	Crosswalk Signal/Signage	Poor - Crosswalk Signal signage is not present; pedestrians are left guessing as to when it is safe to cross the intersection.
		Fair - Crosswalk signage has been implemented for some directions of pedestrian traffic.
		Good - Pedestrian Signal/Signage has been implemented for crosswalk for each direction of traffic

6.3 DELINEATION/CONNECTION

The delineation of a crosswalk refers to the manner in which the portion of the sidewalk that crosses the road is clear and consistent. Crosswalks should be clearly marked so they are visible to all modes of transportation. There should be connection points at both ends of the crosswalk, so users can easily pass from sidewalk to crosswalk to sidewalk.

Example Score: Poor



Example Score: Good



6.4 CROSSWALK SIGNAL/SIGNAGE

Major crosswalks should include some form of audio and/or visual signals for all modes of transportation that indicates when it is safe to use the crosswalk. Crosswalks at minor intersections need to include visual markings for all modes of transportation. Simple striping can provide the necessary guide and caution needed for safe passage.

Example Score: Poor



Example Score: Good



GUTE ST AND S WASHINGTON ST

CROSSING GUTE ST

Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**



RIDGE ST AND S WASHINGTON ST

CROSSING RIDGE ST

Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**



STEWART ST AND S WASHINGTON ST

CROSSING STEWART ST

Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**



UNIVERSAL DRIVE AND S WASHINGTON ST

CROSSING UNIVERSAL ST

Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**



E MONROE ST AND S WASHINGTON ST

CROSSING E MONROE ST

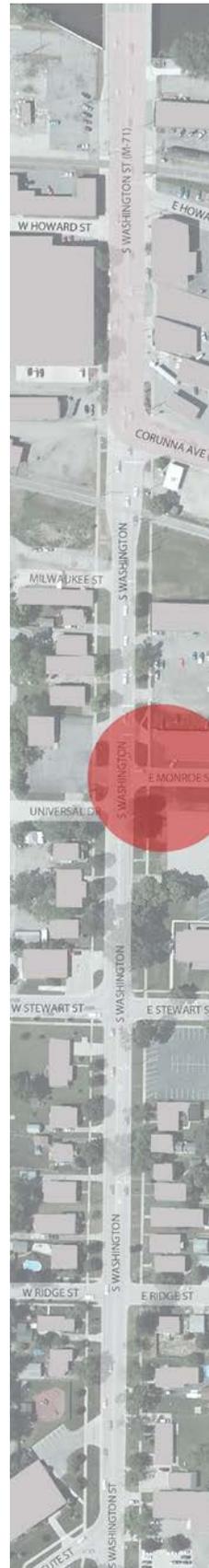
Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**



MILWAUKEE ST AND S WASHINGTON ST

CROSSING MILWAUKEE ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**



CORUNNA AVE AND S WASHINGTON ST

CROSSING CORUNNA AVE

Delineation/Connection: **Good**

Crosswalk Signal/Signage: **Fair**

CROSSING WASHINGTON ST

Delineation/Connection: **Good**

Crosswalk Signal/Signage: **Fair**



HOWARD ST AND S WASHINGTON ST

CROSSING HOWARD ST

Delineation/Connection: **Fair**

Crosswalk Signal/Signage: **Poor**

CROSSING WASHINGTON ST

Delineation/Connection: **Poor**

Crosswalk Signal/Signage: **Poor**



CHAPTER 7: STAKEHOLDER INPUT

Representative of Steam Railroading Institute

What is the main problem with the Washington St corridor?

- Disconnect from the downtown, lack of signage/advertising of SRI

What does SRI have to offer the Washington St corridor?

- Planes, Trains, and Automobiles Festival bringing 40-50 Thousand visitors;
- Steam train rides to see Santa in fall/winter months
 - Original train from “The Polar Express”

What is your vision for the corridor moving forward?

- Steam train used to connect Owosso with metropolitan cities across country;
- Washington St lined with shops and artisans similar to Frankenmuth;
- Owosso as a tourist destination, with SRI as the focal point.

Representative of Shiawassee Economic Development Partnership

What is the main problem with the Washington St corridor?

- Lack of walkability/bike-ability;
- Confusing road striping and signage;
- No connection between Baker and downtown.

What does the SEDP have to offer the Washington St corridor?

- Insight on types of land use for redevelopment;
- Knowledge and connections to get projects off the ground.

What is your vision for the corridor moving forward?

- Riverside Auto and Washington Business Park redeveloped;
- A walkable and bike-able connection between downtown and Baker College;
- Elks Club restoration and improved use;
- Increase downtown shop hours to attract students.

Representative of Business and Corporate Services, Baker College

What is the main problem with the Washington St corridor?

- Lack of services to attract students.

What does Baker College have to offer the Washington St corridor?

- Owosso-palooza
 - Brings hundreds of students as well as local artists to the downtown

What is your vision for the corridor moving forward?

- Baker expansion into parts of downtown;
- Improved student retention for Owosso using Washington as the main connection.
 - Line Washington with places for students to gather. (Coffee shops, bookstores, etc.)

CHAPTER 8: RECOMMENDATIONS

8.1 VISION OF THE CORRIDOR

The vision for the S Washington Street Corridor embodies the combined efforts of residents, business leaders, land owners, corridor users, the Baker College. These stakeholders are unified in the desire to revitalize the corridor and develop a welcoming gateway that reflects the character of Owosso.

1. Inter-connected- The corridor connects people to downtown Owosso, the Baker College and throughout the region. The corridor will enable users to move safely, comfortably, and seamlessly by foot, bike, transit, and/or car.

2. Attractive- A high quality entryway with attractive buildings, public spaces, landscapes, and streetscapes that provide places where people want to work, live, visit, and play. Streets are safe, and accessible for all users.

3. Diverse- A vibrant and diverse corridor that is made up of a mix of services, offices, housing, and amenities that meet the needs of all age groups, income levels, household types, ability levels, and cultures.

4. Invigorated- Sustained, diverse economic vitality of the corridor will stimulate new investment and employment opportunities. The character of the corridor will be enhanced through renewal of buildings and businesses and supports new development, services, and amenities.

8.2 RECOMMENDATIONS

Based on the data we have collected and the research we have conducted we have made recommendations for the corridor on a block-by-block basis. Our recommendations are based upon the following guidelines:

- Incorporate consistent “gateway” treatments into all improvement efforts along the corridor
 - Improve landscaping in the public right of the way and increase the number of trees
 - Implement landscape and streetscape standards that enhance the overall aesthetic qualities of the corridor
 - Utilize landscaping to help define the character and boundaries of the corridor
 - Develop simple and easy to read gateway signs that define the entrances to the corridor and the city
 - Improve lighting along pedestrian pathways
- Develop safe non-motorized systems: Corridors with safe non-motorized access help create a positive sense of place and enhances the quality of life for all stakeholders.
 - Evaluate and modify existing interstate crossing options for both pedestrians and bicyclists
 - Complete non-motorized connections throughout corridor
 - Develop continuous, connected, and maintained bikeways through Baker College to the downtown area.
 - Redevelop and maintains sidewalks throughout the corridor to meet American with Disabilities Act (ADA) requirements. Incorporate marked crosswalks, and signal timing for pedestrian crossings
 - Connect existing sidewalks and fill in areas where sidewalk connections end
- Utilize lighting and signage improvements to help define the character of the corridor
 - Introduce uniform and attractive pedestrian lighting
 - Install pedestrian warning signs and on-street parking signs
 - Introduce uniform and simple signage that supports both existing and future local businesses
- Preserve economic development potential by creating opportunities for high quality and attractive development
 - Maintain and enhance the commercial corridor and encourage beautification of existing buildings and parcels
 - Provide opportunities for more local services such as restaurants, pharmacies, hotels, etc
 - Bolster services along corridor to accommodate the needs of visitors and residents (also for Baker College students)
 - Encourage new construction to be configured in a manner that supports non-motorized access

WEST SIDE OF S WASHINGTON - GUTE TO RIDGE



3 months - 1 year

- Stripe for bike lane
- Stripe for on street parking and include regulations signage
- Stripe for crosswalk over Gute to Baker College
- Stripe for crosswalk over Ridge to northern block
- Stop sign on corner of Gute and Washington for southbound Washington St traffic. This would create a three way stop at the Gute/Washington St intersection
- Partner with Baker College Early Learning and home owners to make landscaping improvements: Tree plantings
- Stripe for 1 lane southbound traffic with middle turn lane

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area

5 year

- Widen sidewalks to a 5 foot minimum width
- In compliance with ADA Accessibility Guidelines

EAST SIDE OF S WASHINGTON - GUTE TO RIDGE



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over S Washington to Baker College
- Stripe for crosswalk over Ridge to northern block
- Additional speed limit sign
- Way finding signage for Owosso downtown directing Gute St traffic
- Partner with Crest Printing and home owners to make landscaping improvements: Tree plantings
- Stripe for 1 lane northbound traffic

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area

5-10 year

- Widen sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines

WEST SIDE OF S WASHINGTON - RIDGE TO STEWART



3 months-1 year

- Stripe for bike lane
- Stripe for on street parking and include regulations signage
- Stripe for crosswalk over Ridge to southern block
- Stripe for crosswalk over Stewart to northern block
- Partner with home owners to make landscaping improvements: Tree plantings
- Stripe for 1 lane southbound traffic with middle turn lane

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area
- Connect crosswalk ramps crossing Washington St; implement signage and striping

5-10 year

- Widen sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines

EAST SIDE OF S WASHINGTON - RIDGE TO STEWART



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Ridge to southern block
- Stripe for crosswalk over Stewart to northern block
- Partner with home owners to make landscaping improvements: Tree plantings
- Stripe for 1 lane northbound traffic

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area

5-10 year

- Widen sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines

WEST SIDE OF S WASHINGTON - STEWART TO UNIVERSAL



3 months-1 year

- Stripe for bike lane
- Stripe for on street parking and include regulations signage
- Stripe for crosswalk over Stewart to southern block
- Stripe for crosswalk over Universal to northern block
- Partner with Edward Jones and home owners to make landscaping improvements: Tree plantings
- Stripe for 1 lane southbound traffic with middle turn lane

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area

5-10 year

- Widen sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Stewart to southern block
- Stripe for crosswalk over Monroe to northern block
- Partner with Wesleyan Church to make Landscaping improvements: Tree plantings
- Stripe for 1 lane northbound traffic

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area

5-10 year

- Widen sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines

WEST SIDE OF S WASHINGTON - UNIVERSAL TO MILWAUKEE



3 months-1 year

- Stripe for bike lane
- Stripe for on street parking and include regulations signage
- Stripe for crosswalk over Universal to southern block
- Stripe for crosswalk over Milwaukee to northern block
- Stripe for on street parking
- Partner with Primetime Pizza, Dalton Elevator and home owners to make landscaping improvements: Tree plantings
- Stripe for 1 lane southbound traffic with middle turn lane

3 year

- Lighting: Install lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area
- Narrow the large curb cut next to Dalton Elevator; eliminate Milwaukee St.

5-10 year

- Widening of sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines
- Sidewalk replacement

EAST SIDE OF S WASHINGTON - MONROE TO CORUNNA



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Monroe to southern block
- Stripe for crosswalk over Corunna to northern block
- Partner with Clark surrounding business owners to make landscaping improvements:
Tree plantings
- Stripe for 1 lane northbound traffic

3 year

- Lighting: Installation of lamp posts consistent with entire corridor. Lighting should be dimmer in residential than in commercial area
- Eliminate unnecessary curb cuts

5-10 year

- Widen sidewalks to a 5 foot minimum width
- Achieve compliance with ADA Accessibility Guidelines
- Sidewalk replacement

WEST SIDE OF S WASHINGTON - MILWAUKEE TO HOWARD



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Milwaukee to southern block
- Stripe for crosswalk over Howard to northern block
- Stripe for on street parking and include regulations signage
- Signage directing traffic to Downtown Owosso
- Partner with Elks Lodge and business owners to make landscaping improvements: Tree plantings, street planters, bike racks and trash cans
- Stripe for 1 lane southbound traffic with middle turn lane

3 year

- Lighting: Installation of lamp posts consistent with entire corridor
- Demolition of structure standing behind large billboard; fill with green space

5-10 year

- Achieve compliance with ADA Accessibility Guidelines'
- Encourage the development of commercial and general retail
- Encourage Façade improvements for Elks Lodge

Before



After



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Corunna to southern block
- Stripe for crosswalk over Howard to northern block
- Stripe for on street parking north of the Shell gas station and include regulations signage
- Partner with local businesses to make landscaping improvements: Tree plantings , street planters and trash cans
- Stripe for 1 lane northbound traffic
- Clean empty lot next to Wakeland Oil offices

This is a rendering of Washington Street facing Riverside Auto showing physical improvements to the streetscape.

3 year

- Lighting: Installation of lamp posts consistent with entire corridor
- Repair/Removal of obstructions on sidewalk
- Replace dome drain with flat cover

5-10 year

- Achieve compliance with ADA Accessibility Guidelines
- Encourage Façade improvements for Team Larrivey Properties and Wakeland Oil Office
- Demolition of existing foundation on the North side of Wakeland Oil offices; fill with green space

WEST SIDE OF S WASHINGTON - HOWARD TO RIVER



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Howard to southern block
- Stripe for on street parking and include regulations signage
- Street Plantings
- Bike rack
- Partner with surrounding business owners to make landscaping improvements: Tree plantings , street planters and trash cans
- Stripe for 1 lane southbound traffic with middle turn lane

3 year

- Lighting: Installation of lamp posts consistent with entire corridor
- Repair/Removal of obstructions on sidewalk

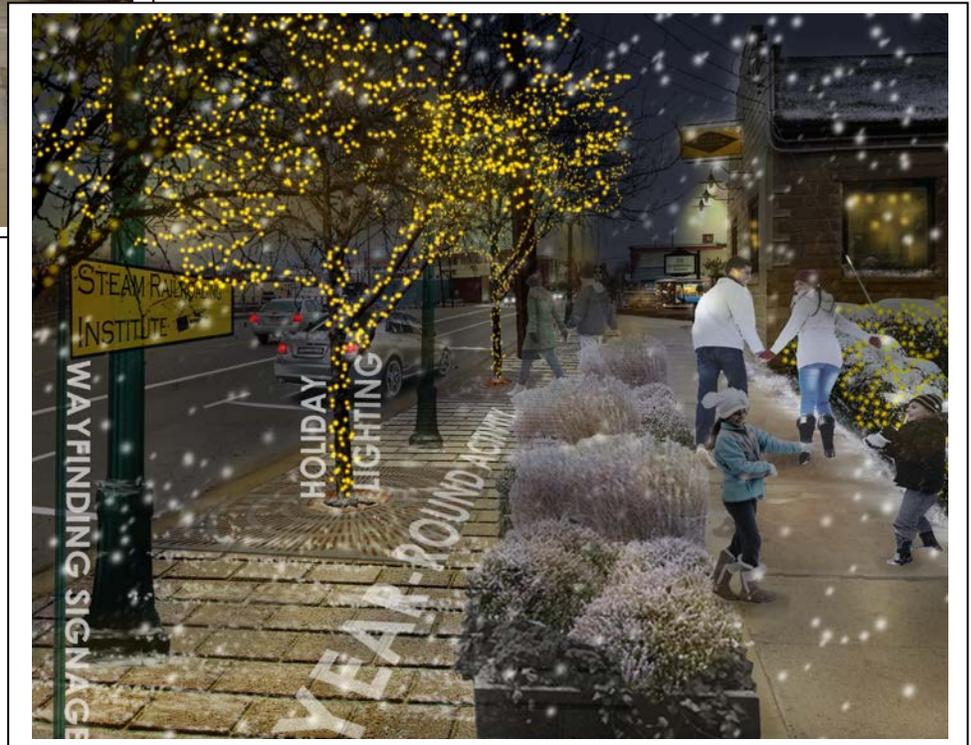
5-10 year

- Achieve compliance with ADA Accessibility Guidelines
- Encourage the development of retail

Current



Future



3 months-1 year

- Stripe for bike lane
- Stripe for crosswalk over Howard to southern block
- Street Plantings
- Stripe for on street parking and include regulations signage
- Encourage and support SRI signage upgrades
- Partner with Steam Railroad Institute to make landscaping improvements: Tree plantings, street planters and trash cans
- Stripe for 1 lane northbound traffic

3 year

- Lighting: Installation of lamp posts consistent with entire corridor
- Repair/Removal of obstructions on sidewalk

5-10 year

- Achieve compliance with ADA Accessibility Guidelines
- Encourage Façade improvements for SRI

NORTH SIDE OF CORUNNA AVE – S PARK ST TO WASHTINGON ST



3 months-1 year

- Stripe for crosswalk over S Park to northern block
- Stripe for crosswalk over Washington ST to Milwaukee to Howard
- Landscaping improvements: Tree plantings

3 year

- Lighting: Installation of lamp posts consistent with entire corridor

5-10 year

- Achieve compliance with ADA Accessibility Guidelines

SOUTH SIDE OF CORUNNA AVE – S PARK ST TO WASHTINGON ST



3 months-1 year

- Stripe for crosswalk over Washington ST to Milwaukee to Howard
- Landscaping improvements: Tree plantings

3 year

- Lighting: Installation of lamp posts consistent with entire corridor

5-10 year

- Achieve compliance with ADA Accessibility Guidelines

MATRIX

Our team assembled a matrix to visually display our recommendations in an organized manner. The matrix displays both short and long term recommendations of both high and low cost.

	High Cost	Low Cost
Short-term	<ol style="list-style-type: none"> 1) Striping for bike lanes on both the East and West shoulder of the corridor 2) Striping for crosswalks 3) Striping for street parking on section of corridor north of Corunna 4) Striping for 1 lane southbound traffic, 1 lane northbound traffic and middle turn lane for entire corridor 5) Install bike racks in front of all businesses along the corridor 6) Clean up trash and debris in vacant lot between Team Larrivey Building and Wakeland Oil offices 7) Post a stop sign on corner of Gute and Washington for southbound Washington St traffic 	<ol style="list-style-type: none"> 8) Landscaping improvements: Tree plantings for entire corridor 9) Demolish structure behind large billboard between Washington Business Park and Elks Club
Long-term	<ol style="list-style-type: none"> 1) Strengthen partnership with local businesses to encourage a 1225 Train/Christmas theme for the corridor 2) Promote or plan events that attract local residents to the corridor 3) Partner with businesses to install street planters, benches, trash cans along corridor north of Corunna 	<ol style="list-style-type: none"> 4) Lighting: Installation of uniform lamp posts for entire corridor with dimmer lighting in the residential area south of Washington St & Corunna than in the commercial section north 5) In compliance with ADA Accessibility Guidelines 6) Encourage Façade improvements of commercial buildings on corridor to encourage pedestrian use 7) Widening of sidewalks to a 5 foot minimum width 8) Demolish foundation in vacant lot between Team Larrivey Building and Wakeland Oil offices



This rendering shows the East side of South Washington Street in front of the Steam Railroading Institute. The rendering shows the implementation of recommendations such as lighting, signage, landscaping planters, street parking and bike lanes.



This is a rendering of Washington Street facing Riverside Auto showing physical improvements to the streetscape.