

PLAN RECOMMENDATIONS



Goals + Objectives

Goal #1: Grow and enhance the Corridor as a location for people and businesses.

Plan for and capitalize on development and redevelopment opportunities associated with the revitalization of the Corridor for the community and businesses. Encourage partnerships among public, private, non-profit, philanthropic, property owners, and all people to make the Corridor competitive with other major activity centers in the region on the basis of livability and economic viability.

Goal #2: Establishing a land use pattern that promotes community.

Guide new development and redevelopment in a manner that strengthens “pulse” nodes and activity centers, improves quality of life, and conserves natural features to meet the long-term needs of the community.

Goal #3: Improve all modes of transportation along the Corridor.

Seek opportunities to encourage and facilitate the expansion of all multi-modal transportation facilities to improve mobility for all people to all places.

Goal #4: Create an enhanced gateway to the City of La Crosse

Reinforce Highway 53 as the gateway into the City of La Crosse to create an aesthetically attractive corridor that projects a positive image of La Crosse.

Vision Statement

“Put the Highway 53 Corridor and adjacent neighborhoods on the path to be an even greater place to live, work, and play for all people through balanced strategies.”



Enhanced Connectivity



Enhanced Wayfinding



Enhanced Pedestrian Experience



Landscape Enhancement



Enhanced Development (Commercial, Residential, Mixed Use)



Strengthen Built Form (Guidelines, Facades, Ordinance)

Pulse Node Development

Four pulse nodes on Highway 53 were identified for this planning study, intersections at George Street, Rublee Street, Clinton Street and Monitor Street. These intersections were analyzed for redevelopment opportunities, bicycle and pedestrian safety improvements and enhancements to access and circulation. This section describes the redevelopment scenarios identified for each of the four pulse nodes. All scenarios are thought to be long term, taking up to 20 years to see the recommended changes. Whether the scenarios are pursued is dependent on the ability to purchase land from willing sellers.

The plan recommends the consolidation of existing services, retail, and office space around transit-served intersections to create pulse nodes which are defined as areas of high-intensity, mixed-use, residential, and commercial development at primary corridor intersections. The pulse nodes shall be friendly, attractive, walkable and differ from each other in overall scale, character, and function. It also envisioned that the stretches between the nodes will be comprised of existing commercial uses and other low intensity land uses or open space.

Private investment in the corridor can be spurred by an attractive destination with a strong sense of place, human scale, architectural cohesion, and vibrant neighborhoods. Scale, character, massing, and ethos of the Corridor's buildings contribute significantly to these elements. A project initiative is to promote sustainable design excellence in new development to allow new buildings architecturally fit into the surroundings, achieve energy and water efficiency, and respond to neighborhood transitions with building massing.

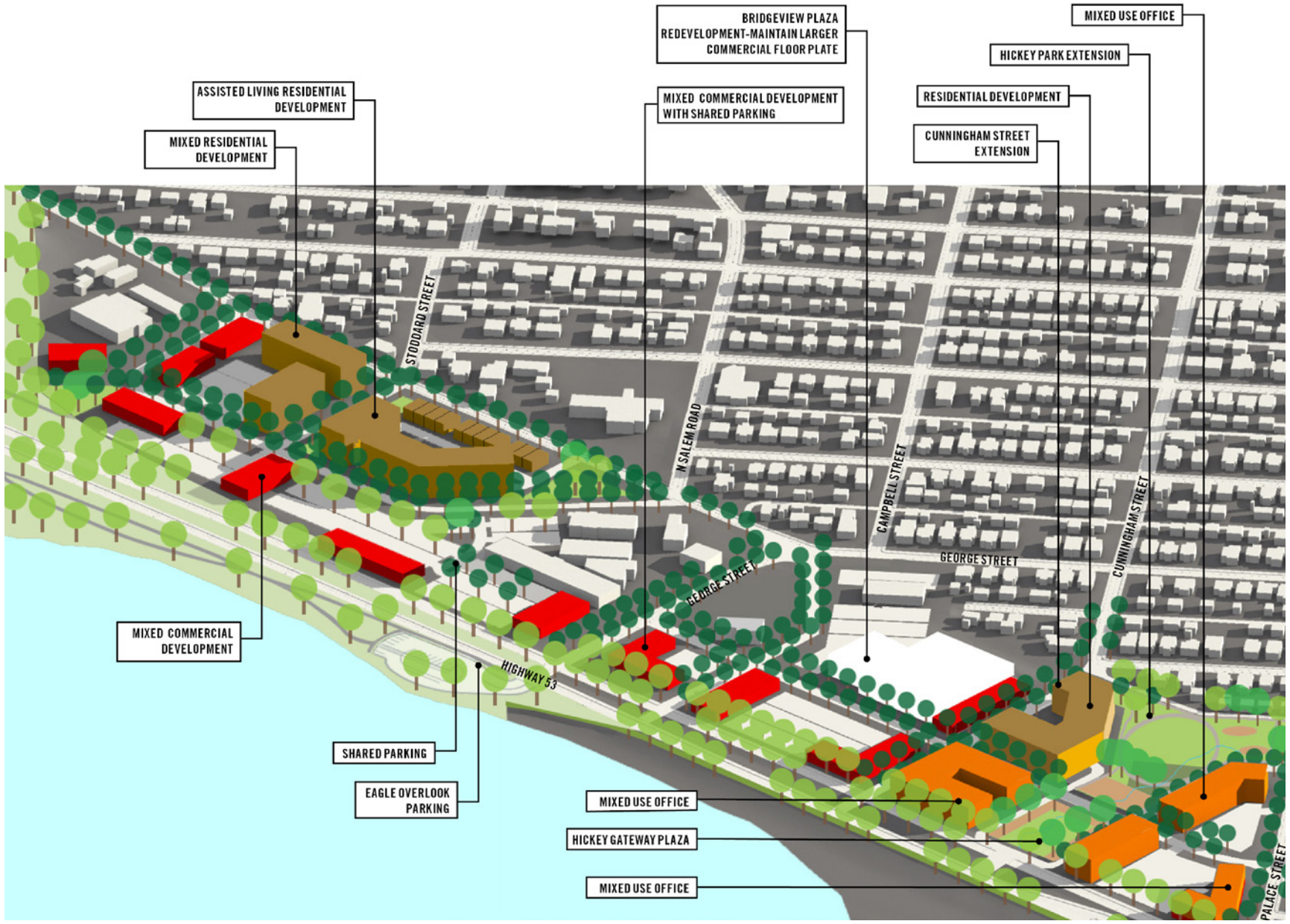


Pulse Node A: Highway 53 @ George Street

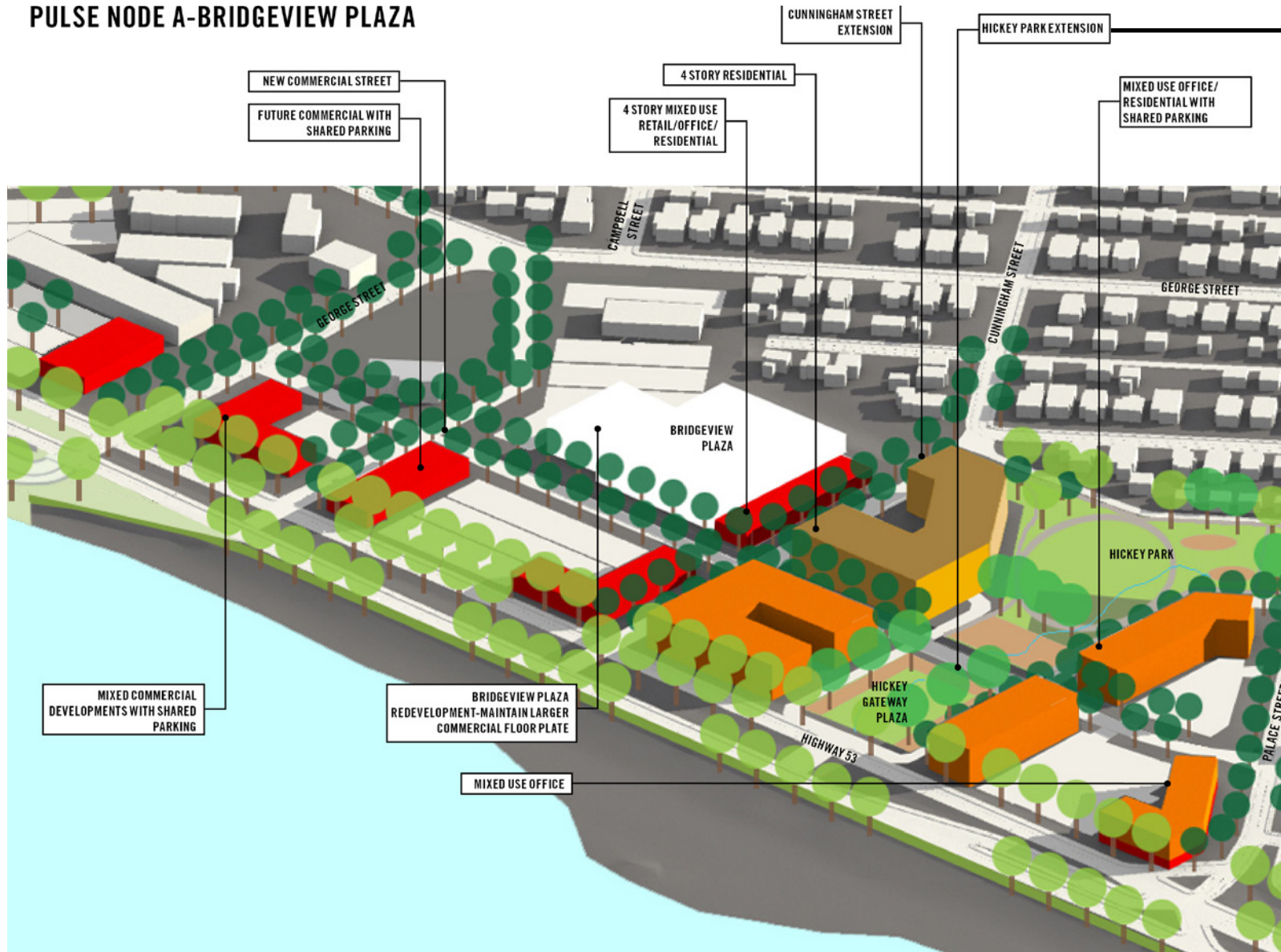
This node presents a great opportunity to create a mixed-use node by providing additional housing choices, restaurants, and businesses to serve surrounding residential neighborhoods. The pulse node is divided into two distinct redevelopment areas; the area north of George Street, and the area south of George Street, Bridgeview Plaza (area south of George Street).

- Create internal "ring road" by extending Salem Road from the neighborhood through redevelopment area to Taylor Street.
- Provide enhanced streetscape and public realm amenities.
- Create new mixed-use development area.
- Provide mixed residential (affordable, market rate and assisted senior living) multi-story buildings.
- Provide open spaces to the public, connected to residential developments.
- Provide mixed commercial buildings with shared parking opportunities.
- Extend Cunningham Street from the neighborhood out to Highway 53.
- Provide enhanced streetscape and public realm amenities.
- Create new mixed-use development area on the Bridgeview Plaza site.
- Provide mixed-use and multi-story buildings with first floor uses that activate the street.
- Create new mixed-use developments to enhance the street network and expanded Hickey Park.
- Extend Hickey Park thru mixed-use development site and connect to Highway 53.
- Provide expanded neighborhood recreation amenities and programming.
- Provide flexible space to host a variety of recreational and community festivals.
- Provide local street network (with on-street parking) around Hickey Park.
- Remove the southern portion of Bridgeview Plaza building and re-purpose northern portion for commercial uses.
- Define new north to south commercial street by connecting George and Palace street to allow for enhanced connectivity within the mixed-use development area.





PULSE NODE A-BRIDGEVIEW PLAZA



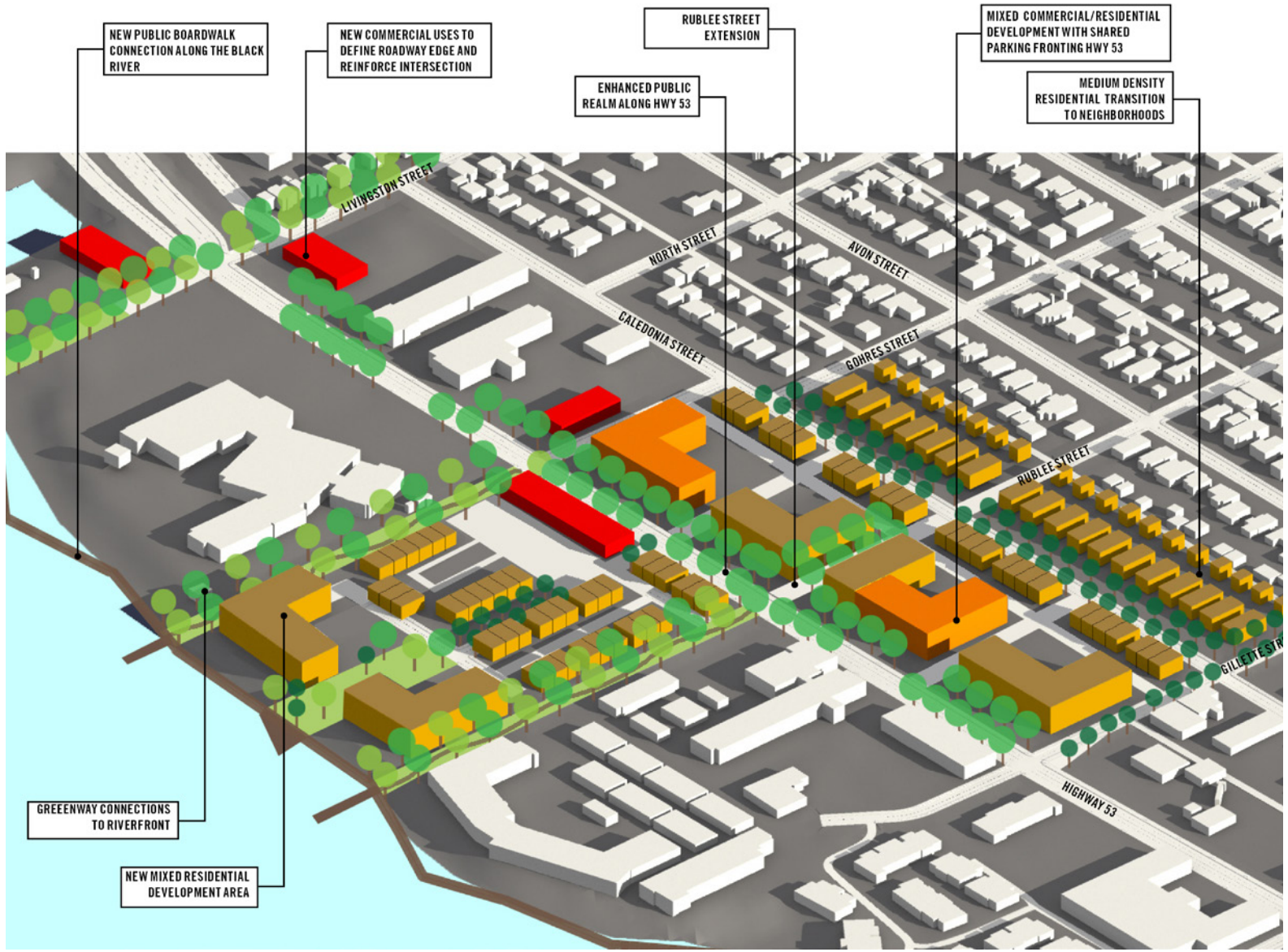


Pulse Node B: Highway 53 @ Rublee Street

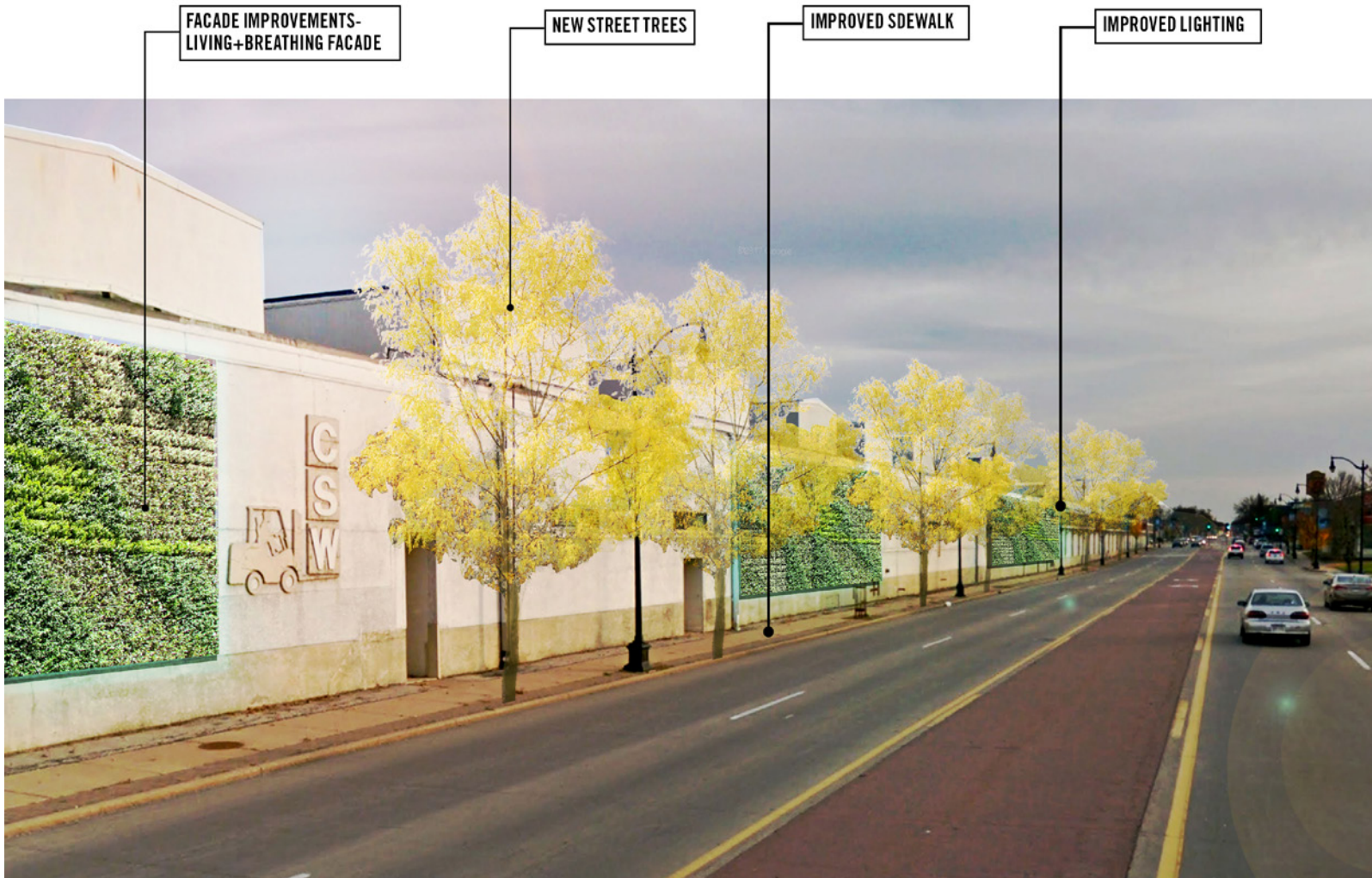
This node has the long-term opportunity to evolve into a mixed-use urban village providing more housing choices and neighborhood scaled businesses that serve the immediate neighborhoods.

- Create new mixed-use development areas within the pulse node.
- Provide mixed-use and multi-story buildings with first floor uses that activate the street on the east side of Highway 53.
- Provide transitional residential densities along Caledonia Street adjacent to existing single-family housing.
- Provide mixed-use and multi-story buildings with first floor uses that activate the street on the west side of Highway 53.
- Provide mixed residential housing along Black River.
- Provide commercial uses fronting Highway 53 with shared parking opportunities.
- Provide mixed commercial buildings with shared parking opportunities at the Livingston Intersection.
- Extend Rublee Street from the neighborhood out to Highway 53.
- Provide enhanced streetscape and public realm amenities.
- Provide "green" links from Highway 53 to the River along Livingston Street, Gohres Street, and Rublee Street.
- Incorporate new boardwalk access to the Riverfront.
- Create boardwalk from Livingston Street to Black River Beach House.





CENTRAL STATES WAREHOUSE-FACADE IMPROVEMENTS



CENTRAL STATES WAREHOUSE-FACADE IMPROVEMENTS

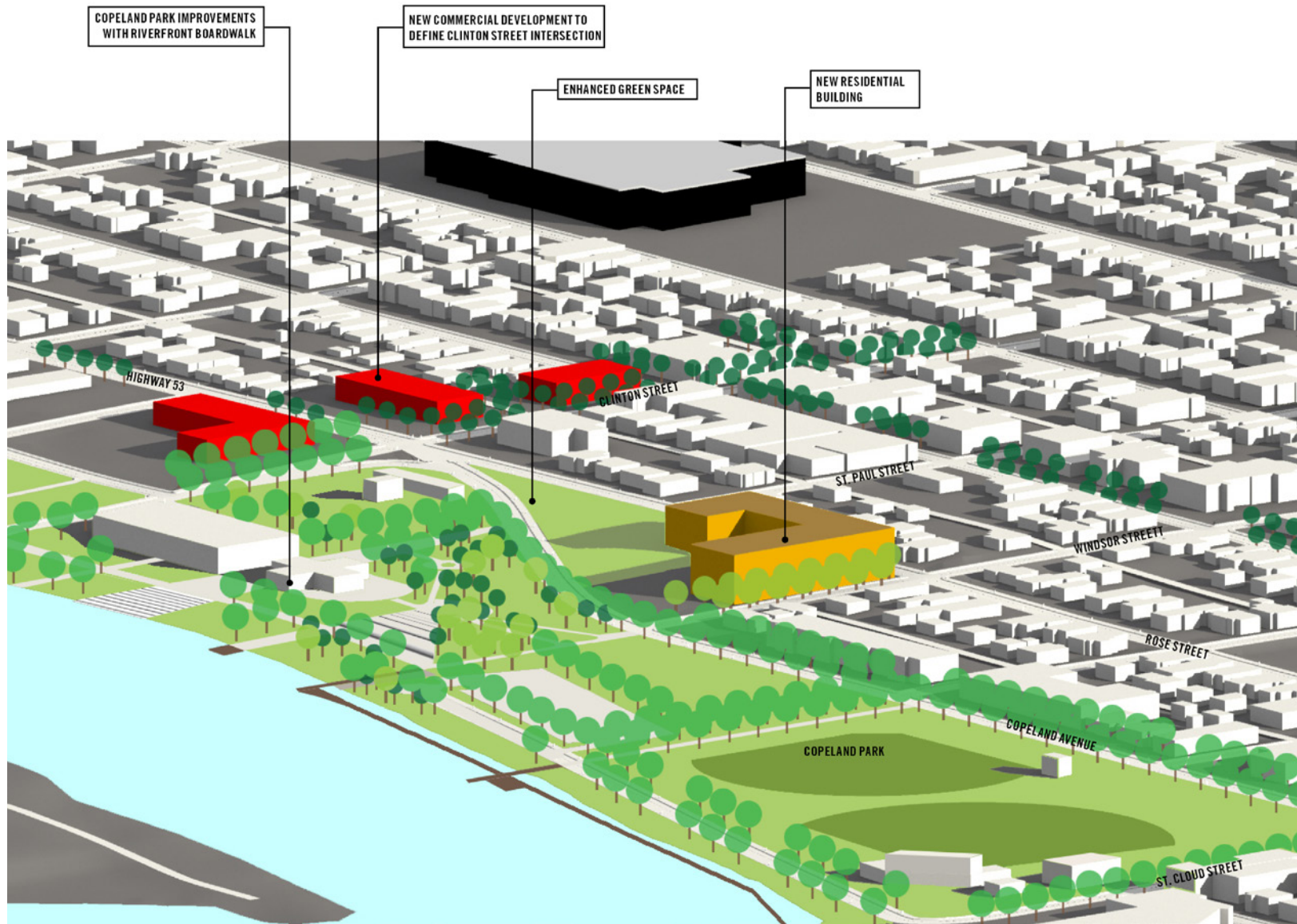


Pulse Node C: Highway 53 @ Clinton Street

This node is at the primary Black River crossing in North La Crosse. This node is characterized by direct access to the Black River and Copeland Park. The intersection of Highway 53 and Clinton Street contains separate commercial uses in the three opposite corners. UPTOWNE/Old Town North has the long-term opportunity to evolve into a mixed-use urban village providing more housing choices and neighborhood scaled businesses that serve the immediate neighborhoods.

- Incorporate recommendations from UPTOWNE Summit report.
- Create new redevelopment opportunities at the Clinton Street intersection.
- Provide a residential multi-story building in the triangle parcel fronting Windsor Street.
- Provide underground parking and enhanced pedestrian facilities along Windsor Street.
- Provide mixed commercial buildings with shared parking opportunities at the Windsor Street intersection.
- Improve connection from Copeland Park to public boat landing and Black River Beach House.
- Improve overall connectivity from adjacent neighborhoods to Copeland Park.
- Improve pedestrian crossings of Rose Street and Copeland Avenue.
- Improve Copeland Park.
- Provide enhanced river connectivity from the park.
- Upgrade park recreational amenities and provide more flexible recreational/program space.
- Improve pedestrian circulation and access adjacent to public boat landing located on North Clinton Street.
- Expand Black River Beach House to include a Senior Center.
- Improve landscaping and connectivity to beach area.
- Provide mid-block curb extensions and crosswalk in 1200 block of Caledonia Street.
- Require removal of 4 parking spaces allowing for the addition of nice bike parking on both sides of street.
- Install sidewalk curb extensions: corner of Caledonia @ Clinton, corner of Caledonia @ St. Paul, and corner of Caledonia @ Windsor.





Pulse Node D: Highway 53 @ Monitor Street

This node is the southern end of the change between one-way and two-way streets. This node is characterized by confusing street layouts and a struggling “no-man’s land” between the one-way streets. The area contains a mix of several commercial uses. If the street layout were improved, opportunities for commercial uses with better access and visibility could be achieved, and medium to high density residential uses could make use of the waterfront areas.

- Create new mixed-use development areas
- Provide multi-story mixed-residential and commercial buildings on South Monitor Street, east of Rose Street.
- Provide transitional residential densities along Monitor Street adjacent to existing single-family housing.
- Provide green space linking development opportunity sites with access to wetland boardwalk trails.
- Provide multi-story mixed-residential buildings on North Monitor Street between Rose Street and Copeland Avenue.
- Provide transitional residential densities along Rose Street adjacent to existing single-family housing.
- Provide mixed commercial buildings with shared parking opportunities at the intersection of Rose Street and Copeland Avenue.
- Provide multi-story mixed-residential on South Monitor Street, west of Copeland Avenue.
- Provide multi-story mixed-residential and commercial buildings on the east side of Highway 53, across from Causeway Boulevard.
- Provide green space linking development opportunity sites with access to wetland boardwalk trails.
- Extend Milwaukee Street from Monitor Street to Buchner Place.
- Provide enhanced streetscape and public realm amenities.
- Improve streetscape and public realm amenities along Buchner Place.
- Provide new boardwalk system in wetland area east of Highway 53.
- Improve greenspace connection south of Buchner Place to link Kraft Street and Highway 53.





Neighborhood Considerations in Pulse Node Development Situations

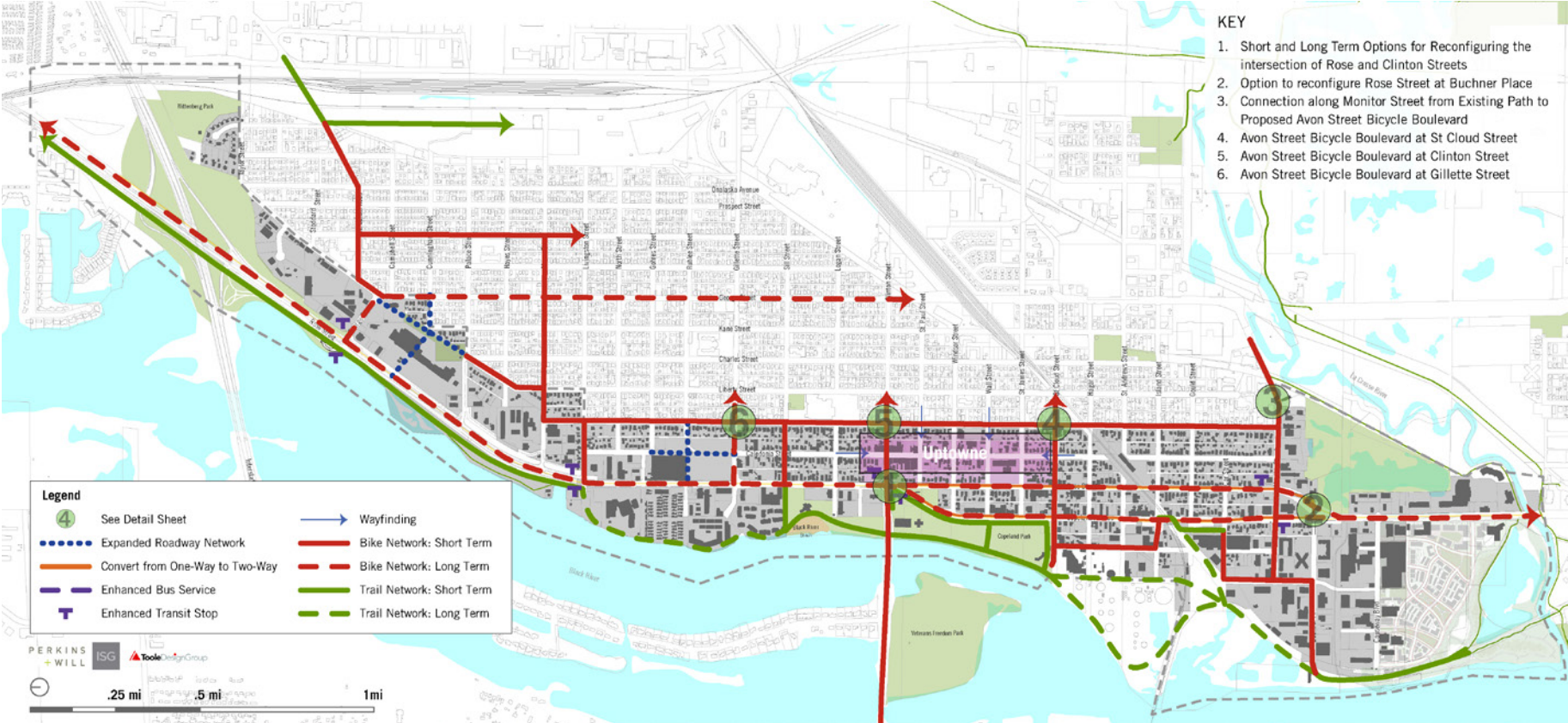
The pulse node theory of development also requires careful consideration of development and improvement opportunities in the areas between the higher intensity nodes. These areas act as critical connections and transitions to allow for each high intensity node to be unique. It allows travelers within the Corridor a sense of reprieve, and establishes the discovery of the next unique area with the intention of increasing the energy and attachment to the community.

Low to mid-rise offices, low to mid density multi-family developments, and neighborhood scale retail should be encouraged adjacent to the highway in these areas. Lower density single-family re-development and preservation should be encouraged within the outer boundaries and adjacent to the Corridor. Open space and recreational areas should be located in appropriate areas and include undeveloped lands or areas where these amenities are simply desired or needed.



Multi-Modal Recommendations

Walking, biking and transit are critical transportation modes in corridors such as Highway 53 and a major component of a livable community. Following are recommendations to promote safe and inviting pedestrian, bicycle, and transit experiences by creating or strengthening connections to nearby bicycle facilities, neighboring points of interests, shopping, the Black River, trails and open space.



Pedestrian Experience Enhancement Strategies

- Provide a minimum of 6-foot wide sidewalks (8 feet is preferred) throughout the Corridor where feasible.
- Eliminate sidewalk obstructions and gaps.
- Replace failed sidewalk and trail pavements.
- Improve snow removal expectations and enforcement.
- Improve pedestrian cross walks (could be more artistic crosswalks) to enhance safety at high volume locations.
- Install sidewalk curb extensions on adjacent side streets to decrease crosswalk distances, moderate vehicular speeds, provide increased sidewalk space, and define on-street parking bays.
- Extend pedestrian lights along the Highway 53 corridor.
- Incorporate streetscape elements such as monuments, public art, kiosks, and benches to create a more inviting and comfortable sidewalk environment and promote activity.
- Provide pedestrian scale wayfinding and signage.
- Consider times and locations to program “open streets”.
- Provide improved visual and physical connection to the Black River.

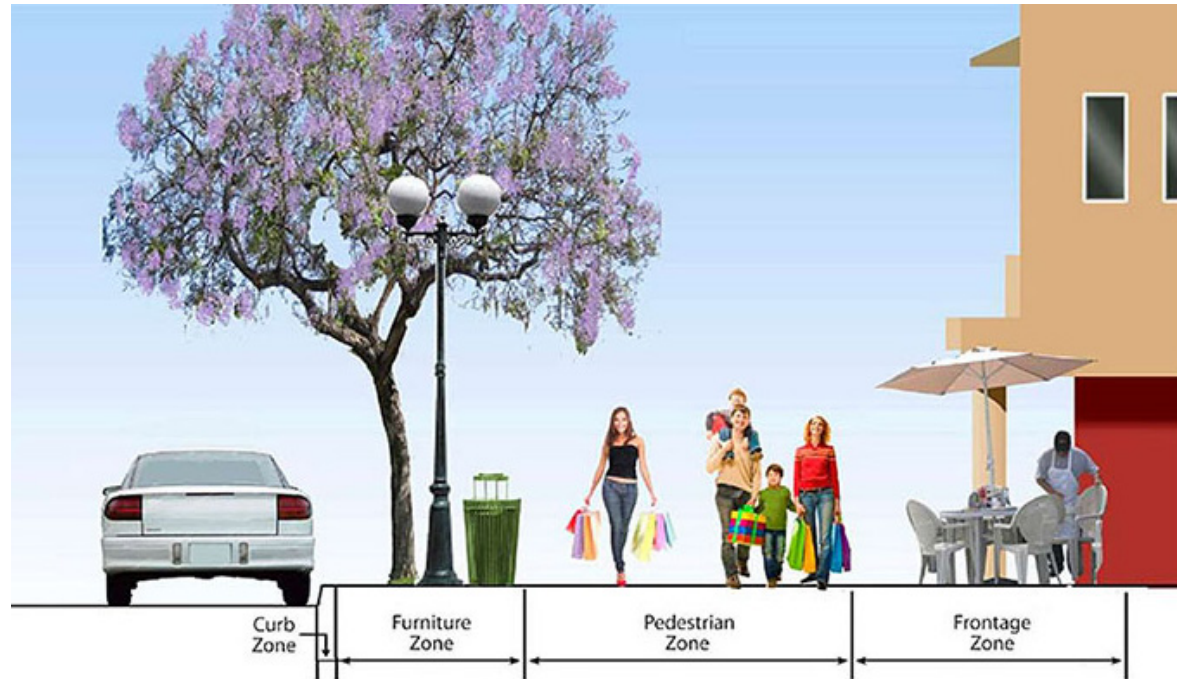




Sidewalk Enhancement Strategies

While sidewalks function as part of the transportation system, they also play a crucial role in urban design by enhancing the social and economic characteristics of a district while improving public health.

The Sidewalk Zone design includes four zones - Curb, Furniture, Pedestrian, and Frontage - which vary in width and character depending on adjacent land use, right-of-way, and intended function. The Pedestrian Zone system also provides an approach to support pedestrian activity and to balance the space needed for functions and objects while maintaining an Americans with Disabilities Act-compliant pedestrian access route. The zone system should be applied to the sidewalk space and if adequate space is not available, careful consideration will need to be given to the design and programming of the space, with a priority on meeting accessibility and safety needs.



Curb Zone

This zone separates the pedestrian from the vehicular traffic. The buffer provides a physical barrier and also provides space for getting in and out of a parked car (where on-street parking exists).

Furniture Zone

This zone provides space for trees, benches, newspaper boxes, utility poles, hydrants, trash receptacles, signs, street lights, and snow storage.

Pedestrian Zone

This zone needs to be well defined and meet ADA standards, and maintained at all times. The recommended minimum width is 6 feet, but 5 feet can be acceptable.

Frontage Zone

This zone is at the edge of the walk zone adjacent to the property line to provide a safe and comfortable buffer from opening doors, walls, fences, and doorways.

Sidewalk Installation in Existing Areas

While the City of La Crosse has a policy requiring the installation of sidewalks when new development occurs, installing sidewalks in established neighborhoods can be a challenge due to funding constraints and concerns over maintenance responsibility by abutting property owners. In 2006, the La Crosse City Council passed a resolution that established priorities for sidewalk installation when a major street or development project is not occurring:

- 1 Install sidewalks on routes to schools and leading to city bus stops.
- 2 Install sidewalks adjacent to or along any worn path in grass or dirt on city property.
- 3 Install sidewalks on all arterial and collector streets.
- 4 Fill in sidewalks where blocks have partial sidewalks.
- 5 Install sidewalks on streets where no sidewalks exist on their side of the block only where more than fifty (50) percent of the owners request the sidewalk.

The 2012 La Crosse Bicycle and Pedestrian Master Plan identified areas without sidewalks within the City, and ranked them as first, second, or third priority for sidewalk installation.

First Priority Locations

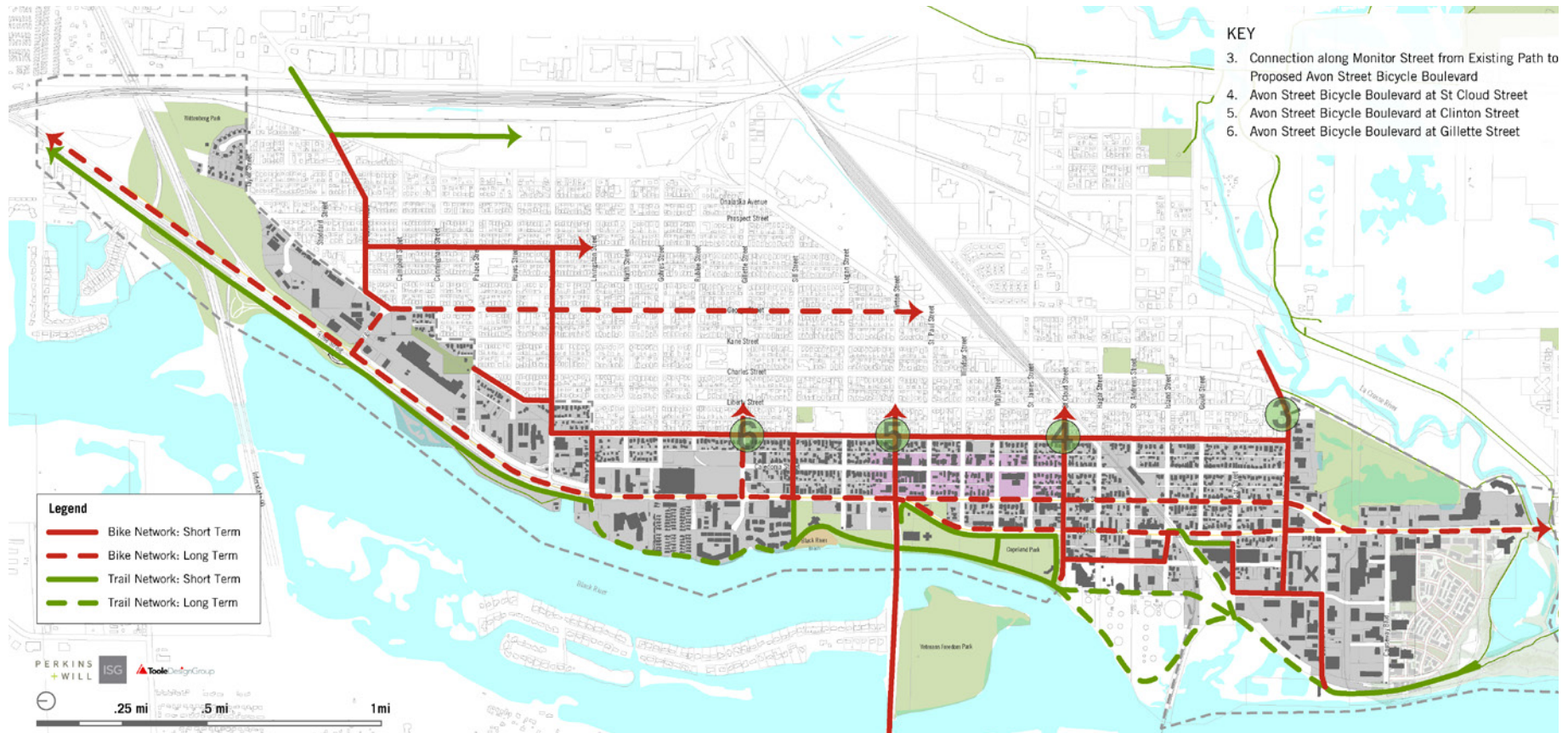
None within the study area

Second Priority Locations

West George Street
Ruble Street
Rose Street
Clinton Street
Sumner Street
Saint Cloud Street
Hagar Street

Third Priority Locations

Numerous locations throughout the study area



Bicyclist Experience Enhancement Strategies

- Eliminate barriers.
- Create frequent safe crossing opportunities.
- Encourage and facilitate classes to educate current and potential bicyclists and build confidence in the accessibility, reliability, and safety of the system.
- Work with community partners to encourage bicycling as a larger mode share by providing bicycling facilities in public and private locations and bicycling equipment to disenfranchised groups.
- Add public bike racks and other amenities near destinations such as schools, transit stops, employers, multifamily housing, shopping, and other biking locations.
- Continue comprehensive bicycle system planning.
- Install more bikeways to grow towards completing the network.

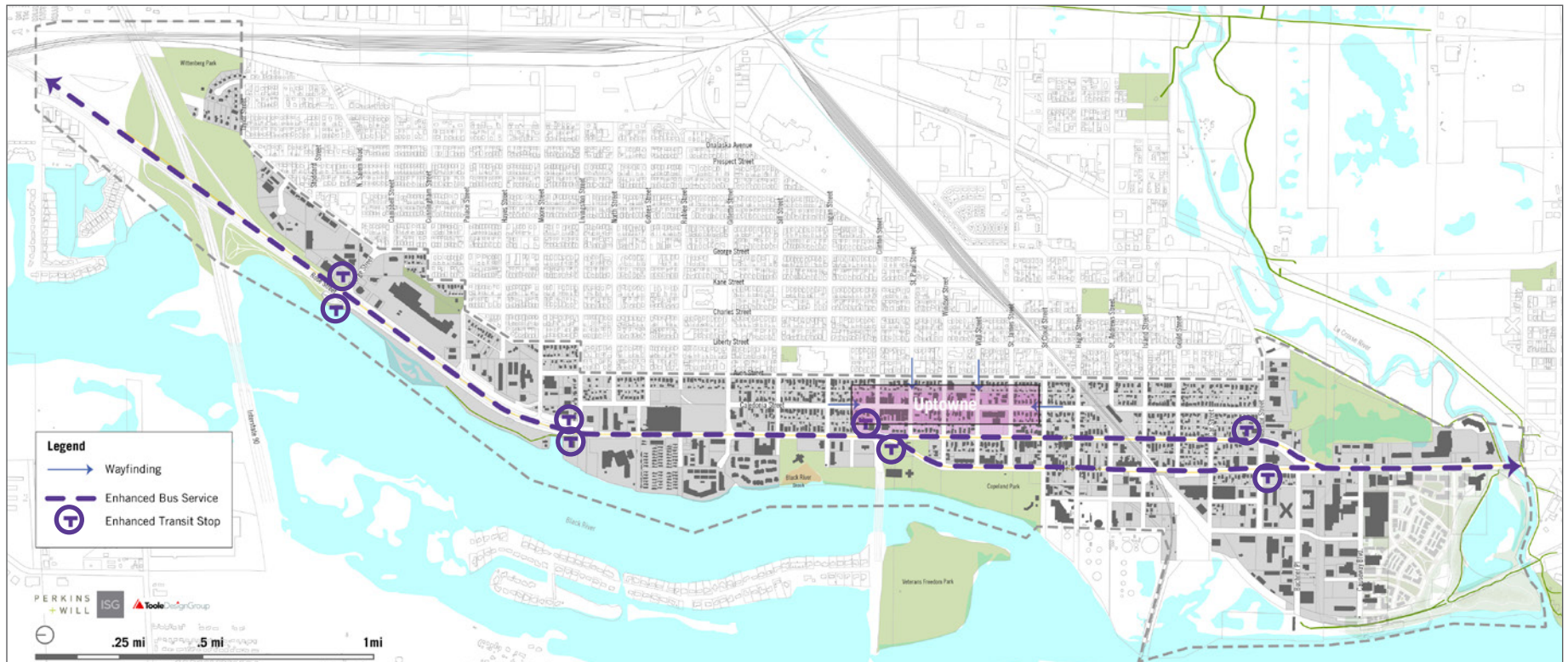
Encourage Private Bicycle Infrastructure

- Require functional bike racks, bike corrals, lockers, and/or indoor parking in new re-developments and assist existing private developments in obtaining them.
- Encourage employers to provide amenities such as employee showers and shared bicycle fleets.
- Expand the city's wayfinding system to Highway 53 and highlight access to the parallel and perpendicular bicycle routes.



Transit User Experience Enhancement Strategies

Transit stops are among the most active pedestrian gathering spaces and can provide identifying elements within the streetscape. Stops should be designed to be more comfortable and dignified to attract new users and better serve existing users. Bus stops along the Highway 53 Corridor should be well connected to the sidewalk network and bicycle facilities to allow convenient connections to neighborhoods, commercial nodes, the Black River, places of employment, and shopping centers.



- Encourage/Facilitate Transit Oriented Development (TOD)
- Create a direct “express” route to shopping, Downtown, employment, and services to encourage transit oriented development along the route and make transit a more attractive option for users.
- Work with developers, employers, and institutions to increase the transit mode share.
- Enhance the stops with the use of new shelters, kiosks, monument signs, decorative paving, newspaper corrals, and public art. New and relocated transit stops should be located in active and visible places to maximize personal security.
- Evaluate neighborhood routes for improvement.
- Consider implantation of the Route 6 modifications from the LAPC Great River Transit Enhancement Plan 2015-2025.

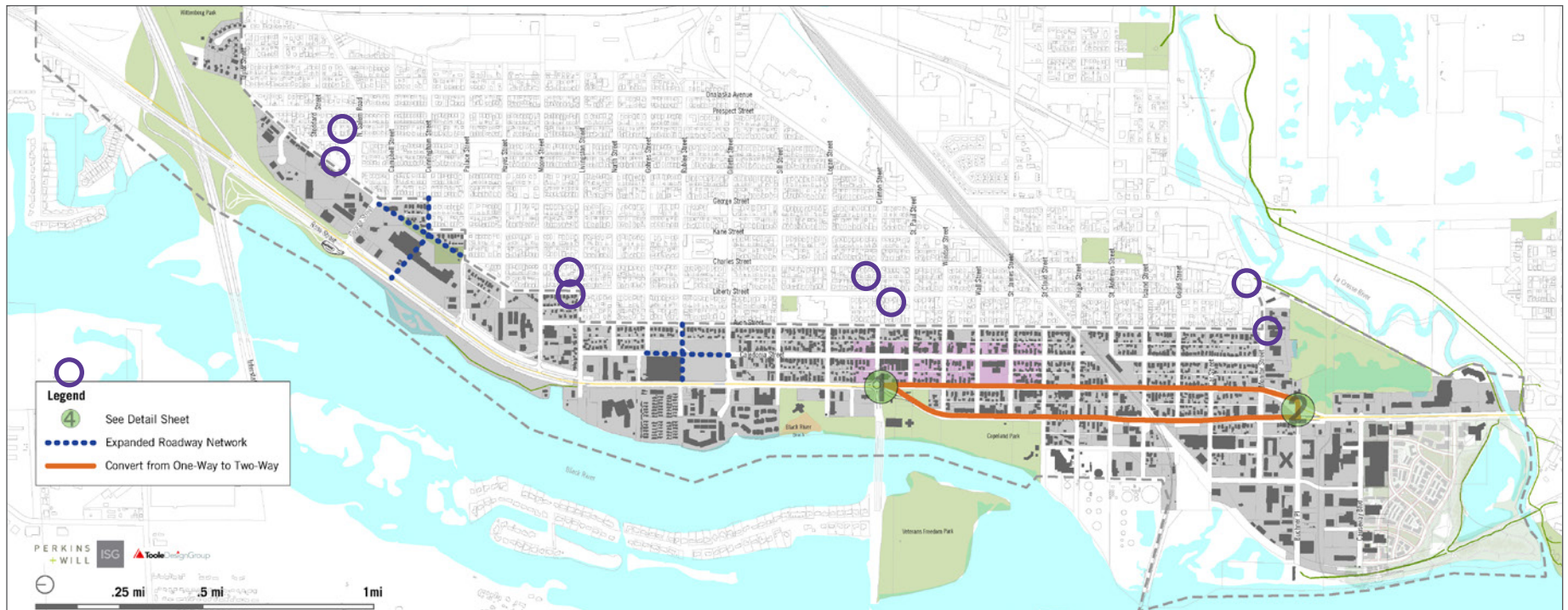
Connectivity Enhancement Strategies

- Improve connectivity from adjacent neighborhoods to Copeland Park.
- Improve bike routes and trails connecting existing trails and bike lanes.
- Install Avon Street Bike Boulevard.
- Install additional Bike lanes (per bike plan and new recommendations).
- Define future traffic calming opportunities.
- Create detailed maps of safe routes to destinations for bicycling and pedestrians along the corridor.
- Create boulevards to serve as a buffer from traffic, planting spaces for trees, and space for snow removal.
- Improve intersections to provide safe and accessible areas for pedestrian and bicycle crossings. Improvements could include enhanced crosswalks, signalization, signage, and design techniques that encourage drivers to operate at an appropriate speed.
- Conduct a corridor wide traffic study along Highway 53 to address speeding, safety, and enhanced connectivity routes.
- Use signs/wayfinding strategies to direct multi-modal traffic between neighborhoods and the River and highlight access to the parallel and perpendicular bicycle routes.
- Create safe and visible connections between Highway 53 and alternative bicycle routes.
- Provide centralized, easy to access bicycle parking (such as on-street bicycle corrals) at convenient locations for bicyclists to park their bikes and walk to places along Highway 53 within designated pulse nodes.
- Improve transit stops and shelters locations along the Corridor
- Include additional lighting and covered shelters at each transit location.

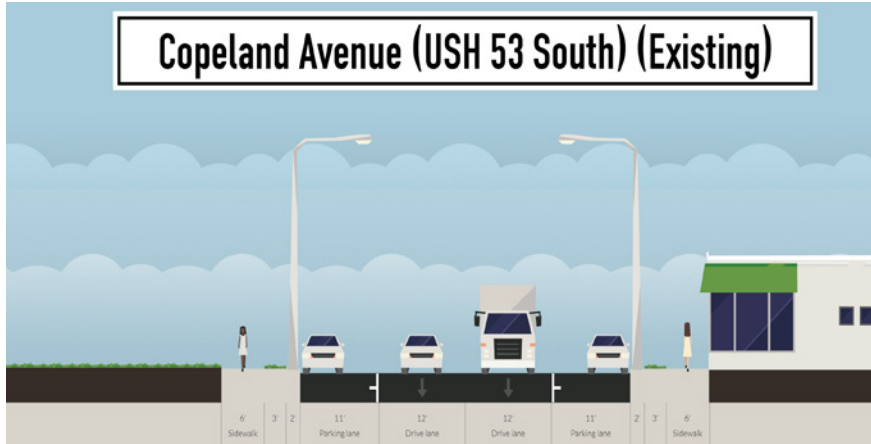


Roadway User Experience Enhancement Strategies

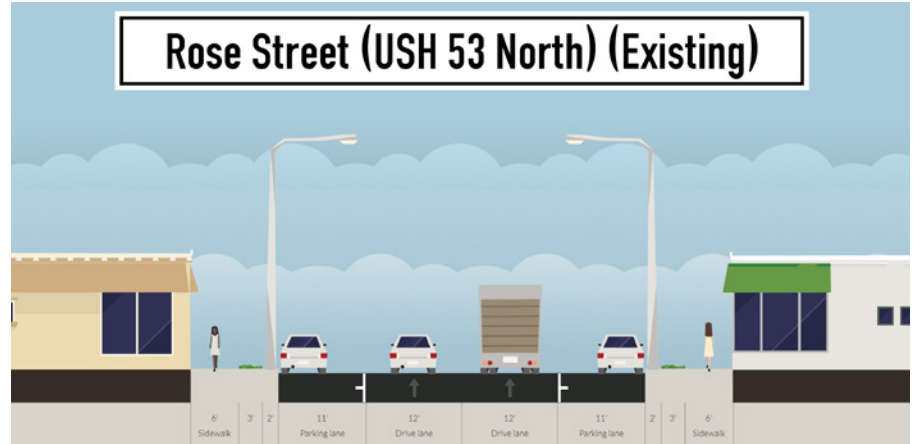
The following graphic illustrates short and long term options for reconfiguring the intersection of Rose and Clinton Streets, an option to reconfigure Rose Street at Buchner Place, and areas where the roadway network could be expanded to reestablish the grid system and allow for better circulation should redevelopment provide the opportunity. Redevelopment of the roadway system should be considered when redevelopment occurs and as bridges and roadways need to be replaced and/or updated. Should Rose and Clinton Streets be redeveloped the idea of shifting the majority of the traffic to one of the streets vs. equally distributing the traffic as it is today should be considered. By shifting traffic to one of the streets it could allow for better neighborhood and commercial development along this section of the corridor, allow for better connection and relationship to the river and park system, promote multi-modal transportation and increase pedestrian safety.



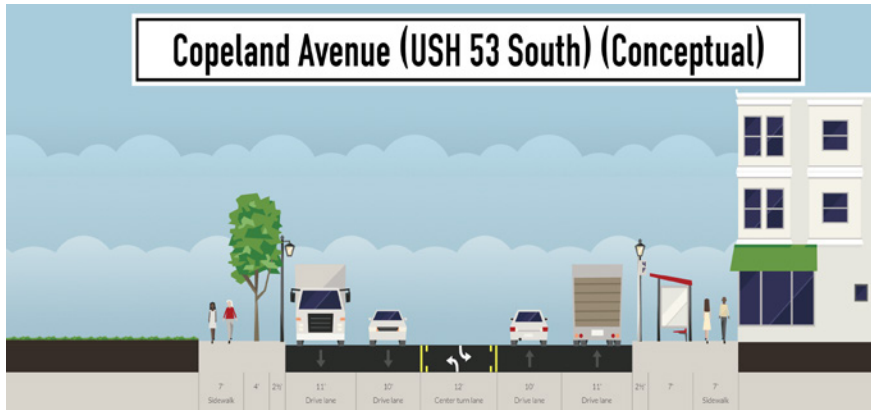
Copeland Avenue (USH 53 South) (Existing)



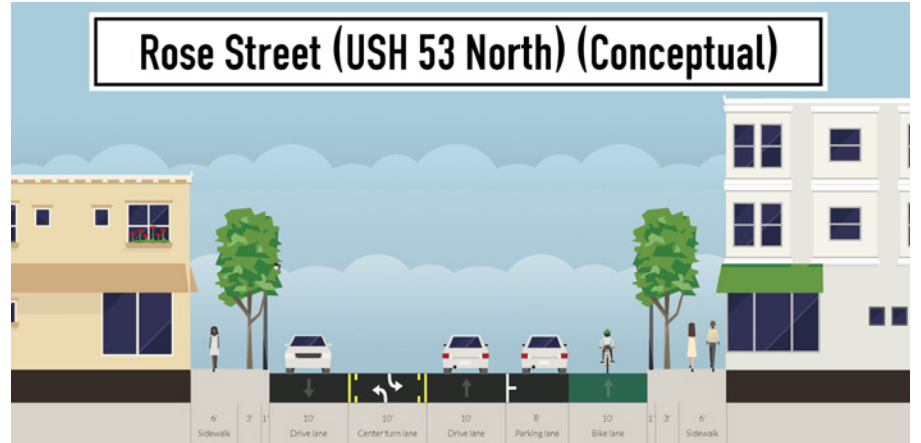
Rose Street (USH 53 North) (Existing)



Copeland Avenue (USH 53 South) (Conceptual)



Rose Street (USH 53 North) (Conceptual)



Intersection Design Enhancement Strategies

The many intersections of Highway 53 Corridor's have the opportunity to blend safety and aesthetics for its users and the environment. Following are recommendations for making these intersections more safe and easily accessible for those walking, biking, and driving.



Paving and Crossing Treatments

A hierarchy of crossing treatments should be applied to intersections based on the location and the volume of pedestrians and bicyclists. Special intersection paving treatments can break the visual uniformity of streets, highlight pedestrian and bicycle crossings as an extension of the public realm, and announce key locations. The hierarchy and appropriate locations include the following applications:

- Standard Markings — All crossings should be identified with parallel lines.
- Enhanced Markings — Ladder striping should be added for crossings of streets in the edge and edge zone.
- Special intersection paving treatments include integrated colors, textures, and scoring patterns. A red or dark gray or other appropriate color may be applied to the paving in crosswalks.

Advanced Stop Bar Markings

Stop bar markings extend across all approach lanes to indicate where vehicles must stop in compliance with a pedestrian crosswalk at an intersection. These markings reduce vehicle encroachment into the crosswalk and improve visibility of pedestrians.

- Advance stop bars should be considered at all primary signal-controlled intersections with marked crosswalks. The opportunity to locate the stop bars a maximum of 10 feet from the crosswalk locations should be considered at all primary signal-controlled intersections.



Curb Extensions/Bump-Outs

Curb extensions (also called bump-outs) should extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at intersections along secondary cross-streets. Curb extensions can be used at both street corners and mid block. Curb extensions often are no larger than the crosswalk width, but can be widened to increase pedestrian visibility or to create public spaces, landscaped areas, or transit waiting areas. When on-street parking is provided, curb extensions should be provided at intersections where they do not interfere with bus pull-offs.



Accessible and Countdown Pedestrian Signals

Accessible pedestrian signals (APS) provide information in non-visual format (such as audible tones, verbal messages, and/or vibrating surfaces). Pedestrian countdown signals tell the time remaining to clear the crosswalk before the signal change.

Urban Design Recommendations

A series of urban design principles and a design concept were defined early in the planning process to inform the development of designs and recommendations and to assist in the prioritization of potential implementation strategies and projects.



PRINCIPLE #1: Advance Livability

Design to heighten the human experience and connection to the sense of place. Create enhanced connections between neighborhoods, businesses, recreation, and natural surroundings.



PRINCIPLE #2: Strive for Diversity

Encourage diverse uses, buildings, and environments to promote exclusivity and access.



PRINCIPLE #3: Promote Neighborhoods

Enhance the neighborhood character, access to the Black River, and create a memorable gateway to the City. Relate new developments to the physical scale and character of the neighborhoods. Create a corridor that residents and visitors can understand and easily navigate by creating memorable landmarks, destinations, aesthetics, and sense of place.



PRINCIPLE #4: Foster Sustainability + Resiliency

Create a social, economical, and environmentally sustainable corridor for the future.

Pulse Node Concept in Design

The pulse node concept serves as the underlying guideline of the redevelopment plan for the entire Highway 53 Corridor and can be envisioned as a string of high energy mixed-use and commercial areas that serve the neighborhoods and broader community. The streetscape and the physical thoroughfare itself serve to reinforce and support the connection between the pulse nodes. The pulse node concept seeks to replace the present fragmented commercial and residential frontage with a series of concentrated mixed-use and commercial activity nodes. These nodes will be linked by a continuous transportation corridor with improved streetscape and residential uses along it. The different levels of activity nodes will promote pedestrian activity and business vitality along the corridor. They will also create a rhythm of development along the corridor, which helps to segment the linear corridor into distinct areas that will now be inter-connected to create a greater sense of place.



Landscaping + Streetscape Enhancement Strategies

- Improve riparian landscape edge along the Black River.
- Enhance landscape character throughout the corridor to reinforce as a gateway to the City.
- Plant additional trees along Highway 53 and adjacent streets to improve overall character.
- Screen existing and new at-grade parking lots with vegetation such as hedges and trees.
- Consider parking lot screens as potential zones for stormwater treatment and infiltration.
- Consider enhancing sidewalks and crossing treatments.
- Devote space to street furniture.
- Devote space to outdoor places such as cafes and small parks.
- Implement stormwater management best practices to improve stormwater, enhance aesthetics, and connect people to the urban ecosystem.
- Consider options for using landscaping to implement permanent and temporary traffic calming measures.
- Consider the addition of ornamental lighting, public art, kiosks, and visitors' guides and determine which community partners could take ownership.
- Develop a maintenance plan and sustainable funding source to maintain public landscaping and streetscape elements.



Stormwater BMP Enhancement Strategies

- Develop an area plan that promotes sustainability, resiliency, efficiency, and cost effectiveness of the current and future stormwater management systems.
- Focus BMPs towards street and land development design strategies that implement effective and easy to maintain systems that have minimal land area impacts and serve multiple purposes such as improving aesthetics and providing buffers for active transportation.
- Form partnerships with businesses, community organizations, large property owners, and environmental groups to operate, maintain, and promote healthy stormwater systems.
- Develop performance measures that show the value of investments and efforts that go beyond current requirements.
- Consider adoption of the Urban Street Stormwater Guide from the National Association of City Transportation Officials.



Wayfinding Enhancement Strategies

- Prepare a corridor wide wayfinding plan that is cohesive, unique to each context, multi-purpose, and contains several scales (cars, pedestrians, visitors).
- The designs of elements, directing people to key destinations and transit stops along the Highway 53 Corridor should be integrated into streetscape elements (e.g. light poles, transit shelters, monuments, signs) and reinforce a desired streetscape theme.
- Since there are no dedicated bike facilities recommended on Highway 53, wayfinding to alternate bikeways is particularly important.



Gateway Monument Enhancement Strategies

- Gateway monuments are typically larger structures that denote an entrance into a special area, neighborhood or district. These monuments should function as a major visual element that can be designed to reinforce a desired character or image of a district or neighborhood.
- Gateway monuments should be located within the amenity area of the public realm. The primary locations within the study area recommended for gateway monuments include:
 - Gateway Corridor area off of I-90.
 - Intersection of Clinton Street and Highway 53 at Copeland Park.
 - UPTOWNE (located at Clinton and Rose Street).
 - Split of Rose Street and Copeland Avenue near the intersection of Monitor Street.
 - Entrance to Downtown near the La Crosse River.



Utilities + Advertising Signs Enhancement Strategies

- To limit the number of utility poles that obstruct the pedestrian environment and to improve the aesthetics of the corridor, it is recommended that the overhead utilities be buried whenever possible.
- All signs shall meet the City's sign ordinance.
- Outdoor advertising signs shall be removed and eliminated as the opportunity exists to improve the aesthetics of the corridor.

Development Enhancement Strategies (commercial, residential, mixed use)

- Strengthen the Built Form (guidelines, facades, zoning ordinance).
- Create and adhere to City guidelines and standards for site design, building massing, façade treatments, building materials, signs, and sustainable design practices.
- Create mixed-use, multi-story buildings with first floor uses that activate the street.
- Plan new construction in relation to the surrounding buildings using common elements from the façade and architecture of neighboring buildings (as appropriate). This will create a harmonious feel to the streetscape.
- Positively relate new construction to the street with building elements yet not infringe on the streetscape. Appropriate building setbacks will depend on building use.
- Design the first level (street level) to have a human scale with attention to items including the building entries, first floor storefronts, lighting, signage, and windows.
- Consider building setback from the sidewalk to provide a broader area for pedestrian activities. Where existing sidewalks are less than 10 feet wide, set buildings back a minimum of four feet (within the frontage zone) to create wider sidewalks for outdoor seating and streetscape elements.
- Encourage the reuse of positive contributing buildings where possible rather than new construction.
- Incorporate existing historical or character enhancing elements into redevelopment.
- Highlight major building entries.
- Create a sense of security by having building windows look onto the street.
- New developments should treat appropriate rainfall events on site by, for example, infiltrating rainwater in ponds, swales and rain gardens or storing it for reuse in cisterns.
- Use LED or other energy-efficient lighting for new development projects.
- Consider solar-powered LED lighting to light exterior spaces.
- Provide space for organic composting and residential uses on-site or nearby.
- Encourage constructing and renovating buildings to meet Leadership in Energy & Environmental Design (LEED) certification standards of silver or better.