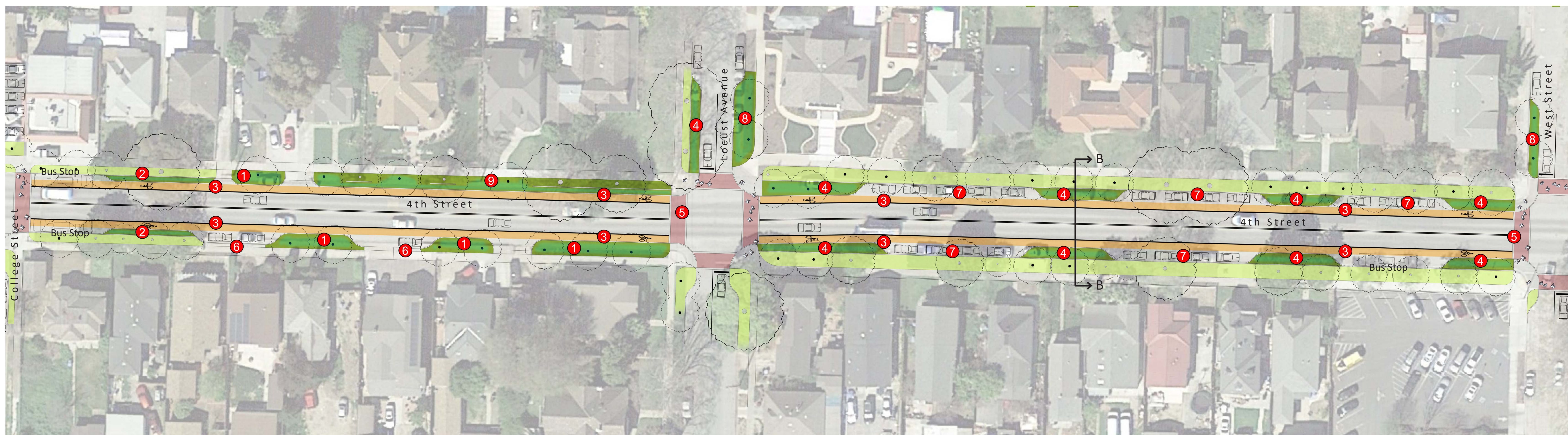


SECTION AA

**KEY SITE IMPROVEMENTS**

- 1 Full-width rain gardens span from a new curbline to sidewalk edge. New street trees are introduced within rain gardens.
- 2 4' wide green gutter system collects stormwater runoff but also preserves existing tree locations.
- 3 5' wide marked bike lanes.
- 4 Stormwater curb extensions span from a new curbline to existing street curb preserving existing tree locations.
- 5 New marked pedestrian crossings.
- 6 New selective on-street parking zones shifted towards sidewalk zone providing room for vehicles. Possible flush curb and pervious paving egress zone to allow for easier access to vehicle.
- 7 Combination 4' wide green gutter (to preserve existing tree locations) and full-width rain gardens span from a new curbline to sidewalk edge. New street trees are introduced within rain gardens.





SECTION BB

**KEY SITE IMPROVEMENTS**

- ① Full-width rain gardens span from a new curbline to sidewalk edge. New street trees are introduced within rain gardens.
- ② 4' wide green gutter system collects stormwater runoff but also preserves existing tree locations.
- ③ 5' wide marked bike lanes.
- ④ Stormwater curb extensions span from a new curbline to existing street curb preserving existing tree locations.
- ⑤ New marked pedestrian crossings.
- ⑥ New selective on-street parking zones shifted towards sidewalk zone providing room for vehicles. Possible flush curb and pervious paving egress zone to allow for easier access to vehicle.
- ⑦ Existing on-street parking zones remain between new stormwater curb extensions.
- ⑧ Stormwater curb extensions span from a new curbline to existing sidewalk. New street trees are introduced within landscape.
- ⑨ Combination 4' wide green gutter (to preserve existing tree locations) and full-width rain gardens span from a new curbline to sidewalk edge. New street trees are introduced within rain gardens.



A considerable amount of sediment and debris collects along the gutter line of the street.



Bicyclists often travel along the sidewalk zones due to lack of overall street bicycle infrastructure.



Residents often drive their vehicles over existing curbs to provide more room to park their vehicles.



Many stretches along the 4th Street are devoid of street trees and landscaping.



Some mature trees have outgrown their existing landscape strips and have compromised the sidewalk.



Wide pedestrian crossing distances at intersections creates difficult conditions for people to safely cross the street.

### EXISTING SITE CONDITIONS

- 1 Residents have paved or left the existing landscape strip devoid of plantings. This creates an unaesthetic appearance and adds impervious area to the street.
- 2 Existing trees have little room for trunk expansion.
- 3 Existing landscape strip is paved over or severely compacted due to parked cars straddling the curb line.
- 4 The existing travel lanes are very wide and offer no accommodations for bicyclists. Traffic speeds are often higher than the speed limit.
- 5 There is no landscaped-based stormwater management currently along the street and the existing gutter infrastructure is deteriorating.



EXISTING

### KEY SITE IMPROVEMENTS

- 1 Full-width rain gardens span from a new curbline to sidewalk edge. New street trees are introduced within rain gardens.
- 2 4' wide green gutter system collects stormwater runoff but also preserves existing tree locations.
- 3 5' wide marked bike lanes and 11' travel lanes help provide infrastructure to bicyclists and visually narrow the street. This can help slow down vehicular traffic.
- 4 New selective on-street parking zones shifted towards sidewalk zone providing room for vehicles. Possible flush curb and pervious paving egress zone to allow for easier access to vehicle.



PROPOSED