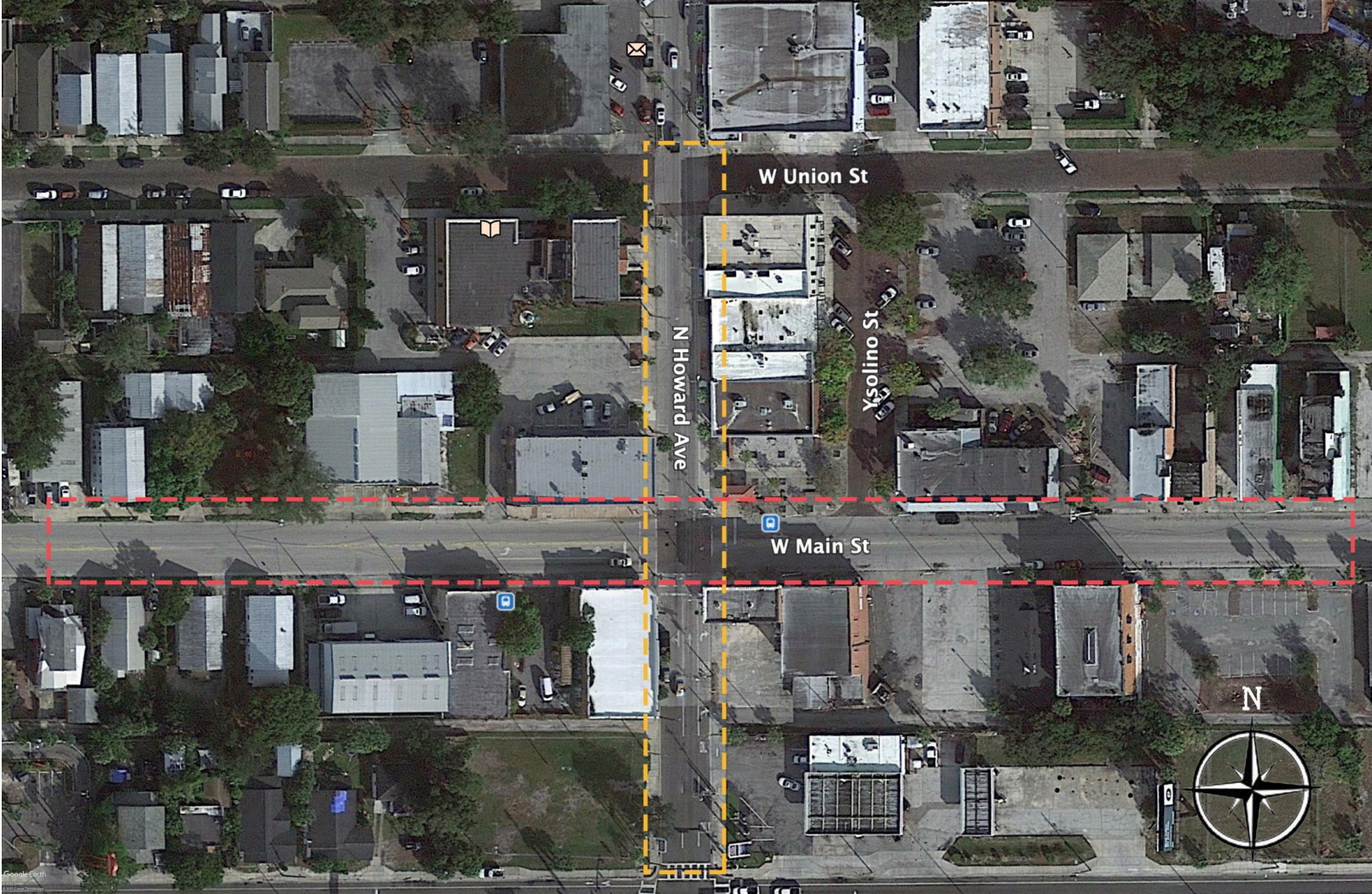


Site/District Analysis



The existing street conditions of West Main Street and Howard Street are relatively simple and have not been maintain for a long time, which leads to the backwardness of this area. But the two streets are unique and well located in downtown Tampa, and have the potential for growth.

WALK AUDIT TOOL KIT:

Assessing a community's walkability

State: Florida

County: Hillsborough

City/Town: Tampa

Zip Code: 33629

Street Name: 3409 W Bay to Bay Blvd

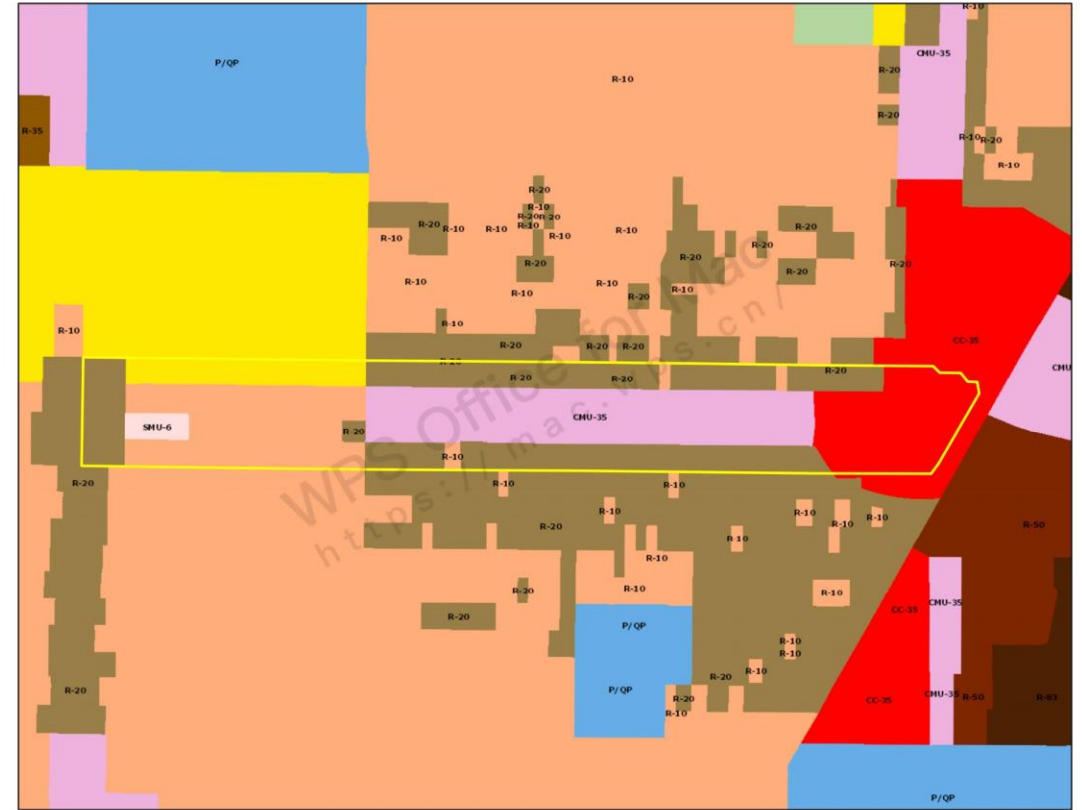
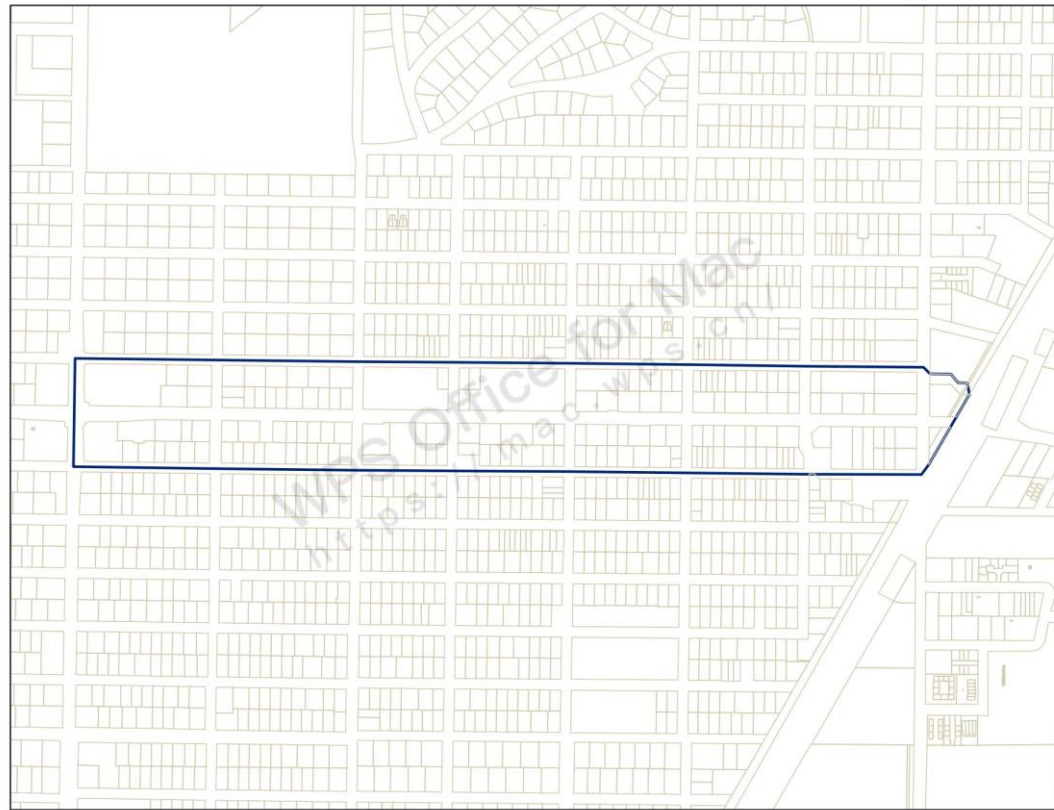
Notes:

The traffic information on bay to bay streets is not complete. When we walk through the streets there are few safety signs. I think the facilities on this street are complete. There are retail, churches, and residential areas on this street.

But the sidewalk is a bit narrow, especially at the entrance of the store, sometimes only one person can pass through, and the door of some stores is even close to the street. Some sidewalk roads are not connected together. Some sections of the sidewalk are directly pasted to the entrance of the store, and there are obstacles on the sidewalk, which is extremely inconvenient for pedestrians.

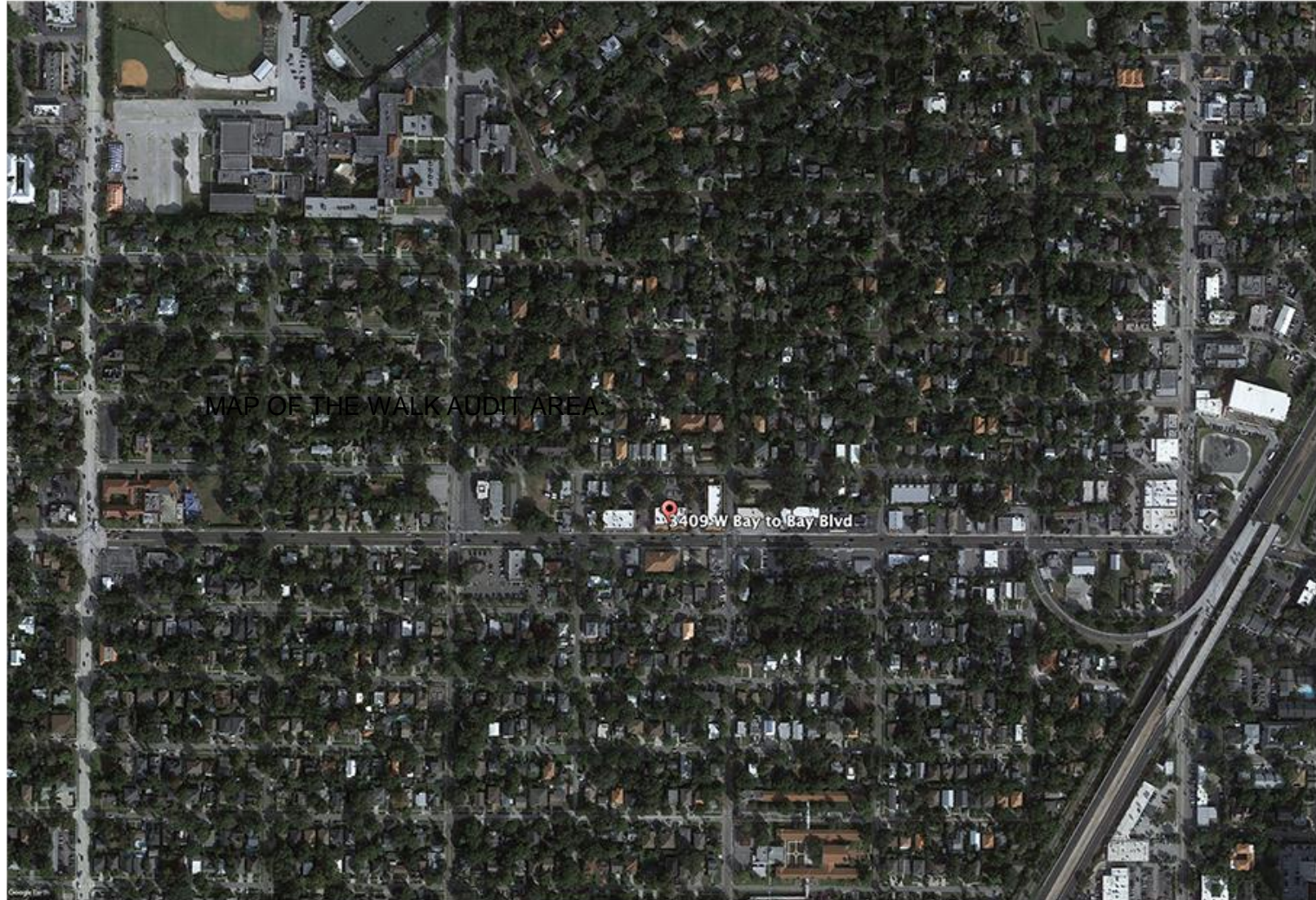
There is a lot of traffic on this street, but the road is a bit narrow. There is too little space for pedestrians. One problem is that the protection of the sewer is not safe and the gap is too large.

MAPPING THE WALK AUDIT



MAP OF THE WALK AUDIT AREA:

Bay to Bay



CROSSING STREETS AND INTERSECTIONS

Intersections observed: W Bay to bay St and S Concordia St

Day and Date of week: Monday Aug 31, 2020

Time observations began: 10 AM

Time observations ended: 12 AM

DIRECTIONS: Place a X next to any items that are a problem for pedestrians and note:

Sidewalk is a bit narrow, especially at the entrance of the store, sometimes only one person can pass through, and the door of some stores is even close to the street. Some sidewalk roads are not connected together.

Some sections of the sidewalk are directly pasted to the entrance of the store, and there are obstacles on the sidewalk, which is extremely inconvenient for pedestrians.

PROBLEMS FOR PEDESTRIANS

- o The crossing doesn't have a pedestrian signal or audible signal
- o The pedestrian signal doesn't give people walking at an average speed enough time to cross X
- o Time allowed for crossing: _____ (Minutes) 30 (Seconds)
- o The signal doesn't give slow walkers enough time to cross
- o The location needs a traffic signal or crosswalk X
- o A Push-to-Walk signal is not available/operating/accessibile X
- o The crosswalk is not marked or is poorly marked
- o People need to walk >300 feet for a safe place to cross the street
- o The road is too wide to safely cross
- o There's no median on a street with four or more lanes ? The resting places are parks, churches etc.
- o Parked cars or utility poles block the pedestrian view of traffic
- o Paving/Route is inaccessible for wheelchairs and strollers X

Other issues and observations:

The distance between two crosswalks.

CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED (use hash marks <i>///</i> for counting)	TOTAL #
People walking at an average speed	<i>////////</i>	
People walking slowly	<i>////////</i>	
People with children or baby strollers	<i>////</i>	
People crossing against the signal	<i>//</i>	
People using assistive devices (wheelchairs, canes, walkers, etc.)	<i>///</i>	
Bicyclists	<i>////</i>	
Skateboarders		
Other		

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good Fair Poor

Additional observations:

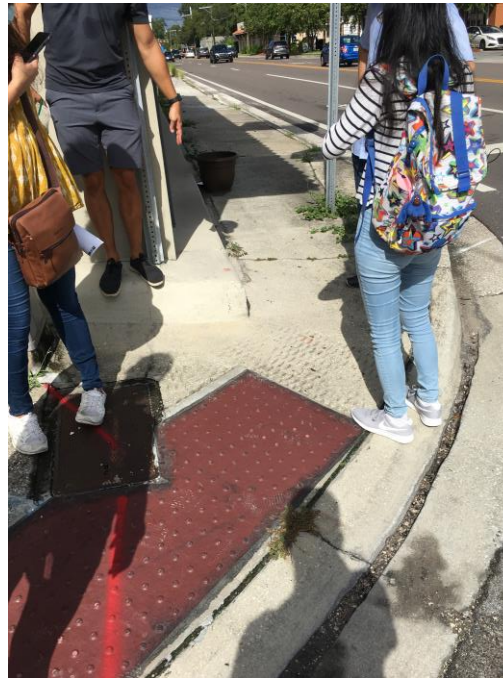
SIDEWALKS

Street observed: W Bay to bay St and S Concordia St

Day and Date of week: Monday Aug 31, 2020

Time observations began: 10AM-12PM

DIRECTIONS: Place a X next to any items that are a problem for pedestrians and note:



Sidewalk is a bit narrow, especially at the entrance of the store, sometimes only one person can pass through, and the door of some stores is even close to the street. Some sidewalk roads are not connected together.

PROBLEMS FOR PEDESTRIANS

- o There are no sidewalks, paths or shoulders. **X**
- o The sidewalks are not continuous (i.e., segments are missing). **X**
- Needs a steady ground language.**
- o The sidewalk isn't wide enough for two people to walk together side-by-side (minimum width needed: 5 feet).
- o The sidewalk is broken or cracked. **X BIGTIME**
- o There's no buffer between traffic and the sidewalk.
- o The sidewalks are interrupted by driveways.
- o There are no ramps (i.e., curb cuts) or they're misplaced. (Note: There should be two curb cuts per corner.)
- o The curb cuts aren't textured or marked for people with visual impairments. **X**
- o The sidewalk is blocked or interrupted by poles, signs, shrubs, dumpsters, low-hanging trees, etc.
- o Cars, trucks, vendors are blocking the sidewalk.

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good **Fair** Poor

Other issues and observations: Some sections of the sidewalk are directly pasted to the entrance of the store, and there are obstacles on the sidewalk, which is extremely inconvenient for pedestrians.

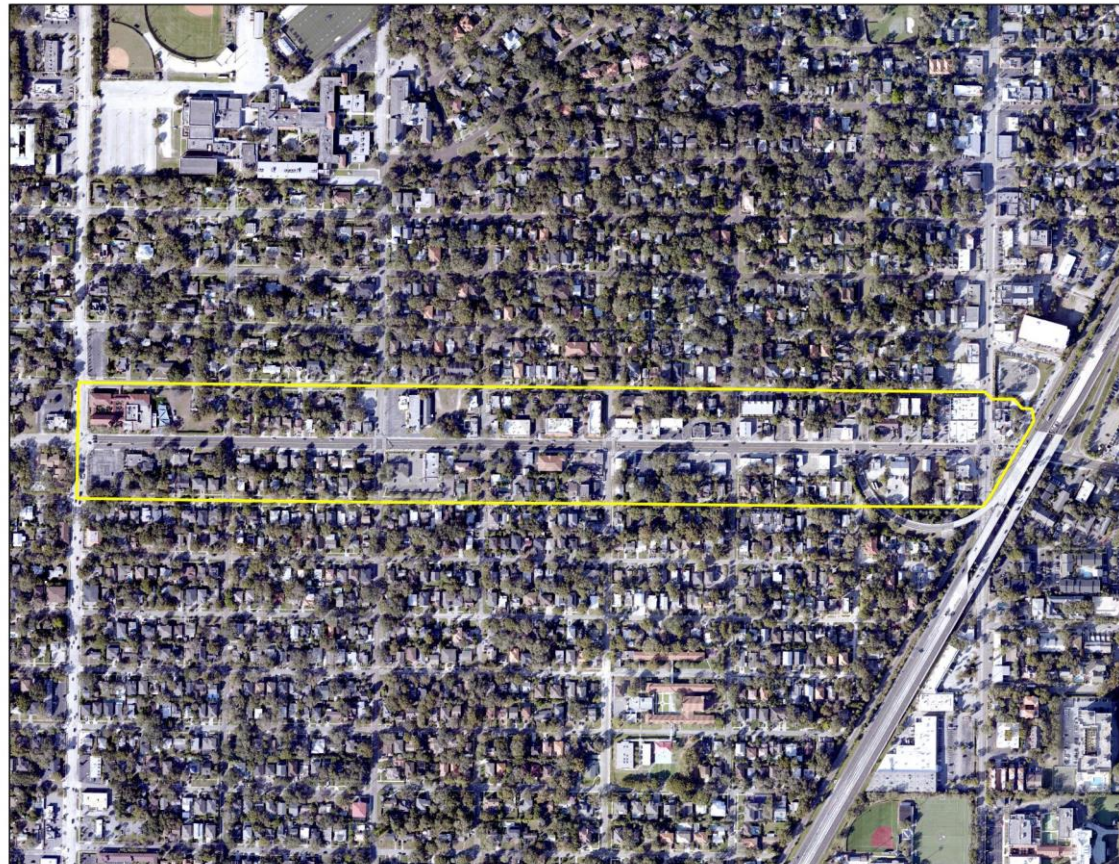
Sidewalk is a bit narrow, especially at the entrance of the store, sometimes only one person can pass through, and the door of some stores is even close to the street. Some sidewalk roads are not connected together.

DRIVER BEHAVIOR

Street observed: W Bay to bay St and S Concordia St

Day and Date of week: Monday Aug 31,2020

Time observations began: 10AM Time observations ended: 12PM



PROBLEMS FOR PEDESTRIANS

- o Drivers do not stop at stop signs
- o Drivers do not obey traffic signals
- o Drivers appear to be speeding **X**
- o Drivers don't yield to pedestrians, especially at right turns
- o Drivers do not stop behind the crosswalk **X**
- o Drivers don't look when leaving or backing out of driveways **X**
- o Drivers make unexpected turns/maneuvers

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good **Fair** Poor

Other issues and observations:

The traffic lanes are high and the speed of cars is fast.

SAFETY

Street observed: W Bay to bay St and S Concordia St

Day and Date of week: Monday Aug 31, 2020

Time observations began: 10AM Time observations ended: 12PM

Because the speed of the car is very fast and the sidewalk is very close to the road. So it is not very safe, and there is a safety hazard if the water inlet of the sewer is not covered completely.

PROBLEMS FOR PEDESTRIANS

- o Car speeds are too fast
- o There's too much traffic
- o Drivers are distracted (e.g., they're using cellphones)
- o There's loitering or suspicious/criminal activity
- o There are unleashed dogs
- o The signage or directions for drivers/pedestrians are confusing

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good **Fair** Poor

Other issues and observations:

COMFORT AND APPEAL

Street observed: W Bay to bay St and S Concordia St

Day and Date of week: Monday Aug 31,2020

Time observations began: 10AM Time observations ended: 12PM

PROBLEMS FOR PEDESTRIANS

- o The street needs shade trees **No shade for rain, but some resturant outdoor have shade.**
- o The street needs grass, flowers and landscaping **X**
- o The street needs benches and places to rest **X**
- o The grass and/or landscaping needs maintenance **X**
- o There are no water fountains and/or bathrooms **X**
- o A sidewalk is needed to the bus stop **Needs a better bus stop including shelter. X**
- o The bus stop doesn't provide shelter **X**
- o The bus stop doesn't have adequate lighting **X**
- o There's graffiti or vacant or rundown buildings
- o There's too much trash or litter

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good **Fair** Poor

Other issues and observations: This street lacks planning and has many unreasonable designs, which brings a lot of inconvenience to people. But there are many shops and restaurants.

WALKABILITY

● Safety score: Excellent Good **Fair** Poor

● Notes:

● Comfort score: Excellent Good **Fair** Poor

● Prospect Elements:

● Refuge Elements:

What is the Ratio of the Street Room?

How does it impact the pedestrian?

How does it impact the vehicle?

Notes:

● Interesting score: Excellent Good **Fair** Poor

Signs of Humanity:

Notes:

● Destination score (reason to be there): Excellent Good **Fair** Poor

Notes:

Overall Rating of the Walkability: Excellent Good **Fair** Poor

Other issues and observations:

RATINGS and OBSERVATIONS

	Excellent	Good	Fair	Poor
Streets and Intersections			✓	
Sidewalks				✓
Driver Behavior			✓	
Safety				✓
Comfort and Appeal			✓	
Total			4	2

Overall rating of the entire walk audit area:

Excellent Good
 Fair Poor

Additional comments about what works well and what needs improvement:

POROSITY

- Facade typology:



Notes: The facade typology isn't designed

- Awnings and shade: Excellent Good **Fair** Poor



Notes:

- Delivery Vehicle Accessibility:



Are delivery vehicles impeding pedestrian or bike pathways?

Where:

Do they have street side access or alleyway access?

Where:

● RHYTHM OF BLOCKS

Length of blocks:

Overall:

Width: 500 ft

Consistency:

Variance:

Notes:

RIGHT OF WAY

Right of Way Width:

Overall:

Width:

Consistency:

Variance:

Pedestrian Designated width: 4 ft

Bike Designated width: 2 ft

Vehicular Designated width: 10 ft

Overall Rating of the R.O.W.: Excellent Good Fair Poor

Other issues and observations: The road is a bit narrow and the sidewalk is also very narrow. Some sections of the sidewalk are directly pasted to the entrance of the store, and there are obstacles on the sidewalk, which is extremely inconvenient for pedestrians.

The WALK AUDIT



Crossing signals



Overhead traffic lights





Lanes (turning, travel, bike or bus)





Crosswalk lines and vehicle stop lines



Important signage



Drainage infrastructure

sewer is not safe and
the gap is too large.

WALK AUDIT TOOL KIT:

Assessing a community's walkability

State: Florida

County: Hillsborough

City/Town: Tampa

Zip Code: 33607

Street Name: 1802 N Howard Ave

Notes

Main Street West Tampa

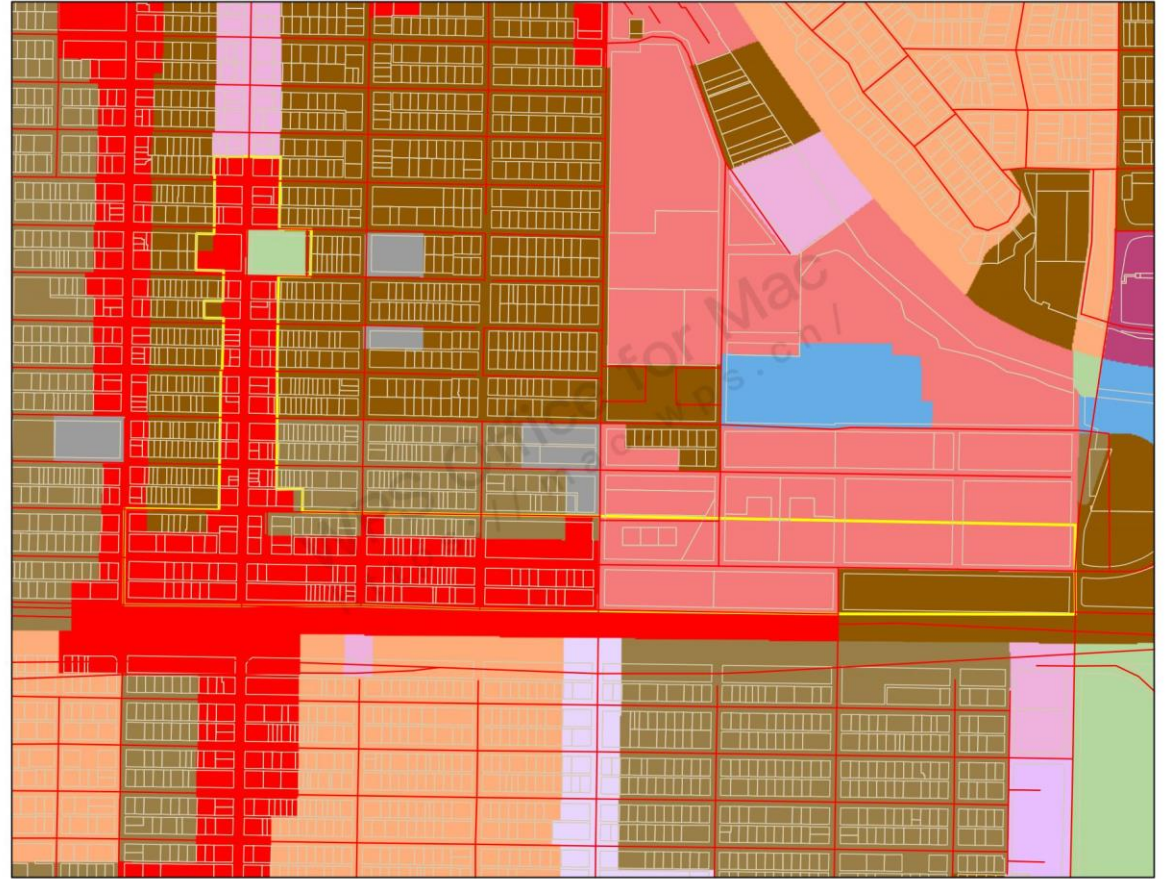
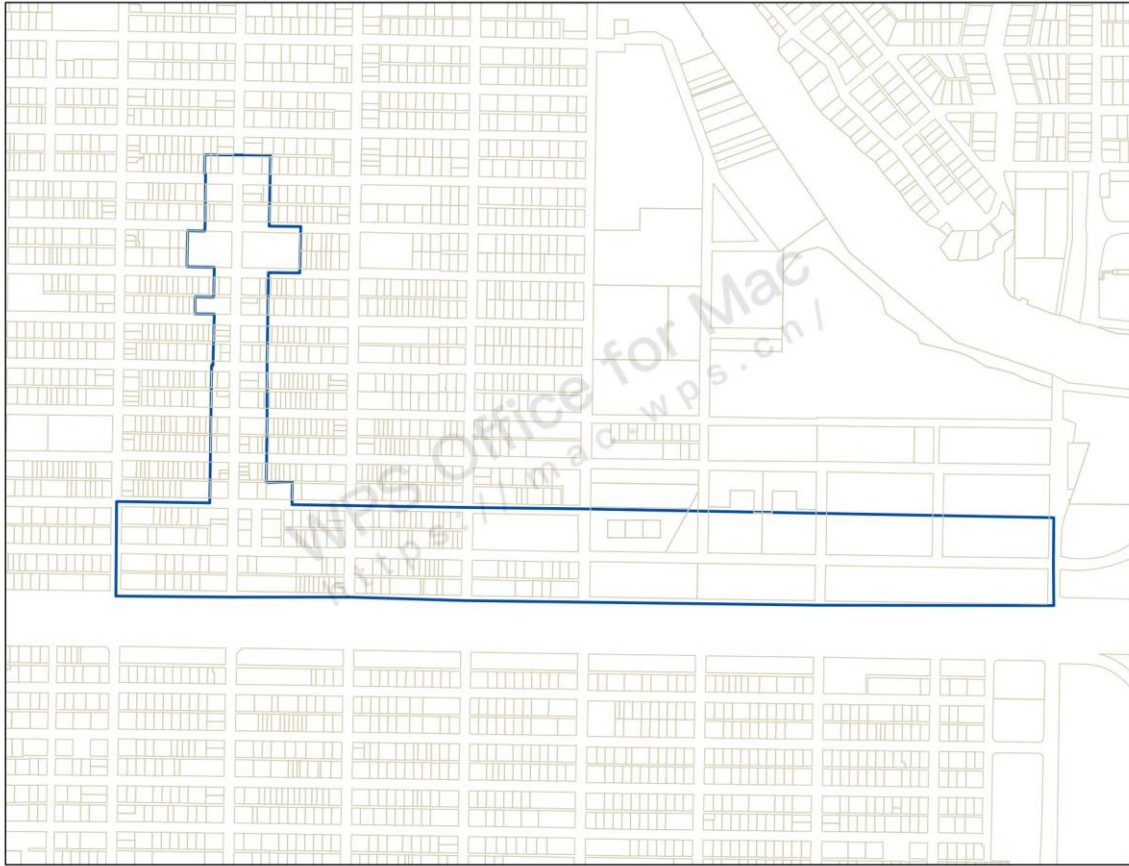
Main Street West Tampa is located on N Howard Ave. This street has many historical buildings, and it is also very interesting, with a lot of cultural features. At the same time, there are also many problems, because it is an old location, which is not well maintained all the year round, the street does not have complete traffic signs, and the road surface is uneven.

Most of the buildings on both sides are sealed. The biggest problem is that the sewer is not good, there is too much water on the road, and the rain cannot be dredged in time.

Because there are not many vehicles on the road in the old neighborhood, the road is wide. But some roads are one-way streets. This street is safer

Mapping the WALK AUDIT



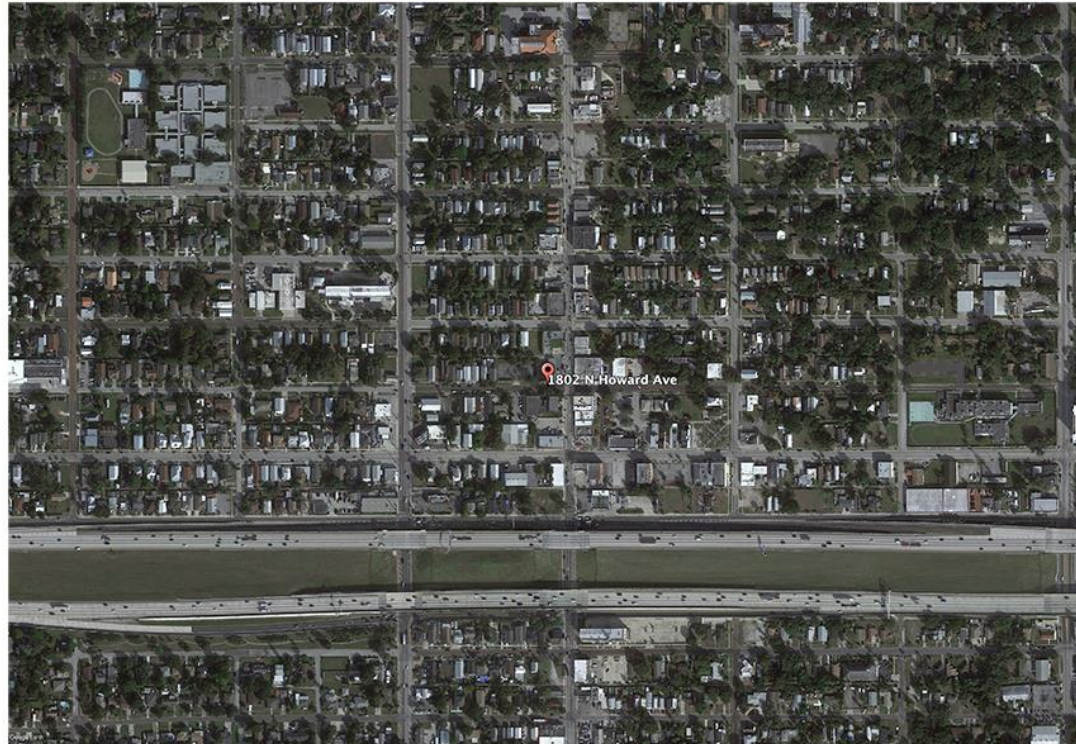


Street observed: **W Union St** between **N Armenia** and **N Howard Ave**

Day and Date of week: **Wednesday September 2, 2020**

Time observations began: **10 PM** Time observations ended: **12 PM**

Main Street West Tampa



CROSSING STREETS and INTERSECTIONS

Intersections observed: **W Union St** between **N Armenia** and **N Howard Ave**

Day and Date of week: **Wednesday September 2, 2020**

Time observations began: **10 AM** Time observations ended: **12 AM**

DIRECTIONS: Place a X next to any items that are a problem for pedestrians and note:

There are pedestrian crossings here but they are not perfect and need more traffic signals.

PROBLEMS FOR PEDESTRIANS

- o The crossing doesn't have a pedestrian signal or audible signal
- o The pedestrian signal doesn't give people walking at an average speed enough time to cross X
- o Time allowed for crossing: _____ (Minutes) 30 (Seconds)
- o The signal doesn't give slow walkers enough time to cross
- o The location needs a traffic signal or crosswalk X
- o A Push-to-Walk signal is not available/operating/accessibile X
- o The crosswalk is not marked or is poorly marked
- o People need to walk >300 feet for a safe place to cross the street
- o The road is too wide to safely cross
- o There's no median on a street with four or more lanes ? The resting places are parks, churches etc.
- o Parked cars or utility poles block the pedestrian view of traffic
- o Paving/Route is inaccessible for wheelchairs and strollers X

Other issues and observations:

The distance between two crosswalks.

CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED (use hash marks /// for counting)	TOTAL #
People walking at an average speed	////////	
People walking slowly	////////	
People with children or baby strollers	////	
People crossing against the signal	//	
People using assistive devices (wheelchairs, canes, walkers, etc.)	///	
Bicyclists	////	
Skateboarders	/	
Other		

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good Fair **Poor**

Additional observations:

Street observed:

Day and Date of week:

Time observations began:

DIRECTIONS: Place a X next to any items that are a problem for pedestrians and note:

PROBLEMS FOR PEDESTRIANS

- o There are no sidewalks, paths or shoulders. X
- o The sidewalks are not continuous (i.e., segments are missing). X
- o Needs a steady ground language.
- o The sidewalk isn't wide enough for two people to walk together side-by-side (minimum width needed: 5 feet).
- o The sidewalk is broken or cracked. X Bigtime and Need maintain
- o There's no buffer between traffic and the sidewalk.
- o The sidewalks are interrupted by driveways.
- o There are no ramps (i.e., curb cuts) or they're misplaced. (Note: There should be two curb cuts per corner.)
- o The curb cuts aren't textured or marked for people with visual impairments. X
- o The sidewalk is blocked or interrupted by poles, signs, shrubs, dumpsters, low-hanging trees, etc.
- o Cars, trucks, vendors are blocking the sidewalk.

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good Fair Poor

Other issues and observations: The width of the sidewalk is okay, but there is water on the road, and there are no street lights on both sides of the road.

DRIVER BEHAVIOR

Street observed: **W Union St** between **N Armenia** and **N Howard Ave**

Day and Date of week: **Wednesday September 2, 2020**

Time observations began: **10 PM** Time observations ended: **12 PM**

PROBLEMS FOR PEDESTRIANS

- o Drivers do not stop at stop signs
- o Drivers do not obey traffic signals
- o Drivers appear to be speeding **X**
- o Drivers don't yield to pedestrians, especially at right turns
- o Drivers do not stop behind the crosswalk **X**
- o Drivers don't look when leaving or backing out of driveways **X**
- o Drivers make unexpected turns/maneuvers

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good **Fair** Poor

Other issues and observations:

Because there are not many vehicles on the road in the old neighborhood, the road is wide. But some roads are one-way streets. This street is safer.

SAFETY

Street observed: W Union St between N Armenia and N Howard Ave

Day and Date of week: Wednesday September 2, 2020

Time observations began: 10AM Time observations ended: 12 PM

PROBLEMS FOR PEDESTRIANS

- o Car speeds are too fast
- o There's too much traffic
- o Drivers are distracted (e.g., they're using cellphones)
- o There's loitering or suspicious/criminal activity
- o There are unleashed dogs
- o The signage or directions for drivers/pedestrians are confusing

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good Fair **Poor**

Other issues and observations:

Need to set up rescue stations to keep vagrants together.

COMFORT and APPEAL

Street observed: **W Union St** between **N Armenia** and **N Howard Ave**

Day and Date of week: **Wednesday September 2, 2020**

Time observations began: **10AM** Time observations ended: **12PM**

PROBLEMS FOR PEDESTRIANS

- o The street needs shade trees **No shade for rain.**
- o The street needs grass, flowers and landscaping **X**
- o The street needs benches and places to rest **X**
- o The grass and/or landscaping needs maintenance **X**
- o There are no water fountains and/or bathrooms **X**
- o A sidewalk is needed to the bus stop **Needs a better bus stop including shelter. X**
- o The bus stop doesn't provide shelter **X**
- o The bus stop doesn't have adequate lighting **X**
- o There's graffiti or vacant or rundown buildings
- o There's too much trash or litter

Overall Rating of the Street Crossing(s) in the Survey Area: Excellent Good Fair **Poor**

Other issues and observations:

This street has many historical buildings, and it is also very interesting, with a lot of cultural features. At the same time, there are also many problems, because it is an old location, which is not well maintained all the year round, the street does not have complete traffic signs, and the road surface is uneven. Most of the buildings on both sides are sealed. The biggest problem is that the sewer is not good, there is too much water on the road, and the rain cannot be dredged in time.



Curb cuts and driveways



Sidewalks



Some buildings are old, and the water from the water pipe flows directly into the sewer through the road.



Potholes and obvious drainage issues



Surrounding structures



There is a small park here, very simple, without good greenery, on a street corner.



This street has some unused open spaces between the shops.

Context Analysis

Main Street West Tampa

N Howard Ave, Tampa

Diversity of uses:
Characteristic and historical buildings make the street look interesting. However, many shops along the road were closed.

Quality of life:
The road here is a one-way street, and the road is relatively wide. It is safe for pedestrians.

Infrastructure:
The sidewalk on this street is relatively wide and complete.



Lighting:*There are few street lights, only one street light for a long distance*

Active facade:*The distance between the sidewalks connecting the shops is moderate,*

Human scale:
The density of buildings on both sides of the street is not very high, there are many open spaces between the buildings

Sidewalk 3'

driving Lane 10'

driving Lane 10'

Sidewalk 3'

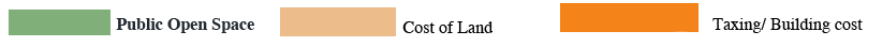
Main Street West Tampa

Value

2020 TAMPA property Taxes



W. MAIN STREET



Taxing:

The real estate market rallying and property values on the rise. Home sales in Hillsborough increased 5.7 percent in 2018, with the average sales price increasing 3.7 percent. The unemployment rate is continuing to fall countywide and currently sits at about 3.4 percent.

Cost of land:

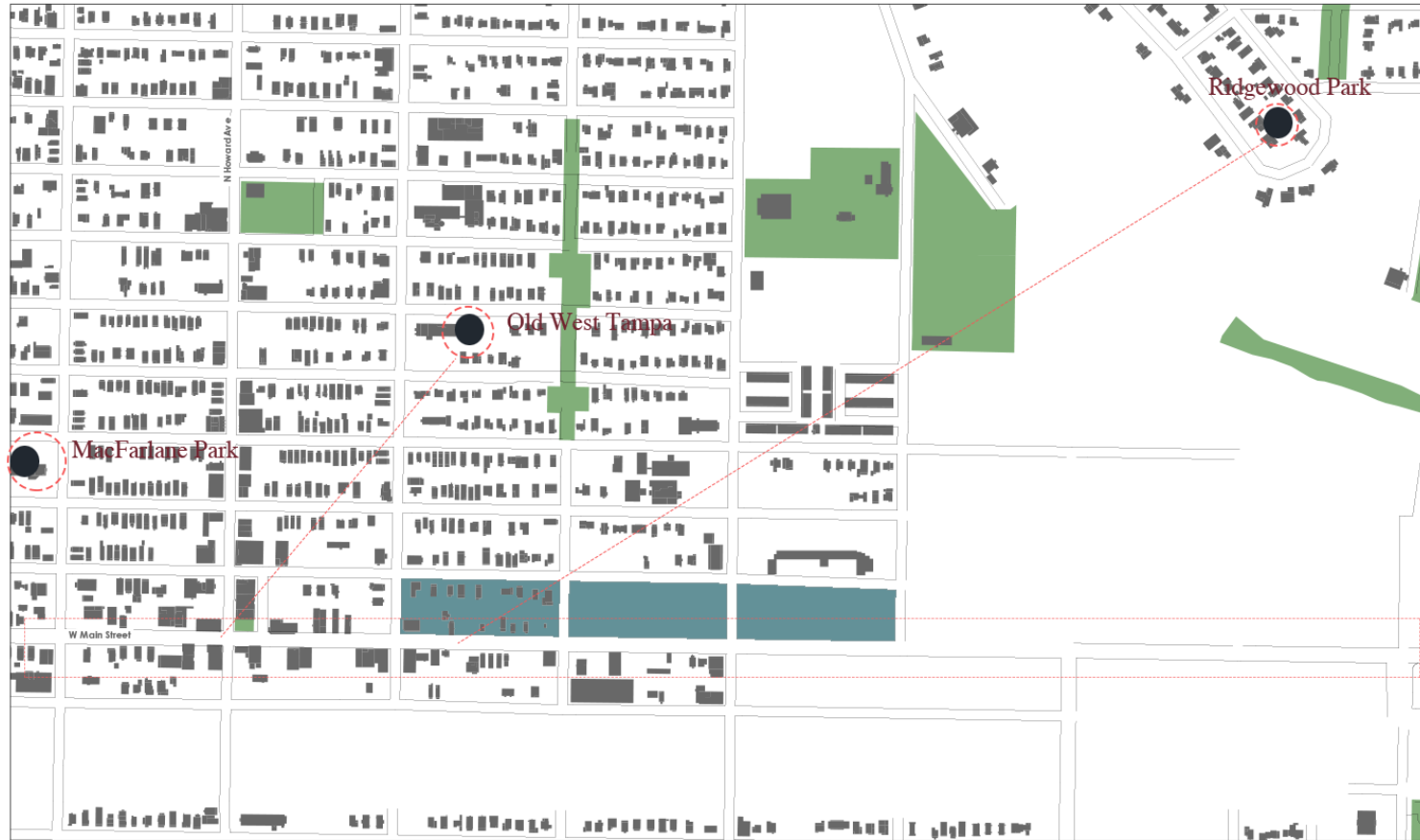
Cost of Boundary Survey in Tampa, Florida
\$583.22 fixed fee for residential boundary survey (up to 1/2 acre)
(Range: \$386.06 - \$780.37)

Building Cost:

Assume affordable new homes in Florida cost between \$80 and \$200 per square foot. That's a wide range. Perhaps affordable to you means \$90 per square foot. Perhaps it means \$150 per square foot.

Main Street West Tampa

Points of Interest / Recreation Area



Source: City of Tampa and Hillsborough County



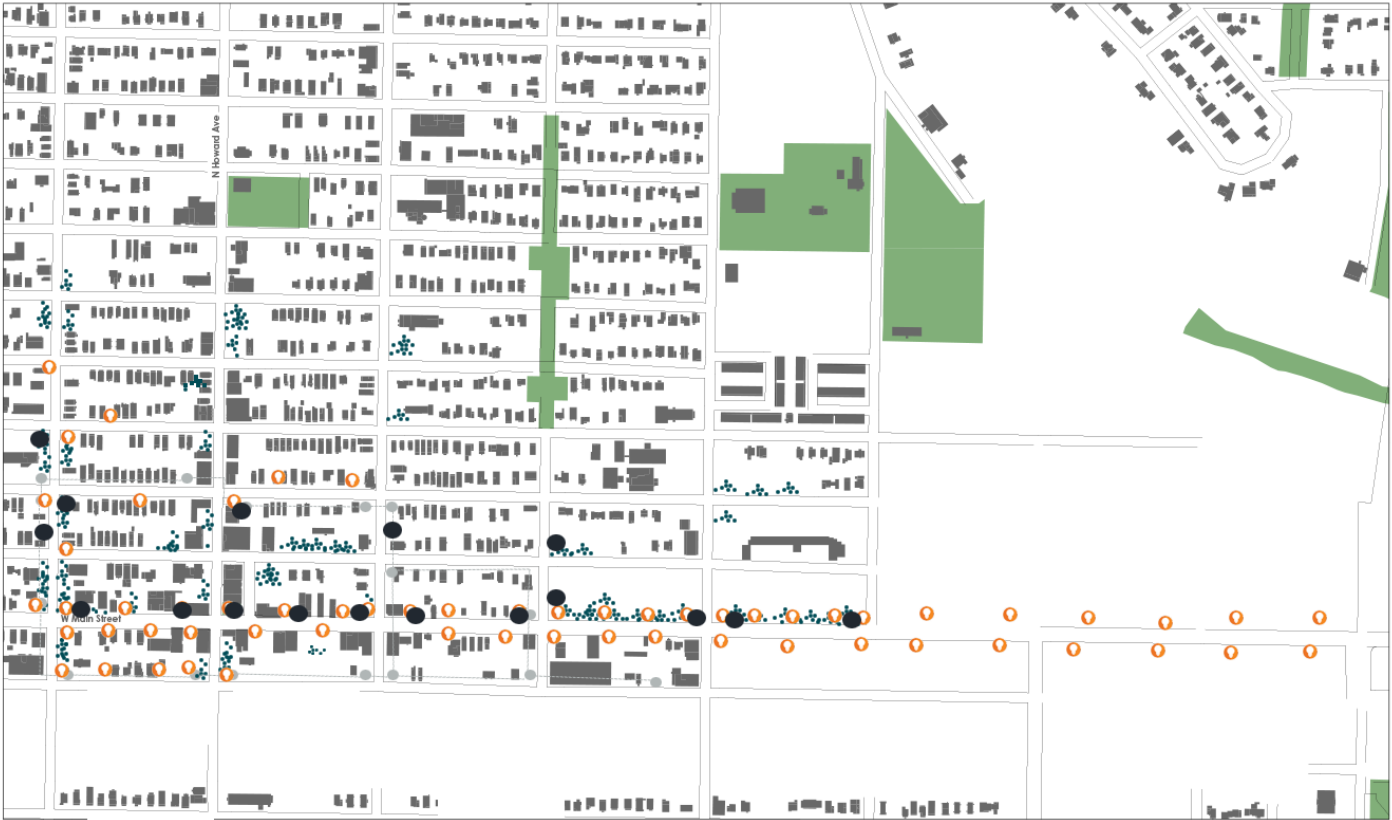
W. MAIN STREET



- Points of Interest
- Public open space
- Recreation Areas

Main Street West Tampa

Infrastructure



Legend

- Electricity – wiring, cables
- Trees
- Lighting
- Stormwater Management
Stormwater Basins



W. MAIN STREET



Source: City of Tampa and Hillsborough County

Main Street West Tampa

Trees

Shade Trees

For planting in open areas that have no overhead restrictions.



Geiger Orange

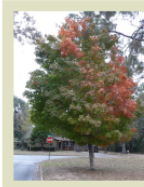


Purple Tabebuia



Bald Cypress

Tree-Resistant FreeTree Facts
Common Name: Bald Cypress
Botanical Name: Taxodium distichum
Flower: Inconspicuous
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas



Florida Maple

Tree-Resistant FreeTree Facts
Common Name: Florida Maple
Botanical Name: Acer floridanum
Flower: Yellow
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas



Live Oak

Tree-Resistant FreeTree Facts
Common Name: Live Oak
Botanical Name: Quercus laevis
Flower: Inconspicuous
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas



Yellow Tabebuia

Tree-Resistant FreeTree Facts
Common Name: Yellow Tabebuia
Botanical Name: Thecophora venusta
Flower: Yellow
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas



Japanese Blueberry

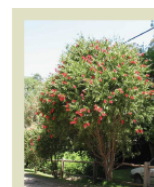
Tree-Resistant FreeTree Facts
Common Name: Japanese Blueberry
Botanical Name: Vaccinium corymbosum
Flower: Small white
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas

For planting in restricted areas such as under power lines or for open areas.



Silver Buttonwood

Tree-Resistant FreeTree Facts
Common Name: Silver Buttonwood
Botanical Name: Conocarpus erectus
Flower: Yellow
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas



Bottle Brush

Tree-Resistant FreeTree Facts
Common Name: Bottle Brush
Botanical Name: Eriodendron ibicifolium
Flower: Red
Foliage: Tree, round and dense, white through fall
Height: 100-120'
Width: 20-30'
Plant: Moderate
Soil: Grows in full to partial shade
Comments: May appear to be "dead" in deciduous areas



Source: City of Tampa and Hillsborough County

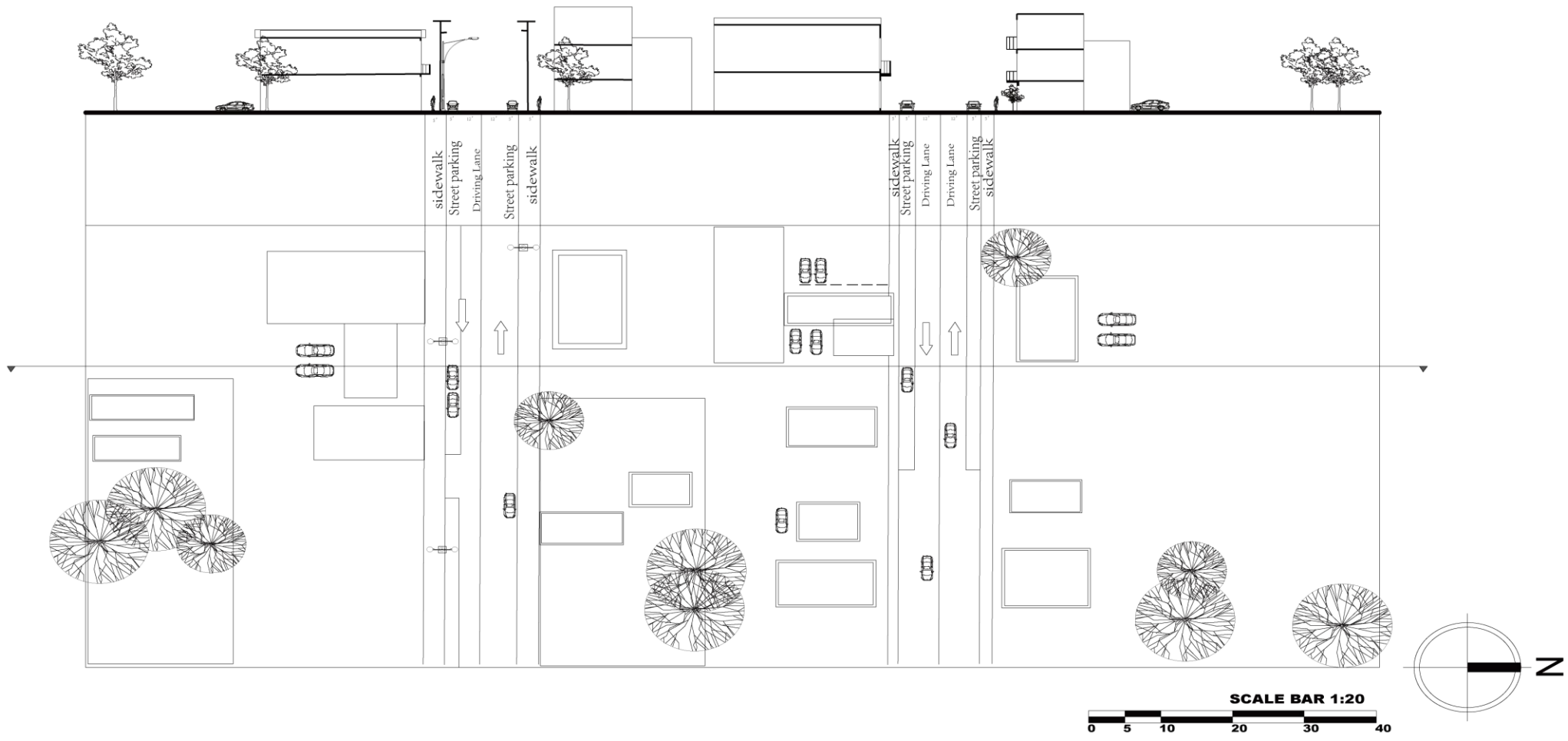


↓ STREET

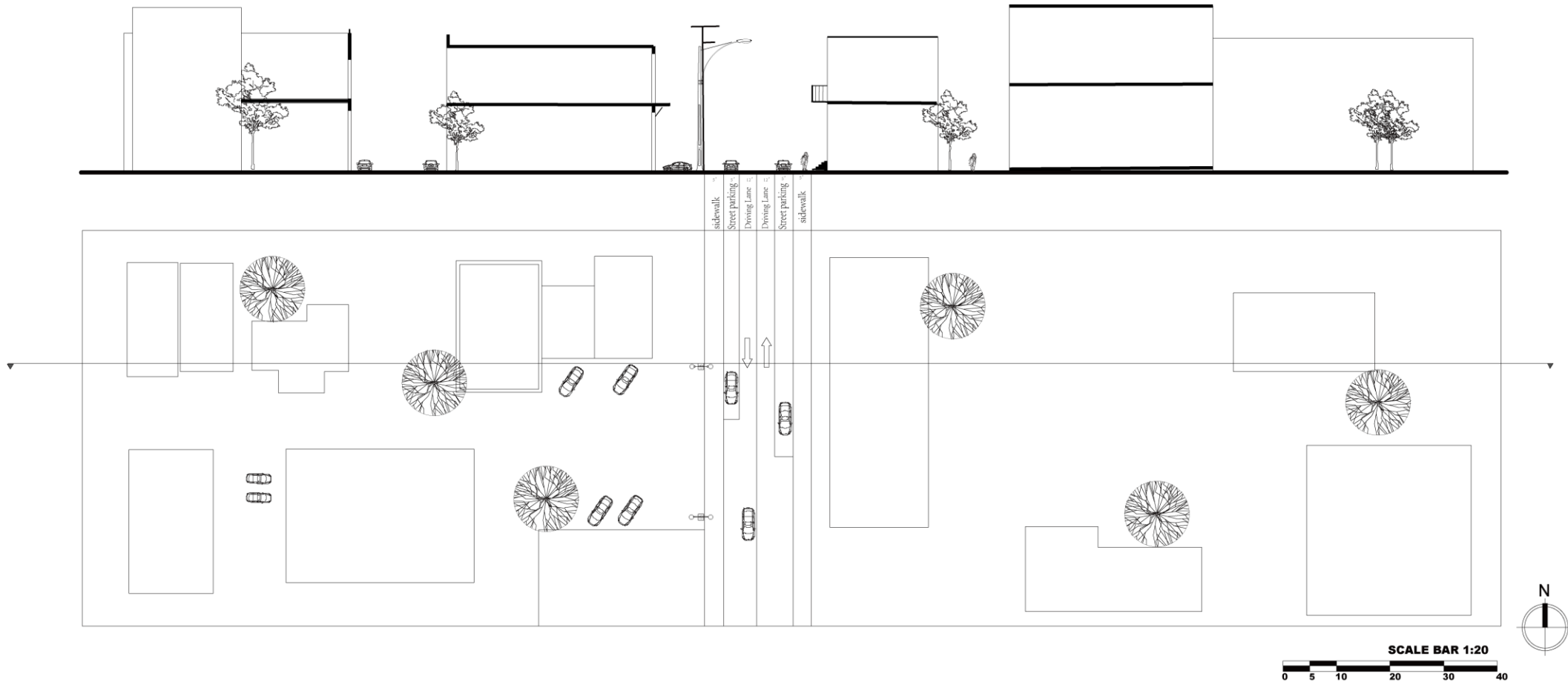
● Add Trees



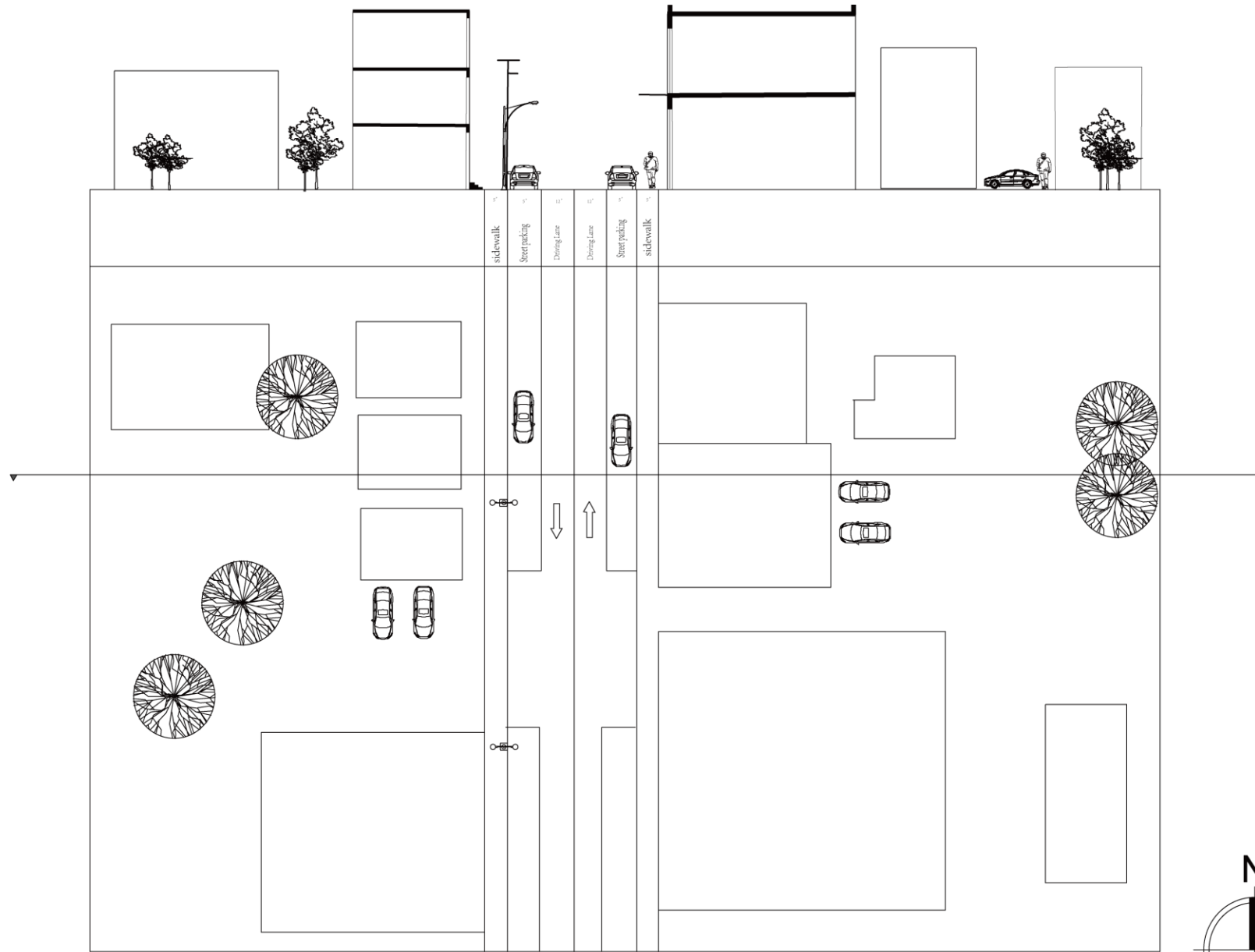
Tree planting can protect water and soil erosion, and planting trees on both sides of the sidewalk can also provide shade and buffer for pedestrians. Plant tall trees in the parking lot to provide shade for vehicles.



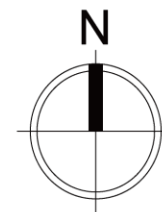
WEST MAIN STREET
EXISTING SECTION AND PLAN

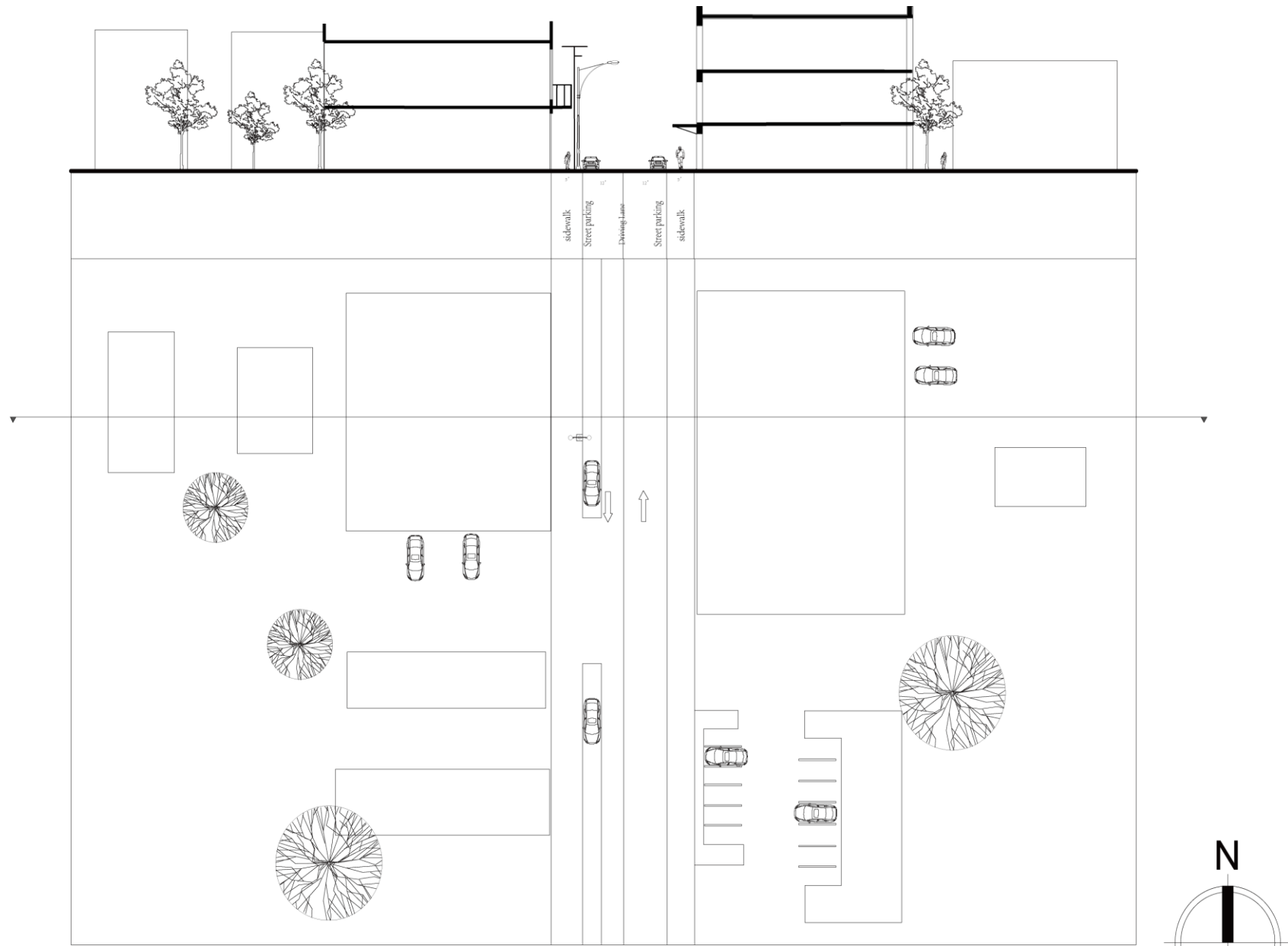


WEST MAIN STREET
EXISTING SECTION AND PLAN



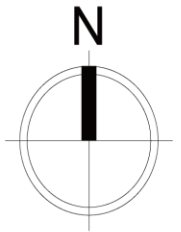
HOWARD STREET
EXISTING SECTION AND PLAN





sidewalk
 Street parking
 Driving Lane
 Street parking
 sidewalk

SCALE BAR 1:20



HOWARD STREET
 EXISTING SECTION AND PLAN

Land Use and Design

1. Complete Streets

2. Block Development Patterns

3. Public spaces

4. Mobility

5. Before and After Visualizations of the street or district

Framework Principles

1. **Diversity of uses:** Main street and Howard street mix residential and commercial districts, such as bars, restaurants, cafes and local business districts. This area is located in Tampa downtown, close to the surrounding bustling areas. However, the existing street conditions are inadequate. Due to the age of the street, many places need to be renovated. More street facilities and signs should be added to the streets to guide vehicles and people's activities. Increase the popularity of the street. At the same time, strengthen regional safety, such as increasing safety facilities for night activities. The safety of open spaces is especially important in prosperous areas.

- ① Zoning of commercial streets to make better use of buildings such as coffee shops and restaurants, retail stores and residential areas.
- ② Better use of public areas
- ③ Complete sidewalk
- ④ Speed management
- ⑤ Lighting
- ⑥ Intersection enhancement
- ⑦ Intersection
- ⑧ Traffic transfer



2. Human scale: The building and street planning in the two streets are a bit monotonous, the street buildings are unevenly distributed, and there are many open spaces and incomplete building parts in the commercial area of the street. There are also many abandoned buildings and open spaces. People feel tired when walking and shopping because it takes a long time to walk.

- ① More activity areas can be created in the streets and alleys to increase public space. Use free space to create public areas.
- ② Utilize existing parks and create small public areas in both commercial and residential areas
- ③ Add good children's areas



3. Social dimension: The street sizes of Main street and Howard street are more appropriate. But there is a lack of division of labor. Lack of public spaces and parks, street furniture. The surrounding environment is not well integrated. Should activate the vitality of the street. Because it is located in the city center, it has a good business environment and potential. It should be able to become an active street.

- ① To make better use of the existing public space,
- ② Increase greening and beautify the environment
- ③ Increase outdoor furniture on city streets.
- ④ Create a distinctive architectural style



4. Lighting: There is a lack of street lighting in existing street facilities and the distance between street lamps is too long. Can't provide people with lighting safely. It is not possible to move forward efficiently on sidewalks and cyclists. As an indispensable part of the street, lighting should be arranged reasonably.

- ① Add lighting for pedestrians and bicycle lanes
- ② Increased types of street lights at night



5. Stimulating the local economy: In the Main street and Howard street areas, there is great potential to drive regional economic development. There are many distinctive buildings and resources for the location of the neighborhood. In the existing street and geographical situation, people can walk and cycle to the surrounding river scene or park, or drive a few minutes to Ybor City. There will be good development after transformation.

- ① Add bus/transit system
- ② Increase bicycle lanes and sidewalks



6. Local identity: Combining local architectural features to create interesting public spaces. At the same time, large-scale enterprise chains have been established, such as supermarket chains and well-known stores. Inspire local characteristic enterprises. Set up better corporate logos in public spaces. Such as special restaurants, cafes, wine culture.

- ① Interesting corporate culture drives commercial activities and better builds street visibility.



8. Complete streets: Neither Main street nor Howard street has a very complete street setting, lack of public space, and simple facilities in the street. The corresponding street signs are missing. Lack of safe street circulation signs.

- ① Add more sidewalks for pedestrians
- ② Functional zoning of lanes, such as street parking, bicycle lanes, and bus lanes.
- ③ Integrity of street infrastructure.





9. Green areas: There is a lack of greenery on both sides of Main street and Howard street, making the whole street inactive. The greening of the city increases people's visual and physical comfort. It eliminates visual fatigue, and rests in the nearby park when people are tired from shopping. Surrounded by greenery, it will attract people to stay. It also improved the local air quality.

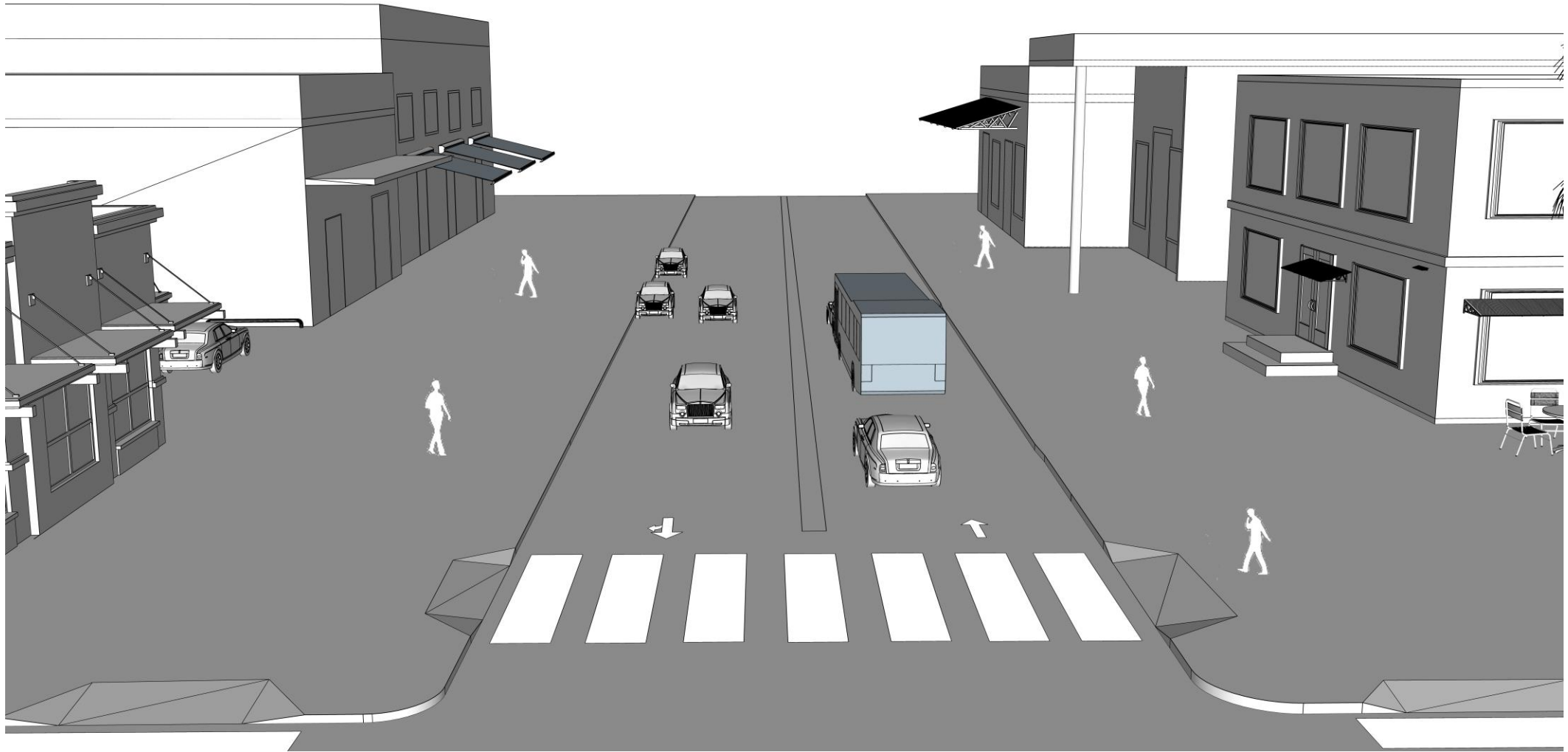
- ① Increase green public space, because urban greening can reduce stress levels and enhance urban happiness.
- ② Increasing trees, plants and flower beds, urban drainage and maintaining biodiversity are also of strategic significance.

10. Social participation: Residents who live there are more aware of their relative street transformation. Involving them in the design of the street will increase feasibility. Involving residents in the design, planning, and management of urban public spaces or the communities in which they live is essential to maintaining the quality of these spaces. Public spaces have different uses and meanings in every neighborhood and community. The participation of residents ensures that the nature and use of public spaces can meet the unique needs of the community. Involving residents in the design, planning, and management of urban public spaces or the communities in which they live is essential to maintaining the quality of these spaces. Public spaces have different uses and meanings in every neighborhood and community.



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The existing street conditions are relatively old and long-term maintenance. Many street facilities look dilapidated, but the street has many interesting places.

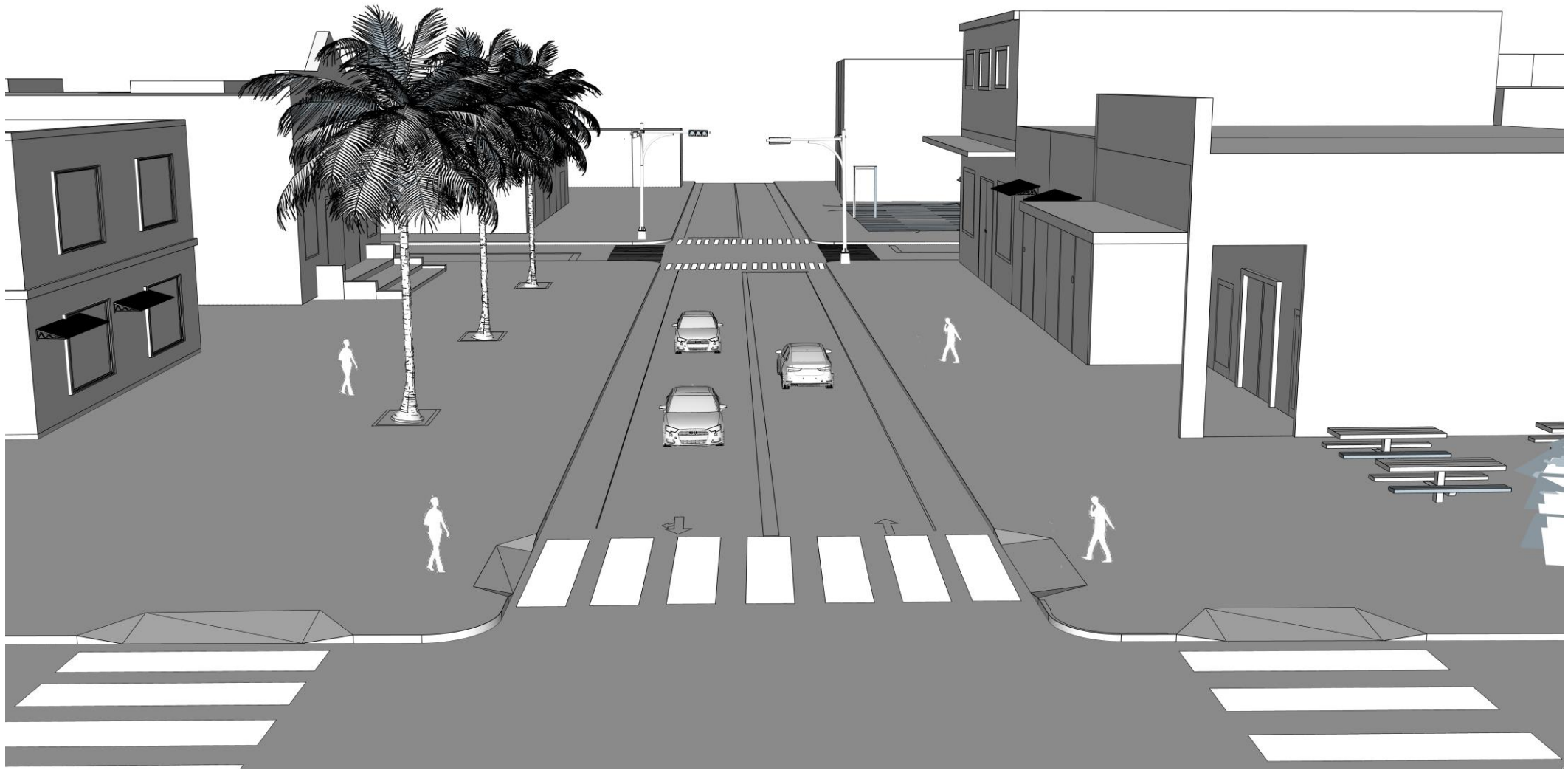


Existing West main street

WEST MAIN STREET



6'	6'	6'	8'	5'	11'	11'	8'	6'	6'	6'
frontage zone	pedestrian zone	landscape/furniture zone	Parking zone	bike lane	travel/transit lane	travel/transit lane	Bus lane	landscape	pedestrian zone	frontage zone

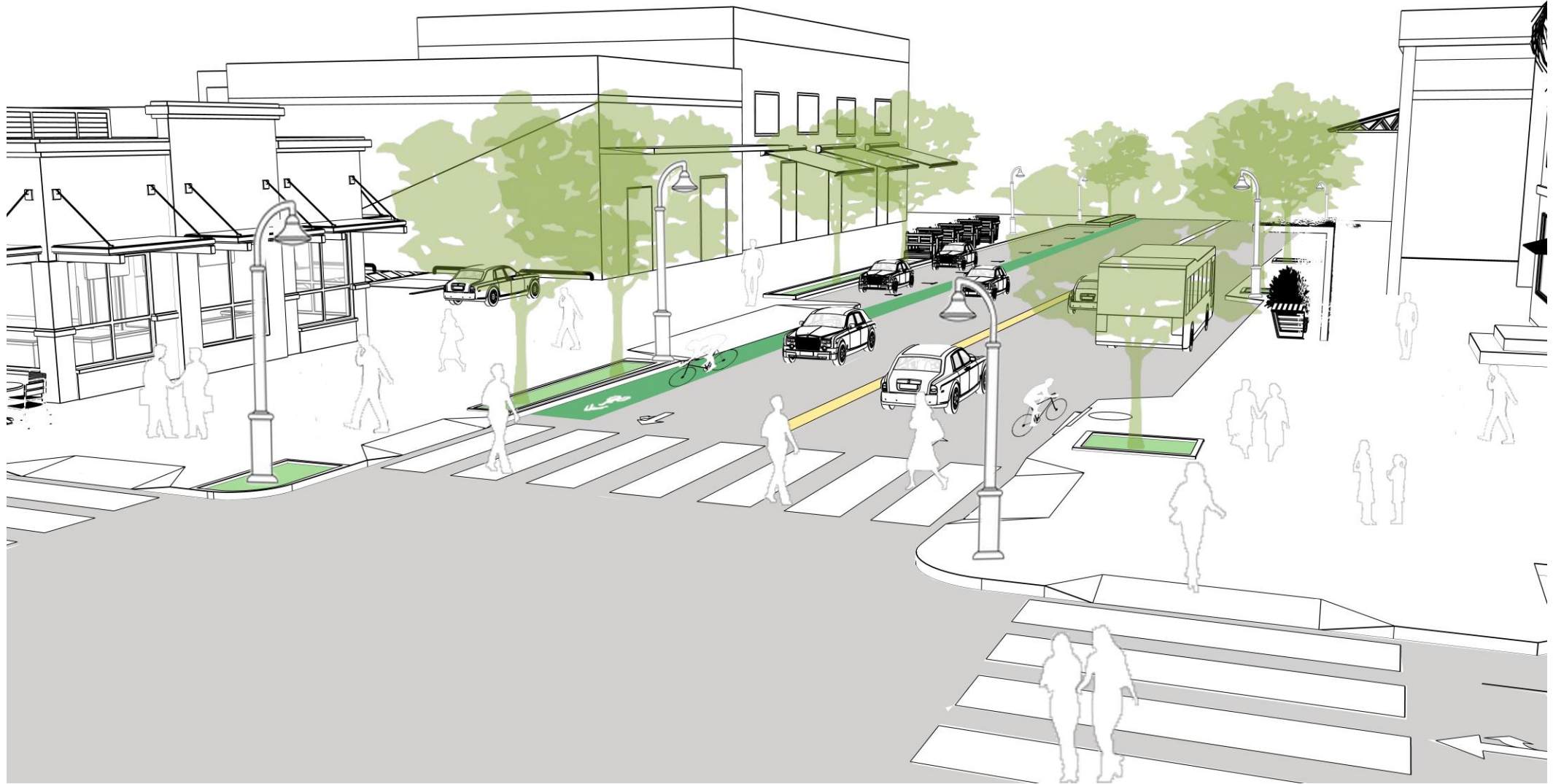


Existing Howard street

HOWARD STREET



6'	6'	6'	8'	5'	11'	11'	6'	6'	6'	6'
frontage zone	pedestrian zone	landscape/furniture zone	Parking zone	bike lane	travel/transit lane	travel/transit lane	bike lane	landscape	pedestrian zone	frontage zone





street view