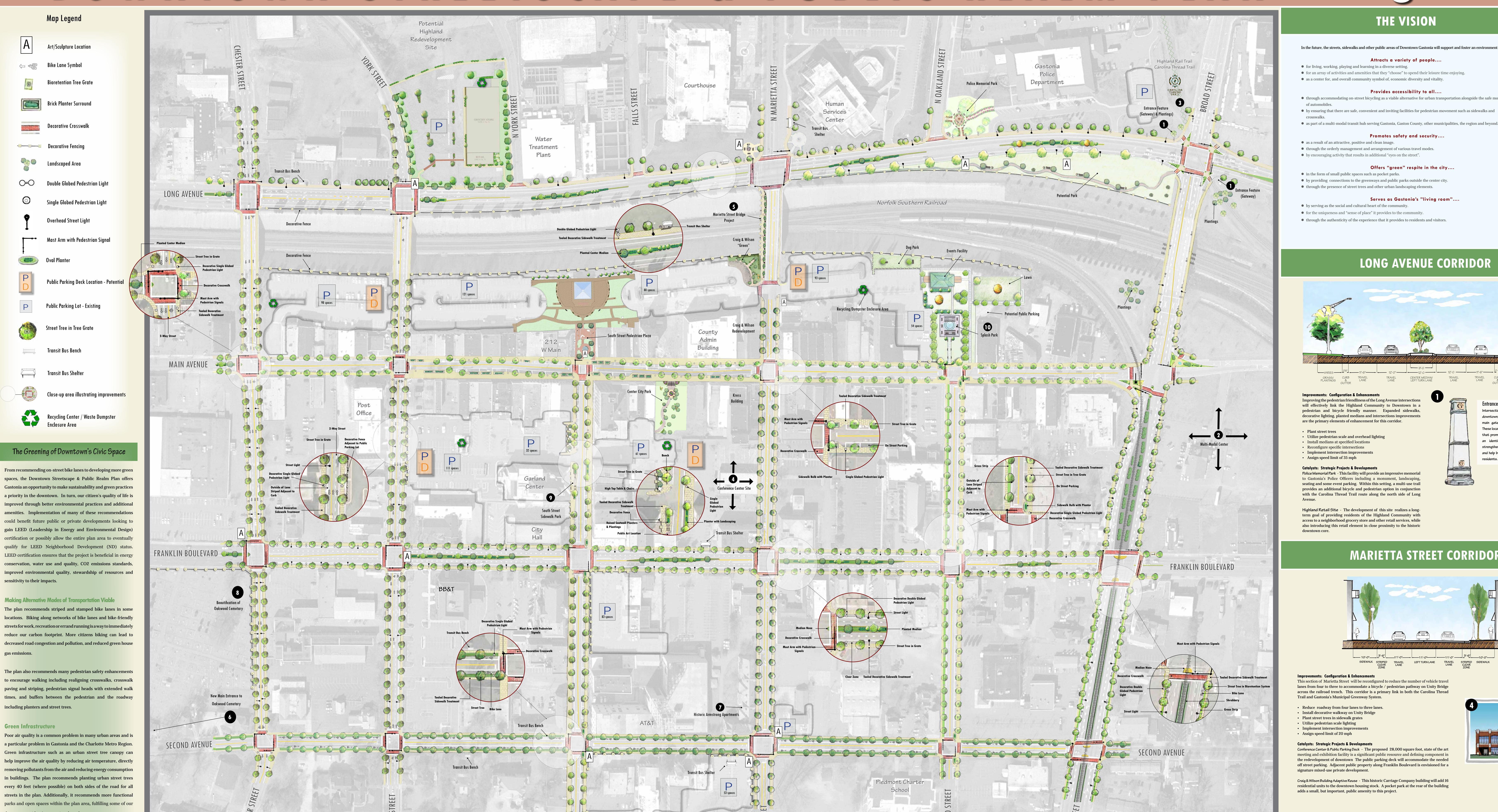
## DOWNTOWN STREETSCAPE & PUBLIC REALM PLAN imagine... create... PRIDE



### In the future, the streets, sidewalks and other public areas of Downtown Gastonia will support and foster an environment that

THE VISION

Attracts a variety of people....

Provides accessibility to all.... • by ensuring that there are safe, convenient and inviting facilities for pedestrian movement such as sidewalks and

### Promotes safety and security....

Offers "green" respite in the city....

Serves as Gastonia's "living room"... by serving as the social and cultural heart of the community for the uniqueness and "sense of place" it provides to the community. through the authenticity of the experience that it provides to residents and visitors.

### THE WORKSHOP

### In late 2009 City staff initiated an effort to establish improved communication and cooperation amongst the City's Departments when coordinating and implementing various public improvements in Downtown Gastonia. From this effort was born the idea to create a Downtown Streetscape & Public Realm Plan for the streets and

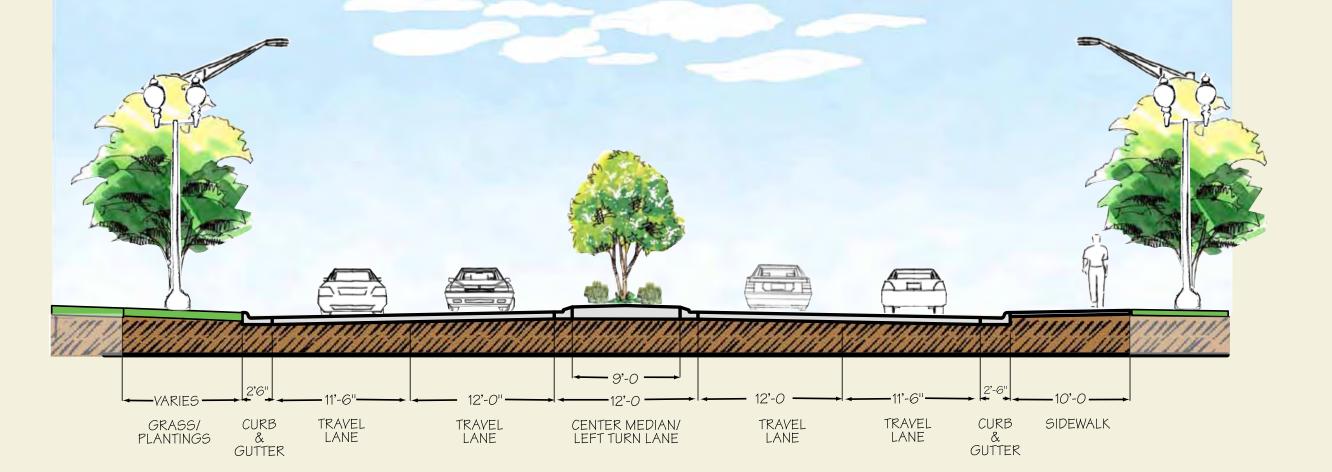
THE PROCESS

the redevelopment and revitalization of the Historic Downtown. A second meeting was held in December to identify problems, issues and impediments to achieving the established vision. Then, in January 2010 a two-day public workshop was held in the Gastonia Police Department Community Room where citizens were invited to come and share their ideas for improving the streetscapes & public realm of Downtown Gastonia. Prior to the workshop, participants were encouraged to take a self-guided walking tour of the streets in the Downtown and to provide any comments on this experience as part of the public input

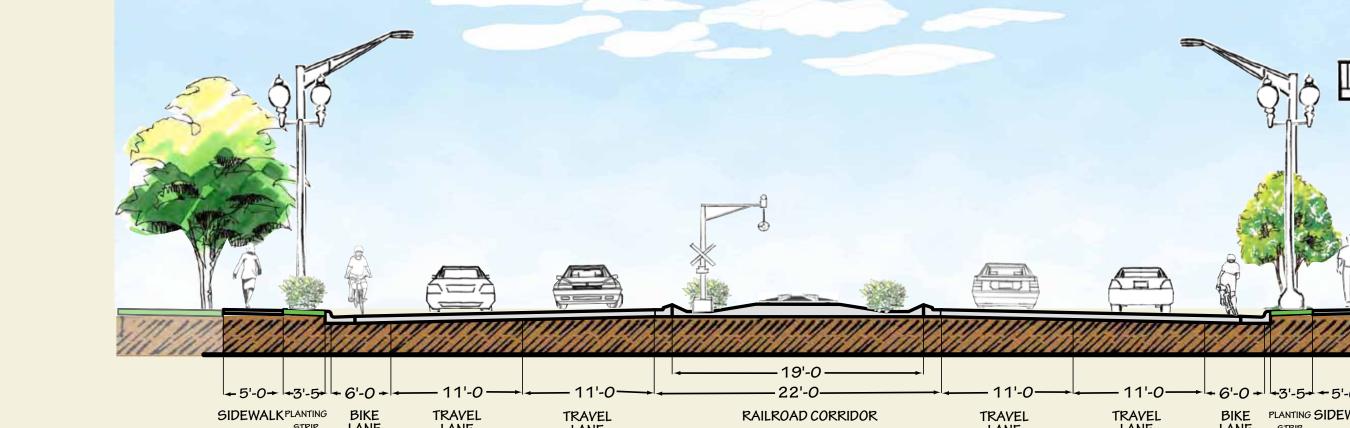
Following the workshop, an interdisciplinary team of City staff has worked to produce a detailed and workable guide for implementing the recommendations that were generated during the planning process. This poster is that guide and, along with a set of standards for improvements (P.R.I.D.E.), is intended to serve as a

### LONG AVENUE CORRIDOR

### BROAD STREET CORRIDOR



Reconfigure specific intersections Implement intersection improvemen



(BMP's) highlight the transformation of this corridor.

· Address pedestrian & aesthetic deficiencies of railroad Reconfigure specific intersections Implement intersection improvement Assign speed limit of 30 mph

Catalysts: Strategic Projects & Developments Complementary uses that will be encouraged to be included in and around the center are: college classes, postal operations, police substation, newsstand, visitors center, employment center and



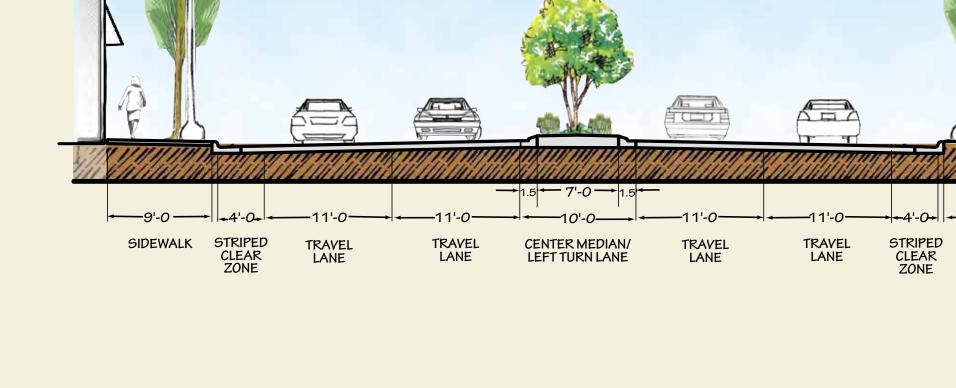
Highland Rail-Trail - This bicycle and pedestrian facility is in place and will increasingly funnel trai users through the Downtown as future trail connections and extensions are made "upstream" and "downstream" of the center city area.



### MARIETTA STREET CORRIDOR

lanes from four to three to accommodate a bicycle / pedestrian pathway on Unity Bridge across the railroad trench. This corridor is a primary link in both the Carolina Thread Trail and Gastonia's Municipal Greenway System.

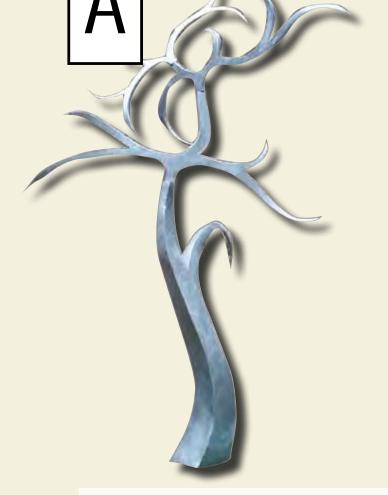
Catalysts: Strategic Projects & Developments



In becoming Gastonia's true urban boulevard, Franklin is transformed to better accommodate pedestrians and to enhance overall aesthetics. Center lane medians calm traffic, provide refuge to those crossing the street and allow for aesthetic enhancements such as trees and other plantings, as well as gateway markers or other public art.

Install medians at specified locationsPlant street trees in sidewalk grates Utilize pedestrian scale and overhead lighting Implement intersection improvements Assign speed limit of 30 mph

Catalysts: Strategic Projects & Developments Redevelopment at Marietta Intersection - In conjunction with the adjacent mixed-use private development as a signature addition to the Franklin Boulevard



Example of Art or Sculpture to be located in various locations in the study area. Areas around public parking lots, in parks or green spaces, or in medians will help define each space, create beautify and/or

### SECOND AVENUE CORRIDOR

← 5'-0"→ ← 5'-0"→ ← 6'-0" → ← 5'-0→ ←

Photo Rendering of potential Entrance, Oakwood Cemetary

Conceptual Illustration of rehabilitated

Historic Armstrong Apartments

Improvements: Configuration & Enhancements

Plant street trees in planting strip

Utilize pedestrian scale lighting

Assign speed limit of 25 mph

Reconfigure specific intersections

Implement intersection improvements

Catalysts: Strategic Projects & Developments

Second Avenue in the York Chester Historic District.

Add bike lanes

Second Avenue is converted to a two-lane roadway that includes bike

lanes. This conversion allows Second Avenue to become a prima

comfortably accommodating bicyclists and pedestrians.

component of a regional and community greenway system, safely and

New Main Entrance to Oakwood Cemetery - Establishing an entryway

into this historic facility, a small parking area along with decorative

fencing and landscaping is imagined for this public property along

Armstrong Apartments - This historic residential site will be

rehabilitated and will add between 12 - 18 dwelling units to the

downtown housing stock. Decorative enhancements to adjacent public

parking areas will be a component of any redevelopment scenario.

### The plan recommends incorporating public recycling bins as needed alongside trash cans in areas that are determined to be in most need. Further, including recycling containers in dumpster enclosures for downtown businesses is recommended for handling the larger quantities of these materials that are produced by businesses. Additionally, recycling for oil and grease from restaurants is recommended as part of public dumpster enclosure

The quality of an area's stormwater affects the quality of the water

sent into downstream reaches of a watershed. This plan encourages

the utilization of best management practices such as bioretention

tree planters, rain gardens, pervious pavement and infiltration

areas in parking lot landscaping in order to reduce the volume,

temperature and general pollutant level of runoff that is funneled

from the stormwater infrastructure into the area streams

Map Legend

**Bioretention Tree Grate** 

⟨□ ← Bike Lane Symbol

Brick Planter Surround

———— Decorative Fencing

Landscaped Area

Double Globed Pedestrian Light

Overhead Street Light

Mast Arm with Pedestrian Signal

Public Parking Lot - Existing

Street Tree in Tree Grate

Transit Bus Bench

Transit Bus Shelter

sensitivity to their impacts.

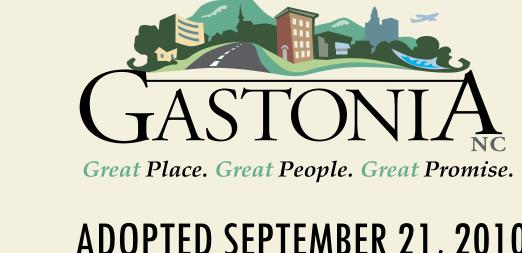
including planters and street trees.

downtown resident's recreational needs.

Remediating Stormwater Impacts

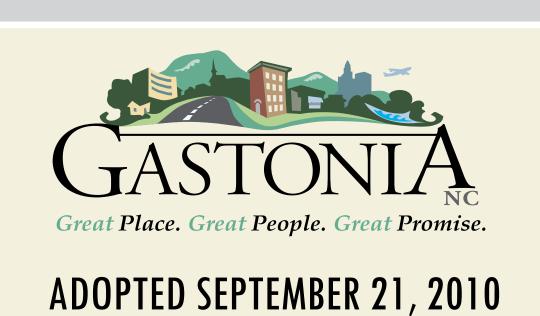
Single Globed Pedestrian Light

he DSPR Plan, including, but not limited to, road lanes, bike lanes, parking spaces, mast arms, street lights, trees, tree ross walks, roadway striping, planters, benches, tables/chairs, bus shelters, symbols, fencing, etc. are sized to maximiz. rity, and are not necessarily scaled representations. While reliable field estimates were completed to ensure that the i engineering and design standards depicted herein are possible, the DSPR Plan is not intended to be used as a const pproval of various outside agencies including NCDOT, Norfolk Southern, and private utility owners.

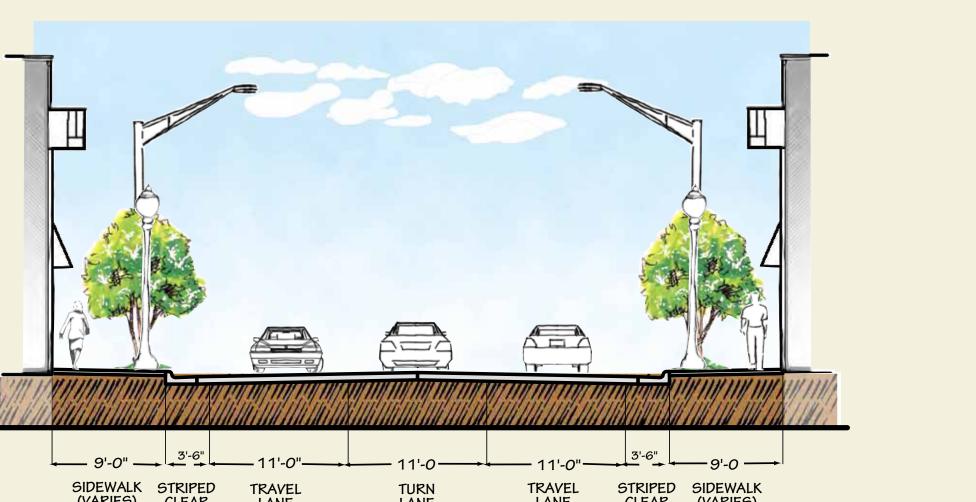


areas within the Plan area.

he Downtown Streetscape & Public Realm (DSPR) Plan is for illustrative and visualization purposes. Items reflected wi locument. Implementation of ideas contained within the DSPR Plan may require additional design, including the developm f actual construction documents based on field survey information. Actual construction documents may require the revi e aerial photography shown in the background is sourced from Gaston County GIS and is from 2005. It was used to produce AD and GIS linework base data for the plan as it was the highest resolution aerial photography to date to produce accurate results



### YORK STREET CORRIDOR



Improvements: Configuration & Enhancements The current northbound piece of the Highway 321 one-way pairs, York Street is converted to bi-directional traffic flow increasing overall connectivity and calming traffic. (Note: Detailed further study is required to evaluate and plan for traffic pattern adjustments outside the plan study area.) • Convert to bi-directional traffic flow Plant street trees in sidewalk grates or planting strip

Utilize pedestrian scale lighting

Assign speed limit of 30 mph

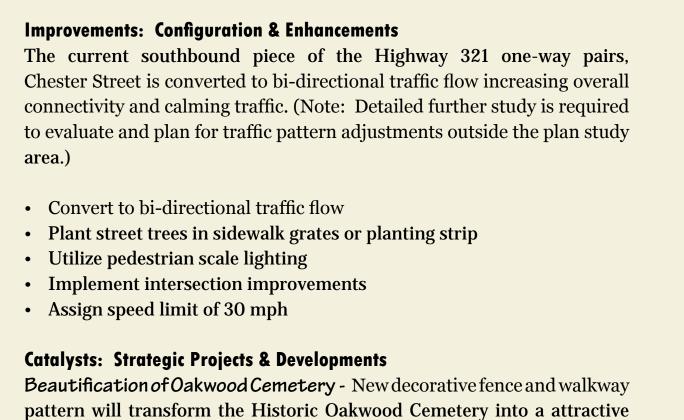
Implement intersection improvements

Catalysts: Strategic Projects & Developments Potential Parking Deck(s) at Garland Center & Adjacent to Railroad As the number of commercial and residential activity increase, current parking accommodations downtown may be inadequate for anticipated growth. Therefore, the Garland Municipal Business Center and city owned property along the railroad adjacent to York Street & Main Ave have been identified as possible locations for alternative parking development.



# 9'-0" 3'-6" 9'-0 11'-0" 11'-0" 11'-0SIDEWALK STRIPED TRAVEL TURN TRAVEL STRIPED SIDEWALK (VARIES) CLEAR LANE LANE LANE CLEAR (VARIES)

CHESTER STREET CORRIDOR



civic space. The central intersection of this walkway offers an opportunity

for monument-style public art and targeted tree planting helps to soften

this treasured public space.



Conceptual Rendering of proposed beautification of Oakwood Cemeta

SOUTH STREET CORRIDOR

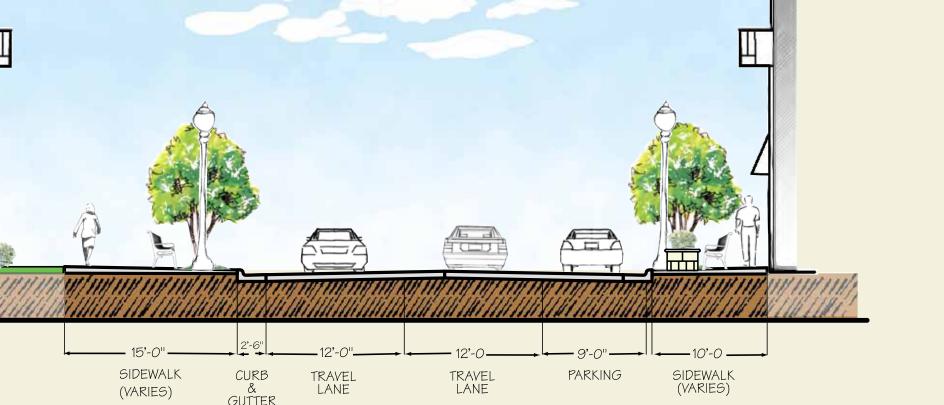
Improvements: Configuration & Enhancements

existing roadway configuration will remain, however in-sidewalk improvements will support arts and entertainment centered redevelopment of building and spaces. Install decorative brick planters Plant street trees in sidewalk grates Utilize pedestrian scale lighting Implement intersection improvements Assign speed limit of 20 mph

Catalysts: Strategic Projects & Developments Webb Theater Adaptive Reuse - This landmark structure will be transformed into a destination-quality restaurant and bar which pays homage to the building's historic South Street Sidewalk Park - A significant addition to this corridor is the expansion

proposed include installation of a decorative retaining wall and fence combination, in-

sidewalk seating, decorative brick planters, and public art.

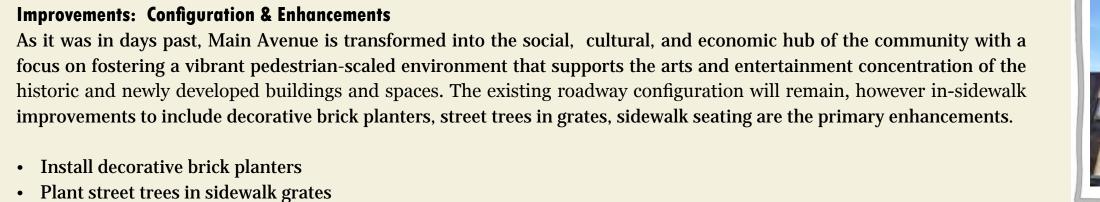


A vibrant pedestrian-scaled environment is developed along South Street by incorporating in-sidewalk amenities and other pedestrian oriented enhancements, including: Decorative brick planters, street trees in grates, sidewalk seating, public art and other elements. The

Rendering of the "South Street Sidewalk Park of the public sidewalk in front of, and adjacent to, the Garland Center. Improvements



SIDEWALK PLANTER TRAVEL TRAVEL PARKING SIDEWALK (VARIES) (VARIES)

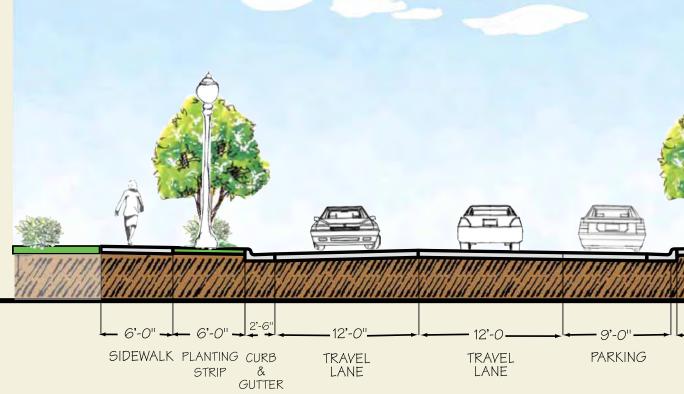


Utilize pedestrian scale lighting Implement intersection improvements Assign speed limit of 20 mph and prohibit right turns on red Catalysts: Strategic Projects & Developments

synergy with the South Street Pedestrian Plaza.

civic events, gatherings, and outdoor performances. The plaza provides a great view point for the Rotary Pavilion and will include public art and green space. Kress Building Adaptive Reuse - Envisioned as a multi-use arts and culture facility to serve as a central location for historic and modern arts and culture. The center will maximize the economic growth of downtown as well as strengthen the arts and cultural sector as a core component of the City's broader downtown revitalization initiatives.

South Street Pedestrian Plaza - Located at the heart of downtown, an urban square will serve as the center of activity for 212 West Main Adaptive Reuse - Imagined as a signature mixed-use development along the Main Avenue corridor and in



Oakland Street retains its current two-lane configuration with on-street parking; however the introduction of plan-recommended standards such as the tooled decorative sidewalk treatment, street trees, pedestrian-scale lighting and intersection improvements including mast arms, pedestrian signals, decorative crosswalks and sidewalk bulbs shall be implemented to improve pedestrian safety, increase accessibility and enhance the

Plant street trees in sidewalk grates or planting strip

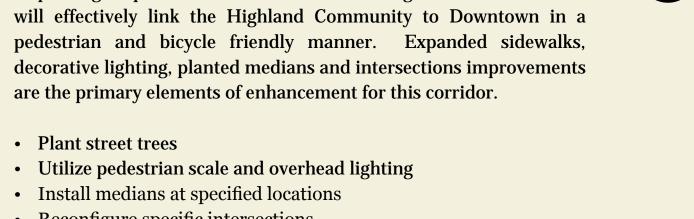


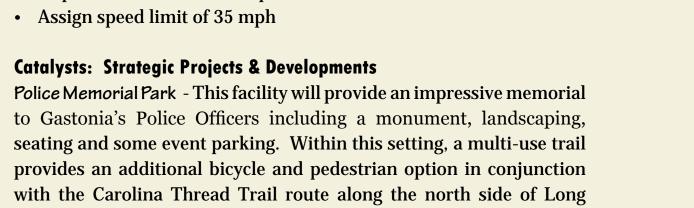
other public areas in this vitally important area of the city. A series of meetings were scheduled in order to set the stage for carrying out this planning process. In November, staff met to establish the scope, schedule and deliverables of the proposed plan and to set forth a vision that the planning process would seek to address. This vision was established as one that seeks to produce a vibrant and unique urban place that serves to foster

process. The workshop was conducted in an informal fashion that gave participants the opportunity to review the study area and to discuss ideas one-on-one with a variety of staff members. The workshop produced a rich

comprehensive reference in steering the implementation of the recommendations established during the

assortment of detailed recommendations for the streets and public realm in the Downtown.





Highland Retail Site - The development of this site realizes a lon term goal of providing residents of the Highland Community with access to a neighborhood grocery store and other retail services, whil also introducing this retail element in close proximity to the historic

**Entrance Feature (Gateway** 

Intersections located at the boundar

downtown, such as Long and Broad, ar

main gateways into downtown Gastonia

These locations would benefit from a feature

strengthen Gastonia's downtown identity

that prominently marks it as such. In tu

rail-training program.

FRANKLIN BOULEVARD CORRIDOR

 Reduce roadway from four lanes to three lanes Install decorative walkway on Unity Bridge Plant street trees in sidewalk grates Utilize pedestrian scale lighting Implement intersection improvement • Assign speed limit of 20 mph

Conference Center & Public Parking Deck - The proposed 28,000 square foot, state of th the redevelopment of downtown The public parking deck will accommodate the needed off street parking. Adjacent public property along Franklin Boulevard is envisioned for a signature mixed-use private development.

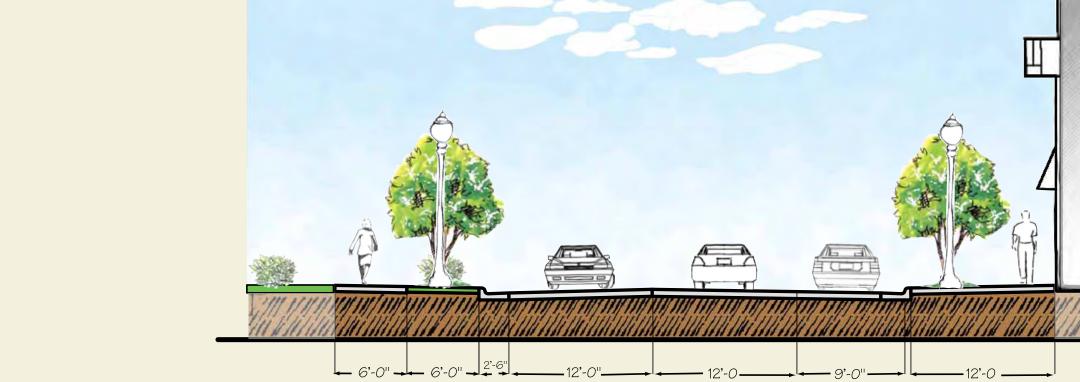


Architectural Rendering of The Marietta Street Bridge Design

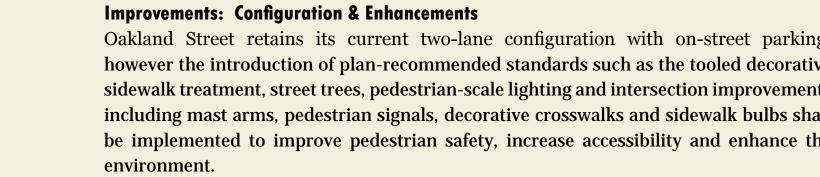
establish identity.

MAIN AVENUE CORRIDOR

OAKLAND STREET CORRIDOR



SIDEWALK PLANTING CURB TRAVEL TRAVEL PARKING SIDEWALK
STRIP & LANE LANE
GUTTER



 Utilize pedestrian scale lighting • Implement intersection improvements Assign speed limit of 20 mph

Bradley Station Conversion to "Downtown Commons" - Following the development of the Multi-Modal Transit Facility on Broad Street, the Bradley Station site will be redeveloped into a multi-functional recreational site with various amenities, including a splash park, dog park, active lawn, events facility, etc.