

Downtown Plan

City of Juneau, WI

2023



planning + design
studio

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ACKNOWLEDGEMENTS

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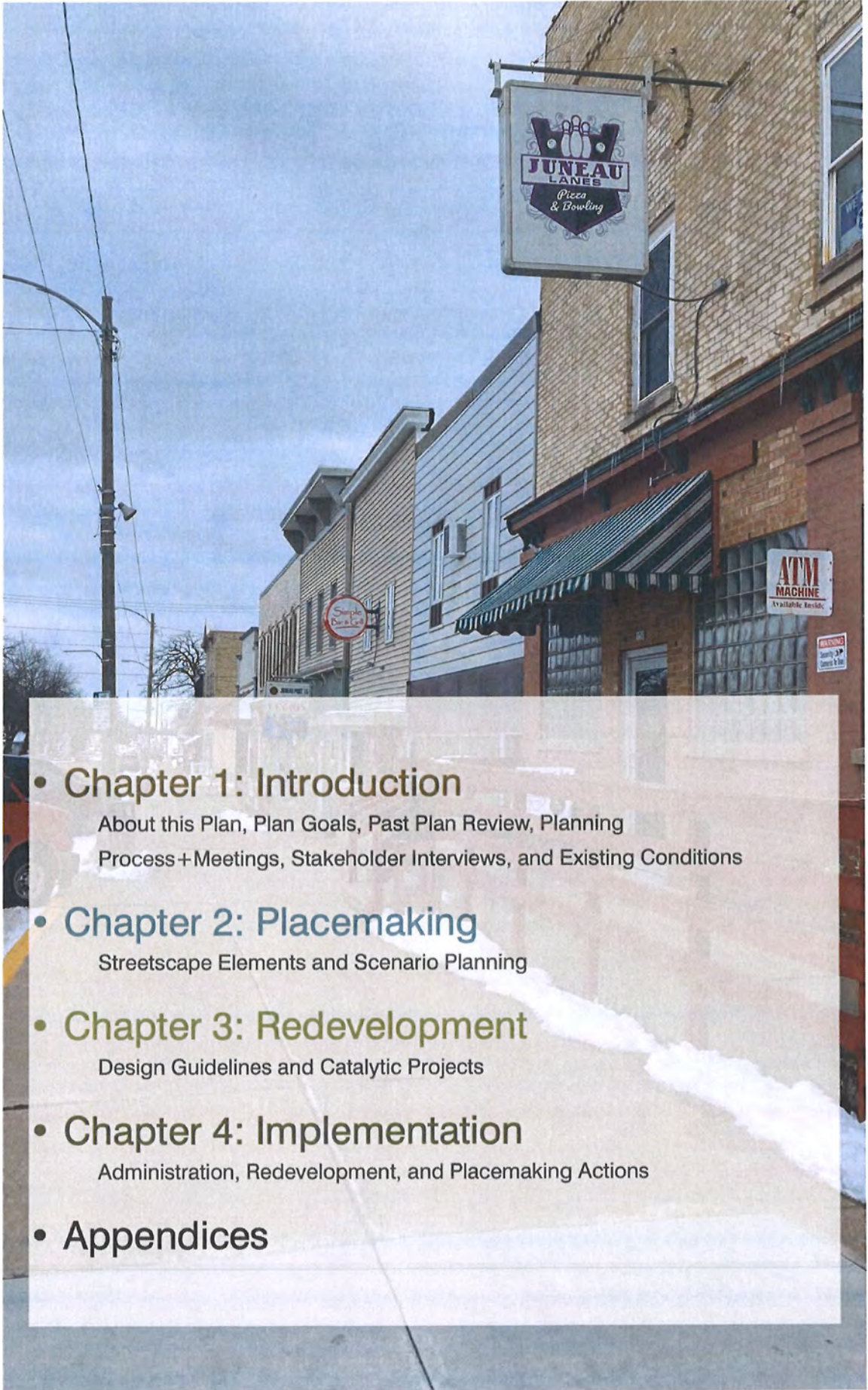
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Introduction

ABOUT THIS PLAN

A vibrant downtown with thriving businesses requires an inviting public realm, with space for outdoor meal service, comfortable walking, and the occasional public event. It should encourage human interaction. The City of Juneau Chamber of Commerce hired MSA Professional Services to consider the vitality of the entire downtown area, with particular focus on the design and function of East Oak St. Currently East Oak Street is slated for repair and resurfacing within the next 5 years. This creates the opportunity to improve the immediate downtown area to support improvements that local businesses have already begun implementing. This plan offers ideas for how East Oak Street could be enhanced to better accommodate cyclists and pedestrians while improving parking and vehicular circulation, along with creating public gathering spaces.

The study area for this plan extends from approximately E. Center Street to the north, West Street to the west, E. Oak Street to the south and N. Depot Street to the east. See Project Area map.

PLAN GOALS

Create Sense of Place (Placemaking)

- Unique Character
- Local Design Elements

Enhance Parking & Connectivity

- Ease of Access
- Better Environment for Bikes & Pedestrians

Build a Cohesive Development Strategy

- Design Guidelines

Support Local Business Growth

- Technical & Financial Assistance & Incentives
- Potential Local Incubator Spaces

Increase Housing Opportunities

- Address need for "Middle Housing"
- Increased Activity Supports Local Businesses

PAST PLAN REVIEW

Comprehensive Plan (2003)

Goals

Economic Development

- **Goal #1:** Protect and enhance the unique identity of the City of Juneau.
- **Goal #2:** Attract new business to Juneau while enhancing ability of existing business to thrive.
- **Goal #3:** Encourage industrial and retail forms to locate, relocate or expand in Juneau.
- **Goal #4:** Provide an environment which fosters industrial growth.

Housing

- **Goal #1:** Facilitate the provision of adequate supply and diverse range of housing.

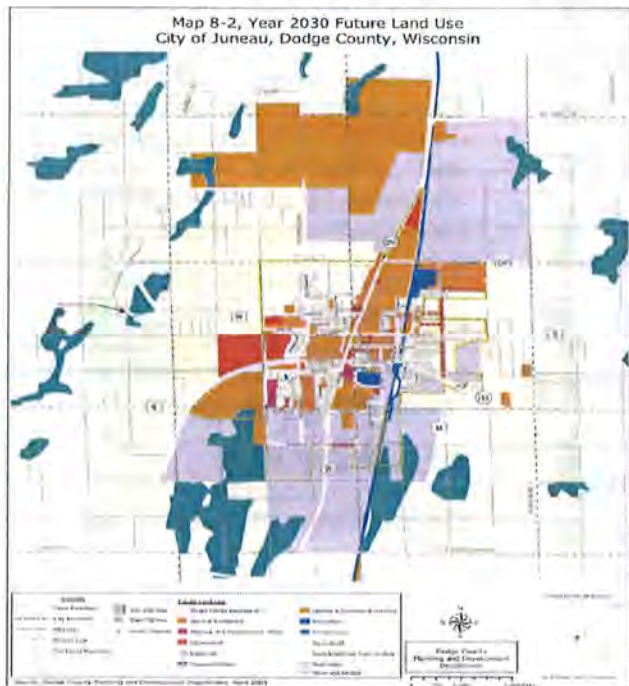
Land Use

- **Goal #1:** Preserve and reestablish visually attractive development.
- **Goal #2:** Ensure land use compatibility.
- **Goal #3:** Implement policies that enhance Juneau's fiscal well-being.
- **Goal #4:** Facilitate the ability of the City's administrative procedure to respond to emerging community needs.
- **Goal #5:** Facilitate the ability of the market to respond to emerging community needs within the City of Juneau.

Future Land Use

- **Recreation** - This category includes existing and future park and recreation land. Local, county, state, and federal recreation areas as well as privately owned open space-based recreation areas, such as hunting clubs are included in this category. Wetlands that are located within a public or private recreation area will be placed in the Recreation.

- Single-Family Residential** - This category represents those areas where single family residential served by public water and sanitary sewer systems is planned to be the predominant land use. The density of residential development may vary, but only single-family housing is included in this category. Attached condominiums would not be categorized as single family residential, but as Multi-Family Residential (see description below). Where agricultural uses occur in these mapped areas, it is anticipated that the area will transition to single family residential in the future.
- General Residential** - These areas include all types of residential use, other than single-family residential. Multi-family structures including residential buildings with two or more dwelling units, attached condominiums, mobile home parks and group living facilities (nine or more residents) are included in this category. Single family residences are discouraged in this category.
- Commercial** - These mapped areas represent where commercial type land uses are anticipated in the future. Examples of uses found in this category include retail sales and services, eating and drinking establishments, financial institutions, professional offices, service and repair businesses, visitor accommodations, entertainment businesses, parking lots and day care facilities.
- Industrial** - These mapped areas represent where industrial type land uses are anticipated. Manufacturing and production facilities, offices, warehousing, transportation terminals, feed mills, and wholesale establishments are some of the examples of uses included in this category.
- Planned Unit Development** - This category includes a mixture of residential and commercial type uses. The density of residential development may vary and may include single family, two family, and multi-family residential. Commercial uses would typically include retail sales, eating and drinking establishments and offices. The purpose of the category is to allow mixed use developments on selected sites within the City that are suitable for such developments. Industrial type land uses would not be allowed in the Planned Unit Development category.
- Utilities and Community Services** - This category includes all public and private utility facilities as well as those uses which provide a service to the community except parks. Land uses such as churches, cemeteries, post offices, libraries, nursing homes, assisted living facilities, prisons, airports, hospitals, municipal buildings, police and fire stations, museums, and schools are some examples of community services. Utilities would include uses such as electrical substations, water wells, water towers, natural gas regulator stations, and wastewater treatment facilities.



PLANNING PROCESS + MEETINGS

Sources: City of Juneau (2005)

This Plan was discussed and developed through a series of steering committee meetings between March 2023 and August 2023 (see the Project Milestone below) at the Juneau Bowl. The MSA project team met with staff at every stage of the planning process to review and discuss draft materials. There was one open house held during this planning process for the express purpose of gathering public input. Additional input and feedback were provided through key stakeholder interviews conducted during the planning process. Also, draft materials were posted and discussed at regularly scheduled Juneau Chamber meetings.

1. March 13, 2023 – Steering Committee Meeting - Kick-Off (Issues and Opportunities)
2. May, 2023 – Stakeholder Interviews
3. May 22, 2023 – Steering Committee Meeting– Existing Conditions
4. June 20, 2023 – Steering Committee Meeting– Alternatives
5. July 18, 2023 – Public Open House
6. August 15, 2023 – Steering Committee Meeting – Draft Plan



Sources: MSA Professional Services (2023)

STAKEHOLDER INTERVIEWS

The MSA project team interviewed seven (7) stakeholders with varying backgrounds and connections to the City of Juneau. The insight provided during these interviews is summarized below.

- One-way Oak Street would be beneficial.
- Not in favor of bump-outs for snow plowing.
- A facelift on storefronts would be great.
- Family-friendly businesses like an ice cream

- shop and/or deli are desired.
- Parking desired on both sides of Oak St.
- Grants are needed for façade improvements.
- Need other businesses besides bars /drinking establishments.
- Need to be able to sustain business, finding the right fit for the City is difficult.
- Don't need larger 30-unit+ apartments. Need affordable duplexes for seniors so they can sell their bigger homes to downsize.
- Opposed to one-way street.
- Community events went away, no support by residents.
- Would be great to get rid of the strip club. There are no parking issues since it is not busy.
- Buy-in from business owners and grants needed to help owners to make renovations.
- Family-friendly places to stop from bike trail needed.
- Need extra directional signage.

SUMMARY OF COMMENTS FROM MARCH 13, 2023 STEERING COMMITTEE

Strengths

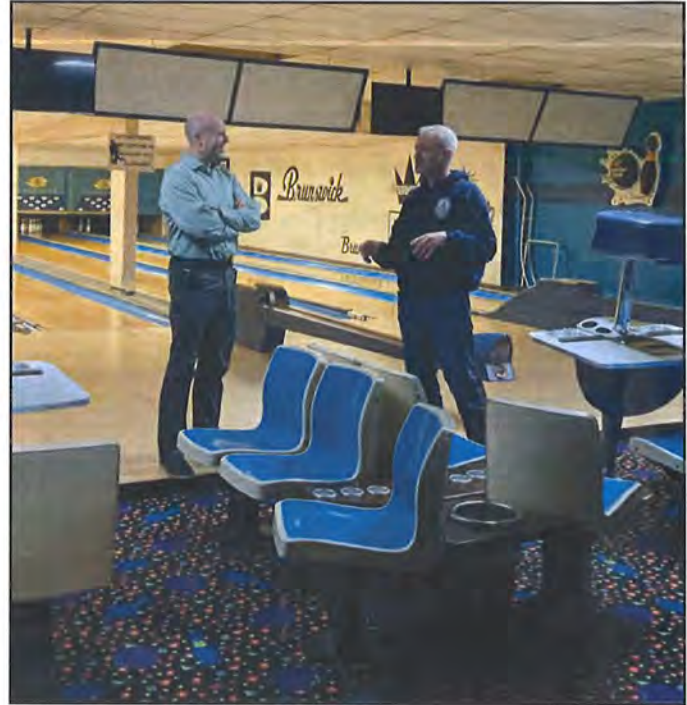
- Small town
- Smaller cost for change
- Quaint
- Contained
- Well-paid workers in Juneau
- An influx of a lot of County workers 200+?
- Wild Goose Trail
- Space for housing development
- Homes added -Dodge County land donation -workforce housing (Watertown Foundation)
- Space for bigger businesses
- HWY 26 (from Chicago) to GB, EAA
- Airport
- Community Center
- Parks
- Schools
- Family-owned businesses—not big box, but some convenience
- Out of town traffic
 - Green Bay Packers home football games
 - EAA (Oshkosh)
- ATV/UTV access

Weaknesses

- Snow parking (none from 2 AM-6AM)
- Off-street parking, signage
- Outdated building facades
- Empty businesses/storefronts
- WIFI and Satellite TV limited
- Housing

Opportunities

- Opportunities
- Attract new people
- Real estate prices
- Live/work downtown
- Remote work
- Rural village/small town
- Centrally located
- Triangle of opportunity
- Regional growth with other communities
- Rural tourism
- Advertising/marketing what's already existing
- Smaller homes available
- Simplicity of life
- Real estate more affordable
- Local events
- Businesses able to expand – space available
- Remote work
- “Triangle of Opportunity” -central location
- Advertising /branding
- Embrace history of area



Sources: MSA Professional Services (2023)

Threats

- Strip club (identity, image)
- Competitive
- Highly visible drug env.
- Old way of thinking/resistant to change
- Boredom
- Drugs
- Old school way of thinking

Brainstorm Ideas

- One-way Oak to Goose Trail
- More pedestrian/sidewalk room
- Streetscape and terraces with trees, shrubs, seating, etc.
- Event spaces for downtown business
- Green space with seating
- “Bad weather” options
- Splash pad
- Fire pits
- Outdoor theater
- Advertising

EXISTING CONDITIONS

Transportation Network

Like many rural communities, the City’s Main Street is also a state highway. Wisconsin Highway 26 runs through the downtown area and intersects with STH 33 to the north and STH 16/60 to the south. As a state-owned road, the Wisconsin DOT (WisDOT) is responsible for improvements to surface, ADA compliance, and other infrastructure. WisDOT maintains regional approval authority for improvements and modifications to the lane configuration, crosswalk locations, and pavement markings. Traffic counts conducted by WisDOT range from 4,500-5,000 average vehicles daily on STH 26. Construction for resurfacing of a stretch of STH 26 through Juneau is slated for 2027-2028.

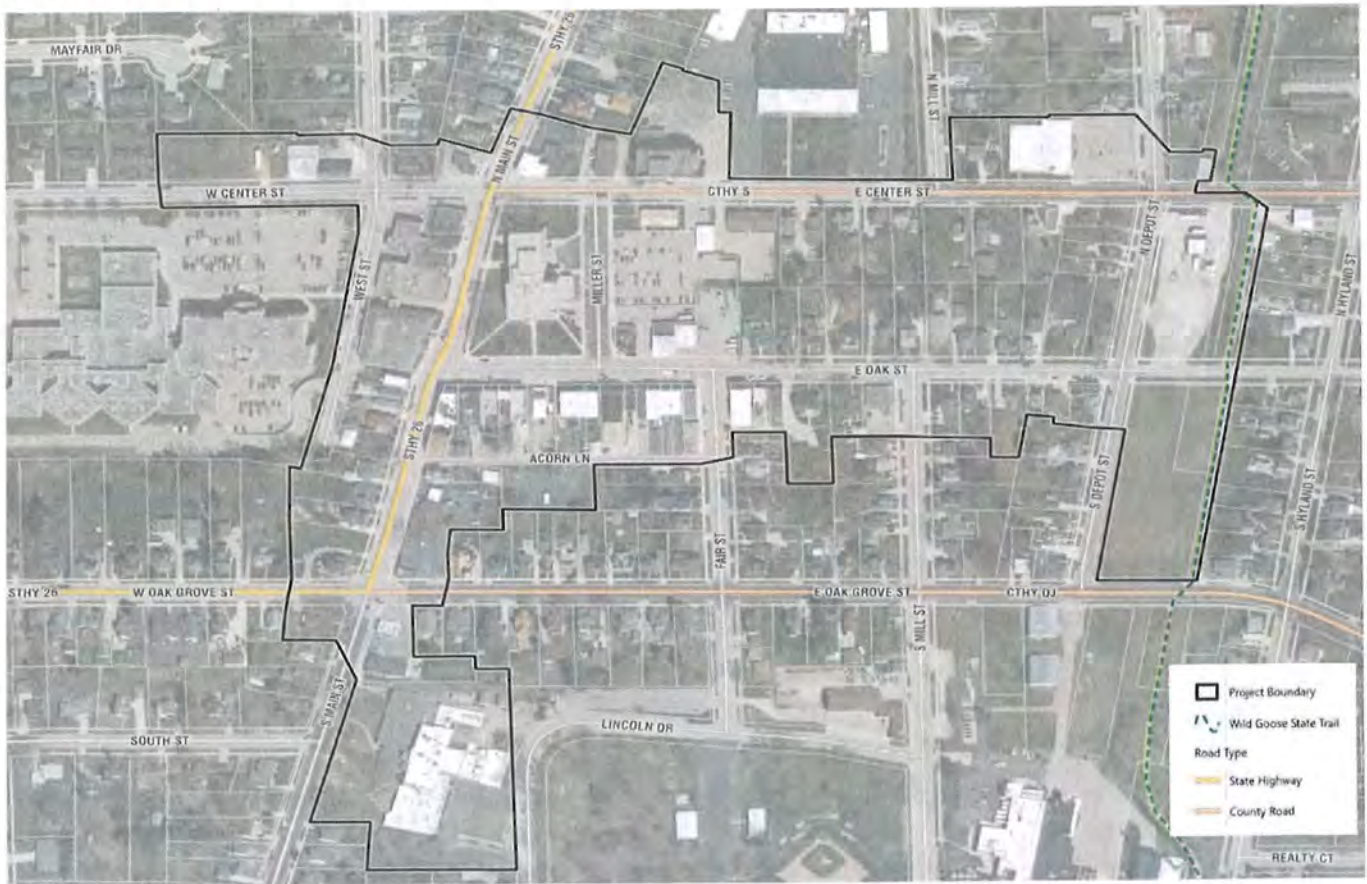
Running perpendicular to STH 26 are County HWY S, W, DF, and DJ. County HWY M runs south from the downtown. County HWY S runs along STH 26 through the downtown. The county roads average 2,000-3,000 vehicles per day and remain an important connector to surrounding municipalities.

The Wild Goose State Trail runs through the eastern edge of the downtown area providing access to bicyclists, walkers, and joggers. Trail access is also available for snowmobilers in the winter months. In total, the trail runs 34 miles from Clyman Junction to the City of Fond du Lac. Dodge County and Fond du Lac counties operate and maintain this trail.

Dodge County Airport exists just to the north of the City off STH 26. The airport is available to private planes, charter, and rental services.

Transportation Network

Sources: Dodge County GIS (2023), Basemap: Dodge County (2020)



Existing Zoning

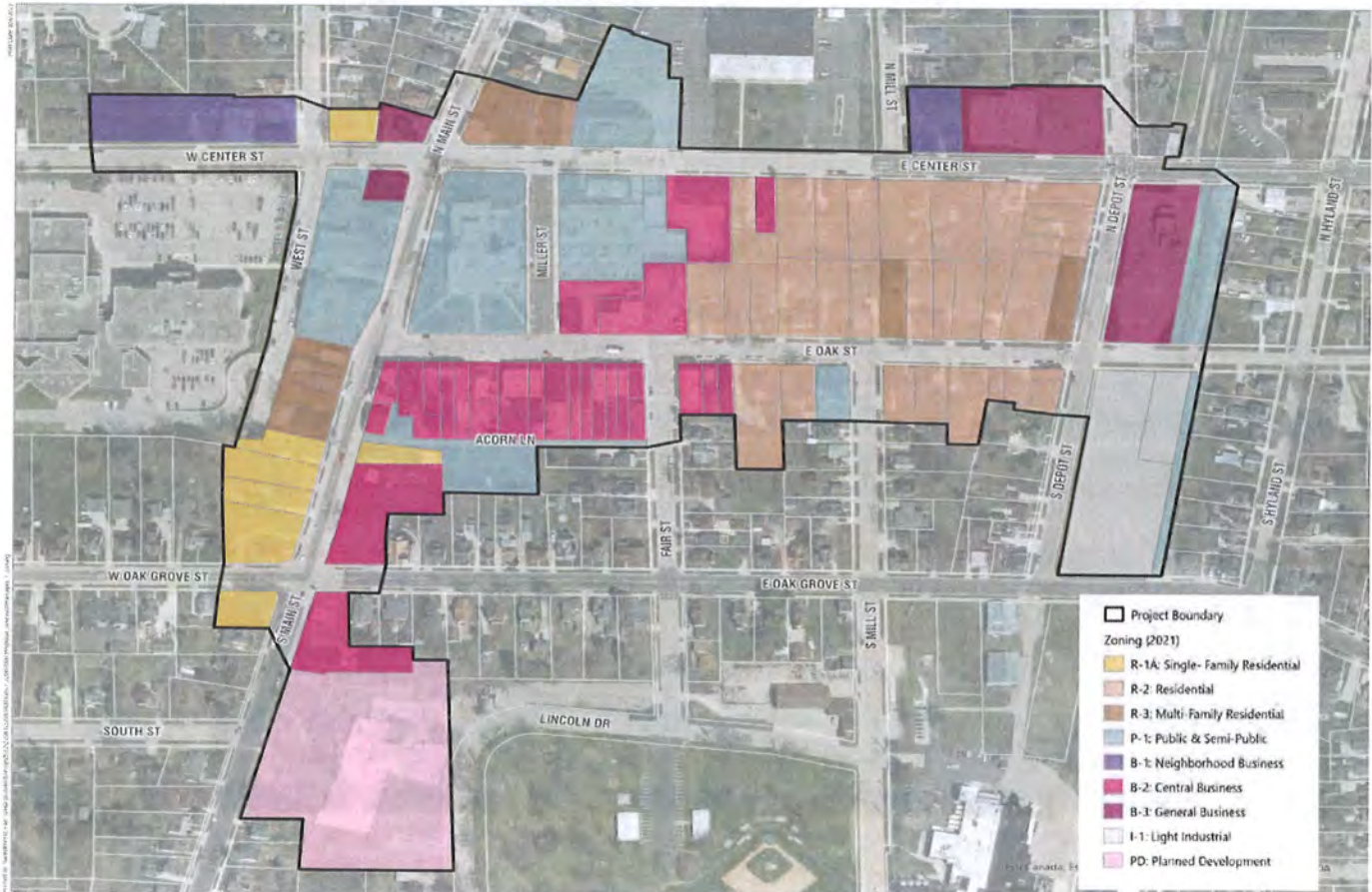
Per the City's Zoning Map, there is a reasonable mix of zoning districts. 51% of study area parcels (47) are zoned as residential and 34% (32 parcels) are zoned as business. The remaining zoning districts include 2 light industrial parcels and a healthy amount of public and semi-public parcels (12%), though there are a considerable number of properties and lots sitting vacant. The zoning districts are outlined below.

- **R-1A:** Single- Family Residential
- **R-2:** Residential
- **R-3:** Multi-Family Residential
- **P-1:** Public & Semi-Public
- **B-1:** Neighborhood Business
- **B-2:** Central Business
- **B-3:** General Business
- **I-1:** Light Industrial
- **PD:** Planned Development

Existing Zoning	Parcels		Acreage	
	#	%	#	%
B-1	2	2%	1.4	4%
B-2	26	28%	5.3	15%
B-3	4	4%	2.5	7%
I-1	2	2%	2.0	6%
P-1	11	12%	8.4	25%
PD	1	1%	3.7	11%
R-1A	7	8%	1.7	5%
R-2	31	33%	7.3	22%
R-3	9	10%	1.7	5%
Grand Total	93		34.0	

Downtown Zoning

Sources: Dodge County GIS (2023), Basemap: Dodge County (2020), Zoning: MSA (2021)



Existing Land Use

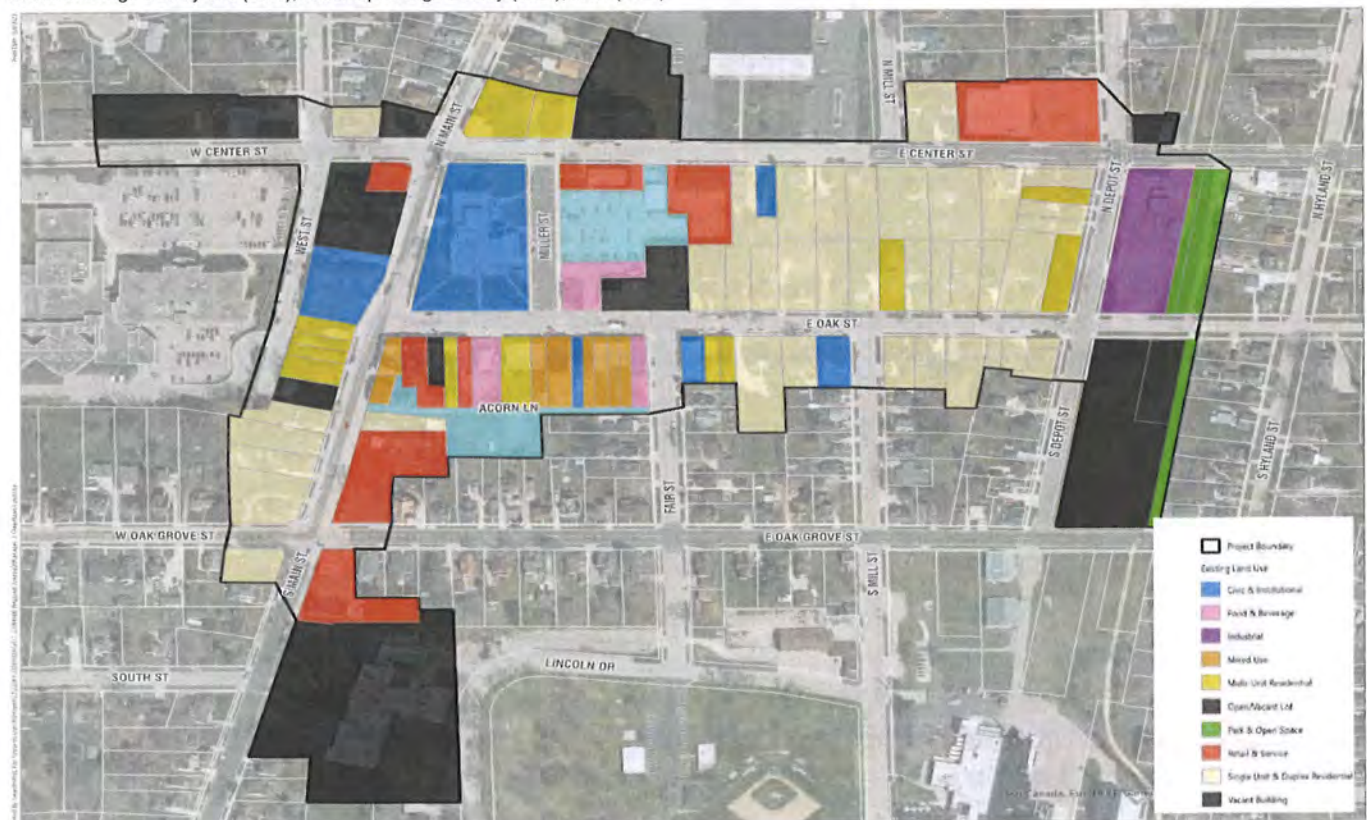
The study area consists of residential (33%) and commercial (16%) land uses. There is also a significant portion of vacant buildings or open/vacant lots (30%). Much of the eastern half of the downtown is in single-and-two-unit housing with a few multi-unit residential properties sprinkled in. The commercial properties, including retail and service, food and beverage, and mixed-use land uses, are clustered nearest to Main Street to the west of the downtown.

The large number of vacant properties present an opportunity to attract new uses, especially residential development, but also commercial opportunities. Nearly a third of the downtown area is vacant or open causing concern for safety and creation of an eyesore for the City. These properties could be converted to commercial, residential, or additional park space to bring vibrancy to the downtown. Food and beverage (2%) and park and open space uses (2%) appear to be severely lacking.

Existing Land Use	Parcels		Acreage	
	#	%	#	%
Civic & Institutional	6	6%	3.5	10%
Food & Beverage	4	4%	0.7	2%
Industrial	1	1%	1.1	3%
Mixed Use	8	9%	0.9	3%
Multi-Unit Residential	13	14%	2.1	6%
Open/Vacant Lot	5	5%	3.7	11%
Park & Open Space	3	3%	0.8	2%
Parking	2	2%	1.8	5%
Retail & Service	8	9%	3.6	11%
Single Unit & Duplex Residential	38	40%	9.3	27%
Vacant Building	6	6%	6.5	19%
Grand Total	94		34.1	

Downtown Land Use

Sources: Dodge County GIS (2023), Basemap: Dodge County (2020), MSA (2023)



Building Condition

The map below illustrates building conditions within the study area. This is not an evaluation of the structural integrity or architectural style of the building, but rather a subjective opinion of the condition based on the exterior appearance as viewed from the street. The improvement conditions are evaluated based on the following:

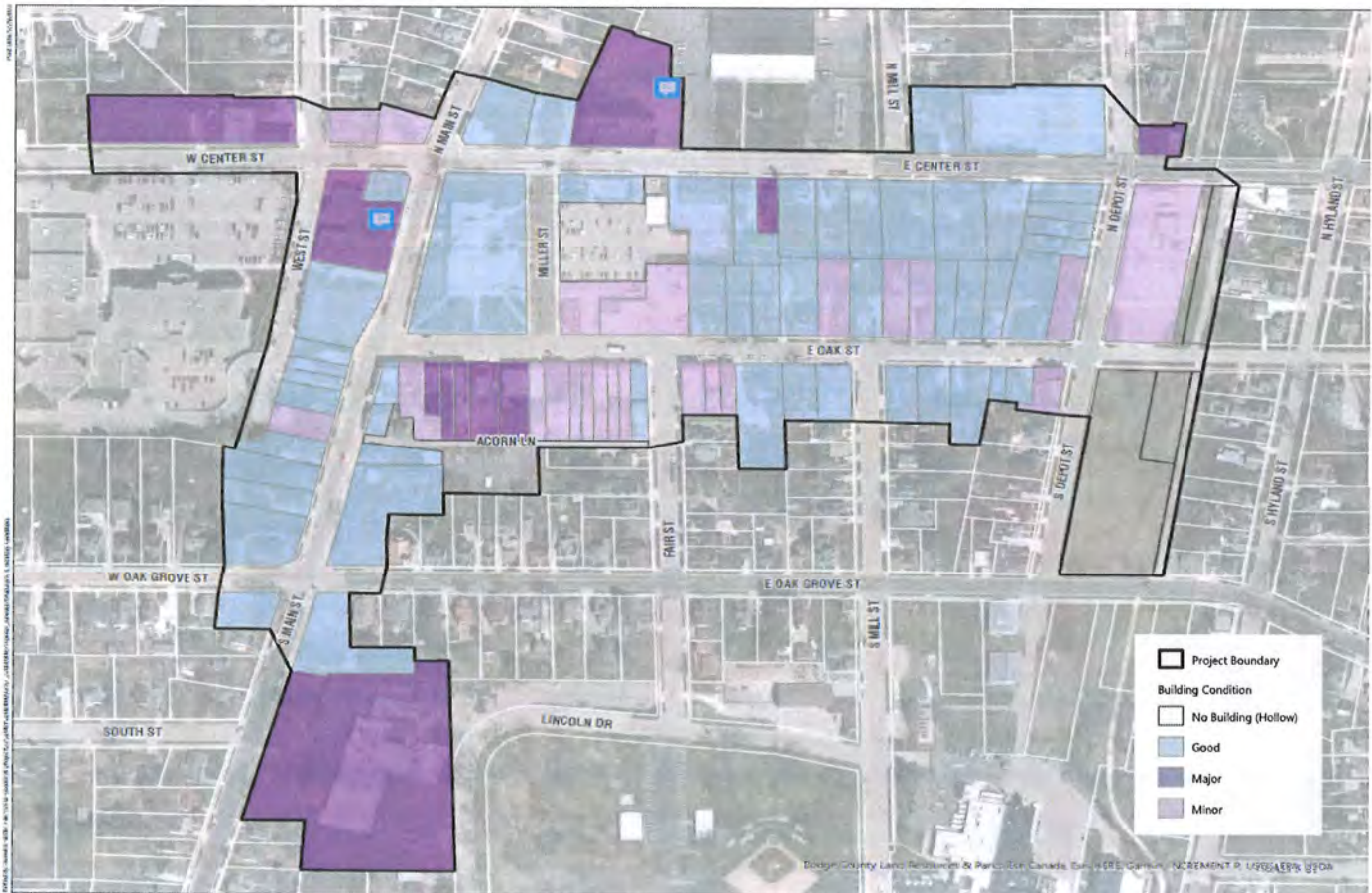
- **Major Improvement Needed (purple)** - Complete replacement of a major building component is likely necessary.
- **Minor Improvement Needed (light purple)** - General maintenance issues to portions of a building component (e.g., faded paint, discolored materials, cracks in siding, etc.), as well as lack of general site maintenance (e.g., overgrown shrubs or lack of lawn care).

In general, buildings within the study area are in fair to good condition (56% of the parcels). However, over a third of the parcels need minor improvements (24%) or major improvements (12%) that detract from the overall character of the corridor. Many of the properties needing major improvements are those that have vacancy issues. This lack of upkeep can have an impact on lease-ability and with continued lack of upkeep due to no rent coming in. This cycle can result in properties becoming a blighting influence on an area. These properties, coupled with undeveloped lots, provide opportunities for redevelopment.

Building Condition	Parcels		Acreage	
	#	%	#	%
Good/Fair	53	56%	16.4	48%
Major Improvements Needed	11	12%	8.2	24%
Minor Improvements Needed	23	24%	4.9	14%
No Building	7	7%	4.6	13%
Grand Total	94		34.1	

Building Condition

Sources: Dodge County GIS (2023), Basemap: Dodge County (2020), MSA (2023)



Property Value

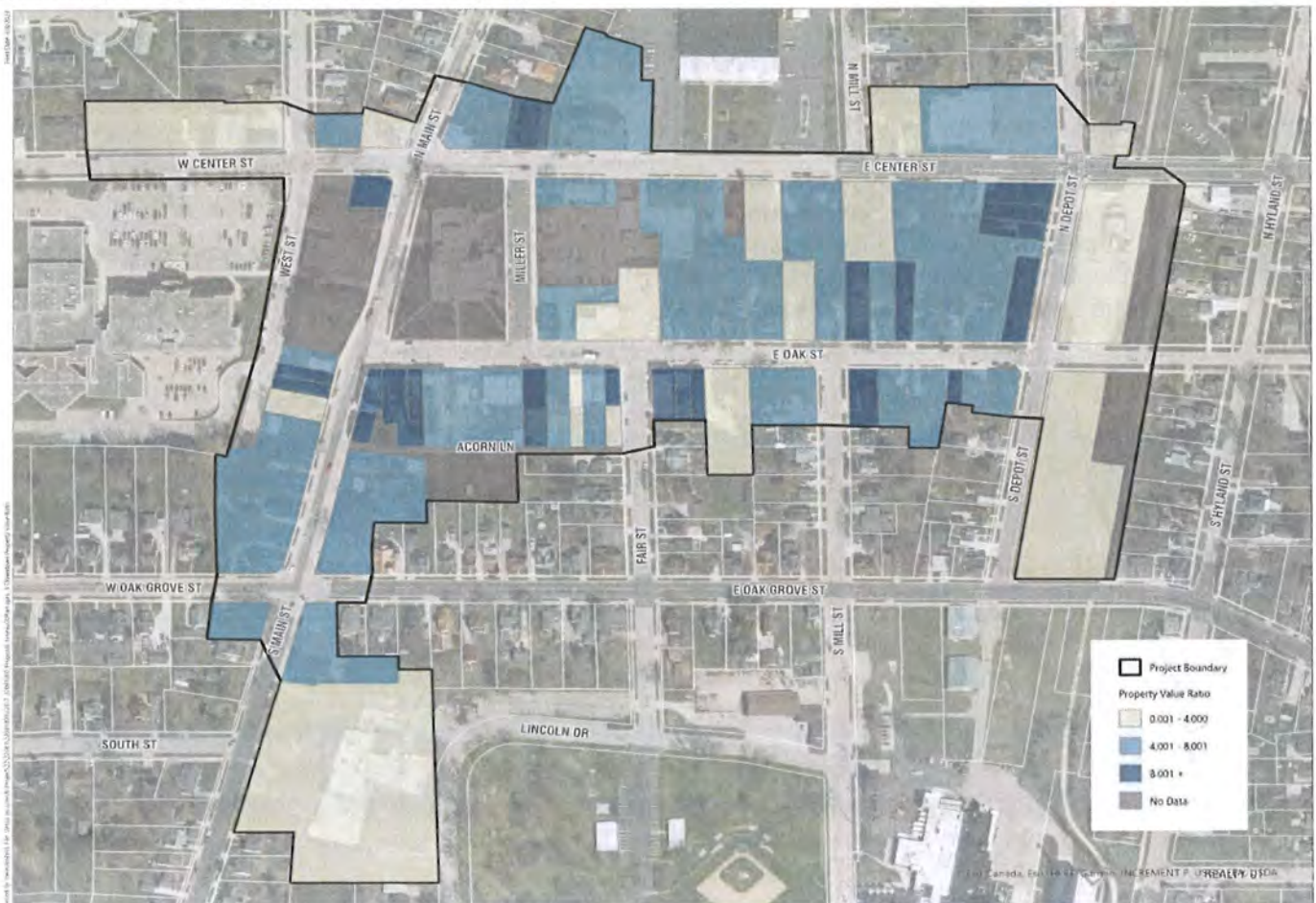
Land and improvement (building) values are assessed annually for tax purposes and provide the most comprehensive and objective evaluation of properties within the City - exempting properties for which no data exists. The map illustrates the ratio of improvement value to land value (I/L Ratio) within the study area as the best openly available objective source to identify strong candidates for redevelopment.

- **Strong Contribution.** Nearly a quarter of the parcels in the study area (21, 22% of parcels) are contributing significantly to the tax base (i.e., I/L Ratio greater than 8.0 — dark blue)
- **Potential Reinvestment.** 15% in the study area (14 parcels) are in need of some reinvestment based on the low improvement value (i.e. I/L Ratio lower than 4.0 – cream color).
- **Non-Taxable Development.** 11 properties (12%) within the study area that have no property value data (gray). Some of these parcels provide a range of civic/ public services that are beneficial to the community. However, some of these parcels have been identified for redevelopment due to their location.

Improvement Value Ratio	Parcels		Acreage	
	#	%	#	%
No Data	11	12%	9.0	26%
Less than 4	14	15%	9.0	26%
Between 4 and 8	48	51%	13.3	39%
Greater than 8	21	22%	2.8	8%
Total	94		34.1	

Property Value

Sources: Dodge County GIS (2023), Basemap: Dodge County (2020)



Placemaking

STREETSCAPE ELEMENTS

One of the major objectives of this Downtown Plan is to enhance the overall street aesthetics and character to make it more appealing to residents, visitors/ shoppers, and potential developers.

This Downtown Plan offers a set of design strategies that can improve the overall street character and provide a safer environment for all modes of transportation. The recommended improvements will make Downtown Juneau a unique, attractive, and desirable place to spend time for community residents and visitors.

The following Streetscape Plan illustrates what proposed strategies may look like when implemented along the sidewalk and in the roadway. The various plan and section views along with character images show how the sidewalk environment could be adjusted to include more amenities, where bumpouts (curb extensions) could be placed and driving lane width reduced to slow traffic for safer pedestrian crossings, and increase the amount of landscaping and greenery along the street.

Street Furniture/Character - The overall atmosphere and experience in the corridor can be enhanced with benches, planters and decorative light posts along the street. Awnings and other protective

shades can make the street environment more comfortable for visitors. Individual businesses may elect to provide outdoor dining areas for their customers. Wherever possible, the City should permit seasonal sidewalk use outside of the main five foot accessible walkway.

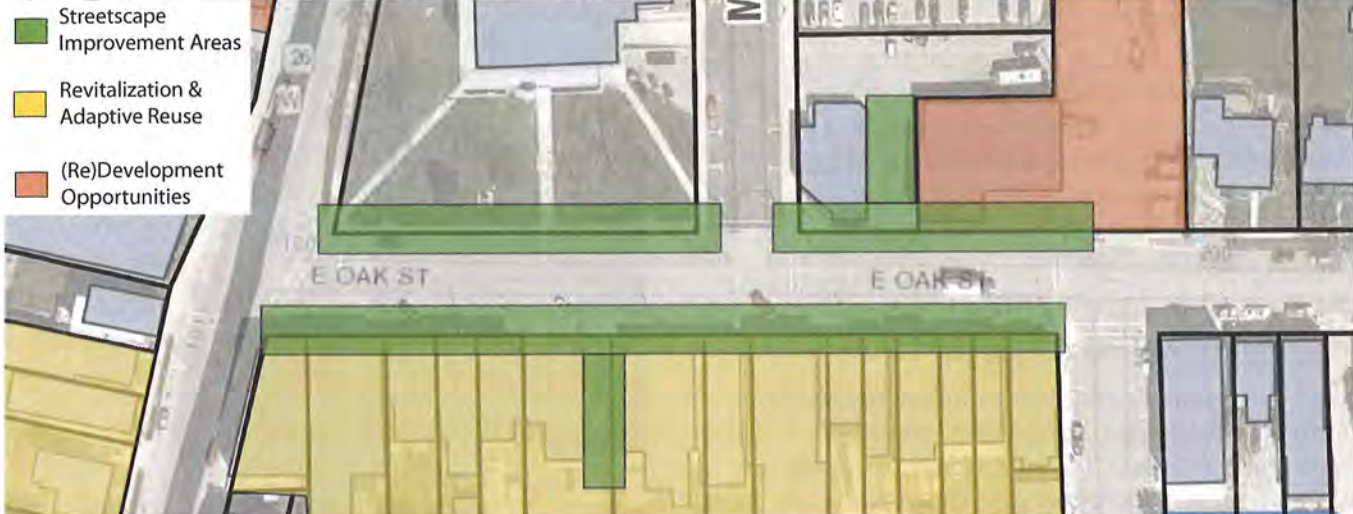
Crosswalks - Marked crosswalks can benefit pedestrians and cyclists by directing them to cross traffic at specific locations where appropriate traffic control measures exist. Almost all of the intersections along the corridor have the minimum standard treatment using two lines of striping to delineate the walking area. However, marked pedestrian crosswalks may need alternative design solutions depending upon pedestrian and automobile traffic conflicts.

Bicycle Infrastructure - Designated bike lanes and convenient bike racks can make this alternative mode of transportation more desirable and convenient for accessing the corridor. If bike lanes are added to angled parking scenarios, back-in, head-out parking is preferred due to cyclist visibility and driver awareness. Additionally, if a one-way street is utilized as the preferred option, then bicycle lanes would need to be wider to accommodate a larger safety buffer.

Signage - Directional and wayfinding signs, kiosks and maps help guide visitors to businesses and alternate parking areas.



E OAK ST - STREETSCAPE REVITALIZATION & IMPROVEMENT



Landscaping - The installation of trees and perennial landscaping plays an important role in transforming spaces into more desirable, attractive and sustainable environments. This can contribute to creating a distinctive character of the corridor.

Existing Right-of-Way Limitation

The existing two-way E. Oak Street has a generous right-of-way width at approximately 66' wide, making parking adjustments, terrace realignments and installation of streetscaping possible.

Parking Options

Currently there are 36 total marked spaces along E Oak St from STH 26 to Fair St. Shifting the type and alignment of parking along this same area can yield more parking spaces while also adding useable sidewalk space for pedestrians. Parking can be increased with a variety of curb improvements or marking parking spots more efficiently. Additionally, the City should consider placing ADA parking spaces evenly distributed along Oak St.

Oak Street Reconstruction

The City was awarded grant funds to reconstruct the portion of Oak Street east of Fair Street. Construction is anticipated for that project area in Spring/Summer 2024. Any modifications of road alignment and additional bicycle and pedestrian facilities should be considered when selecting a preferred alternative.

Streetscaping

- ❖ Corridor streetscaping will be improved to define and enhance the character and identity of E. Oak Street as the main commercial street.
- ❖ Improve corridor with pedestrian crosswalks and corner curb extensions (bumpouts).
- ❖ “Green up” the streetscape with more street trees, planting beds, and planters.
- ❖ Add bike racks throughout the corridor.
- ❖ Utilize public art and wayfinding signage to make the corridor streetscape and public spaces unique yet complementary to other Juneau signage.

Streetscape is a term that is used to describe the natural and built fabric of the street, including the roadway and the sidewalk terrace. It is typically defined as the design quality and visual character of the street. The concept recognizes that a street is a public place where people engage in various activities and experiences. Streetscapes and their visual impact largely influences public places where people interact. Making targeted streetscape improvements will ultimately help define a community's aesthetic quality, economic activity, public health, and environmental sustainability.

Signage & Banners

Light Pole Banners

A common cost effective strategy for improving the streetscape environment is the placement of thematic or district specific banners along the street. Banners can be used to create a unique identity for a district or be crafted to showcase local events and holidays that change on a seasonal basis.

Additional Downtown Signage

The City of Juneau already has several directional signage posts located along Wisconsin State Highway 26. However, the signs do not provide information for public parking or Downtown Juneau. Some of the sign posts have been retrofitted with additional important locations throughout the City. The City's signage plan should address gaps in wayfinding infrastructure to include locations for parking and specific Downtown Juneau attractions.



Crosswalk Visibility Treatments

Marked crosswalks can benefit pedestrians and cyclists by directing them to cross traffic at specific locations where appropriate traffic control measures exist. Currently crosswalks along Oak St. are only marked with minimal treatment standards using two parallel lines delineating the crosswalk area. However, marked pedestrian crosswalks may need alternative design solutions depending upon pedestrian and automobile traffic.

All Oak St. intersections from STH 26 east to Depot St should be considered for crosswalk improvements such as curb extensions and high-visibility crosswalks. Special paving patterns can be used to help slow traffic. Higher volume road crossings such as the intersection of East Center St. and Wild Goose State Trail should be improved to better handle potential traffic conflicts.

High Visibility Continental Crosswalk

Current best management practices for high-visibility crosswalks indicate the Continental pattern provides the safest, most cost effective crosswalk treatment. Additionally, the Standard crosswalk markings can be converted to Continental striping, letting the side stripes remain to form a temporary Ladder pattern. Continental striping allows crosswalks to be placed outside vehicle wheel paths therefore reducing long-term maintenance of the plastic striping material.



Special Paving Crosswalks

Special paving treatments at intersections can break the visual monotony of a concrete or asphalt streets and highlight prominent intersections where pedestrian traffic may be relatively higher or where crossings occur at uncontrolled intersections.

Using high-visibility crosswalk striping along with special decorative paving colors, patterns, and/or textures can emphasize the crosswalk as an extension of the sidewalk. Special paving can also enhance the overall district character and announce key public or commercial spaces.

Special decorative paving, or any similar treatment does not define a crosswalk and should not be seen as an approved safety measure. Standard high visibility crosswalk markings are still required to increase pedestrian safety.



Rectangular Rapid Flashing Beacon (RRFB) Marked Crossings

Flashing beacons and other lighted signage can be used where higher volumes of pedestrian and automobile traffic occur with few controlled intersections. The Wild Goose State Trail and East Center St. intersection is one such area in the Downtown Juneau area that may be considered for a RRFB. This Wild Goose State Trail crossing could also be improved with a curb extension where the trail meets the current sidewalk to facilitate a shorter right angle crossing - instead of the currently unsafe diagonal crossing.

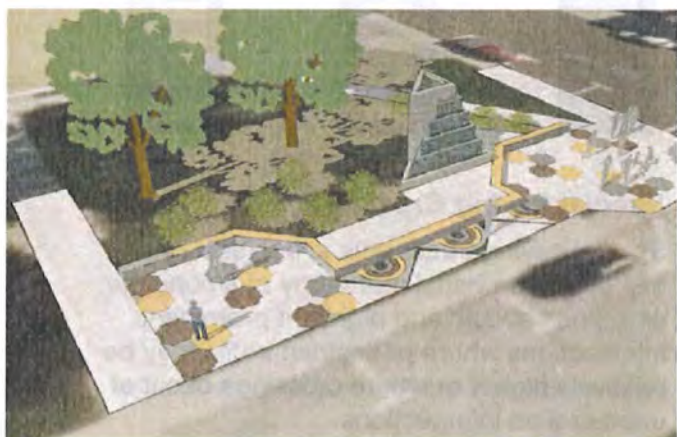


Courthouse Plaza

Improving public space within the downtown can promote future development in the area. A paved plaza can be located in the south lawn of the Dodge County Administration Building adjacent to the corner of Miller St and E Oak St. This would create a unique visual feature and serve as a meeting and social space, both casually and for special events.

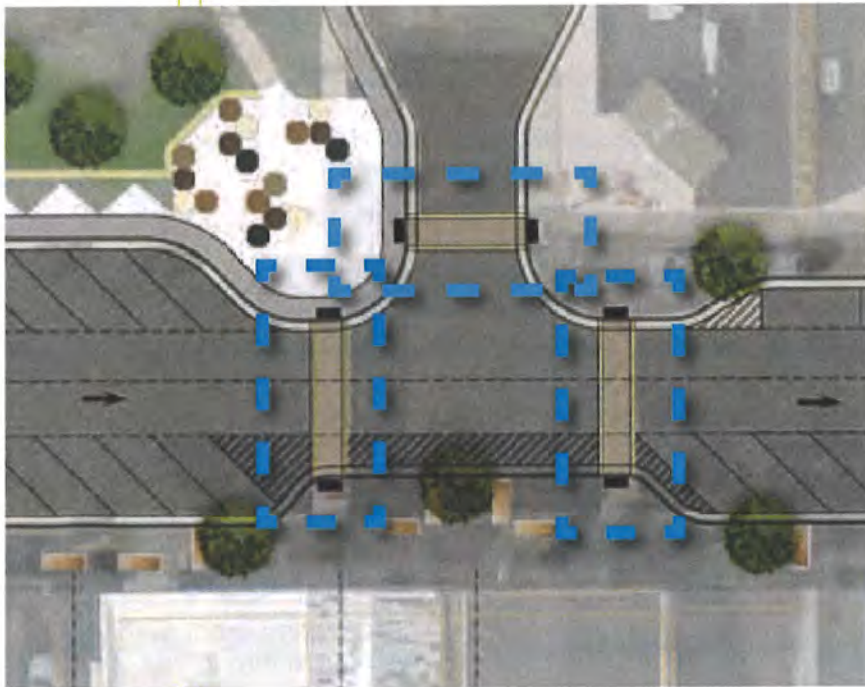
The Courthouse Plaza would combine inspirational motifs from the surrounding Art Deco architectural style that is present in several building examples. The plaza would use natural materials and a seating wall to frame a locally relevant sculptural feature or fountain element. Furniture such as benches, tables, and moveable chairs can help further activate the plaza space.

The N. Main St and E. Oak Street intersection should be emphasized as the main gateway into Downtown Juneau and sets the tone for the streetscape character as the area undergoes revitalization.



Curb Extensions (Bump-Outs)

This plan shows a combination of features used to calm traffic and increase safety along the Corridor. One key aspect of this design is the placement of narrow curb extensions that would allow for the placement of landscape planters, trees, benches, and other street furniture amenities. Using a narrower extension and smoother turn radii into the roadway allows for a more navigable driving lane that would still allow for wider turning vehicles and snow removal. Because the curb extensions happen at intersections where parking is prohibited, there is no loss of parking for these areas. Additionally, the bumpout treatments can improve crosswalk safety by decreasing street crossing distances and/or allowing for shorter, straighter, right-angled crosswalks.



STREET ALIGNMENT AND PARKING OPTIONS

Preliminary Concepts

MSA developed three preliminary concepts to support community discussion on development pattern and road network. Each concept was based on expanding the sidewalk for usable space to support businesses. The three alternative concepts presented were refined into two preferred alternatives that combined the Chamber’s own design feedback. The refined concepts show a two- and one-way option that balances more parking with more sidewalk space and a public County Courthouse Plaza. Both refined concepts consider improving the intersection alignment at E Oak St and STH 26.

Since this section of E Oak St in Downtown Juneau is considered the main destination for cyclists, adding bike lanes from Fair St to State Highway 26 would mean sacrificing additional sidewalk space and/or creating potentially unsafe parking/bicycle traffic conflicts. Currently, no stand-alone bicycle facilities are planned for the Oak St reconstruction project due to anticipated low automobile and bicycle traffic. However, E Oak St could be established as a designated bicycle route with signage to promote road sharing. All options consider ending bicycle traffic facilities at Fair St and providing space to walk and park bikes on the wider sidewalk areas.

This section will highlight general feedback received through the below engagement activities.

- Local Stakeholder/Decision-maker Interviews
- Chamber Committee Meetings
- Public Open House

See **Chapter 1** for more information from our Chamber of Commerce engagement activities.

Initial Concept “A”

ONE-WAY EAST LANE

- SIDEWALK GAIN: 12’
- PARKING SPACES: 38
- BACK-IN, HEAD OUT ANGLE PARKING BAYS
- EXTENSIVE SIDEWALK BUMPOUTS

Engagement Feedback

- One-way street preferred, but concern for transition to two-way intersection at Fair Street.
- Desire sidewalk on south side of the street to be maximized.
- Prefer angle parking on north side of Oak.
- Back-in, head-out parking type was not preferred.
- Bicycle lanes traveling opposite of automobile traffic flow will need additional buffer space.

Initial Concept “B”

TWO-WAY, MIXED PARKING

- SIDEWALK GAIN: 6’
- PARKING SPACES: 42
- KEEPS CURRENT PARKING CONFIGURATION, BUT NARROWS DRIVING LANES
- PARKING SPACES: 42

Engagement Feedback

- Current configuration can be lined more efficiently.
- South sidewalk is not wide enough for more pedestrian use - not as much of a change

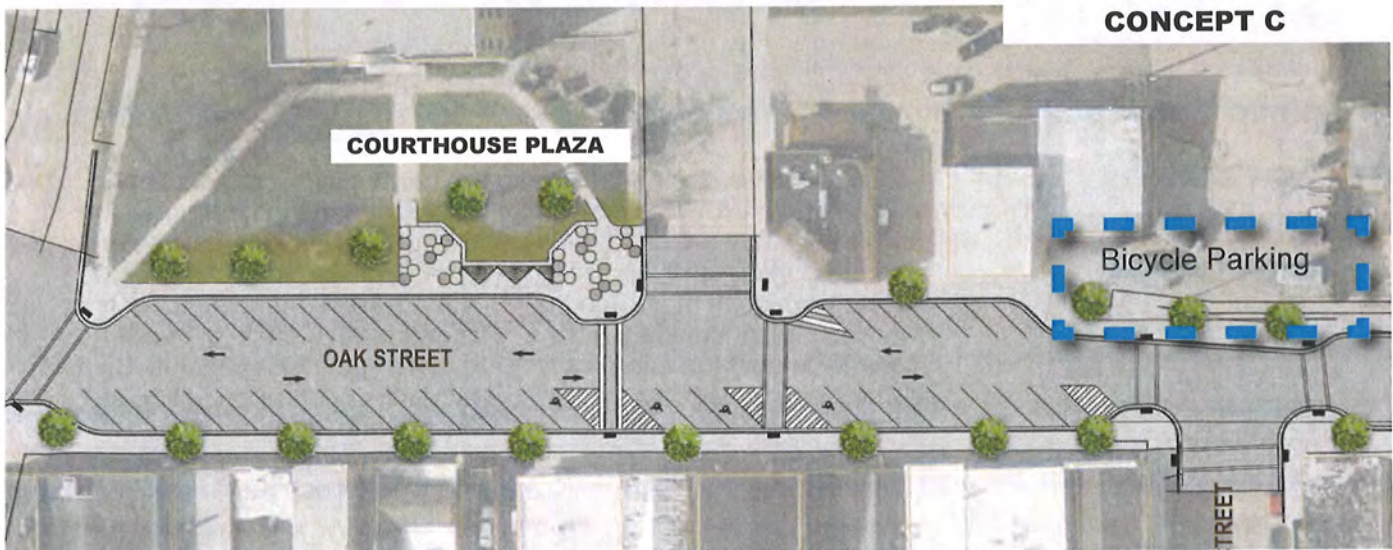
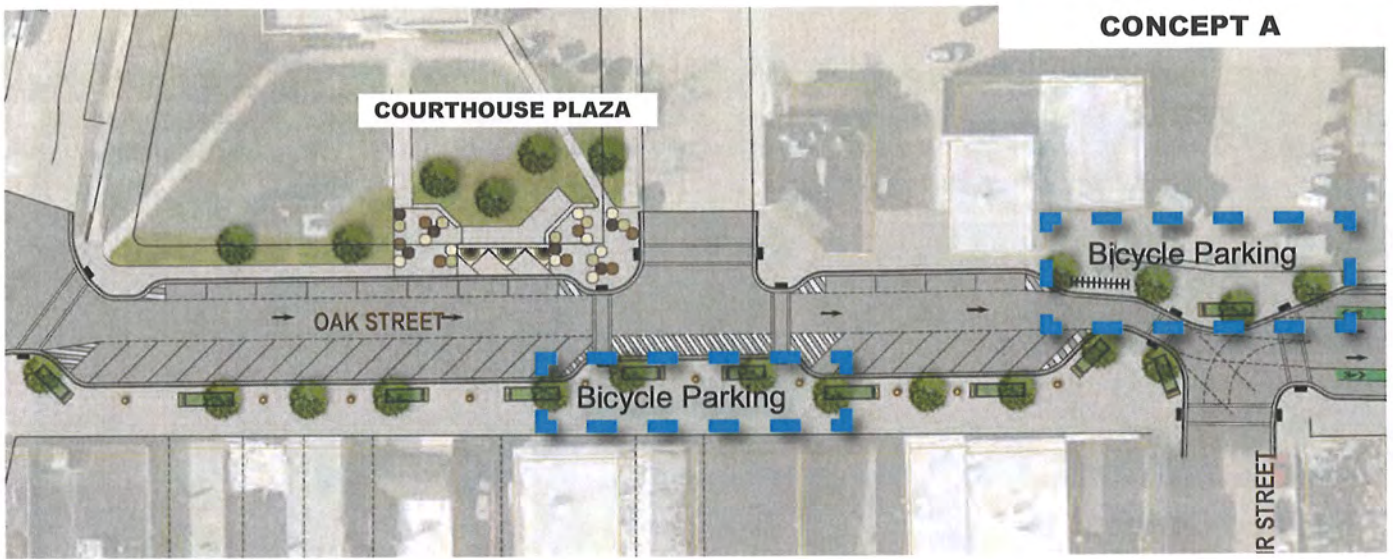
Initial Concept “C”

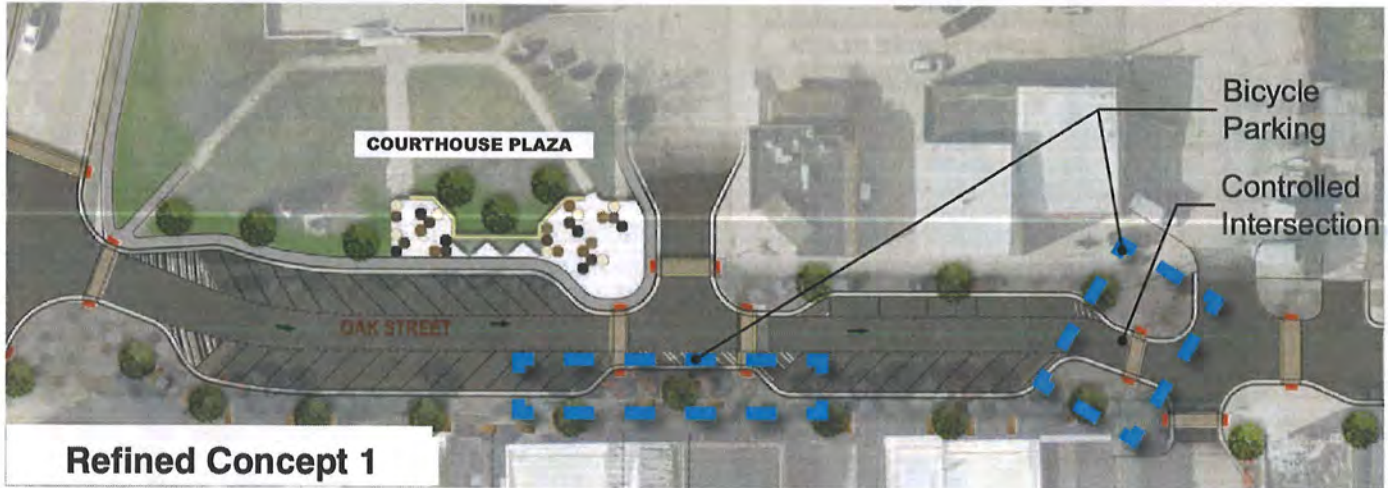
TWO-WAY, ALL ANGLED PARKING

- SIDEWALK GAIN: 0’
- PARKING SPACES: 46
- MAXIMIZING PARKING WITH A NARROWER STREET

Engagement Feedback

- This alignment requires the most use of the County Administration Building south lawn due to more space allocated to angled parking.
- Parking markings, street furniture, and curb do not consider existing property use and access needs.
- ADA parking is not evenly distributed throughout the E Oak St area.





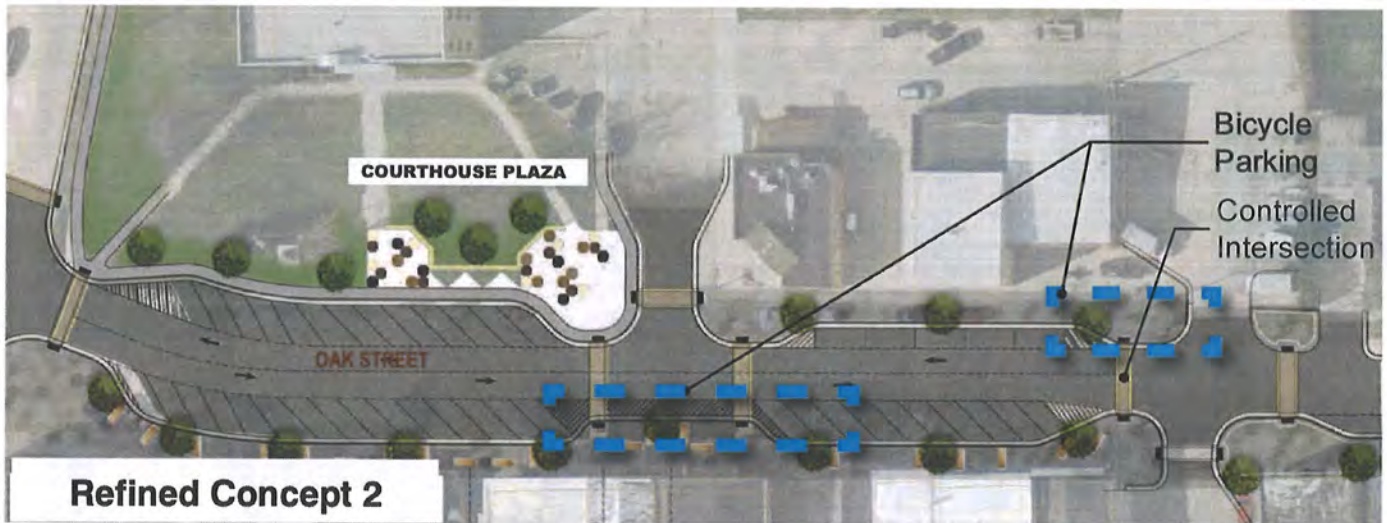
Refined Concept 1

ONE-WAY EAST LANE

- SIDEWALK GAIN: 12'
- PARKING SPACES: 40
- BACK-IN, HEAD OUT ANGLE PARKING BAYS

One-way traffic creates the most sidewalk space. Roadway alignment creates opportunities to install curb extensions that can be used for street furniture and landscape features. Placing bike facilities opposite

to traffic flow requires additional space for bike lane protection devices such as curbs or bollards. This prevents the location of opposite flow bike traffic facilities without a significant loss of sidewalk area.



Refined Concept 2

TWO-WAY LANES

- SIDEWALK GAIN: 6'
- PARKING SPACES: 40
- CURRENT CONFIGURATION OF HEAD-IN, BACK-OUT PARKING BAYS

Concept 2 relies on angled parking and narrower travel lanes to balance the needs for more parking and increase sidewalk space. If more parking is desired, the increased sidewalk area at the end of Miller St can be laid out to have up to four spaces if the crosswalks are kept.

As currently proposed, head-in, back-out parking configurations do not support bike lane safety standards. Bicycle lanes can be added if parking configuration is changed to back-in, head-out along the Oak St. area. Bike facilities could be added up to Fair St with bicycle parking for improved bicycle access from the Wild Goose State Trail.

Redevelopment

DESIGN GUIDELINES

This section is intended to create memorable and desirable buildings and spaces within the downtown area. The objective is to create a unique corridor that residents will love and continue to invest in for many decades. Nonresidential and multifamily developments are encouraged to meet these guidelines.

1. Architecture & Design

- A. Buildings should utilize details or changes in materials to create a discernible base, middle and top. Multi-storied buildings should have a horizontal expression line between the first and upper floors.



- B. Buildings should establish vertical proportions for the street facade (e.g., expression of structural bays, variation in material, and/or variation in building plane), and for the elements within that facade (e.g., windows, doors, structural expressions, etc).
- C. Avoid large, undifferentiated building walls and roof lines. Desired design features include variation in materials and colors, projecting and recessed bays, and variation in building heights.
- D. Street-facing facades should use durable and high-quality building materials. All sides of the building should include materials and design characteristics consistent with the front facade. Use of lesser quality materials for the sides and rear facades should be minimized.

Vulnerable materials, such as EIFS, should not be used at the base of the building (minimum of 3 feet).

- E. Awnings and canopies are strongly encouraged on ground floor facades of commercial, mixed use and apartment buildings. Awning colors should relate to and complement the primary colors of the building facade. Glowing awnings (backlit, light shows through the material) are discouraged.



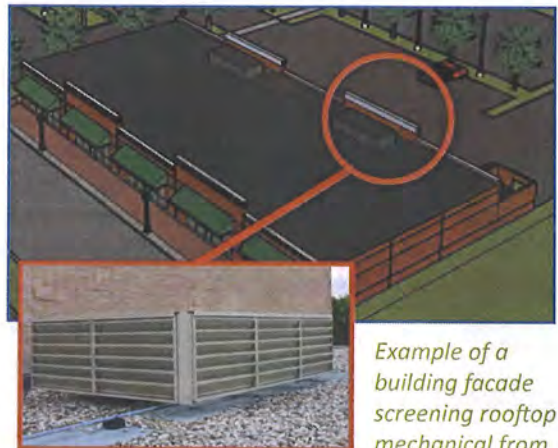
Examples of various techniques in use to break down the apparent mass of a large building, including canopies, recessed decks, recessed top story, and variations in materials and wall plane.

2. Architecture & Design (cont.)

- F. All buildings should have clearly-defined and welcoming entrances. Canopies, awnings, covered porches, and/or gable roof projections should be provided along facades that give access to the building to accentuate entrances and give shelter to visitors.
- G. All service, refuse, garage doors, mechanical equipment and loading dock areas should be screened from public view through strategic placement, landscaping, and/or architectural design integration. For sites with dual frontage configurations, these features should generally be located along a side yard, and not prominently visible from either the collector/arterial road or the local street.
- H. While all buildings should be close to the street, most residential buildings should use a first floor elevation at least three feet higher than the adjacent public sidewalk to maintain comfort and privacy for residents. Look for opportunities to use grade changes across the site to also provide accessible entrances to the building.



This example shows the use of a recessed entry to identify its location, and changes in material and wall plane to break up the side facade.



Example of a building facade screening rooftop mechanical from ground view.

2. Parking, Screening & Landscaping

- A. Shared parking between uses is encouraged, to make more efficient use of land for parking.
- B. Parking is encouraged to be located in the side yard and rear yard, or beneath buildings.
- C. Parking and loading areas visible from the public street should be screened with berming, landscaping, fencing or a combination of these three.
- D. Construct pedestrian walkways between the sidewalk and primary building entries. On-site walkways should be separated from traffic and designed to connect the building to parking lots and other destinations on the site.
- E. Parking lots should be landscaped along their edges and within each parking island. The incorporation of required stormwater detention and infiltration devices into the design of the parking area is encouraged.
- F. All parking areas should have concrete curbs to protect landscaping areas, excluding those areas dedicated for snow storage. The curbs may contain gaps to allow stormwater flow into infiltration basins.
- G. Fencing and screening should be of similar materials as primary building(s).
- H. Landscape design should use native plant species to the region, especially buffering wetlands and other significant natural features.



This illustration shows two developments on adjoining lots sharing parking and an access drive. A sidewalk connects the two developments through the parking area.



Example of well landscaped parking edges.



Examples of desired stormwater management designs within parking lots.

3. Compatibility Guidelines (adjacent to low-intensity residential)

These compatibility guidelines should apply to all new multi-unit residential, office and/or mixed use development of three-stories or larger located on land abutting or across a street or alley from low-intensity residential. For purposes of this section, low-intensity residential development should mean single-family, duplex, townhomes (6 or less units), and small multi-unit buildings (8 or less units).

A. Use Intensity. In developments with multiple buildings with varying intensities, the development should locate buildings with the least intense character (e.g., lower heights, fewer units) nearest to the abutting low-intensity residential development.

B. Building Height. To ensure that new buildings are compatible in scale with surrounding properties, building height is limited to four (4) stories above ground level, except the height of the proposed structure(s) should not exceed thirty-five (35) feet in height in the following locations:

1. Portion of the structure within sixty (60) feet of a single-family or duplex lot.
2. Portion of the structure within thirty (30) feet of any other low-intensity residential lot (i.e., structures with 3+ units).

C. Bulk and Mass. Primary facades abutting or across a street or alley from low-intensity residential development should be in scale with that housing by employing the following strategies:

1. Varying the building plane setback a minimum of two (2) feet at an interval equal or less than the average lot width of the applicable low-intensity residential uses. For example, if a block of single-family lots is across the street from the development with an average lot width of 50 feet, the applicable facade shall vary its building plane, at a minimum, every 50 feet.



This apartment building steps down the building adjacent to a neighboring lower-density residential use.

2. Providing a gable, dormer, or other change in roof plane at an interval equal or less than the average lot width of the applicable low-intensity residential uses. For example, if a block of single-family lots is across the street from the development with an average lot width of 50 feet, the applicable roofline shall vary, at a minimum, every 50 feet (measured at the roof eave).

D. Roof Pitch. The roof pitch of new residential buildings should range between 6:12 and 12:12. The roof pitch of porches shall not exceed that of the residential building to which it is attached.

E. Architectural Features. At least two (2) of the following categories of architectural features should be incorporated into street-facing facades:

1. Porches or porticos
2. Balconies
3. Dormers and Gables
4. Bay Windows
5. Door and Window Ornamentation which may include surrounds, pediments, lintels and sills, hoods, and/or shutters.

- F. Entrances.** Street-facing facades providing direct access to first story dwelling units through individual entrances are encouraged. Preference is at least twenty-five (25) percent of ground units having direct access.
- G. Garages.** Attached garages shall not face or open towards the street. If this is not attainable, garages shall be sufficiently screened and face the street with the highest intensity of adjacent uses.
- H. Parking.** Parking areas that are visible from the street and located in the building front lot setback should provide buffering at a minimum height of thirty-six (36) inches above the parking surface. Buffering can consist of landscaping, berms, fences/walls, or a combination of these.
- I. Refuse Areas.** Dumpsters should be placed either in the underground garage or behind the building with opaque or semi-opaque screening (at a minimum, a chain link with fabric screening). If the refuse area cannot be placed behind the building, a wood fence or wall, at least six (6) feet in height, with landscaping around trash enclosures is encouraged.

4. Signage & Lighting

- A. Appropriately-scaled signage is critical and should complement the building and site. Wall, projecting, and ground signs should be integrated within the overall building design in color, style and articulation.
- B. Where freestanding ground signs are proposed, the use of monument signs is preferred over pole or post mounted signs. Shrubs and/or perennial planting beds should be planted around freestanding signs.
- C. Lighting on exterior signs is encouraged to be mounted externally, above the sign, and directed downward, or internally light for freestanding signs.
- D. Full cut-off (dark-sky compliant) exterior lighting is encouraged in all locations to reduce glare and light pollution.



Examples of full cutoff fixtures that minimize glare and light pollution.

5. Density Bonus

The City maintains discretion on building heights and densities, through the zoning ordinance. If considering requests for additional height or density as described in this Plan, there will be an expectation for high-quality design consistent with all of the design guidelines in this plan, including the following features and techniques.

- A. High-quality landscaping and site design to hide parking and utility areas.
- B. Excellent bike amenities, including bike parking and storage.
- C. Excellent pedestrian amenities, including wide sidewalks and robust pedestrian connections between sidewalks and building entrances.
- D. Unique public spaces and enhancements, such as plazas, outdoor seating areas, public art installations, etc.
- E. Decorative, dark-sky compliant exterior lighting.
- F. Muted colors and non-reflective siding and glazing, especially above the ground floor.
- G. Installation of renewable energy systems (e.g., electric vehicle with Level 2/3 charging station).
- H. Includes affordable housing units (e.g., 15% reserved for households at or below 50% AMI or 30% reserved for households at or below 60% AMI).
- I. Meeting the Compatibility Standards outlined under Guideline #3.



CATALYTIC PROJECTS

One of the purposes of this Plan is to identify likely redevelopment sites and propose new uses for those sites. This map indicates a series of redevelopment and adaptive reuse opportunities of the properties throughout the corridor. Factors considered in these designations included current property value, the condition (maintenance) of existing buildings, and the prominence and visibility of the site. One site includes illustrations of what redevelopment could look like to help people visualize and begin adjusting to more intensive uses of adjacent sites before developers bring forward specific proposals.

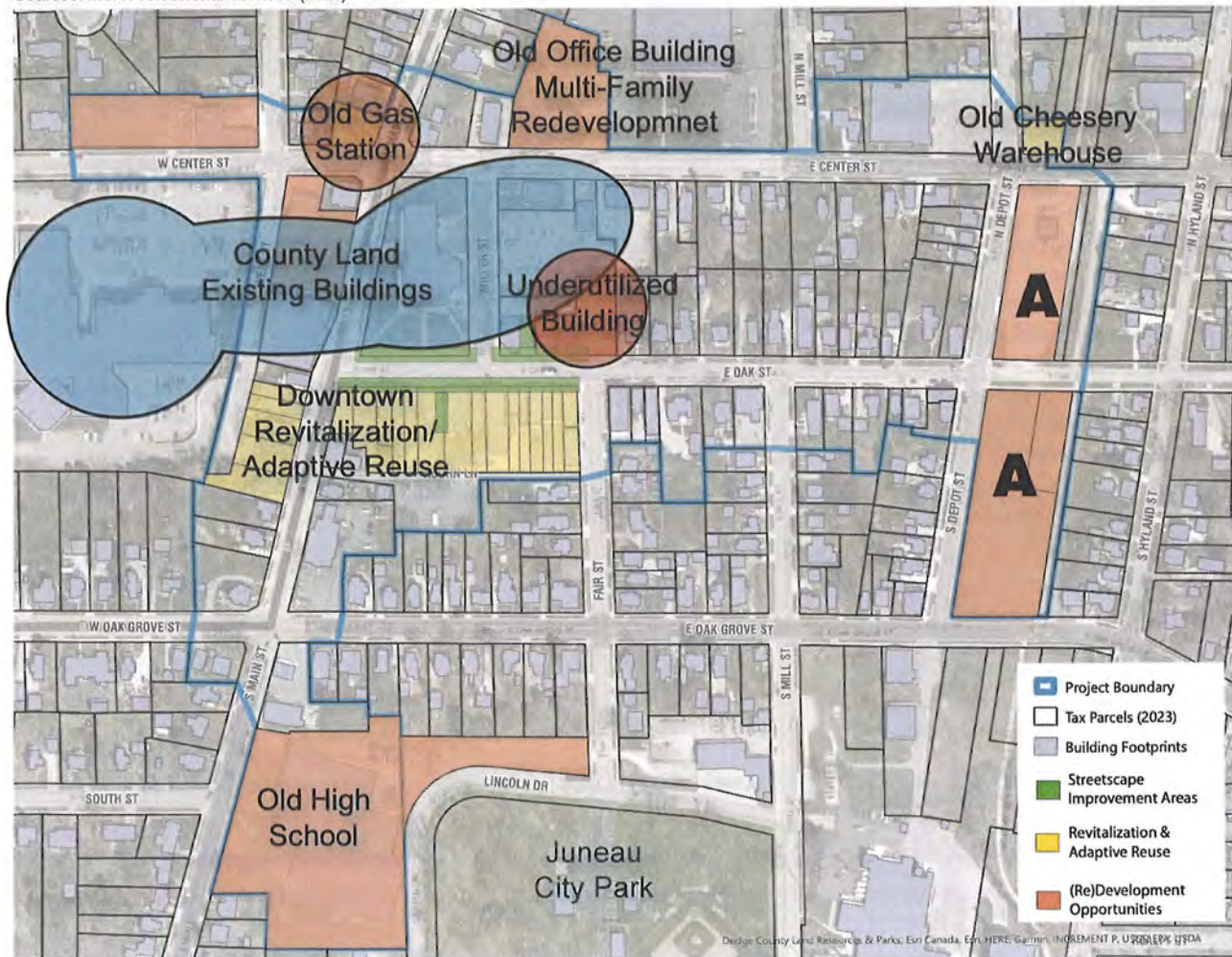
One of the challenges of planning for redevelopment is envisioning how an area could be different than it is today.

These redevelopment and reuse sites are not definitive - some of these sites might not redevelop, while others not identified here could, depending on the property owner and developer's interest. The City should consider an active role in helping redevelop those sites that require the aggregation of multiple small parcels to make redevelopment possible.

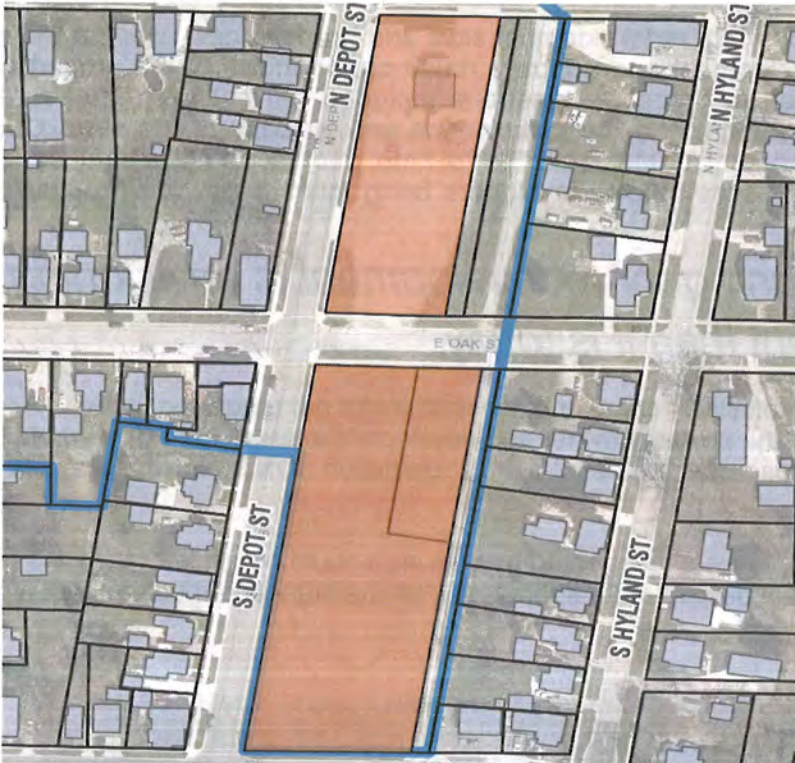
One of the challenges of planning for redevelopment is envisioning how an area could be different than it is today. The following pages presents conceptual development approaches for the high- and medium-priority sites.

Catalytic Redevelopment Sites

Sources: MSA Professional Services (2023)



Catalytic Redevelopment Site "A"



Advantages

- » *The site is vacant land and has direct access to the Wild Goose Trail, providing opportunity for (re)development*
- » *Great location and visibility along a major roadway, County Road S.*
- » *Multi-story development here would help to provide additional housing options to the community and an improved connection to the existing bike trail.*

Disadvantages

- *The low density of housing around these sites may influence a decision to limit redevelopment to formats of similar or slightly greater density.*

These sites are bordered by E. Center Street to the north, N. Depot Street to the west, the Wild Goose Trail to east and E. Oak Grove Street to the south.

A potential development could include both single- and multi-story residential buildings.

Potential Concept for Site "A"



Sources: MSA Professional Services (2023)

Example Photos



Additional Catalytic Redevelopment Sites

Vacant County building (N. Main and West Streets)

Dodge County owns a partially vacant office building that could be redeveloped. Rezoning of the parcels may be necessary.

Potential Use: Multi-family or other mixed-use development



Former School Lots (E. Main Street)

This lot contains a former school building for sale but has been used for storage. The City has rezoned the site to Planned Development (PD).

Potential Use: Mixed-use development



Old gas station (E. Center Street & N. Main Street)

This site has a deteriorating vacant gas station on the lot. The Chamber should work with the City in assisting with providing business incentives and marketing initiatives to encourage business attraction and retention. Promote reuse to one of the desired uses such as an ice cream or deli establishment.

Potential Use: Commercial use



Old auto-repair shop (E. Center Street and West Street)

An existing brick building that was home to an auto-repair shop. Attention should be given to buffering adjacent residential uses. A brewpub or other special event space may be considered.

Potential Use: Commercial use



Old cheesery/warehouse (E. Center Street & Wild Goose Trail)

This site is a vacant warehouse along the former rail tracks. The space should be activated to engage with users of the Wild Goose Trail. Encourage reuse of this site to a complementary eating and drinking establishment or a bike repair shop on the Wild Goose Trail. Lot must be rezoned.

Potential Use: Commercial use



Old Steelhorse building (E. Oak Street)

This site is a storefront and garage currently not open for public use as a business. The space should be activated to engage with users of the Wild Goose Trail. Encourage reuse of this site to a complementary eating and drinking establishment or a bike repair shop close to the Wild Goose Trail.

Potential Use: Commercial use



Former County Building (E. Center Street)

This lot contains a former County building that was sold, but never redeveloped. Rezoning may be necessary.

Potential Use: Residential use



Wild Goose Trail Improvements

1. Plaza – Create a public gathering space with seating options.
2. Install bike lanes to Oak Street and other City roadways as practical to provide easy connections for trail users to patronize local businesses.
3. Install bike racks in strategic locations to make locking up bicycles easy for visitors to patronize local businesses.
4. Encourage “bicycle days” where safety demonstrations and trail use are promoted.
5. Install signage to downtown.



Implementation

The City will need to take an active role where they can through public investment and development incentives, to get the private sector excited about the opportunities in the Oak Street Corridor. The Chamber can take a partnership role.

This section contains a compilation of the various actions recommended in this Plan to translate this vision to reality. Accompanying each action are recommended time frames for completion (i.e., On-going/Annual, Short Term, Mid Term and Long Term)

Many of the strategies identified in this section presume the use of existing City implementation tools, including operational tools (e.g., annual budget process, capital improvement program) and regulatory tools (e.g., land use regulations, building codes, housing codes). To further enhance the marketability of Oak Street corridor, the Chamber should encourage the City to consider the following administrative actions.

ADMINISTRATIVE ACTIONS

1. Review action plan on an annual basis as part of the City's budgeting process.

To provide lasting value and influence, this plan should be used and referenced regularly, especially during budgeting processes, to support implementation of this Plan's actions. This review should discuss items completed over the prior year, re-evaluate the actions based on funding and existing opportunities, and adjust action timeline based on the evaluation.

Timeline: Ongoing, Annually

2. Initiate business retention efforts to support the corridor's existing businesses, including the following initiatives. The Chamber can initiate or assist the City, including the following initiatives.

- a. Meet with business owners annually or send a business survey to assess needs and economic stability of the corridor businesses.

- b. Encourage new business memberships in the Juneau Chamber of Commerce to promote business growth and community.
- c. Promote and supply businesses with available grants or support services to continue to be a sustainable business operation in the corridor.
- d. Collaborate and establish a stronger relationship with regional economic development organizations such as the Dodge and Jefferson County economic development consortium and ThriveED.
- e. Identify any home-based businesses in Juneau that may wish to occupy downtown lease space.
- f. Identify emerging business categories that can support downtown growth and complement the downtown's existing business mix.
- g. Identify an emerging retail sector and work with property owners to find suitable locations for interested businesses.
- h. Explore main street housing rehabilitation revolving loan funding program through Wisconsin Housing and Economic Development Authority (WHEDA).
- i. Explore commercial-to-residential conversation revolving loan program under WHEDA to convert vacant commercial space to workforce or senior housing.
- j. Work with existing businesses to improve facades, especially those identified needing "major improvements". This could be design services to help the owner realize updates and costs to initiate the façade enhancement. The City could consider implementing a façade grant program.

Timeline: Ongoing, Annually

3. **Consider partnering on creating and managing a City building improvement matching grant program to encourage exterior building improvements.** This program can focus on updating, restoring and maintenance of exterior facades. This could be a matching grant that uses design guidelines in this Downtown Plan.

Timeline: Short-term, Ongoing

4. **Consider steps to support redevelopment of the high-priority sites identified in this Downtown Plan.**
- Consider creating an “incentive package” for the use of a revolving loan fund, site grants and other funding available through the State (DNR, EPA, WHEDA & WEDC).
 - Consider creation of a downtown TIF district, to include parcels identified in this plan for redevelopment.
 - Explore methods for Community Development Authority (CDA) to use and leverage funds for redevelopment projects in the corridor.
 - Pursue the acquisition of tax forfeit, foreclosed or for sale properties identified as necessary to achieve the redevelopment vision created in this Plan.
 - Encourage demolition (if necessary) at vacant properties so they do not detract from the area’s visual aesthetic or deter future reinvestment.

Timeline: Ongoing

5. Consider creating a Business Improvement District (BID). Wisconsin municipalities have the power to establish a Business Improvement District in their community aimed at promotion, management, maintenance and development of the district. Assessments are restricted to commercial and industrial properties that are subject to real estate tax. BID levies are generally based on a proportion of the individual property’s assessed value, but could be based on parcel size or frontage width.

Timeline: Longer Term (2024-2028)

6. Consider participation in the Wisconsin Main Street and Connect Communities Programs. These programs exist to assist Wisconsin communities with revitalization efforts and are facilitated by the Wisconsin Economic Development Corporation (WEDC). These programs help local leaders leverage the unique assets of their downtowns and commercial districts, providing access to resources and networking opportunities to support local initiatives.

Timeline: Short Term (2024-2026)

REDEVELOPMENT ACTIONS

1. **Install a demonstration of back-in angle parking on E. Oak Street.** While there is apparent enthusiasm for this idea, few people have direct experience with it. Re-stripe a section of angle parking on Oak St. and install signs with instructions for use.

Timeline: Short Term (2024-2026)



2. **Work with Dodge County to consider a study for the County land with vacant buildings (at N. Main and West Streets).** Collaborate on redevelopment of the site to include multi-family or other mixed-use development. Rezoning of the parcels may be necessary.

Timeline: Short Term (2024-2026)

3. **Encourage multi-family development on the two S. Depot Street Lots (Co-op lots) with on-site parking / attached garages.**

Timeline: Short Term (2024-2026)

4. **Promote redevelopment of the former school building lot (N. Main Street).** The school lot is for sale but has been used for storage. The City

has rezoned the site to Planned Development (PD) to allow for a mixed-use development and flexibility in the development standards.

Timeline: Short Term (2024-2026)

5. **Promote reuse of the existing gas station building (E. Center Street & N. Main Street) to one of the desired uses such as ice cream / deli establishment.** Assist with providing business incentives and marketing initiatives to encourage business attraction and retention.

Timeline: Short Term (2024-2026)

6. **Promote redevelopment of the existing brick service shop (E. Center Street and West Street) building to a commercial use that draws residents and visitors to the area.** A brewpub or other special event space may be considered. Careful attention to buffering adjacent residential uses should be given.

Timeline: Short Term (2024-2026)

7. **Encourage reuse of the old cheesery / warehouse (E. Center Street & Wild Goose Trail) site to a complimentary eating and drinking establishment or a bike repair shop on the Wild Goose Trail.** Activate the space for public gathering along the trail. Work with the City to rezone the site appropriately.

Timeline: Short Term (2024-2026)

8. **Collaborate with City and Dodge County on a Downtown Plaza and Wild Goose Trail improvements.**
 - a. Plaza – Create a public gathering space with seating options.
 - b. Install bike lanes to E. Oak Street and other City roadways as practical to provide easy connections for trail users to patronize local businesses.
 - c. Install bike racks in strategic locations to make locking up bicycles easy for visitors to patronize local businesses.
 - d. Encourage “bicycle days” where safety demonstrations and trail use are promoted.

Timeline: Short Term (2024-2026)

PLACEMAKING AND MOBILITY ACTIONS

9. **Address the downtown’s appearance, enhancing the physical environment and pedestrian circulation to support a unique downtown Juneau experience with local character.**
 - a. Develop branding for the corridor.
 - b. Install trees and/or perennial landscaping within the street terrace.
 - c. Install bump out intersection improvements
 - d. Support the creation of a gathering plaza on County property at E. Oak Street and Miller Street.
 - e. Support Parking Coordination with County Physical Facilities (Building Committee).
 - f. Install benches, planters and decorative light posts along the street. Awnings and other protective shades should be considered.
 - g. Install marked crosswalks for pedestrians and bicyclists.
 - h. Install designated bike lanes and strategically located bike racks.
 - i. Install directional and wayfinding signs, kiosks and maps to help guide visitors to businesses and alternate parking areas.

Timeline: Short Term (2024-2026)

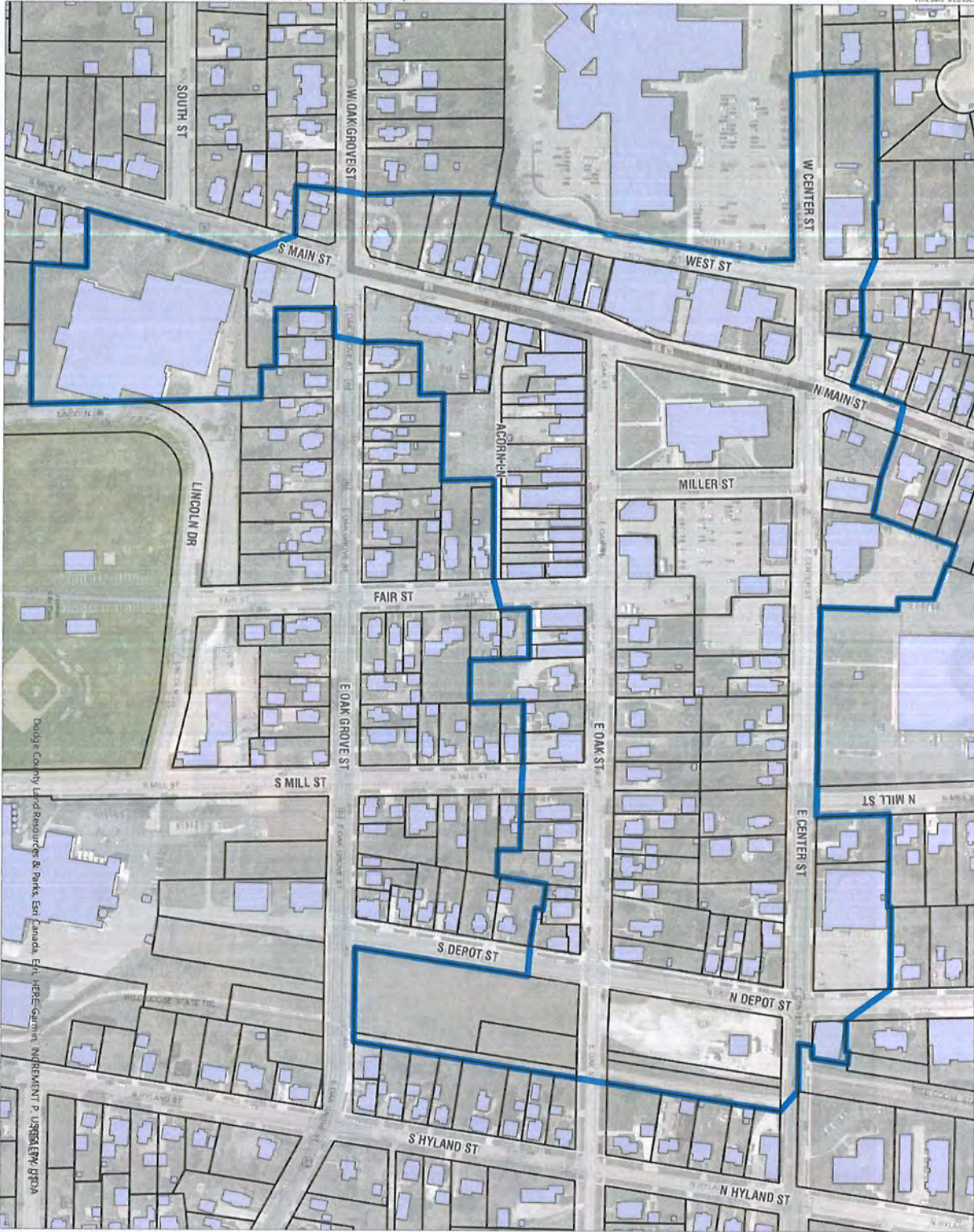
Appendices



APPENDIX A: MAPS




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Print Date: 5/25/2023



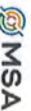
Downtown Project Area

City of Juneau
Dodge County, Wisconsin

-  Project Boundary
-  Tax Parcels (2023)
-  Building Footprints

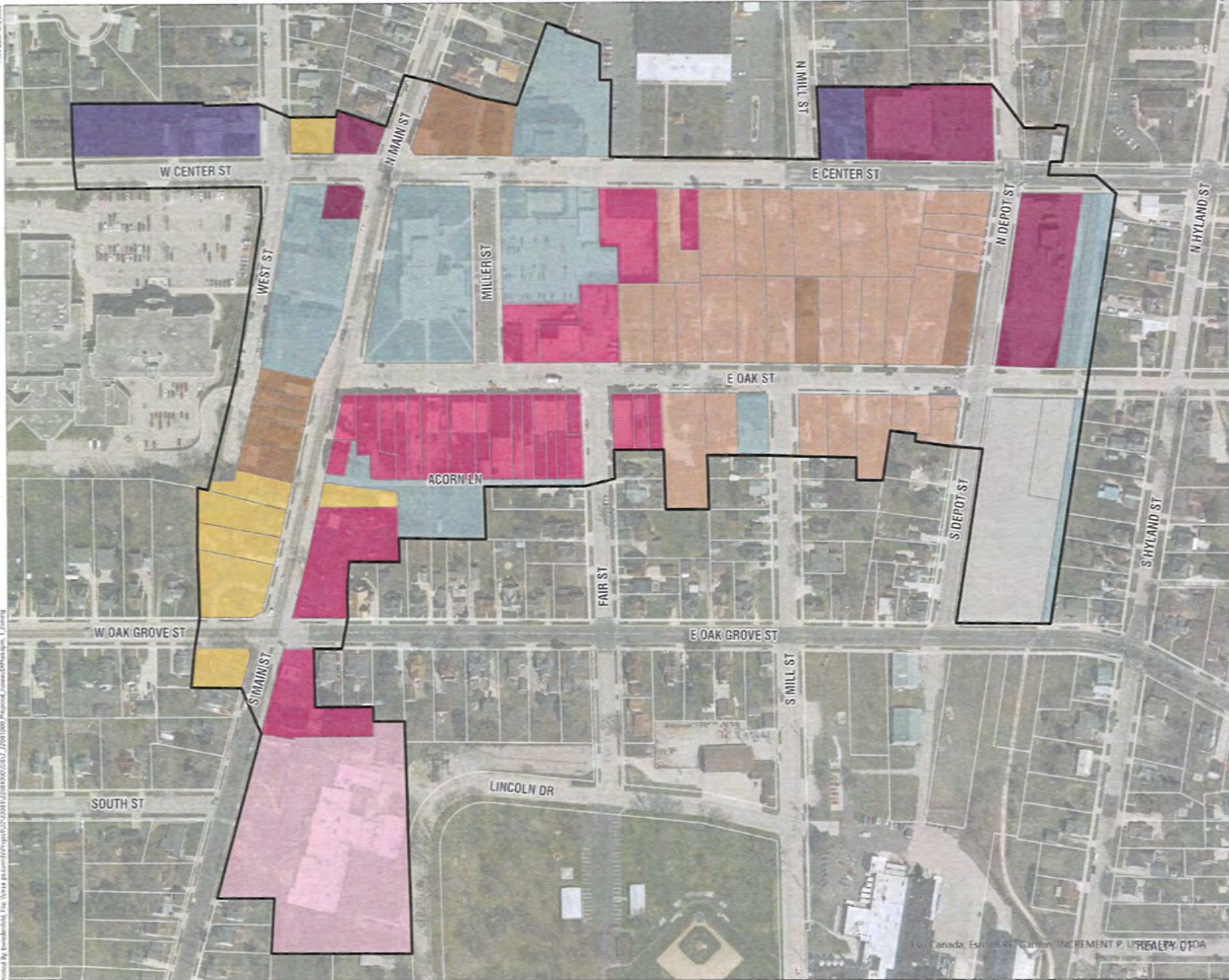


0 100 200 Feet



Mapmaking & Design Standards

Data Sources:
Dodge County GIS (2023)
Business, Dodge County (2020)
2019img_1154_120219



Downtown Zoning

City of Juneau
Dodge County, Wisconsin

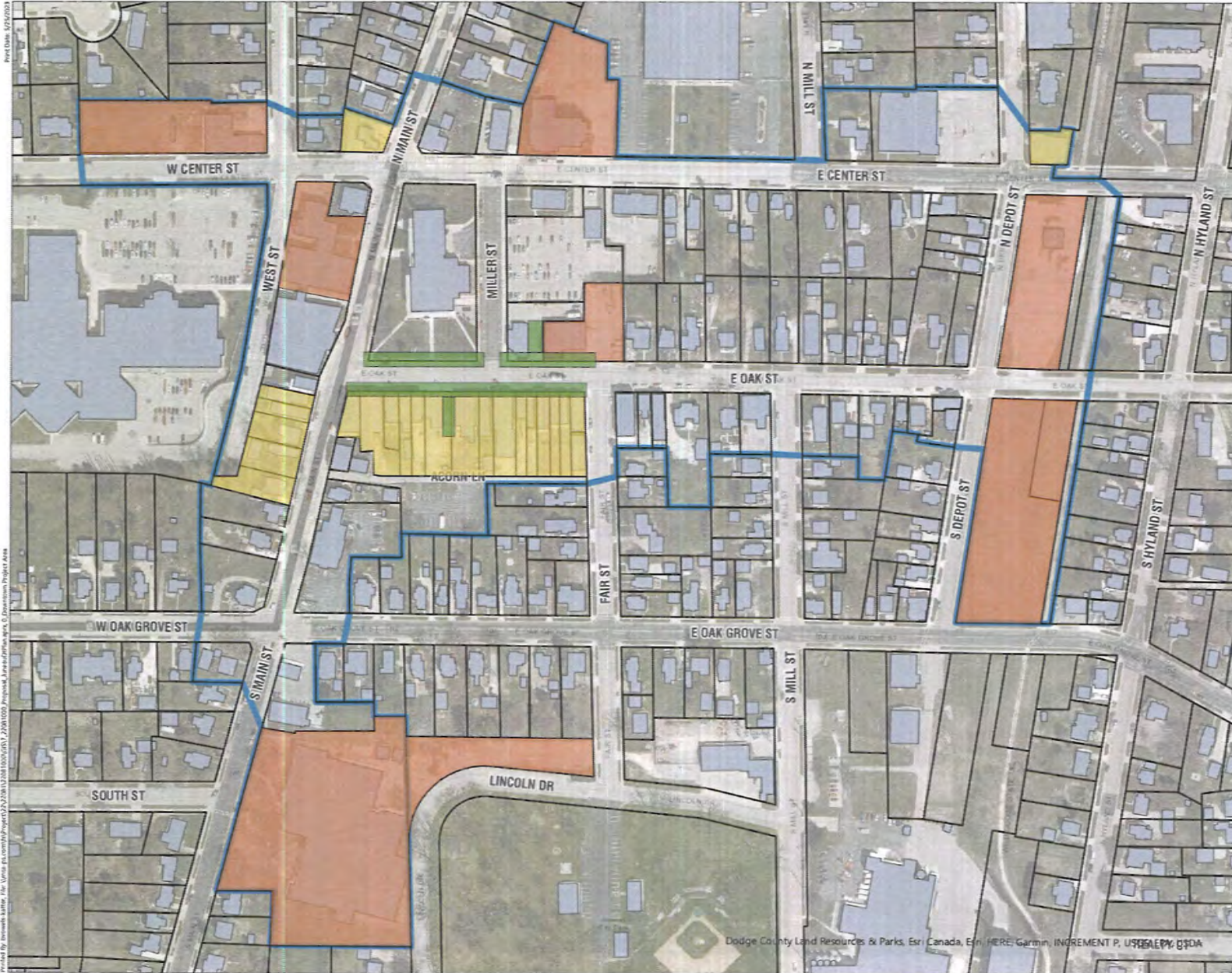
-  Project Boundary
- Zoning (2021)
-  R-1A: Single- Family Residential
-  R-2: Residential
-  R-3: Multi-Family Residential
-  P-1: Public & Semi-Public
-  B-1: Neighborhood Business
-  B-2: Central Business
-  B-3: General Business
-  I-1: Light Industrial
-  PD: Planned Development

Data Sources:
Dodge County GIS (2023)
Basemap: Dodge County (2020)
Zoning: MSA (2021)

0 100 200 Feet




MSA planning + design



Downtown Project Area

City of Juneau
Dodge County, Wisconsin

- Project Boundary
- Tax Parcels (2023)
- Building Footprints

- Streetscape Improvement Areas
- Revitalization & Adaptive Reuse
- (Re)Development Opportunities

Data Sources:
Dodge County GIS (2023)
BaseMap: Dodge County (2020)
Zoning: MSA (2021)

Dodge County Land Resources & Parks, Esri Canada, Esri HERE, Garmin, INCREMENT P, USDA, NPS, NOAA



0 100 200 Feet

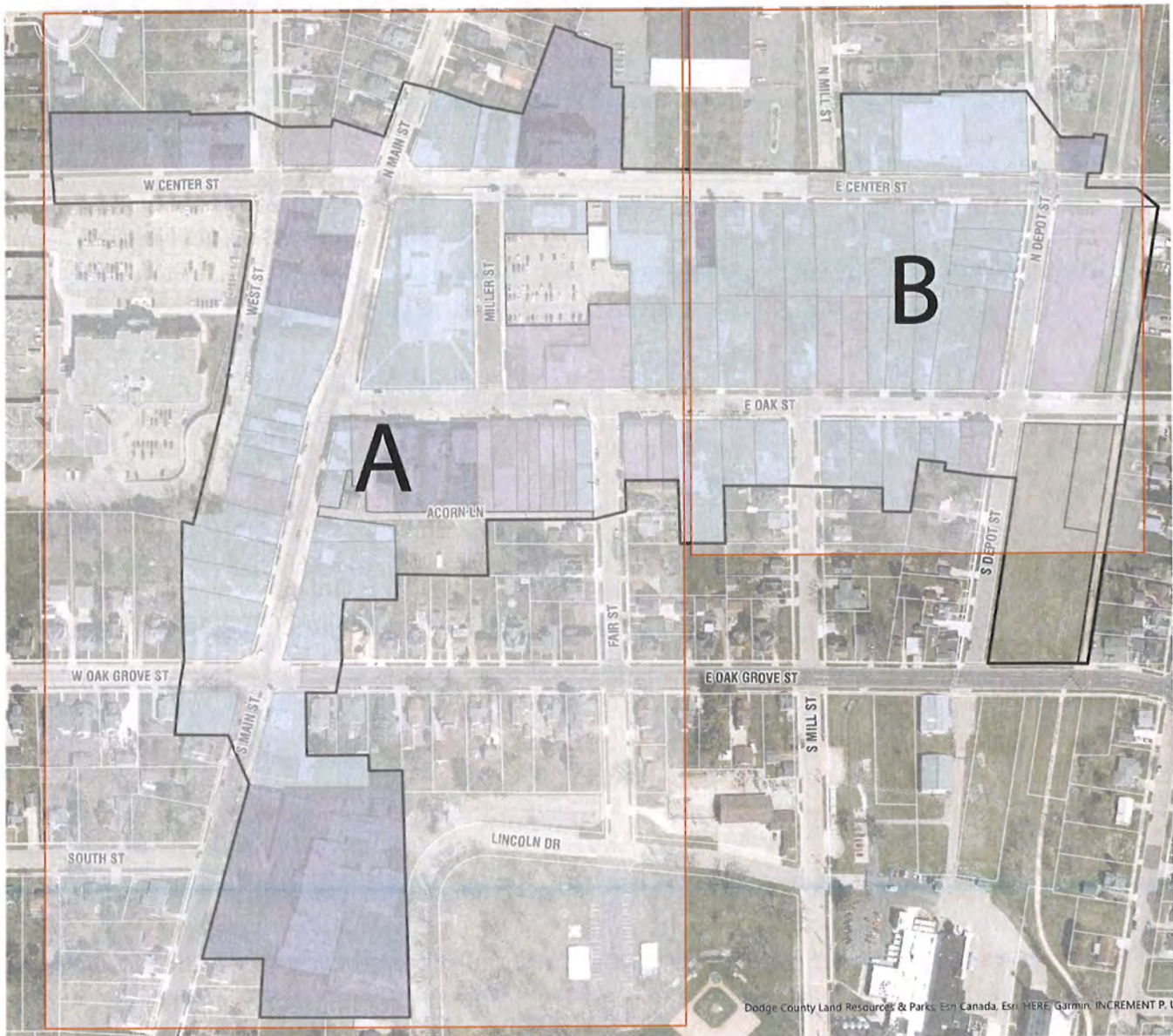


APPENDIX B: BUILDING CONDITION EVALUATIONS

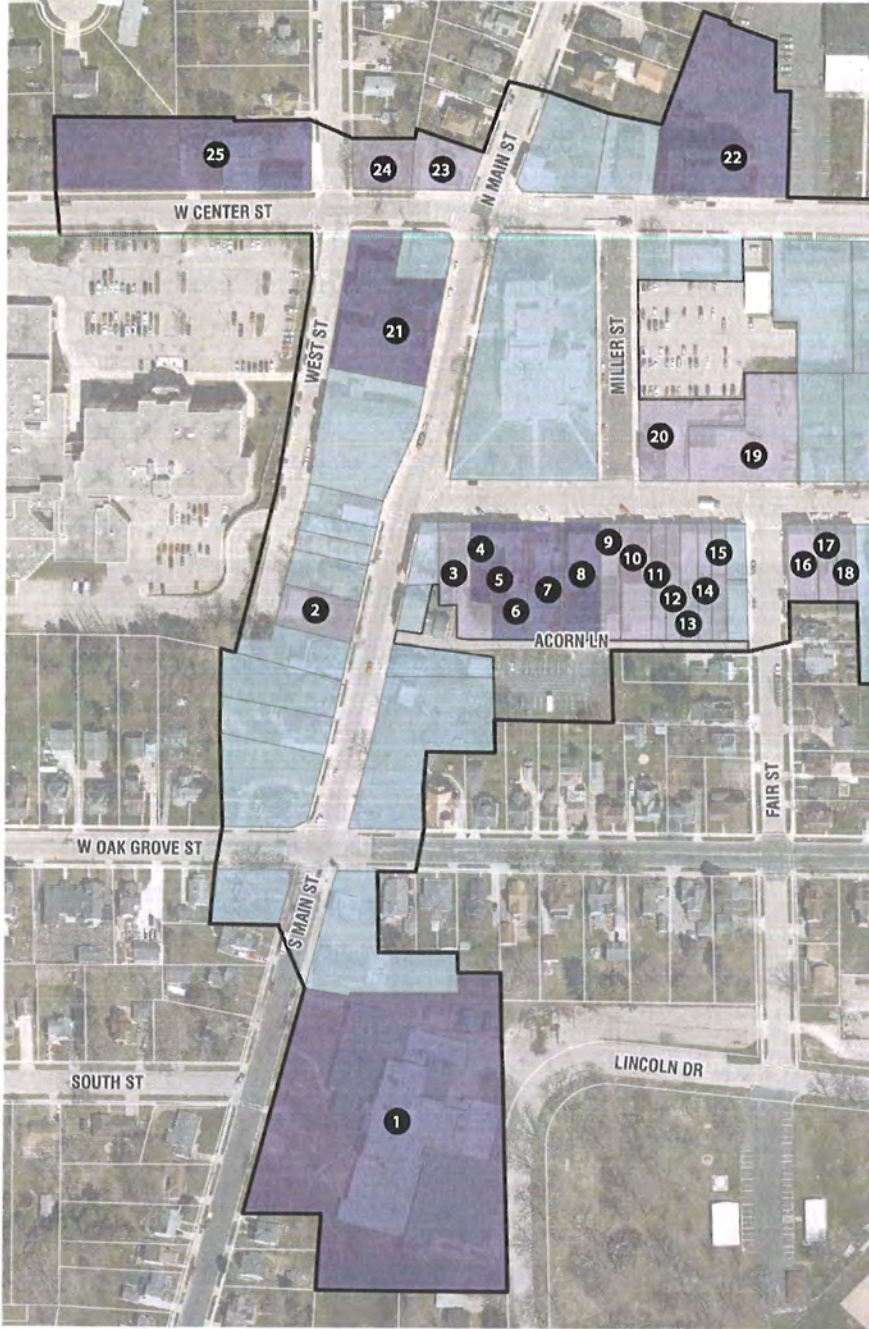
This appendix expands on the existing conditions map describing properties that require minor to major improvements. A summary of general issues are noted below (by area) with the subsequent pages showing each of the properties that require minor/major improvements.

Area A: West side of downtown

Area B: East side of downtown



Area A: West side of Downtown



302 S Main St
Major Improvements Needed



121 S Main St
Minor Improvements Needed



116 E Oak St
Minor Improvements Needed



120 E Oak St
Major Improvements Needed



5
124 E Oak St
Major Improvements Needed



9
148 E Oak St
Minor Improvements Needed



13
164 E Oak St
Minor Improvements Needed



6
130 E Oak St
Major Improvements Needed



10
150 E Oak St
Minor Improvements Needed



14
166 E Oak St
Minor Improvements Needed



7
140 E Oak St
Major Improvements Needed



11
156 E Oak St
Minor Improvements Needed



15
168 E Oak St
Minor Improvements Needed



8
140 E Oak St
Major Improvements Needed



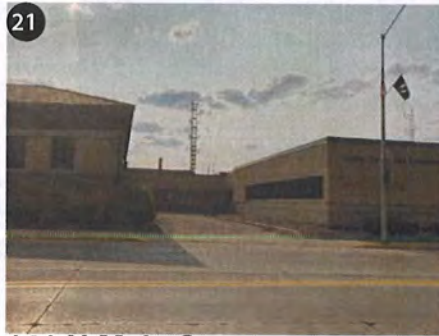
12
160 E Oak St
Minor Improvements Needed



16
208 E Oak St
Minor Improvements Needed



212 E Oak St
Minor Improvements Needed



141 N Main St
Major Improvements Needed



207 West St
Major Improvements Needed



218 E Oak St
Minor Improvements Needed



143 E Center St
Major Improvements Needed



165 E Oak St
Minor Improvements Needed



205 N Main St
Minor Improvements Needed

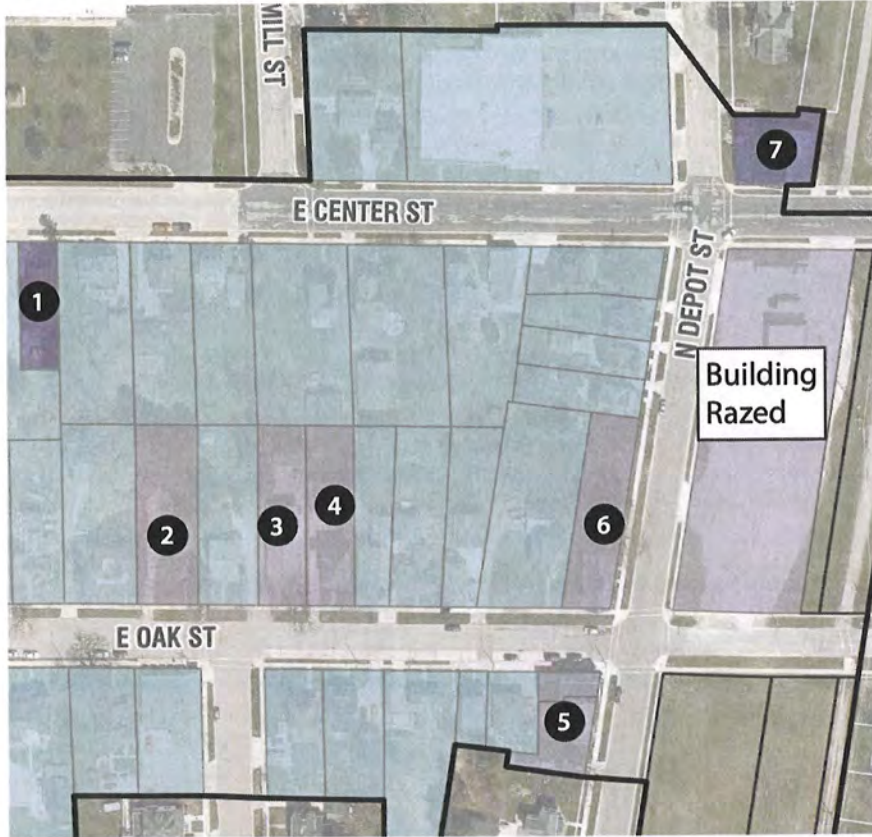


153 E Oak St
Minor Improvements Needed



123 W Center St
Minor Improvements Needed

Area B: East side of Downtown



350 E Oak St
Major Improvements Needed



109 N Depot St
Minor Improvements Needed



228 E Center St
Major Improvements Needed



283 E Oak St
Minor Improvements Needed



224 N Depot St
Major Improvements Needed



247 E Oak St
Minor Improvements Needed

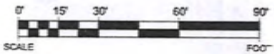


315 E Oak St
Minor Improvements Needed

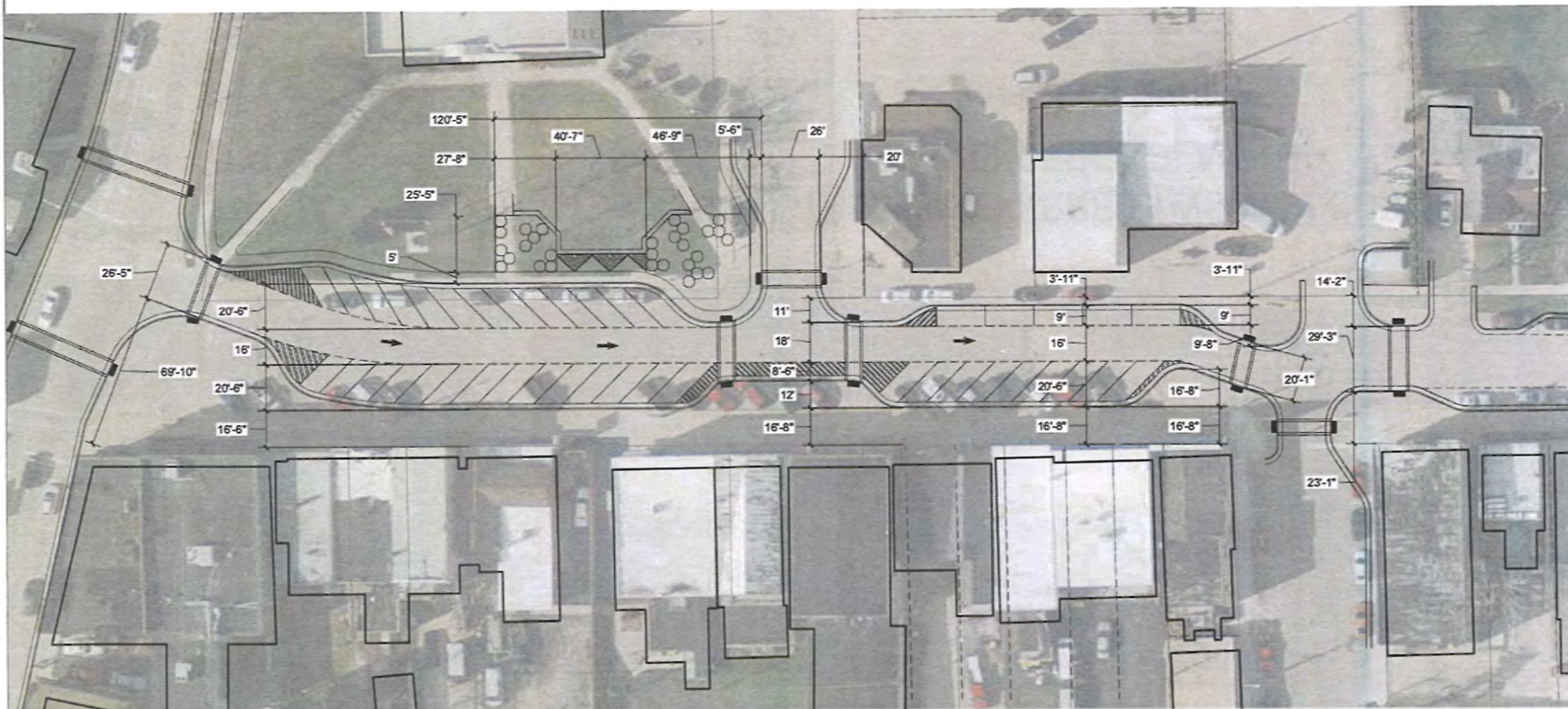


OAK STREET PREFERRED ONE-WAY CONCEPT RENDERED PLAN

40 PARKING SPOTS



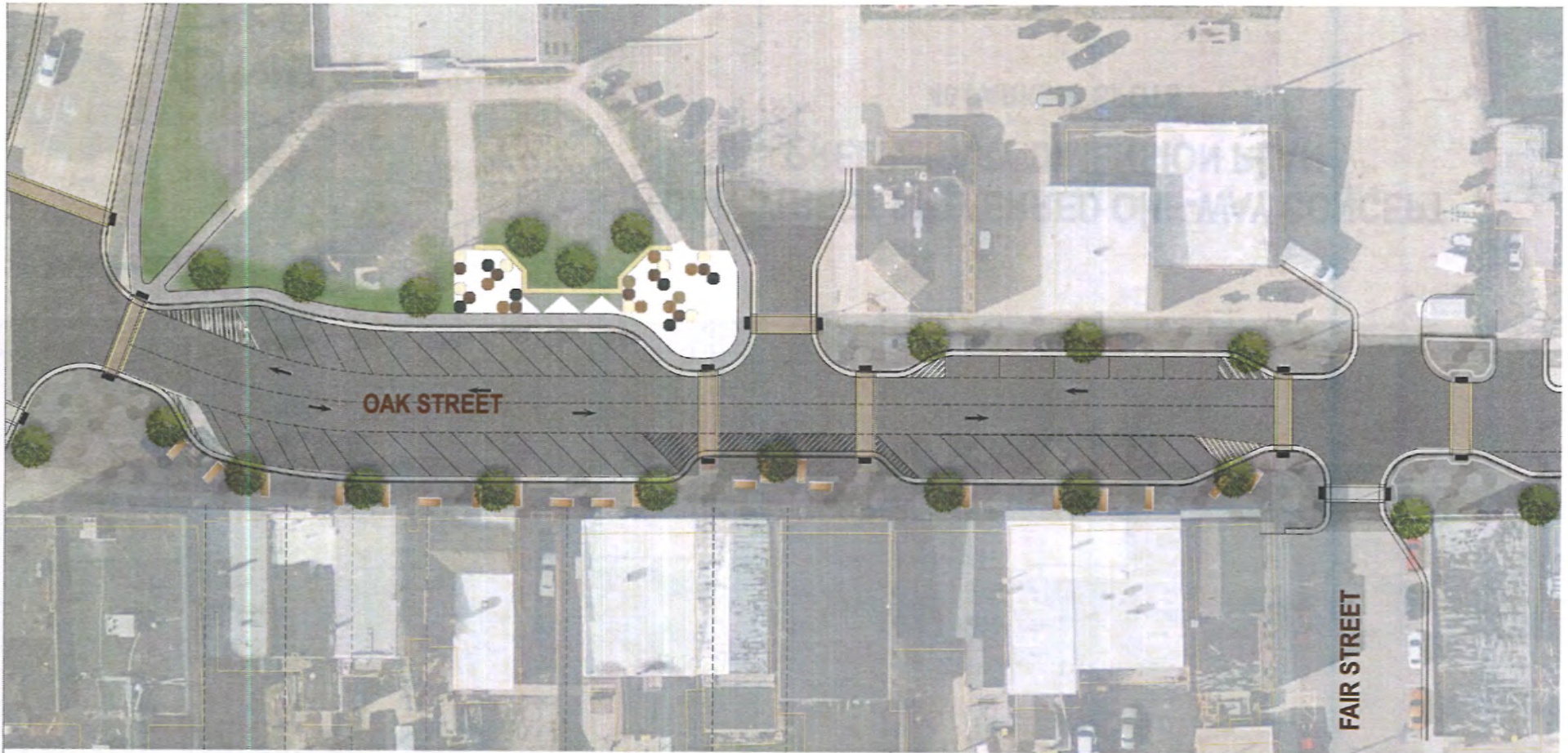
planning + design
studio



OAK STREET PREFERRED ONE-WAY CONCEPT PRELIMINARY DIMENSION PLAN

40 PARKING SPOTS

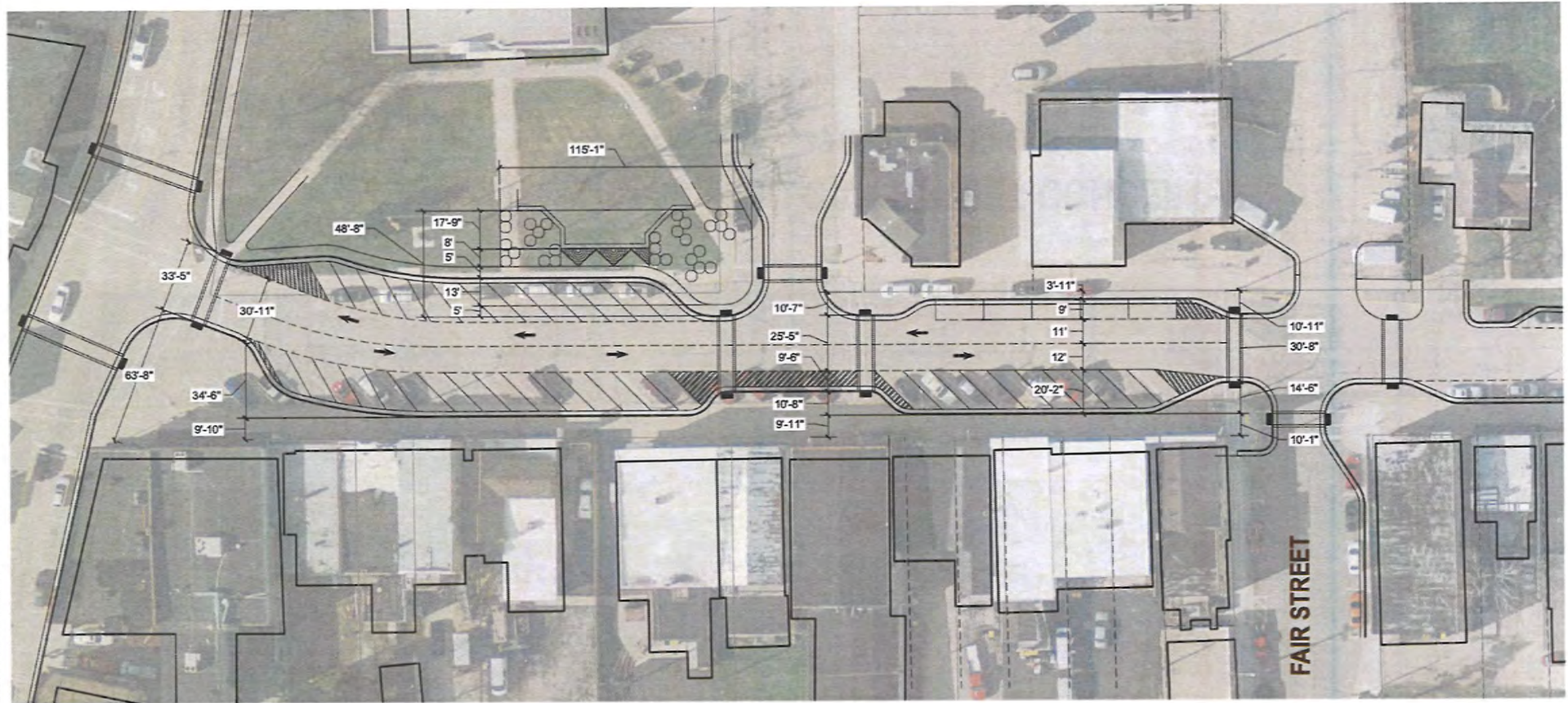




OAK STREET PREFERRED TWO-WAY CONCEPT RENDERED PLAN

40 PARKING SPOTS

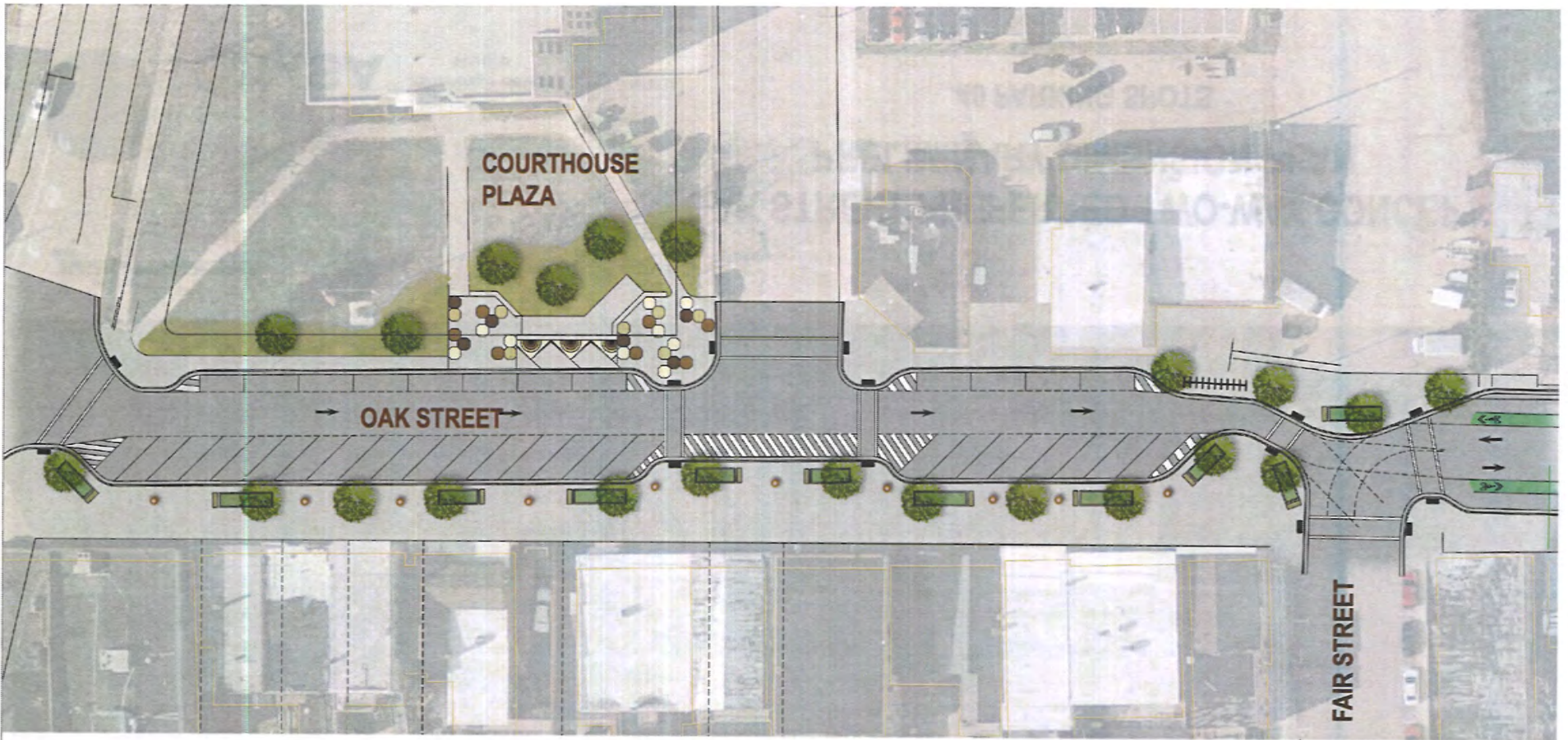




OAK STREET PREFERRED TWO-WAY CONCEPT PRELIMINARY DIMENSION PLAN

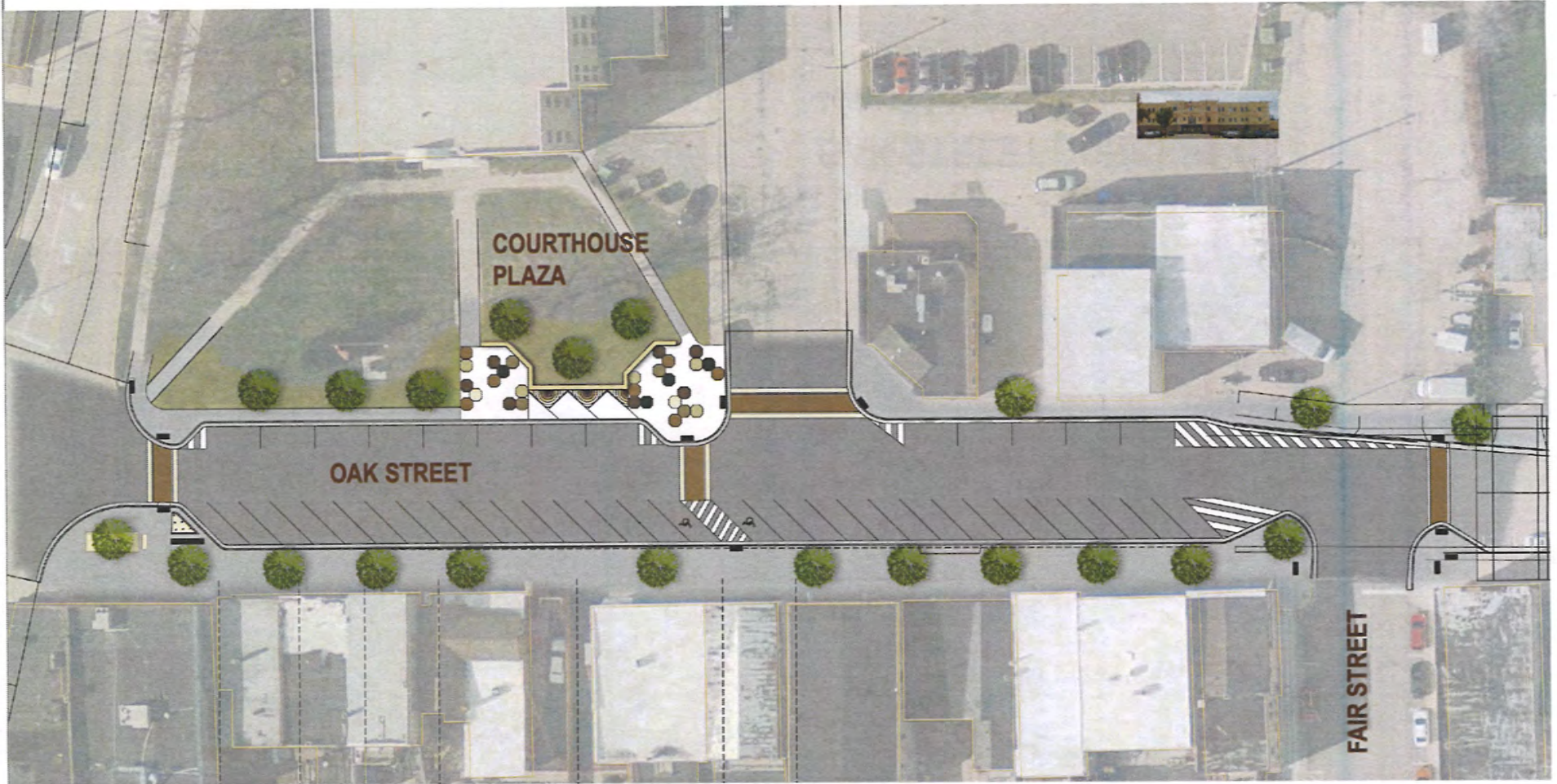
40 PARKING SPOTS





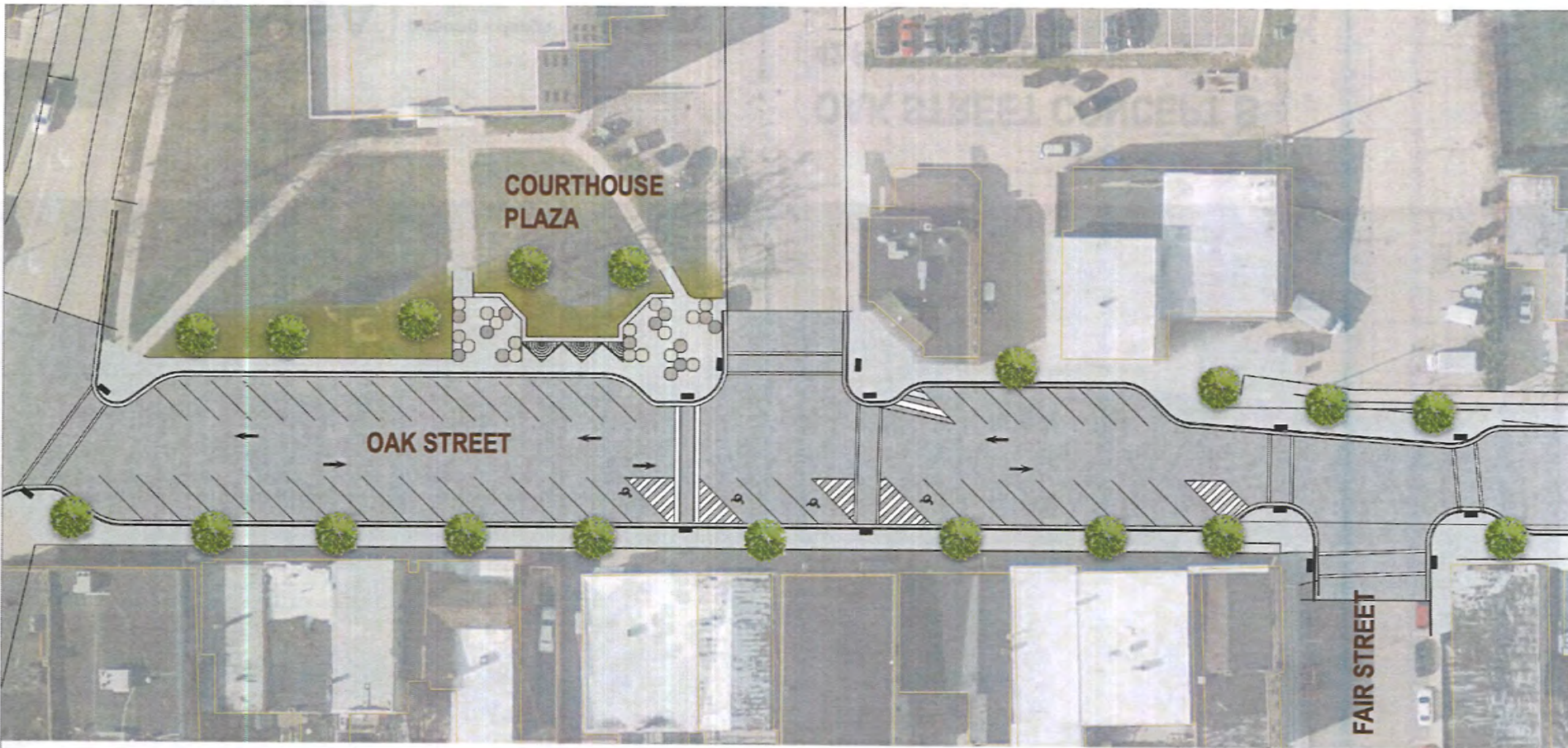
OAK STREET CONCEPT A

38 PARKING SPOTS



OAK STREET CONCEPT B

42 PARKING SPOTS



OAK STREET CONCEPT C 46 PARKING SPOTS