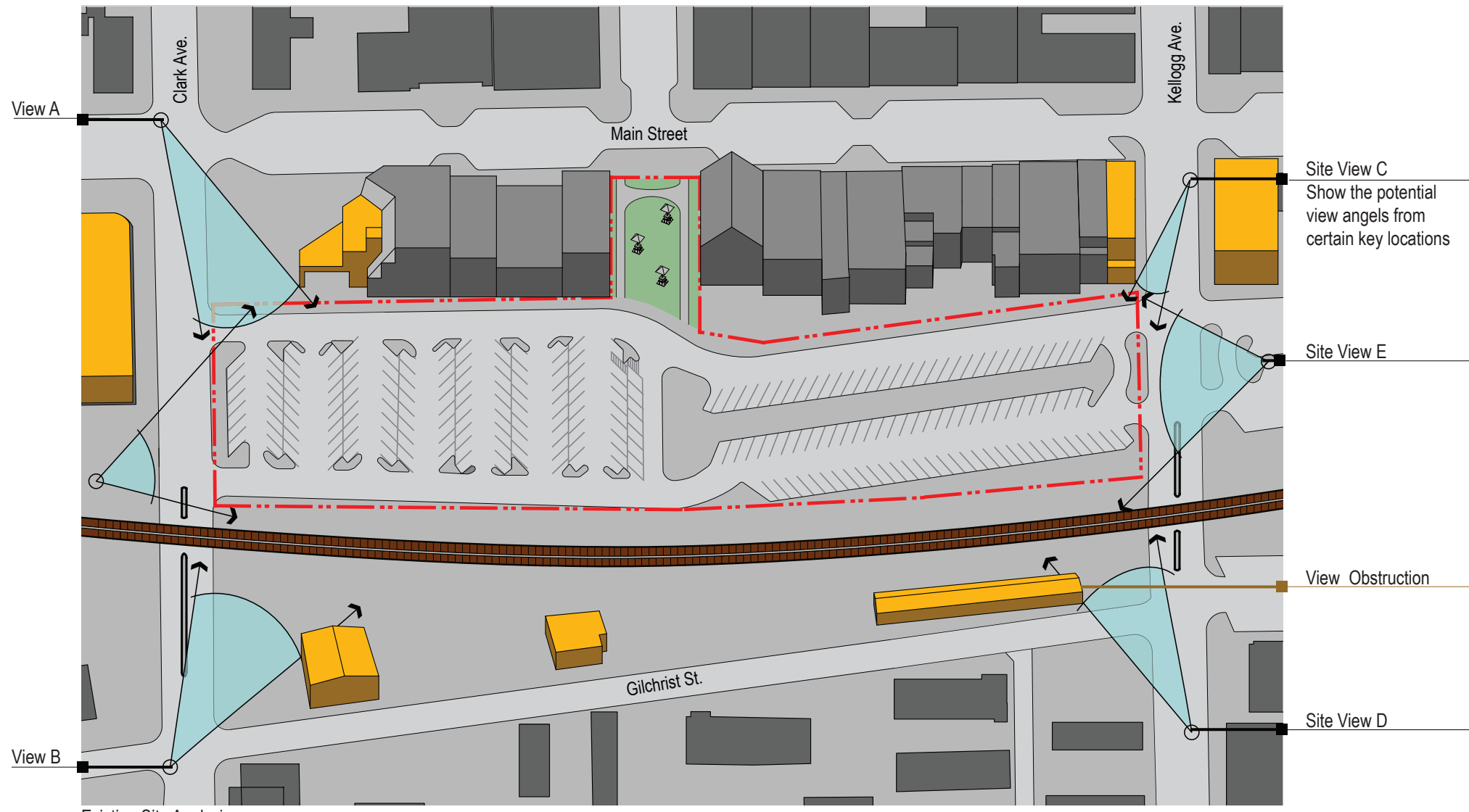




SITE ANALYSIS



Existing Site Analysis

Context

Site context, or the existing surroundings, must be carefully considered when making key design decisions for the parking structure, such as materials and the proportion or scale of the structure. The buildings located on Main Street will provide a starting point for design and will influence the initial concepts considered. Most of these buildings are either retail or commercial enterprises. The majority of these structures consist of brick and mortar construction and were built in the early 1900s. In order for your project to be successful, the language of the parking structure should acknowledge and complement the buildings located in the neighborhood.

Scale

Scale of the surrounding area is another characteristic of the site that must be closely analyzed. Currently, most of the adjacent structures are either two or three stories. Therefore, the parking structure must have a similar height if it is to be a cohesive addition to the adjacent historic Main Street structures.

Views

Views to the site will provide a first impression or the common image for all who experience the structure. Several of the most common 'view corridors' are shown in the adjacent diagram to illustrate the magnitude of visibility to the site from key locations. The majority of people approaching the parking structure will be traveling on Kellogg Avenue or Clark Avenue. When approaching from the south these views are "View B" and "View D." Both of these views will take shape as one approaches Gilchrist Street. At you approach, the small buildings scattered to the south of the structure will help frame the view of the southern façade and the Main Street buildings beyond.

The views when coming from the north will be significantly different from those described above. "View A" is located on the corner of Main Street and Clark Avenue and will provide generous exposure to the viewer. This view will allow one to experiences the northwestern façade of the parking structure. The final key view location is "View C," located on the corner of Kellogg Avenue and Main Street. The buildings on Main Street will frame a first glance of what is to be discovered beyond.



View A



View B



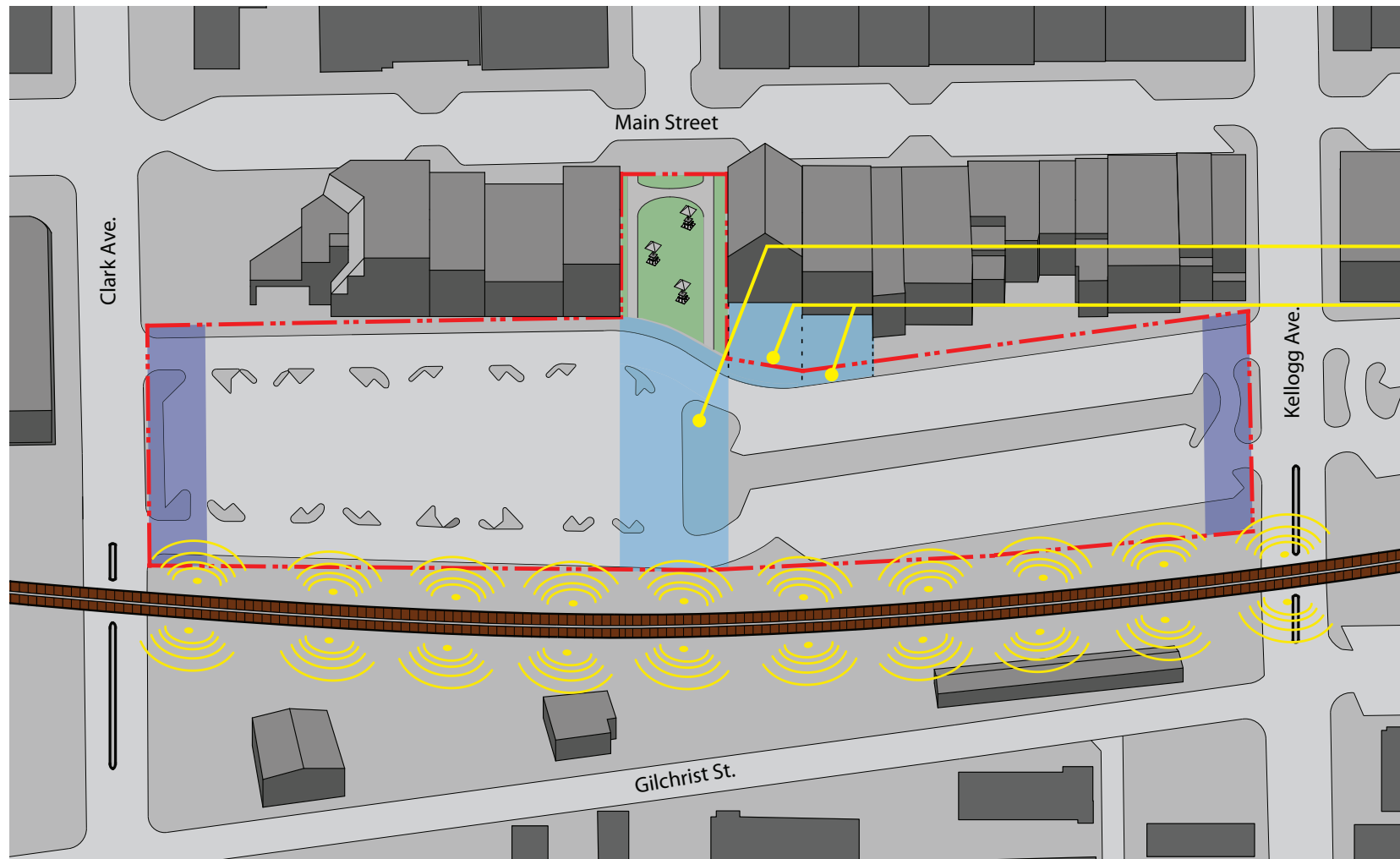
View C



View D



View E



- KEY**
- Retail Frontage Area
 - Multi-use Area
 - Train Noise
- Outdoor Event Space
 - Restaurant
 - Outdoor Spaces

Existing Site Analysis

Flexibility

Flexibility of the structure and the surrounding site for multiple uses, beyond the daily use as a parking structure, was a desire expressed by community leadership during interviews. Facilitating pedestrian traffic beyond the Tom Evans Park and possibly providing an alternative location for the Farmer's Market were a few considerations offered. There are numerous cultural events and entertainment venues that activate the Downtown Service Center throughout the summer months. Most patrons travel on foot between events and desire a centralized parking location that allows for flexible open space in and around the future structure enhancing the presence of interesting activity. If considered early in design the parking structure could provide an open space for future development of a community space that would expand the capacity of Tom Evans Park during special events. In addition, the structure could act as an attractive backdrop to these events and also reduce the railroad noise from the adjacent tracks if amenities are added to structure.

Site Circulation

There are a total of 1,460 public parking spaces within the Downtown Service Center [DSC] and the majority of vehicular traffic originates on Lincoln Way, Grand Avenue, and Duff Avenue. The new structure would provide a centralized parking location for key points of interest throughout the DSC. This being the case, the vehicular and pedestrian traffic would be split between Clark Avenue and Kellogg Avenue with most of the DSC within an easy 5-10 minute walk from either end of the proposed site. Separating vehicular from pedestrian circulation provides clear and safer points of ingress/egress away from the main vehicular paths while moving them to the edges of the structure for a safer and more visible experience.

Railroad Acoustic Issues

The parking structure will not only provide the additional parking desired by the business owners and patrons of Main Street, but may provide a visual and sound buffer for those who feel the railroad detracts from the historic atmosphere of Main Street. As the design process begins, an acoustic consultant could aid in determining the true best method to address this issue and its cost implications for the project. Estimates of probable cost provided later in this report will include an estimate of fees for this service.

