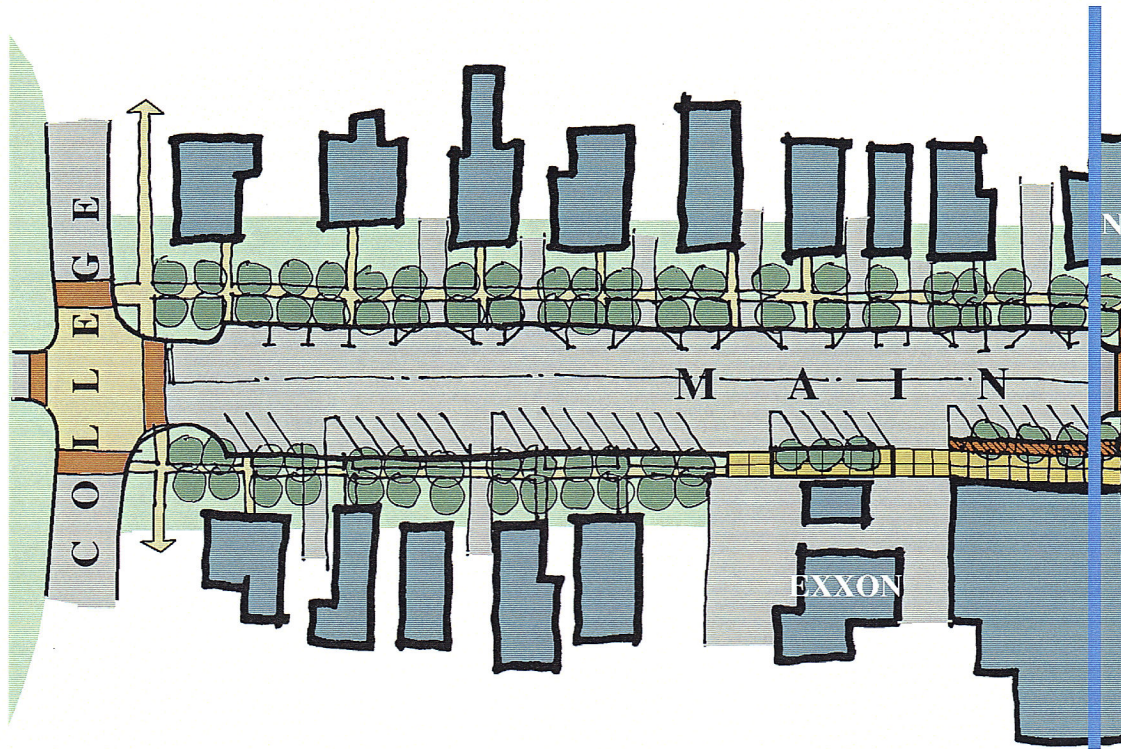


Detailed Descriptions of the Design for Main Street: Lower Main Street

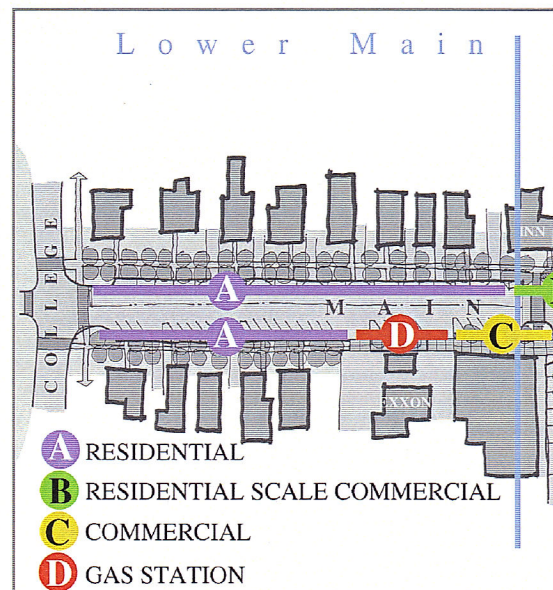


Design features:

- Curb extensions and gateway design for the intersection of Main Street and College Street. *Note: the curb extensions will not impede vehicles' turns.*
- Sidewalk replacements as needed.
- Use of residential frontage design so that street trees can be located on Village ROW, and used to enhance the street tree ambience of the connection of Main Street to the College.
- New lighting – see design sections.
- Definition of sidewalk – driveway separation at the Exxon frontage.

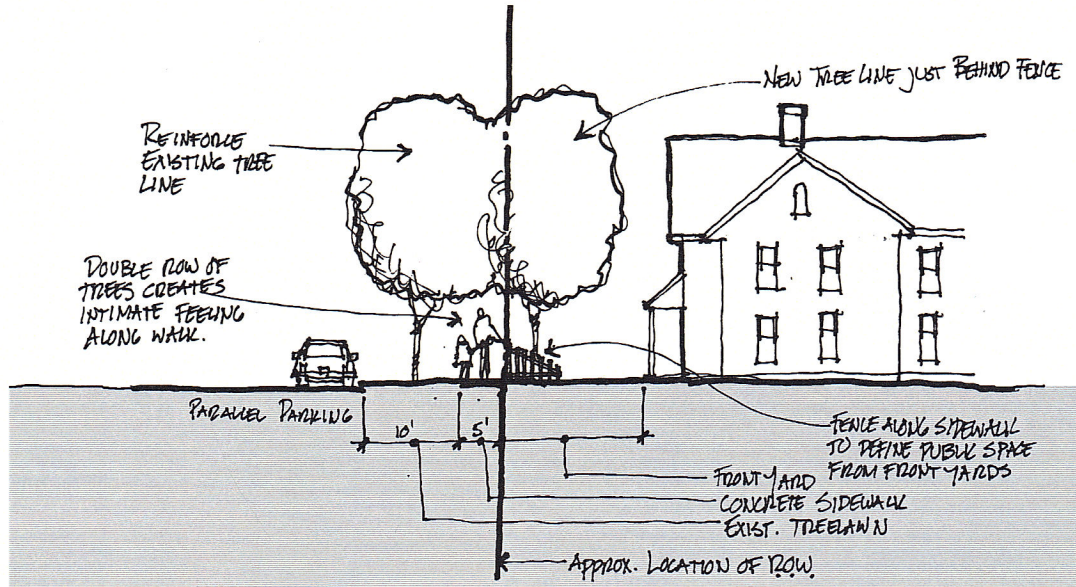
Lower Main Street utilizes three different street/sidewalk frontage design types:

- **Type A** is used for most of this segment, on both sides for residential frontages.
- **Type C** is used on the south side of the street at the storefronts.
- **Type D** is used in front of the Exxon station.

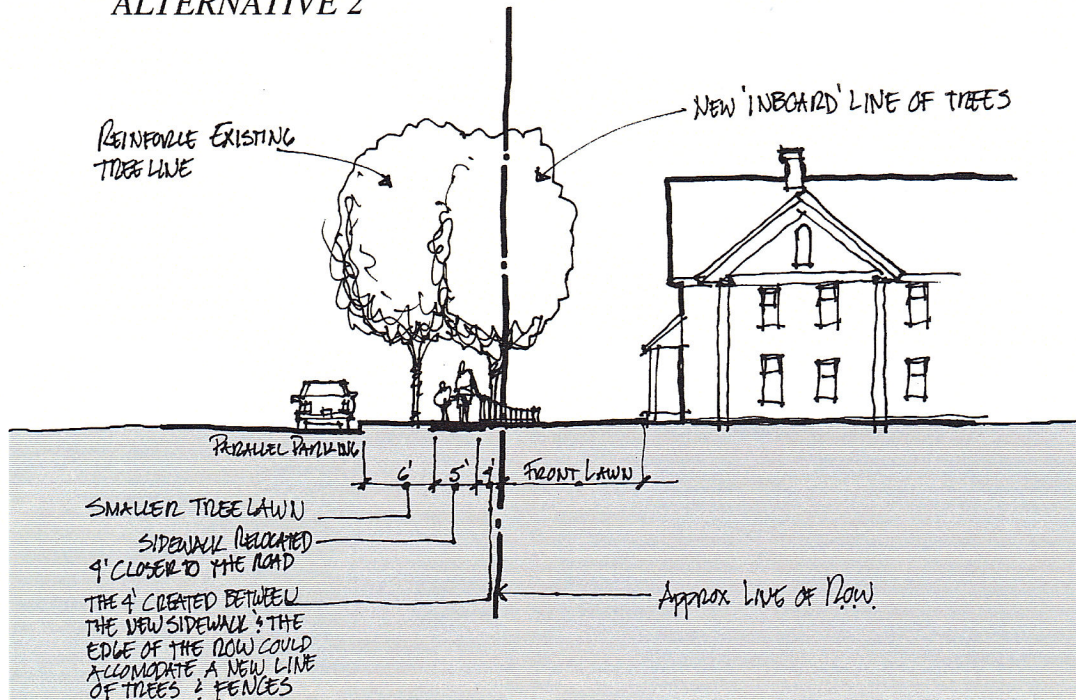


Frontage Type A is used for residential applications. Both Alternative 1 and Alternative 2 involve a new tree and fence line between the sidewalk and the homes. Alternative 1 requires that the interior tree and fenceline be on private property, whereas in alternative 2, the treelawn is narrowed and the tree and fenceline are shifted into the village ROW. The decision about which section design to use is essential and should be employed consistently. Section 2 allows all street trees to be located and maintained by the village. Fences shown could be either by the village or preferably, as already exists, by private owners. Fences should be low, under 3-6".

Frontage Type **A** RESIDENTIAL ALTERNATIVE 1

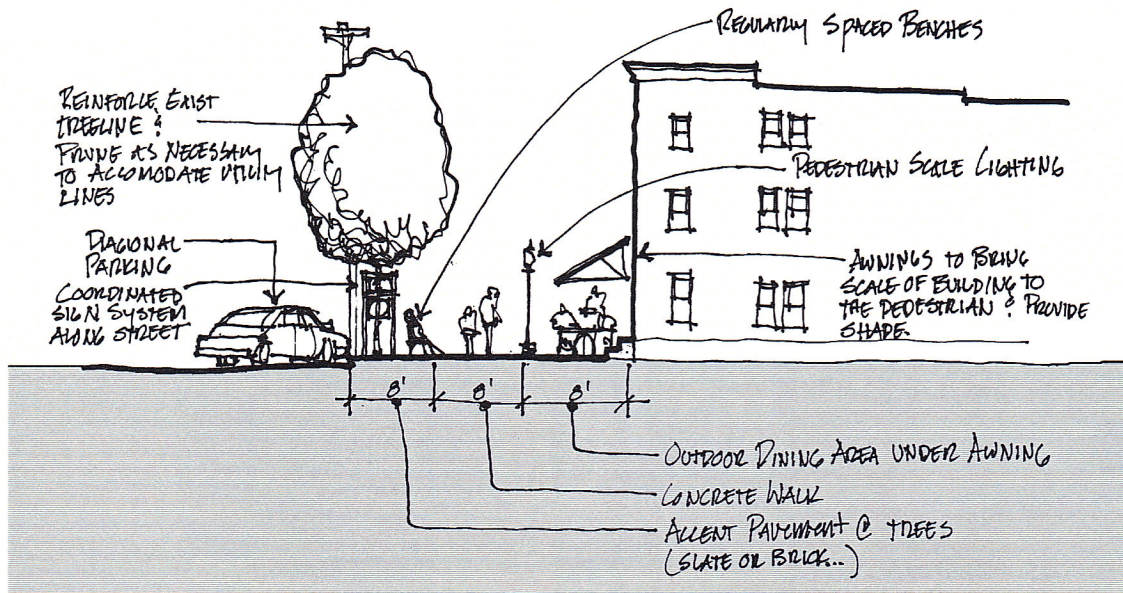


Frontage Type **A** RESIDENTIAL ALTERNATIVE 2

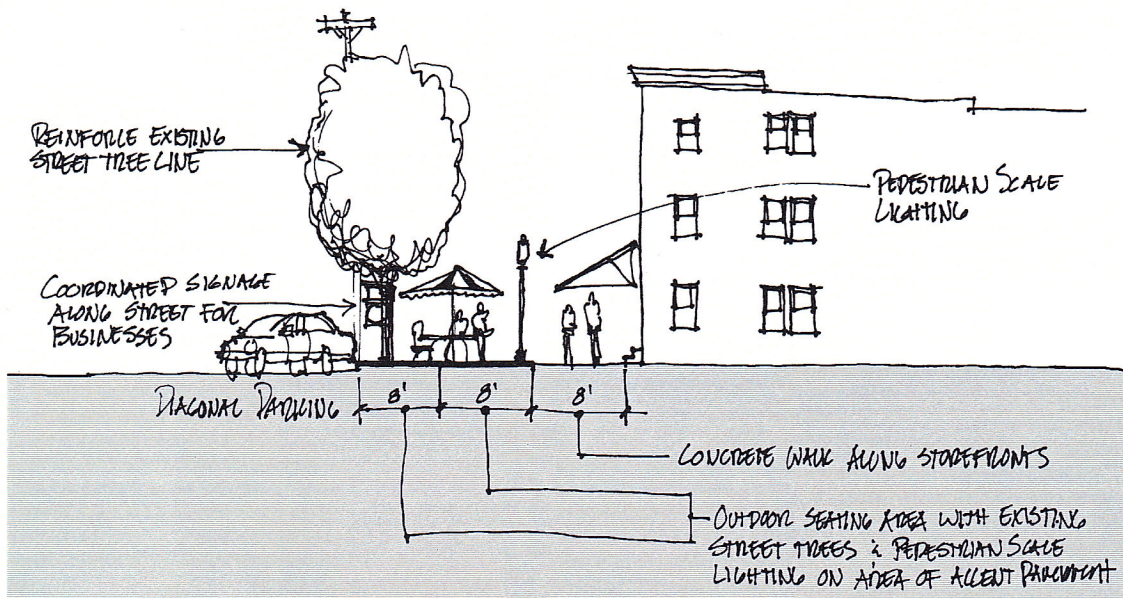


Frontage Type C is used for commercial/Retail frontages. The difference between Alternative 1 and Alternative 2 is that outdoor seating areas are shifted from the building to the street and the sidewalk shifts accordingly. In alternative #1, walkers on the street will be pushed way from storefronts that use outdoor seating space for eating and other activities. Alternative 2 locates that activity towards the street more under the trees, and defines a clear pedestrian access corridor along the storefront windows.

Frontage Type **C** COMMERCIAL ALTERNATIVE 1

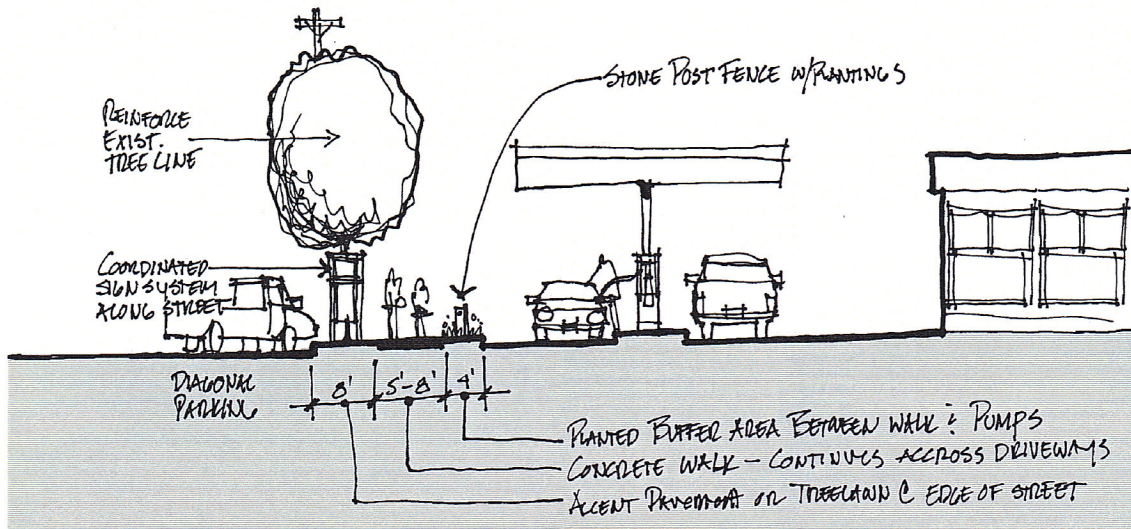


Frontage Type **C** COMMERCIAL ALTERNATIVE 2



Frontage Type D would be used for motorist-oriented services such as gas stations. Service stations, such as the Exxon on Main Street and the Mobil and Citgo stations on Route 30 present an array of challenges to streetscape improvements, most notably uncontrolled access and unsightly infrastructure. Through introduction of a planted buffer, concrete walk and stone post fence with plantings, and sufficient driveway width to access the gasoline pumps, the streetscape can be enhanced while maintaining the viability of the business. Improvements to sidewalks along these locations need to be made within the village/state ROW. The businesses involved have agreed to the sidewalks and the defined access driveways that are implied by new sidewalks, but prefer to have improvements on public ROW.

Frontage Type **D** GAS STATION



Note: depth of tree lawn and planting strips may vary on location and width of ROW.



View of proposed Exxon frontage with street trees and landscaping.