

ADAPTIVE BUILDING RE-USE STUDIES

FORMER BANK OF AMERICA BUILDING: **BEFORE**



FORMER BANK OF AMERICA BUILDING: **AFTER**



FORMER BANK OF AMERICA BUILDING: **BEFORE**



FORMER BANK OF AMERICA BUILDING: **AFTER**



ADAPTIVE BUILDING RE-USE STUDIES

CURRENT PNC BANK BUILDING: **BEFORE**



CURRENT PNC BANK BUILDING: **AFTER**



CURRENT PNC BANK BUILDING: **BEFORE**

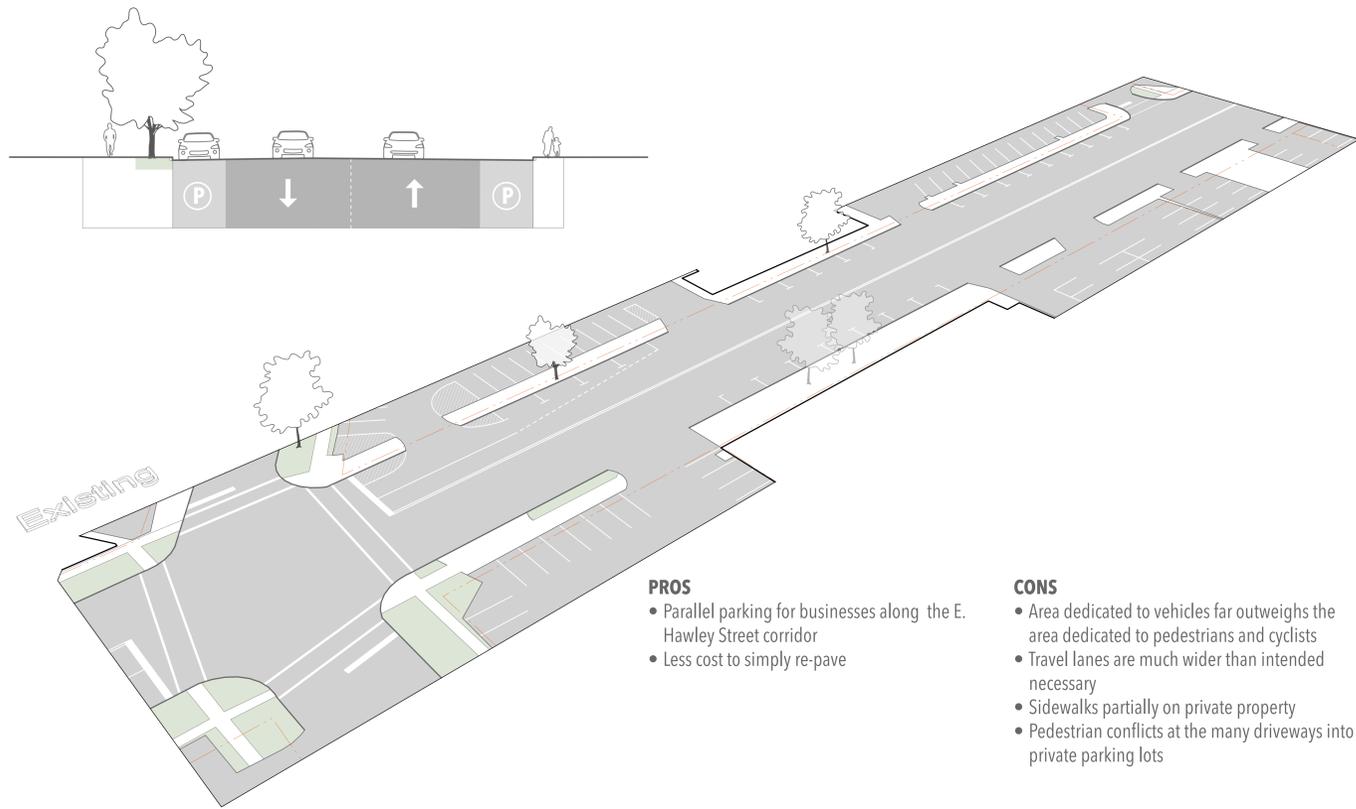


CURRENT PNC BANK BUILDING: **AFTER**



E. HAWLEY STREET SECTION OPTIONS

EXISTING CONDITION: TWO-LANE WITH PARALLEL PARKING



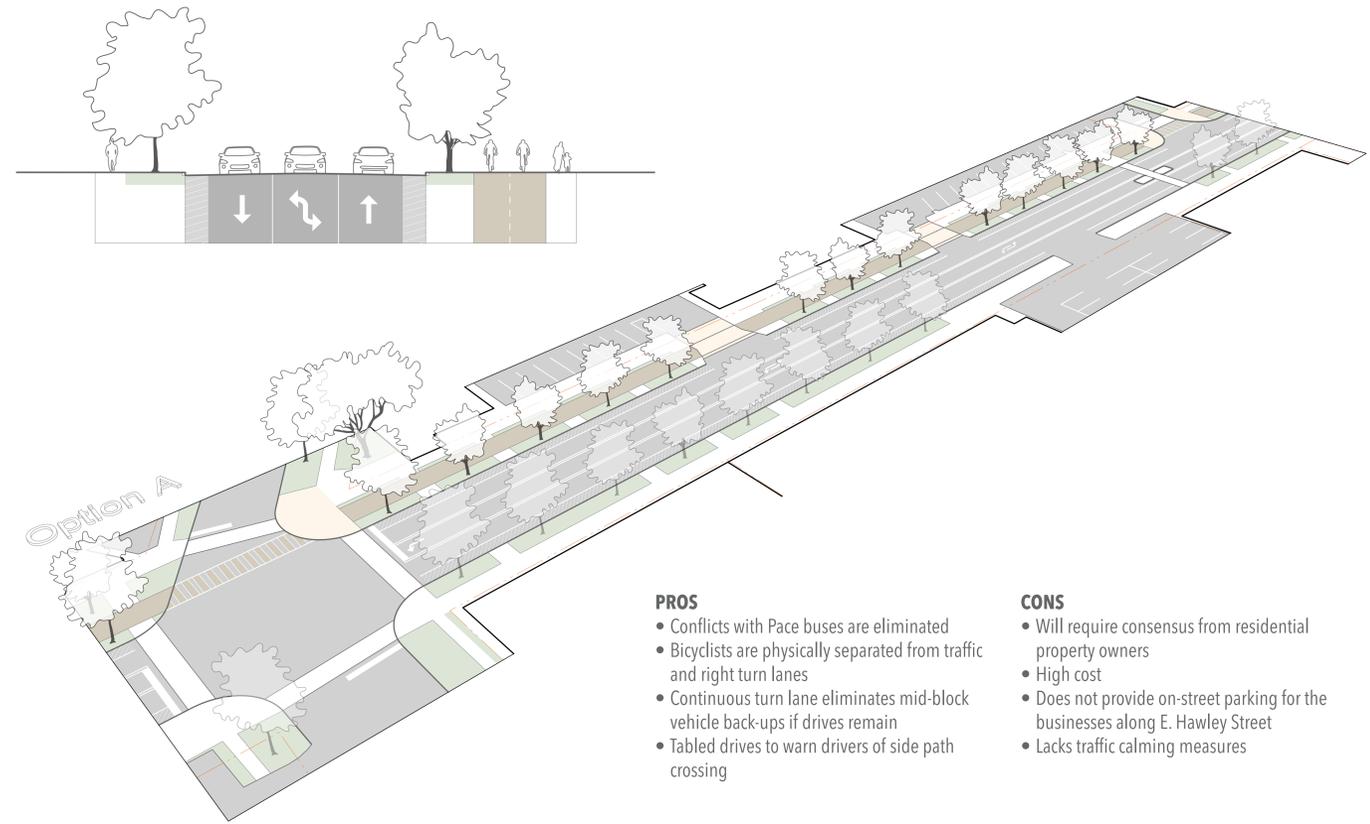
PROS

- Parallel parking for businesses along the E. Hawley Street corridor
- Less cost to simply re-pave

CONS

- Area dedicated to vehicles far outweighs the area dedicated to pedestrians and cyclists
- Travel lanes are much wider than intended necessary
- Sidewalks partially on private property
- Pedestrian conflicts at the many driveways into private parking lots

OPTION A: THREE-LANE WITH CONTINUOUS TURN LANE, SIDE PATH



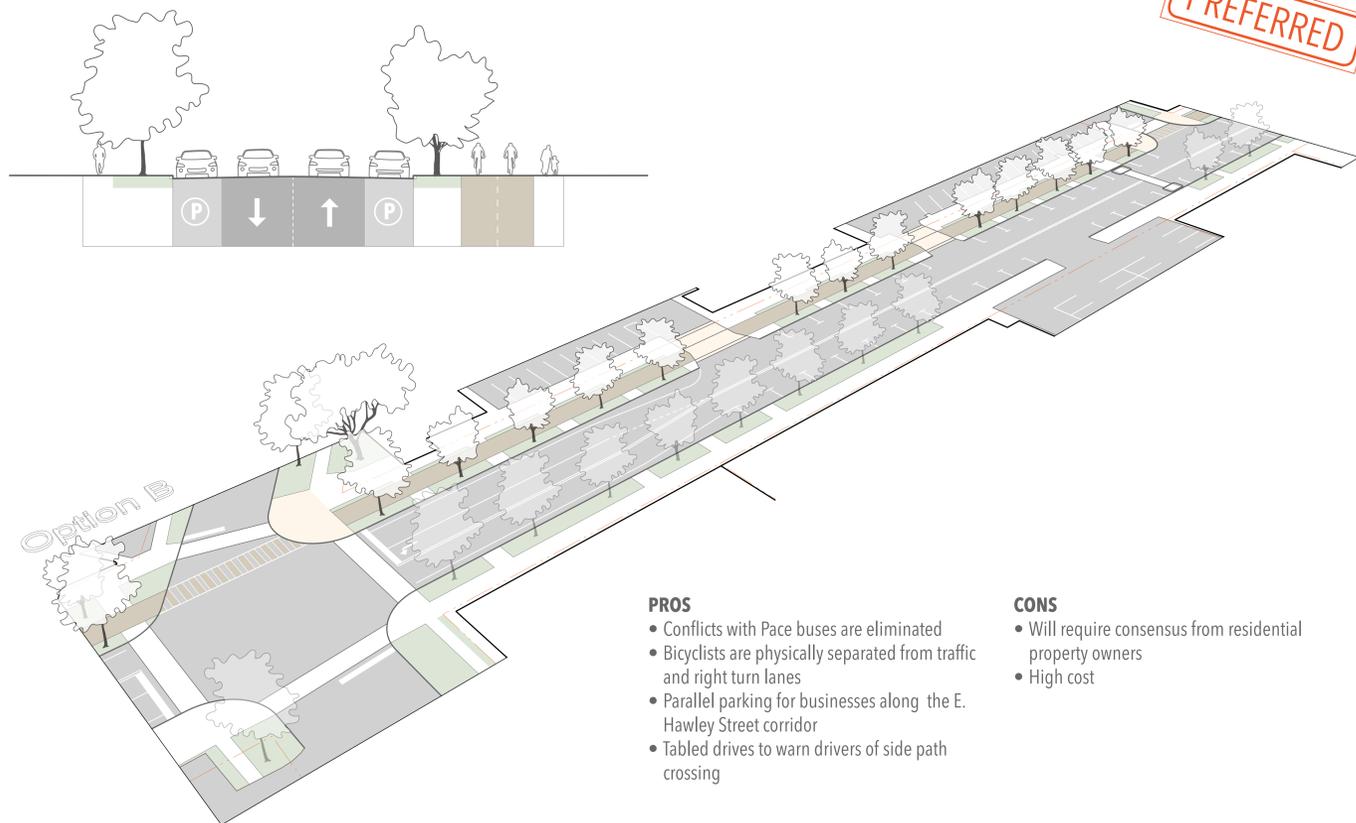
PROS

- Conflicts with Pace buses are eliminated
- Bicyclists are physically separated from traffic and right turn lanes
- Continuous turn lane eliminates mid-block vehicle back-ups if drives remain
- Tabled drives to warn drivers of side path crossing

CONS

- Will require consensus from residential property owners
- High cost
- Does not provide on-street parking for the businesses along E. Hawley Street
- Lacks traffic calming measures

OPTION B: TWO-LANE WITH PARALLEL PARKING, SIDE PATH



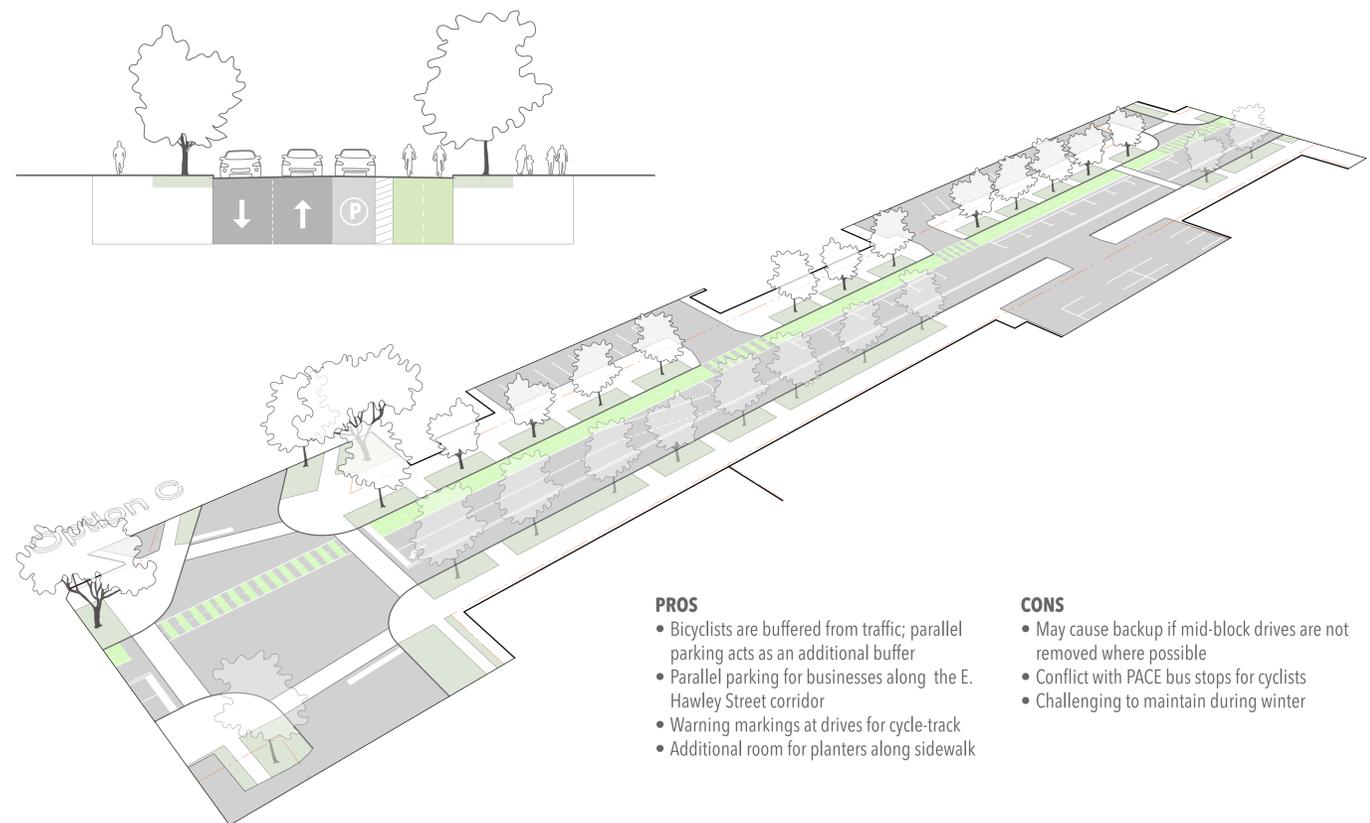
PROS

- Conflicts with Pace buses are eliminated
- Bicyclists are physically separated from traffic and right turn lanes
- Parallel parking for businesses along the E. Hawley Street corridor
- Tabled drives to warn drivers of side path crossing

CONS

- Will require consensus from residential property owners
- High cost

OPTION C: TWO-LANE WITH PARALLEL PARKING, BUFFERED TWO-WAY CYCLE TRACK



PROS

- Bicyclists are buffered from traffic; parallel parking acts as an additional buffer
- Parallel parking for businesses along the E. Hawley Street corridor
- Warning markings at drives for cycle-track
- Additional room for planters along sidewalk

CONS

- May cause backup if mid-block drives are not removed where possible
- Conflict with PACE bus stops for cyclists
- Challenging to maintain during winter

E. HAWLEY STREET MATERIAL PALETTE STUDIES

MATERIAL PALETTE A: RAILROAD, INDUSTRIAL



MATERIAL PALETTE B: BRICK, NATIVES



MATERIAL PALETTE C: ELEGANT, GREEN



MATERIAL PALETTE D: SEASONAL, COLORFUL

