

**DESIGNING**

# **DOWNTOWN DENISON**

REPORT 2017



# CREDITS

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Draft September 2017

This project is an initiative of Denison Main Street Program and was funded by the City of Denison.



**Prepared by:**



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# INTRODUCTION

The purpose of this report is to summarize the design process and design concepts developed as part of the Designing Downtown Denison initiative. The design concepts were developed over the course of a year, starting with two, four-day design workshops that occurred in October and November of 2016. The following chapters describe the design process and provide details on the design concepts.



# DESIGN WORKSHOP

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In the fall of 2016, the City of Denison hired Toole Design Group (TDG) to help re-envision the core of their downtown. The goal of the project was to develop design concepts for the City's Main Street, Burnett Avenue (Touchdown Alley), Heritage Park, the 700 Block of Main Street as one way to encourage redevelopment and make Denison a destination community. The design team also looked at key connections to the downtown from the Eisenhower Birthplace and planned city-wide trail system, regional parks and destinations, the pocket park just east of Rusk Avenue, and ways to reduce the barrier effect of Austin Avenue. During the process, there were many opportunities for the public, stakeholders, and City staff to provide input and feedback. The process culminated in a final public meeting during which there was a broad consensus to move forward with the design concepts.

**OPPORTUNITY** // The City of Denison has a rich history in the Texoma region of Texas and Oklahoma. It is nestled along the Red River and Lake Texoma and is easily accessible by US Highway 75. The history of Denison is rich. Denison was the first rail town in the state of Texas and it was an important hub of activity during the industrial era. The downtown core of Denison once had a thriving downtown with many businesses, though experienced a decline through the 70s and 80s as Highway 75 was built as a bypass around the City. Currently, the City is experiencing a surge

in investment, new businesses and residents are locating in Denison because of its charm, good schools, and proximity to Dallas. The City of Denison is actively working to improve the character of the downtown through many policies and programs, as well as the recent designation of a Tax Increment Reinvestment Zone (TIRZ).

While the streets of the downtown area are generally composed of a good grid pattern, Main Street contains most of the City's small businesses. The character of Main Street today is defined by wide travel lanes, angled parking on both sides, and wide sidewalks. Businesses would benefit from reutilizing the unnecessary travel lane width for wider sidewalks and comfortable bicycle facilities, to not only allow better pedestrian and bicycle parking, but for potential outdoor dining, retail spill out spaces, space for landscape planters, and street trees.

The intersection of Main and Austin Avenue is a busy intersection and a challenge for vehicular, pedestrian, and bicyclist cross traffic. Austin Avenue (US HWY 69) serves as one of the main north-south access points to and through downtown Denison.

The Old Denison High School space at the 700 block of Main Street is currently vacant. It is a two acre green space with enormous potential. The City and the public have desires for the space to allow for multiple uses and become a civic anchor for Denison.

Heritage Park (currently owned by Downtown Denison Inc., a non-profit) is a gathering area that was established to memorialize a firefighter that lost his life while fighting a fire that destroyed the building that used to be on the site. It is often used for celebration events, and is seen by many to be the heart of the community.

Touchdown Alley also has enormous potential to become a wonderful street in the heart of downtown. It is the north-south connection between the library, Main Street, and the football stadium and Forest Park.

The current conditions of Main Street, Touchdown Alley, and several of the public open spaces in Denison are not serving its community and visitors to their full potential. Yet, Denison has enormous potential to become a great destination community in northern Texas because of existing assets and the passion people have to reestablish its downtown character.

**COMMUNITY VALUES** // Participants in the public workshops, stakeholder interviews, and open studio times numbered over 100 and conveyed their perspectives about the potential of Denison. Many people recognize there is untapped potential and laud the efforts of City staff, private business owners, and many others who are working hard to revitalize and invest in Denison. Participants also mentioned pride in their City and a great sense of community already exists among

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residents, staff, and business owners.

Participants were honest about the current conditions of downtown Denison, and voiced a strong desire to make it a vibrant, accessible destination. The vacancies and lack of restaurants along Main Street were noted as a detractor, but the historic character of the buildings and the influx of residents moving into the loft spaces along Main Street were seen as assets to build upon.

The unsafe condition of crossing Austin Avenue was a common theme in many conversations. The numerous stop lights along Main Street were also mentioned as unnecessary, a detractor of the street

character, and often confusing for visitors to downtown. Participants also mentioned the overwhelming amount of asphalt in the downtown core and communicated an interest in creating more green space and gathering spaces, and the use of nicer materials for the street. They described the large parking lots on the side streets and the distance between retail businesses along Main Street as being out of scale and such a vast amount of space that it becomes a barrier to walking up and down Main Street.

Participants from the bicycle community also mentioned the lack of bicycle facilities in downtown. They encouraged the installation of separated bicycle facilities through downtown and legible connections to Main Street.

Participants also stressed the importance of creating a truly accessible environment that is easily navigable by everyone, no matter the age or ability, or need for a mobility device. A number of participants also mentioned the importance of public spaces for children of all ages, and providing a better connection from downtown to Forest Park and what will be the new park space at the 700 block of Main Street.

In summary, there was resounding support for the design team to develop concepts the downtown core of Denison and other key locations that would positively contribute to the public realm experience of Denison.



# MAIN STREET

Main Street is the historic and economic core of the downtown area. The right-of-way is typically 100 feet throughout the eight blocks of the project focus. During the design workshop, the team was encouraged to rethink the entire street and develop a design solution that will enhance the user experience and better celebrate the heritage of Main Street.

At each end of Main Street the team proposed different treatments to celebrate the sense of arrival and create a gateway effect when entering the new downtown Main Street. The team proposed a roundabout at the intersection of Armstrong Avenue and Main Street and some form of an archway over the street at the railroad crossing on the east end near Houston Avenue. The team also simplified the traffic control along the Main Street and remove the four-way stop controls at all of the intersections except at the Burnett and Main Street intersection and the signal at Austin Avenue. The cross

streets of Barrett, Mirick, Fannin, Rusk, and Houston will all have two-stop signs that allow Main Street to operate smoothly, instead of the stop and go operation that is created from the existing four-way stops at all of these intersections. It also removes the vertical clutter of overhead signal lights, wires, and mast arms at every intersection and can direct driver's line of sight back down to eye level.

Main Street is envisioned to be a curbsless flush street. A flush street design provides better access and mobility for all modes, but especially for pedestrians with mobility impairments. It also serves to make the space more hospitable to all modes. A two foot valley gutter between the parking and the travel lanes to direct flow of stormwater and visually narrow the travel lanes for drivers which helps slow motor vehicle speeds.

The proposed Main Street design includes

widened sidewalks of at least 12 feet to allow for outdoor dining and retail and a minimum six feet wide clear walkway. Then a furnishing/planter space of at least six feet wide to provide ample room for large street trees and street furnishings. Between the on-street parking furnishing zone is a three foot step strip. The concept includes head out angled parking. Recycled historic bricks could be reused as for the travel lanes. The parking areas, step strip, and furnishing zones could be permeable pavers or typical brick pavers. The sidewalk areas should all be scored concrete. The planted areas in the sidewalk and in the parking areas include a six inch raised curb to help contain the soil and plant material and keep vehicles from driving into the planted areas. The intent is to include green infrastructure elements wherever possible with the stormwater planters and permeable pavers. These elements all contribute to better stormwater management, allowing water to infiltrate in place, and excess water can be directed



Main Street concept sketch.

away from sidewalks and vehicle travel lanes through the valley gutter and into the planters or storm drains.

During the initial design workshop, the Main Street concept included a one-way bikeway on each side of the street. After the design workshop, two additional alternatives were considered: a two-way bikeway on the north side of Main Street and an alternative without a bikeway. The preferred alternative does not include a bikeway but includes wide sidewalks, a generous furnishing zone, and maximizes vehicle parking along Main Street. The following pages include the preferred cross-section.



Main Street initial design concept with one-way bikeways on each side of the street.

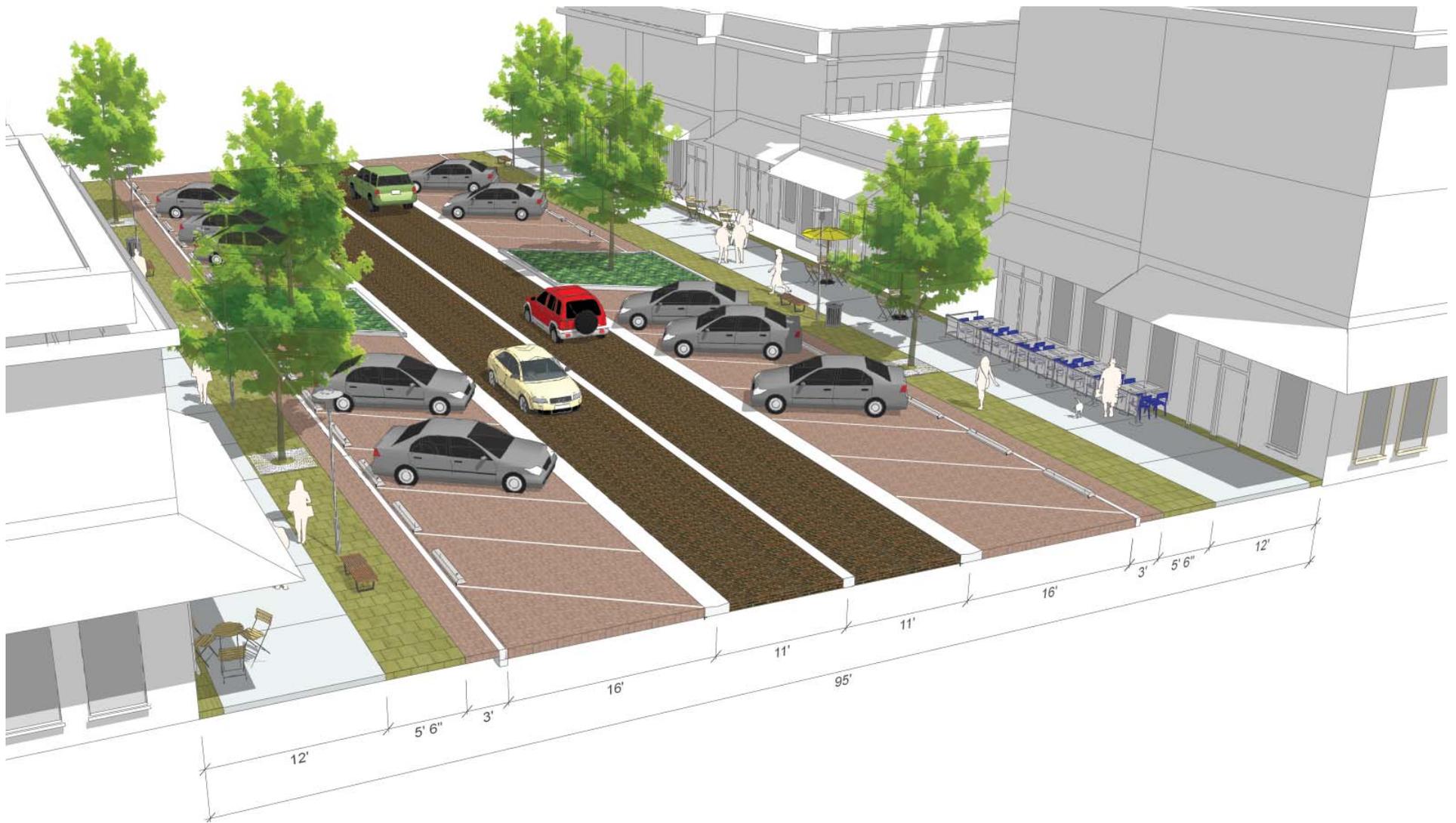


Main Street additional design concept with a two-way bikeway on the north side of the street.

# MAIN STREET PREFERRED ALTERNATIVE



Main Street 100' preferred alternative cross-section.



In some locations the Main Street right-of-way is 95' so the furnishing zones are narrowed. Sidewalks, parking, and vehicle travel lane dimensions are not changed.

# MAIN STREET PREFERRED ALTERNATIVE

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Main Street existing conditions.



Illustrative rendering of Main Street concept.

# THE 700 BLOCK

The vacant lot on the west end of the Main Street concept is the previous site of the Denison High School. The decision to remove the building was an emotional one for many members of the community, and the conversation about site programming and design character of this space has been contentious since the building was demolished. The stakeholders engaged during the design workshop process identified several community needs that the site may be able to fulfill. One of the main needs was for a community center that could be multifunctional and accommodate events, and rooms for classes and demonstrations. In this design the community center is sited on the eastern edge and provides a nice terminus to the block and vista from Main Street. Many communicated the desire for it to be of an architectural style that reflects the historic nature of the city, the high school, and yet be iconic in nature and the cornerstone of the community. The integration of old high school's clock tower into the design was envisioned as one way to incorporate the site's historic architectural style, and show respect for the site's history.



Precedent imagery.

Participants also expressed the desire for a flexible pavilion structure.

The 700 Block concept includes two open air pavillion structures that are 30 feet wide and 100 feet long. The structures are intended to be broken up into thirds; two 10 foot market stalls with a 10 foot clear walkway between market stalls. The pavillions also are envisioned to have roll up doors so that they can be easily accessed for loading and deliveries and to be used as flexible spaces during larger events, but also shut to protect from the elements. This structure could host a variety of events, including providing a better space for the farmers market.

Outside of the pavilion structures are a series of water features that act as a splash pad, a plaza space, and an interactive space for activities day and night. The water feature is intended to be a slightly recessed stone surface that has a 1/4 inch sheet of water flowing across it. The water feature could incorporate artwork that would recognize one of Denison's heroes, Chesley Sullenberger. The water feature surface will



be punctuated by individual fountain jets that can be programmed to act as a splash pad, be lit at night to be an interactive water feature, or be turned off to be additional hardscape plaza space.

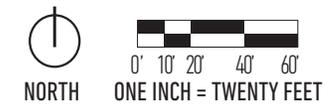
The majority of the 700 Block park space will be occupied by the great lawn area between the pavillions, the community center, and Main Street. The great lawn is imagined to be a turf area that is slightly sloped toward the community center to provide a range of views when the space is used for concerts, parades, or community events. The lawn is divided by an arching walkway that will connect the corner of Barrett and Main Streets up through the park to the northwest corner of the space. Each of the four corners of the block will have areas for public art, landscape areas, and shade trees surrounding the walkways and gathering spaces. The roundabout design for Armstrong and Main Street also acts as a gateway to the downtown area and will act as a traffic calming measure and entry feature into the park space along the 700 Block.



# 700 Block Master Plan Concept



- KEY**
- A. Community Center
  - B. High School Clock Tower
  - C. Event / Concert Space
  - D. Great Lawn
  - E. Water Feature
  - F. Pavilions
  - G. Planted Gardens
  - H. Monument / Art Installations
  - I. Flexible Space
  - J. Service Entrance





Looking northwest at the corner of Main Street and Barrett Avenue.



Looking southeast from the corner of Woodard Street and Armstrong Avenue.

# HERITAGE PARK

In the middle of the Main Street corridor at the intersection of Touchdown Alley and Main Street is Heritage Park. This space was the location of a tragic building fire that not only destroyed a historic corner building on Main Street, but also took the life of one of Denison's local fire fighters. The park is dedicated to this fallen hero and has become the site for other tributes to fallen soldiers and first responders from the community. It is currently an open lawn area with a stage pavilion for small concerts and a mix of memorial monuments, plaques, and ornamental trees. The redesign of this space requires a sensitivity to the current purpose of the park, the current and potential uses of the park, and a solution that broadens the heritage aspects that the space could represent.

The design intent is to provide a flexible space for the types of events Denison strives to host in the park, provide memorial space for the existing and future memorials for the

community, and connect some of the city's historic heritage to the park design elements.

Denison was home to two significant rail road round house structures near to the east and south of downtown, and served as inspiration for the design concept. Round houses were used to repair the trains and these facilities become part of the railroad industry that put Denison on the map. Little of Denison's history as the first rail community in Texas is expressed throughout the community, and this design concept is a way to celebrate its rich history in the space that functions as the physical "heart" of the community.

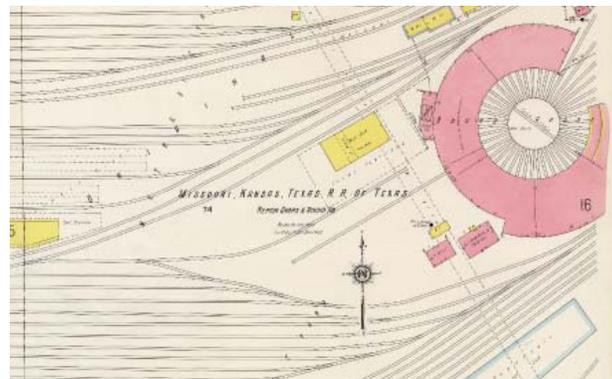
The unique radiating rail features of the round house design is represented in the Heritage Park design by embedding rail tracks into the streetscape paving materials and changing the streetscape materials palette in the area of the park design. These radiating bands of tracks and circular

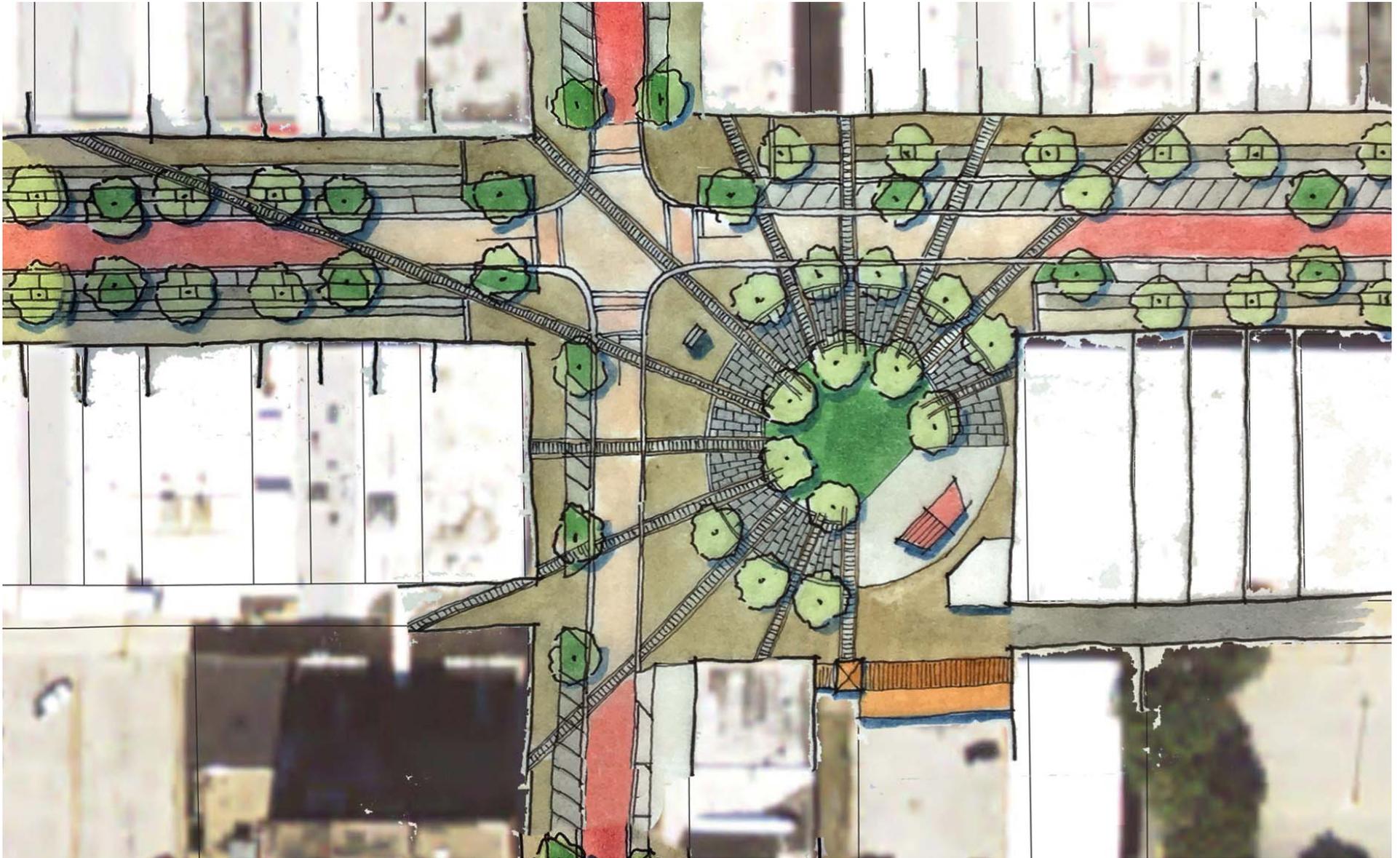
patterns become the foundation for where shade and ornamental trees and plantings can be placed in the park. It also helps to create outdoor rooms where activities like the stage pavilion can be expanded to also have backstage facilities for changing rooms and A/V equipment, restrooms, and concessions. It also provides the areas to house the memorials.

Trees along the Burnett Avenue side of the park are omitted. This creates an open viewing area to the side of the building across from the park for movies and events to be projected on the building facade and spectators can gather in the park to watch. The flush design of the street allows for this park to essential expand into the street during special events.



Precedent imagery.





Heritage Park concept sketch.

# POCKET PARK

The empty space near the corner of Rusk Avenue and Main Street is currently an underutilized park space that is being used by some citizens as a dog park. It previously housed a business with Main Street frontage, but the building was torn down because of its dilapidated condition. Currently, the improvements to the space include grass ground cover, small trees, boulders along the street edge to prevent vehicles from driving through the space, and a dog waste bag dispenser.

The design concept developed during the design workshop centered on a raised plaza area that was divided into multiple intimate rooms to provide seating options and places to congregate. The raised area would ramp up in the middle of each end and have steps on the sides, so that it is accessible by all users and still provides multiple routes to

walk through the space. The edges of the park that interface with the streetscape would have weathering steel planter bed walls that appear to slice through the sloped walkway into the park interior. Once inside the park the low walls change materials into cut stone that is tall enough for seat walls and are aligned in a playful arrangement of angles and arcs to provide intimate seating areas for conversation and reflection.

In the middle of the plaza space would be two large grass mounds that are tall enough to lounge comfortably on or for young children to enjoy as a play structure. Movable seating could be placed through the space so that different areas can be populated more intensely at times, or if individuals are desiring more solitude, they can move their own chairs to a quieter part of the space. In the planter beds would be

native plantings of grasses, shrubs, and ornamental trees to provide a softening of the park space and to provide shade.

Cantenary string lighting and the tree canopy will provide a sense of enclosure to the park rooms and provide soft light at night. Additional lighting could be incorporated into the seat walls.

The existing building walls on each side of the park could be decorated with murals by local artists or living walls with vines growing along the walls. As the buildings adjacent to the space are redeveloped and reimagined over time, it would be possible for these buildings to open up their sides to the park space with roll up doors or utilizing the movable seating in the park to provide outdoor space for restaurant dining or events.



Precedent imagery.



Illustrative rendering of Pocket Park concept.

# ALLEYS

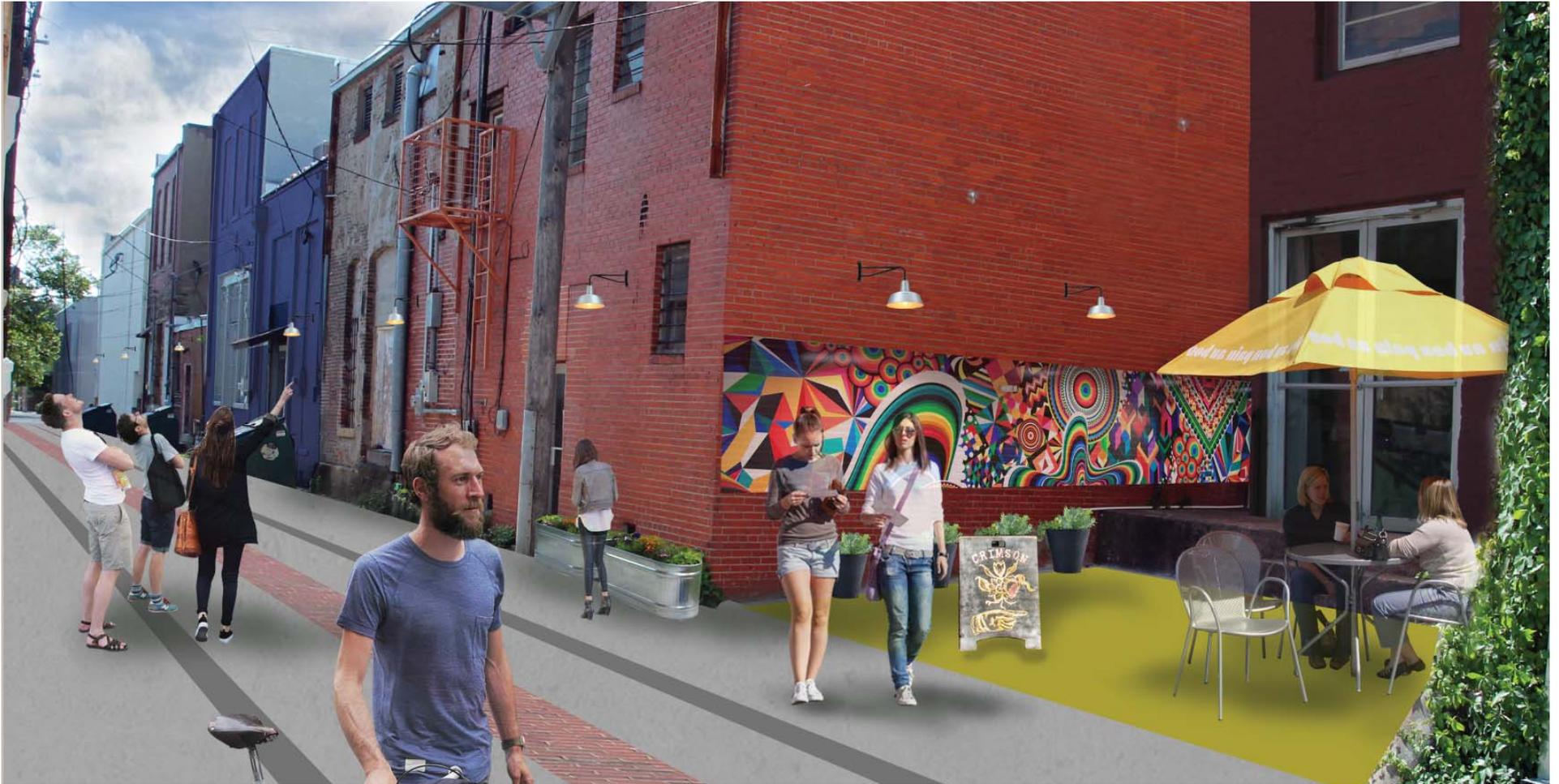
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The City of Denison is making great strides to improve and revitalize its downtown core and substantial efforts to redesign Main Street are currently underway. The City also recognizes the importance of addressing alleys adjacent to Main Street as part of revitalizing downtown. Simple efforts to organize the space, clean up some areas, and address facades will help these alley spaces feel safer and more inviting. If addressed well the alleys of Denison can become a “second door” to commerce along Main Street and have a life of their own.

The intent of this document is to provide the City, residents, and business owners with ideas on how to address and activate alley spaces. While alleys along Main Street are the primary focus, the same ideas can be applied to other alleys throughout downtown.



Typical existing conditions of alleys in Denison.



Illustrative rendering of alley concept.

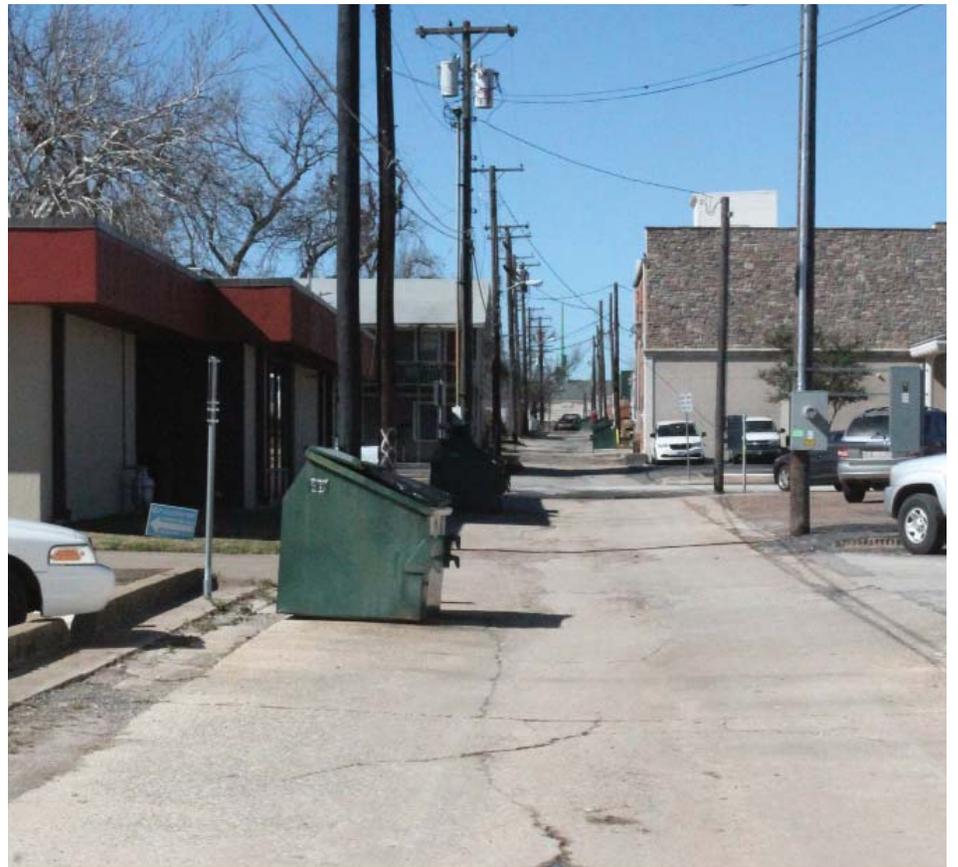
# EXISTING CONDITIONS

The alleys between Main Street and the parallel streets of Chestnut Street and Woodard Street are the primary area of focus for this design guide. Currently, these alleys serve an important function for residents and businesses along the corridor yet they are in various states of disrepair. Typically 20' in width, the alleys are a critical part of the downtown system of streets as they accommodate deliveries, trash receptacles, and utility poles that would otherwise be along Main Street, Chestnut Street, or Woodard Street

Because of their current condition and the condition of some building facades, the alleys are generally uncomfortable spaces for most people and allow for some undesirable activity. Yet, Denison's alleys can become a wonderful community asset through some simple changes to and treatments.



Aerial of downtown Denison. The red indicates alleys of particular focus.

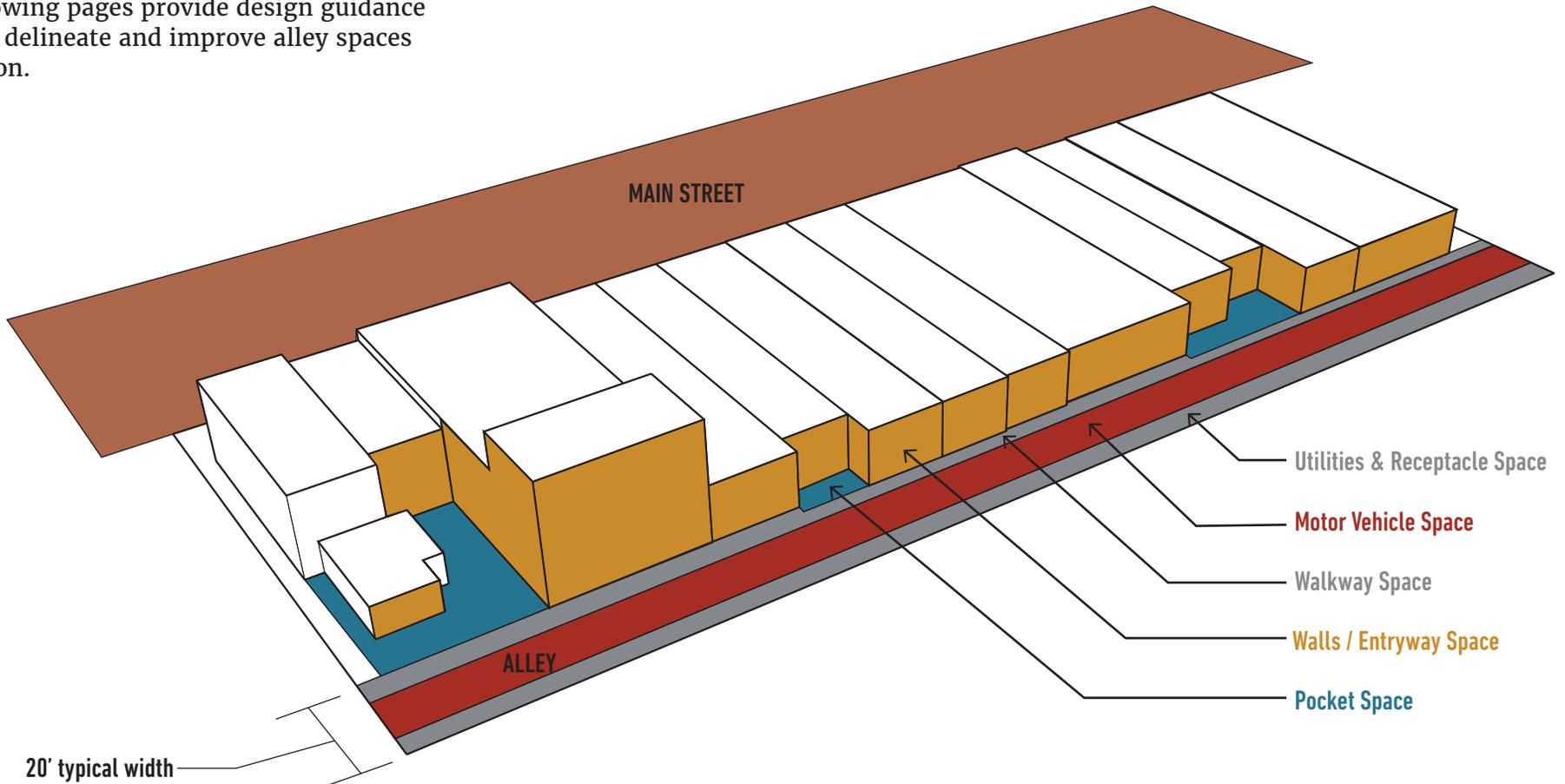


Typical alley conditions.

# ALLEY DESIGN OPPORTUNITIES

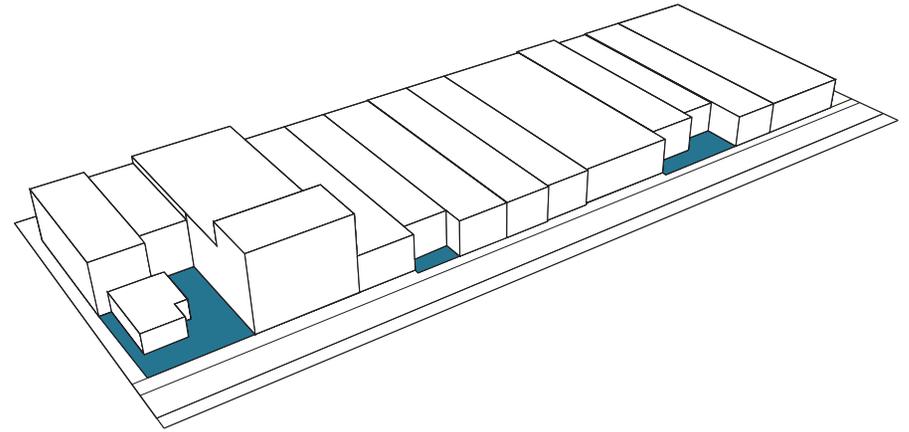
## SPACE DELINEATION

Alleys provide a unique public space opportunity for communities. They are the primary spaces to receive services and deliveries, but also provide a “second door” for businesses and residences. The City of Denison is fortunate in that it has an intact alley system. Through some organization and modifications, Denison’s alleys can become a celebrated part of the community. The following pages provide design guidance to better delineate and improve alley spaces in Denison.



## POCKET SPACES

In some locations, buildings are set back a bit from the typical 20' alley width. The extra space could provide outdoor public “rooms” for congregation and enliven the alley space. In some instances, these pocket spaces could provide room for outdoor cafe seating or retail spill out space. Defining spaces through surface material treatments, awnings at business entries, small walls and/or fences could help claim the space and make them feel comfortable for business owners and clientele.

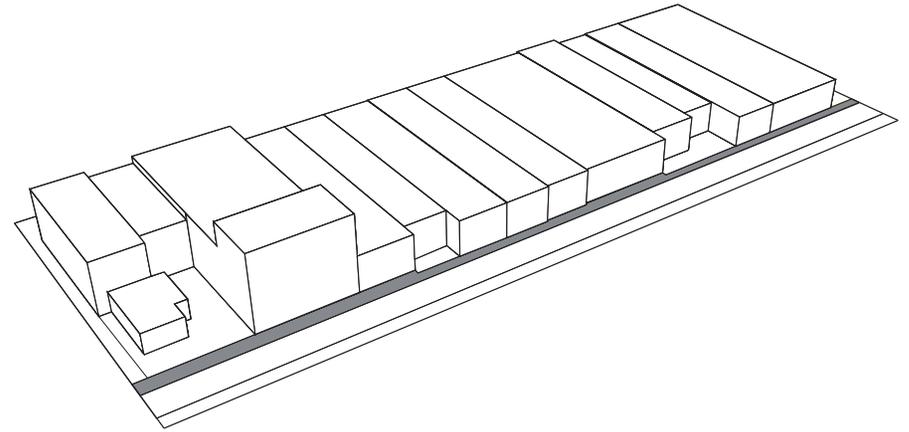


Examples of outdoor rooms within alleys.



## WALKWAYS

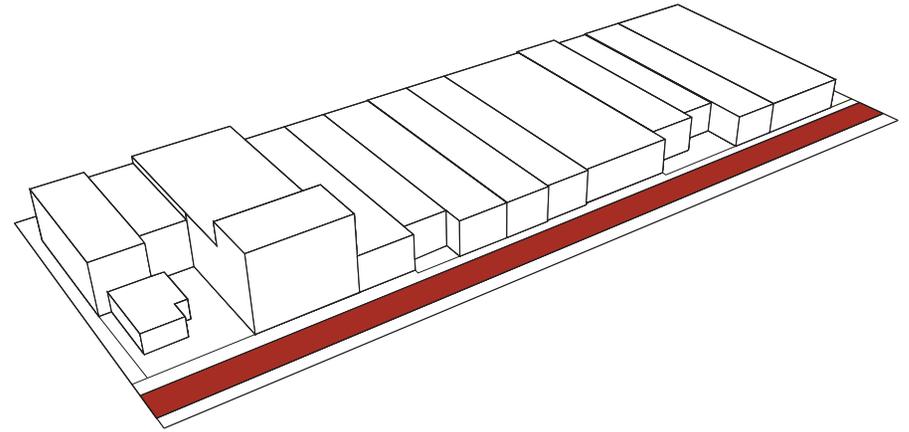
In alleys it is important to create an accessible walkway for pedestrians. A minimum of 5' walkway that is clear of obstacles and consists of a smooth pavement option is best. A different material than the vehicle travel way helps clearly define the walking space and provides a safe option for those with visual or physical impairments, and for families with small children and strollers.



Alley examples that clearly delineate pedestrian space through the use of different materials.

## MOTOR VEHICLE TRAVEL WAY

Clearly defining the motor vehicle travel area in alleys is important. While it is critical motor vehicles have access to and through the alleys, optically narrowing the space through material treatments is an effective way to slow speeds and communicate to drivers to expect other activities in the alley areas. The motor vehicle area should be no more than 12' to 13' in width. Twelve to 13' feet can easily accommodate delivery vehicles and emergency vehicles.

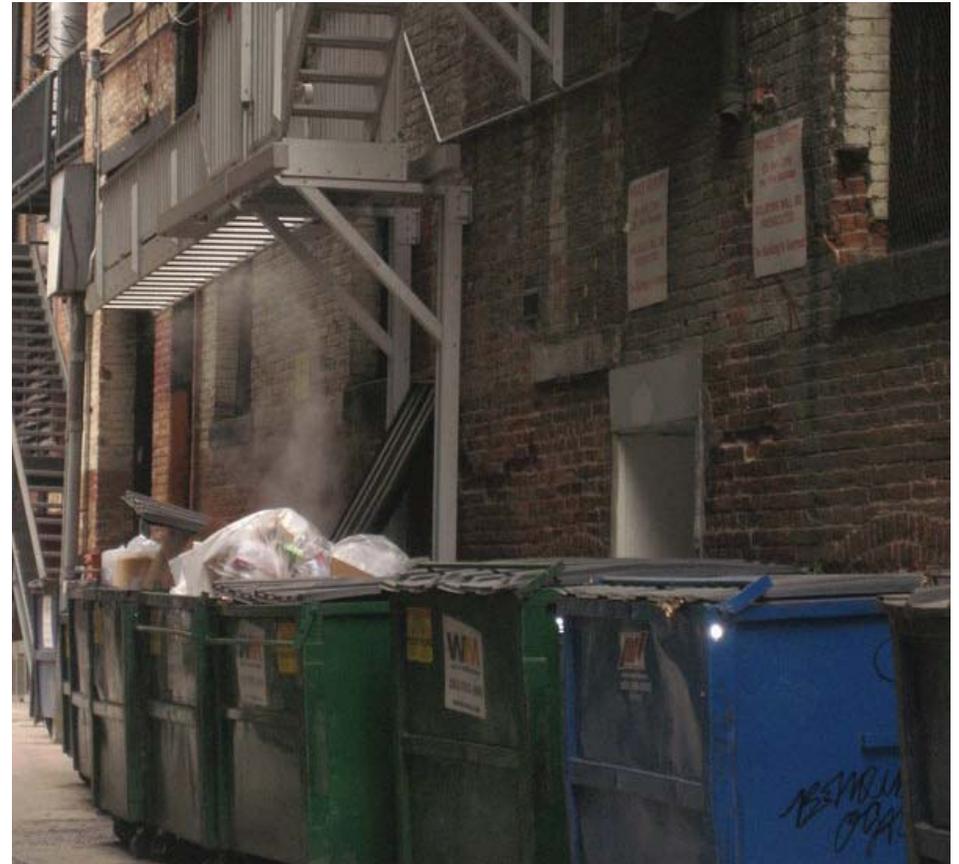
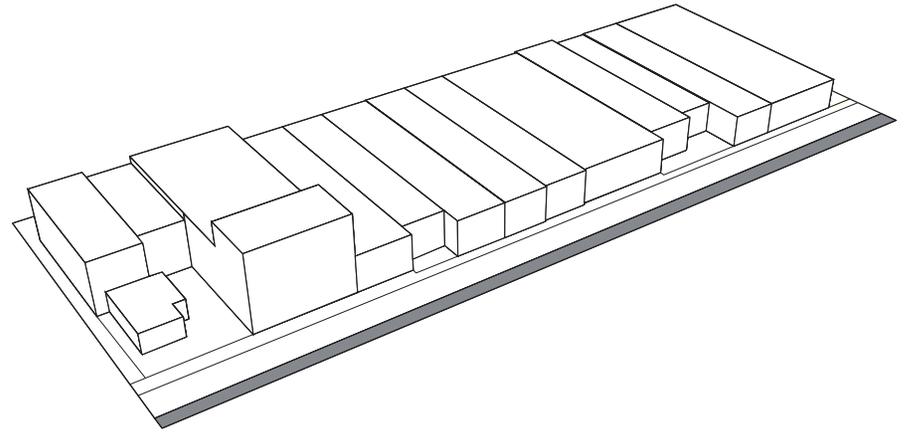


Motor vehicle space is clearly defined through use of materials and pattern.



## RECEPTACLE AND UTILITY CONSOLIDATION

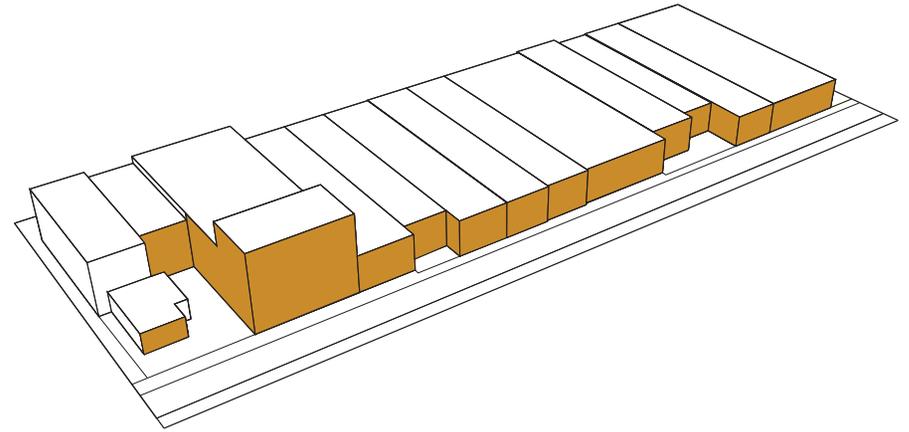
Consolidating trash receptacles, recycling receptacles, and utility poles to one side of an alley also helps make alleys feel more comfortable and clean. The receptacle and utility area should be on the opposite side of second door entrances for buildings that also front Main Street. In some instances it may be possible to cluster the receptacles in key locations along the alley so they do not line the entire corridor.



Utility and receptacle consolidation examples.

## WALLS & LIGHTING

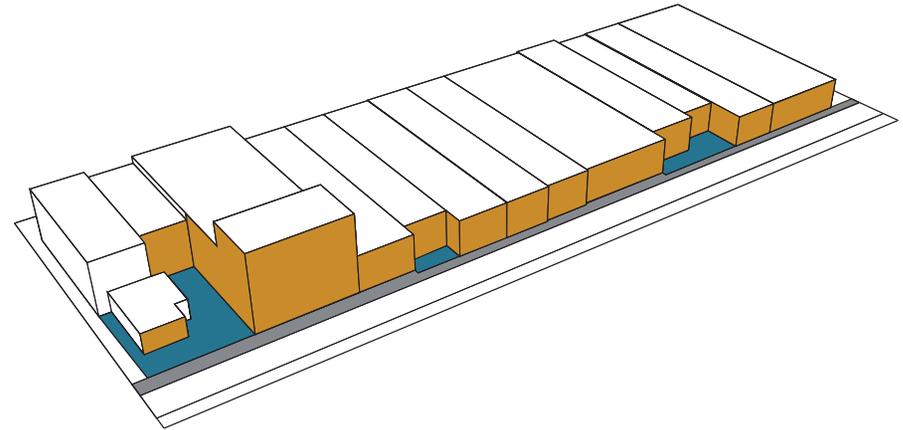
Building facades present a wonderful opportunity to dress up an alley space. This can be done through artistic murals, lighting, and incorporating other aesthetic treatments such as planters near walls and entryways. These treatments indicate people care about the space and helps create a safer environment, especially at night. Lighting both upward and downward along a facade is an effective way to ensure there are no dark spaces. Lighting at 20' - 30' on center is recommended but spacing could change depending on the type of lighting used.



Examples of outdoor rooms within alleys.

## TEMPORARY INSTALLATIONS

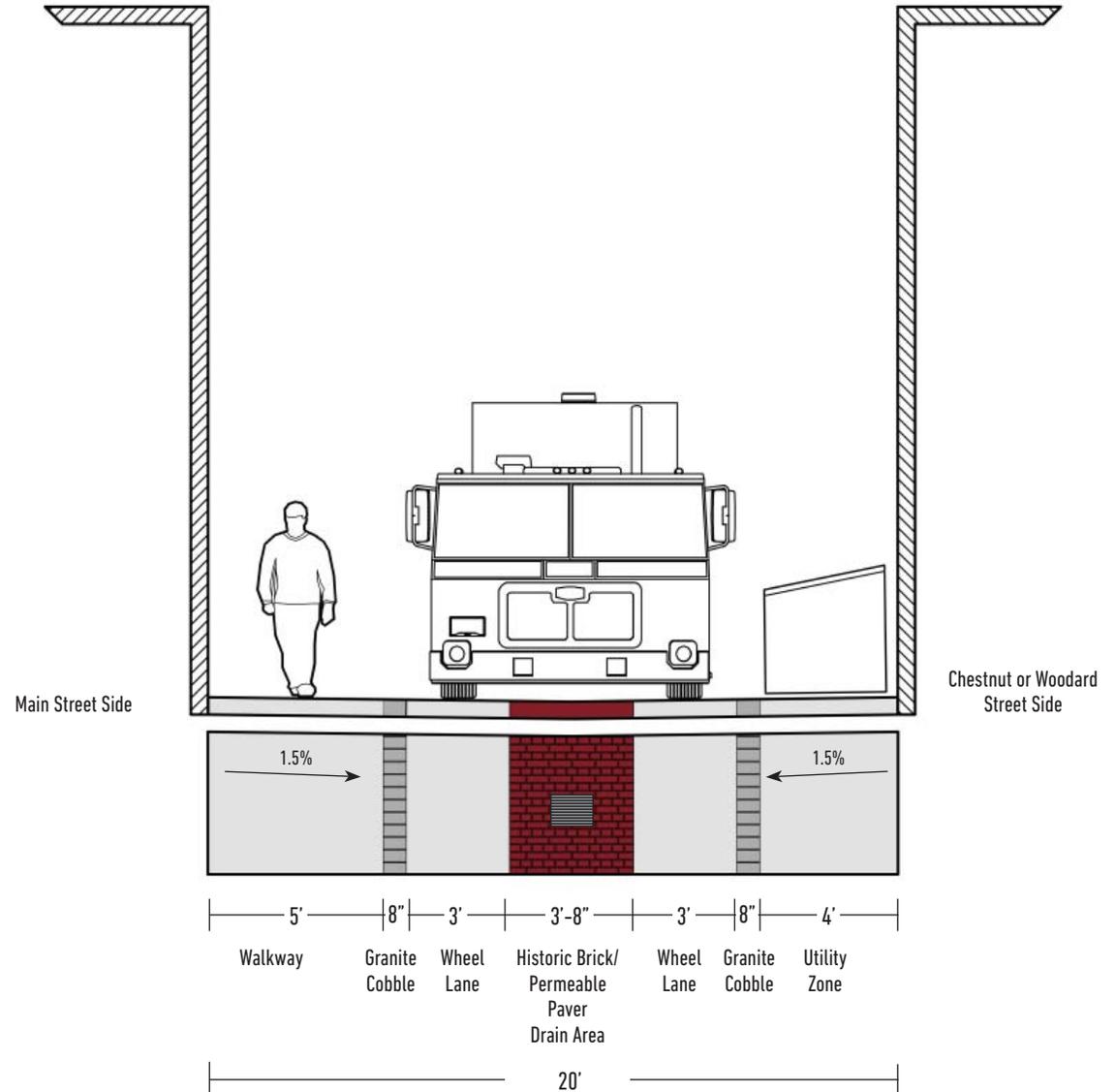
A full reconstruction of alleys can be an expensive endeavor and there are some simple treatments Denison could employ to better claim and activate its alley spaces. Eventually the pavement will need to be replaced and that presents an opportunity to fully redesign the alleys. In the interim, simple and temporary things like painting a walkway area, hosting events, and using found objects to create seating spaces and planters can be a great way to activate the space, make the alleys feel safer, and illustrate their full potential to the community.



Temporary alley installations to activate the space.

## ALLEY CROSS SECTION RECOMMENDATION

When alley reconstruction is feasible, Denison will have an opportunity to better define the spaces throughout its alley system. The section graphic to the right indicates recommended features and dimensions of a full alley redesign. Walkways would be closest to alley entrances for businesses and residences along Main Street and consist of concrete. A granite cobble between the walkway and the travel way helps to clearly define where to expect people walking and where to expect vehicles traveling. The wheel lanes of the travel lane would be concrete. The center area of the travel lane could consist of Denison’s historic bricks or a new permeable paver. Another granite cobble strip defines the utility zone where receptacles and utility would be located in another concrete area. The alley would be sloped toward the middle and stormwater managed through center drains and an underground stormwater system.



# PARKING LOTS

The parking lot designs concepts are based on information provided by the City and aerial photography acquired from Google Earth. The overall dimensions provided are estimates. The concept drawings are to provide ideas for how to reconfigure the lots to maximize parking and make them more aesthetically pleasing (see pages 15-19). The concepts are not for construction purposes.

**EXISTING PARKING SUPPLY //** The existing parking supply was not determined due to difficulty counting the spaces via aerial photography (stall lines are worn or absent and tree branches block the view).

**ACCESSIBLE PARKING //** The parking lot designs meet ADA compliance for restriped lots. The parking lots should be built with

no vertical curbs (curbstones exempted) or abrupt elevation changes between the lot and the alley, sidewalk, and, ideally any adjacent finished floor elevations. The idea is to maximize accessibility for people with mobility impairments and to generally reduce tripping hazards.



Parking lot locations.

**SCREENING** // A 30” to 32” decorative wall is recommended between the parking lots and the sidewalk. This could be a concrete wall or green screen (fence with vines or small rectilinear planters). There is a 2 foot wide allocation of space to accommodate the screening wall on all of the proposed lots.

No screening is recommended along the alleys to allow for easy access to destinations.

**DRIVEWAY AND ALLEY ACCESS** // Lots 2, 3, 4, 5, and 6 have one driveway on Chestnut Street and one on the alley. The idea of limiting the number of driveways on the street to one driveway achieves two key benefits; specifically it avoids interrupting the sidewalks very much; and maximizes the on-street parking supply.

Access to the parking from the alleys is encouraged to create natural surveillance in the alleys. Additionally, access to parking, loading, and services is a basic purpose of alleys. The entry to the parking lots from the alleys are typically aligned so the parking lot can easily be used to access the alleys with the minimum number of turns.

Where the driveway leaves the parking lot, some legible change is recommended to the ends of the decorative wall to reinforce the idea that this is the entrance to the parking lot. The sidewalk material, elevation, and pattern is not to be interrupted. Any elevation change is to be made up in a concrete apron, between the sidewalk and the edge of the street.

Parking was maximized, even close to

the driveways. The driveways need to be monitored for sight lines periodically after opening. If motorists, exiting the parking lots, are having difficulty seeing people using the sidewalk, then one or two spaces can be removed.

Lot 1 is longer in length so two driveways are provided on the street. Its alley access was located more centrally on the lot to allow direct access from a perpendicular alley on the north side of the block.

Lot 4 has access to the alley but it is blocked by the public restrooms in the old rail car. The lot has only one module and as such, it is a dead-end parking lot. However, the aisle is proposed to be extra wide to help motorists turn around, in the event there that all the stalls are occupied.



Typical parking lot existing conditions.



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**PARKING SEARCH AND CIRCULATION //**

Presently, the parking aisles in Lots 1, 2, and 5 include parking aisles which require the motorist to leave the parking lot if one module is full and turn around on the street or in the alley in order to drive into the next parking module. Driveways at the ends of every parking aisle results in plenty of unnecessary crossings of the sidewalks and an unsafe recirculation using of the street and alley. In all of the proposed redesigned parking lots, all of the circulation takes place inside of the parking lot.

**PARKING ANGLES AND DIMENSIONS //** The distance between the alley and the right-of-way on Chestnut Street is 120'. The lengths of all lots along the block are all longer than 120', making the most space efficient aisle orientation parallel with the street. Parking modules, which employ 90-degree parking with 9'-wide stalls, can be as narrow as 59'. Two such modules fit in the 120', leaving 2' for the screening walls.

90-degree parking also allows for the aisles to be two-way. This has several advantages over one-way systems. Motorists can drive directly between the lot's entrance and available stall, thus cutting down on the length of the driving in the lot. If one aisle is blocked, then motorists can use the other aisle. Additionally in this configuration there is no driving the wrong way, it cuts down on signage, pavement markings, and enforcement.

The stalls are proposed to be 18' long and the aisles 23' wide.

**LEFTOVER SPACE, EXISTING TREES, AND BUFFERS //** A 2' buffer is recommended between the ends of any parking stalls that are located next to buildings. The space helps to prevent damage to the walls. Curbstones should be located such that a 2' wide space exists between the curbstone and the end of the parking space. Curbstones are recommended on all of the exterior parking spaces. It is recommended to monitor the 2 foot distance and make adjustments based on the prevailing overhang.

In some of the corners of the lots, there is an 18' by 18' space that is unusable for parking. In Lot 1, there are some end islands proposed due to the width of the space. In Lot 3 there are some existing trees that should be preserved. These area should be landscaped and retain existing shade trees or incorporate new shade trees in them. These areas should have a drought-resistant ground cover and be curbed to prevent damage to the plants. The lots could be graded to allow stormwater to enter the planter as desired.

**COMBINING PRIVATE AND PUBLIC PARKING LOTS //** The recommended redesign of Lots 1, 3, 4, and 6 combine the public lots and private lots. The resulting parking lot can result in better outcomes for both public and private interests if managed

well. It is recommended that no private/public distinction be made between any of the parking spaces for a test period after opening of no less than three months that captures at least one public event. If after the test period, it seems necessary for some of the spaces to be signed as private that can be added to the parking through signage

Signs, facing both directions down the street, with a large green "P" and an arrow on them, are all that is needed near the driveway and across from the street from the driveway. Wayfinding signs could also be incorporated on the main approaching streets as well.

No private or reserved spaces for private interests would be ideal. However, if private interest experiences deem that reserved spaces are required, the number of spaces that can be reserved should be less than the number that they currently have in their private parking lot to accommodate those who park and want to access multiple destinations. The reservation should also be limited to the needed time frame. For example, for an office perhaps the reservations are from Monday to Friday, between 7:00 a.m. and 5:00 p.m. Outside of that time frame, the spaces can be used publicly.

# PARKING LOT 1 // 87 SPACES & 5 ACCESSIBLE SPACES



□ Parking stall (9'x18' typical)

■ Accessible parking stall (11'x18' typical)

■ Buffer (30" to 32" tall decorative wall except when next to buildings)

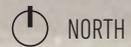
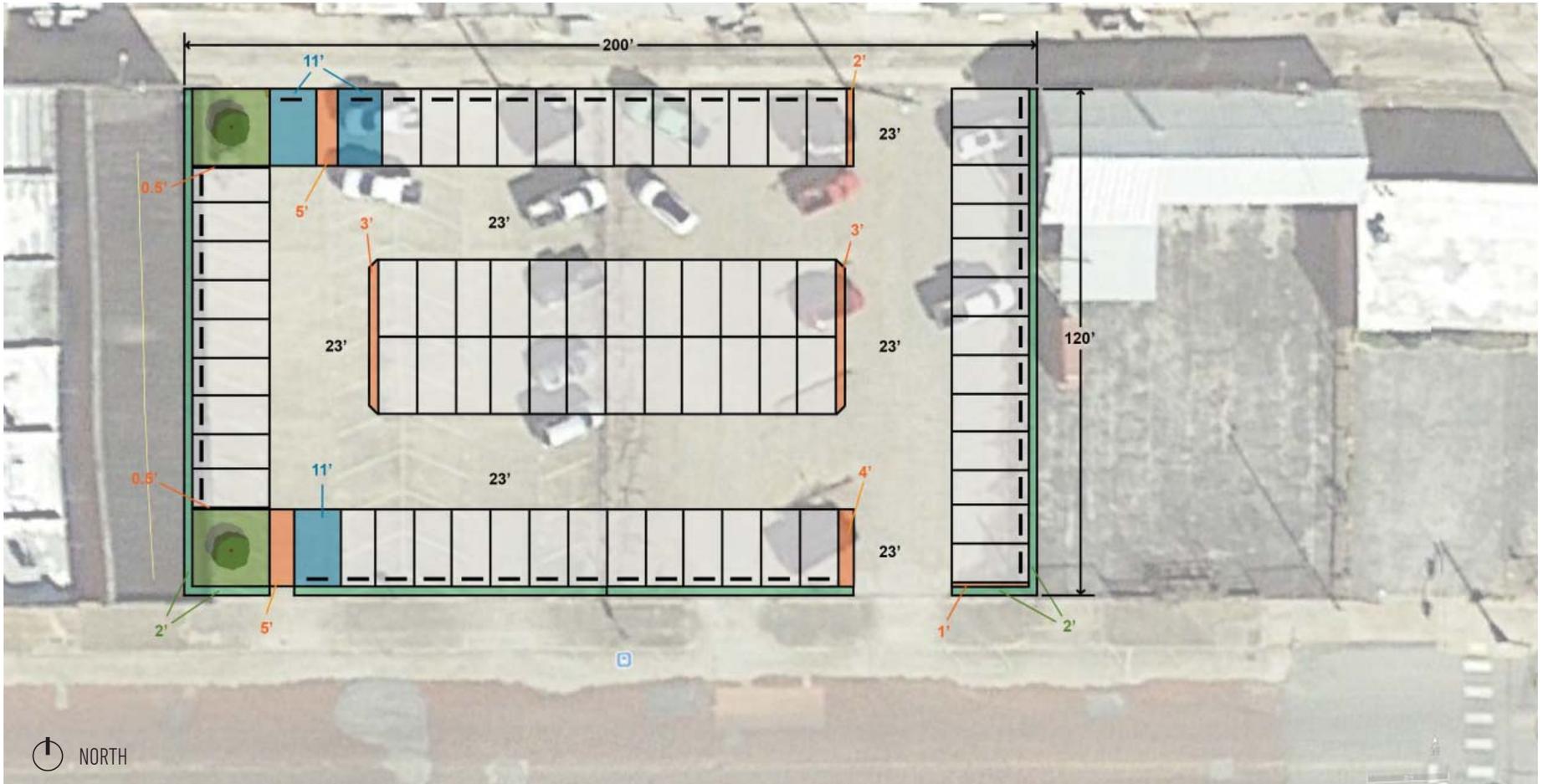
┆ Curbstone, 5' long, 2' between the curbstone & the end of the space

▨ Hatched out area with paint

■ Curbed area with ground cover & shade tree

● Shade tree

## PARKING LOT 2 // 71 SPACES & 3 ACCESSIBLE SPACES



 Parking stall (9'x18' typical)

 Accessible parking stall (11'x18' typical)

 Buffer (30" to 32" tall decorative wall except when next to buildings)

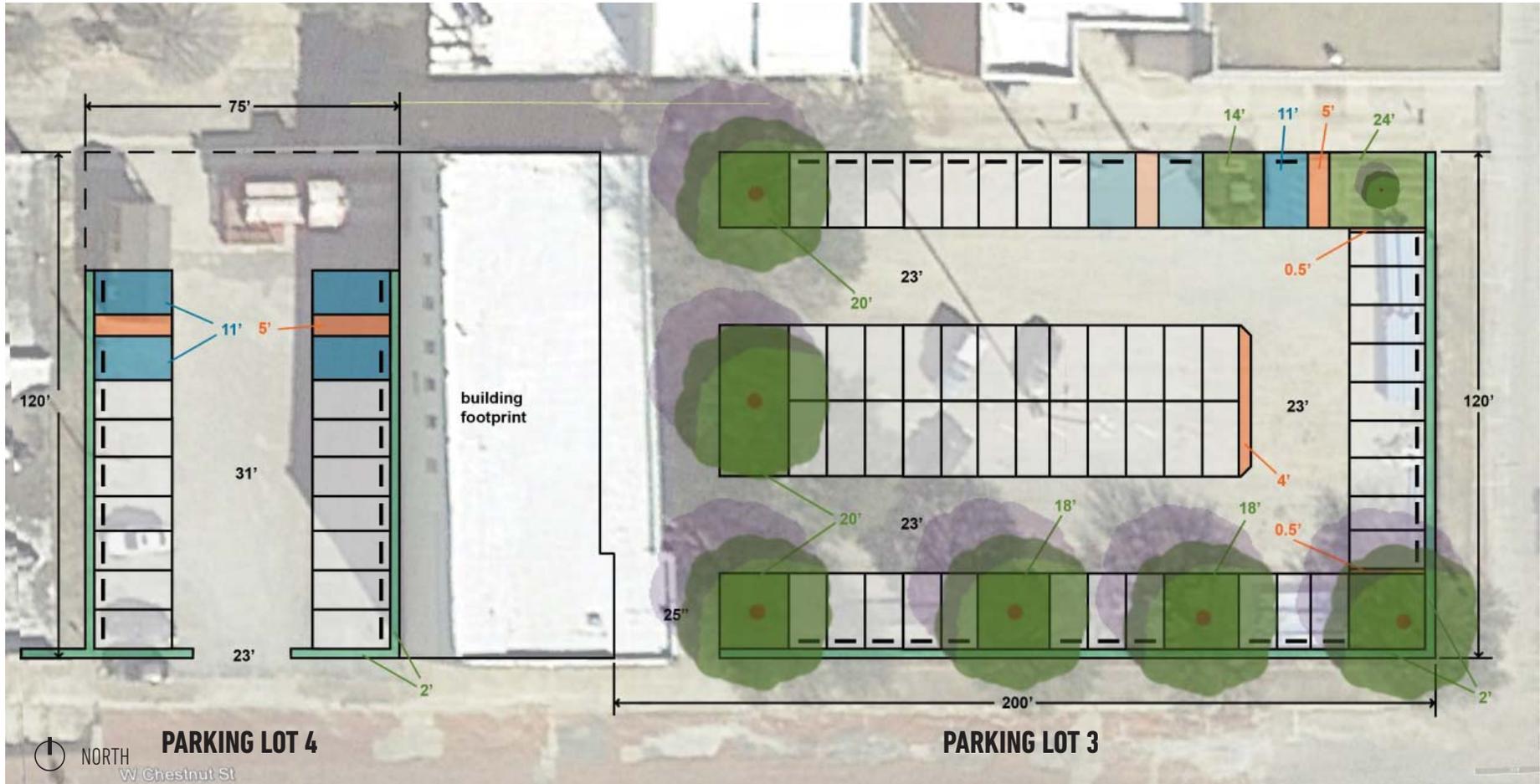
 Curbstone, 5' long, 2' between the curbstone & the end of the space

 Hatched out area with paint

 Curbed area with ground cover & shade tree

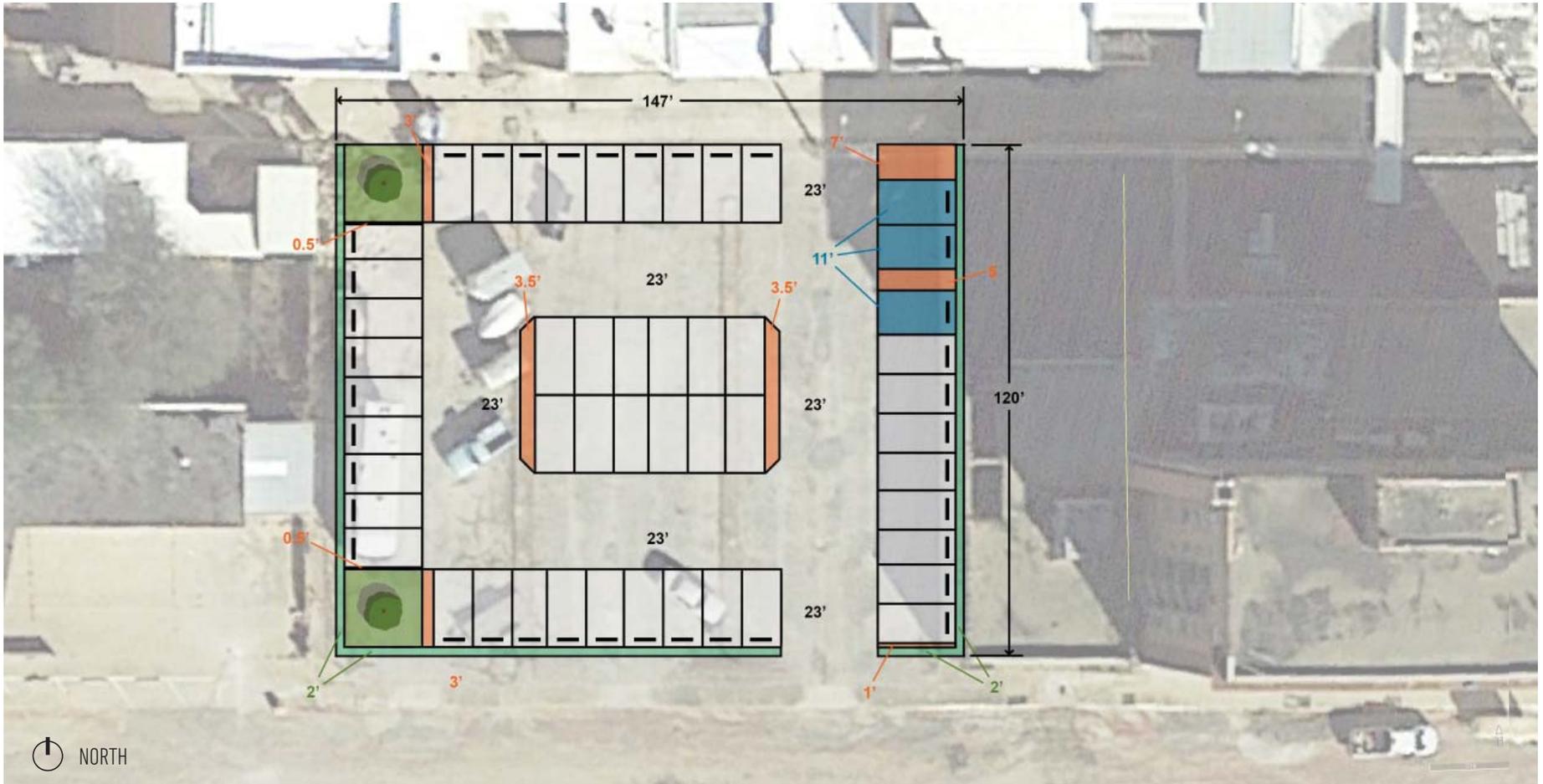
 Shade tree

## PARKING LOT 3 AND 4 // 66 SPACES & 7 ACCESSIBLE SPACES



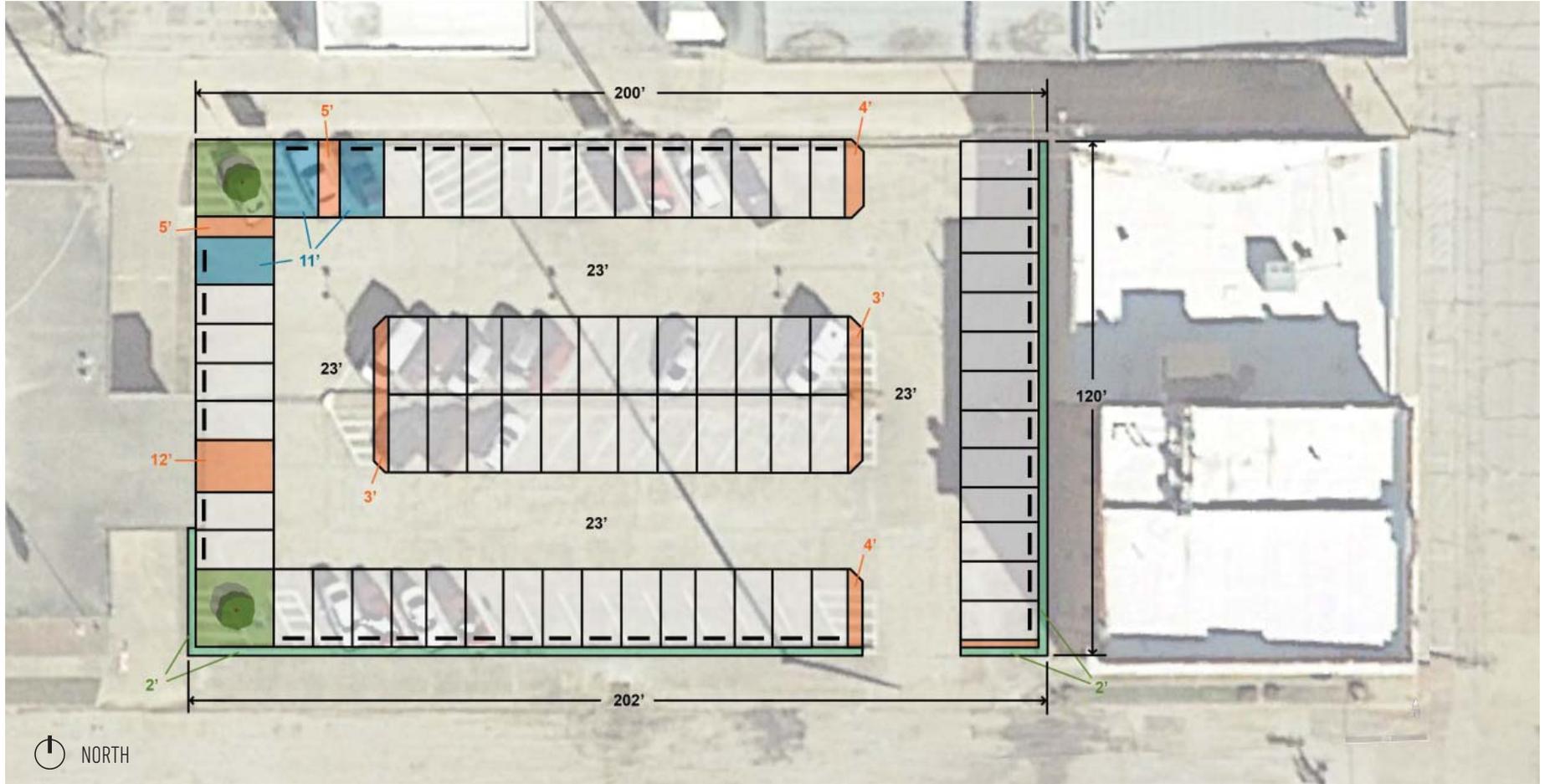
- Parking stall (9'x18' typical)
- Accessible parking stall (11'x18' typical)
- Buffer (30" to 32" tall decorative wall except when next to buildings)
- Hatched out area with paint
- Curbed area with ground cover & shade tree
- Curbstone, 5' long, 2' between the curbstone & the end of the space
- Shade tree

# PARKING LOT 5 // 47 SPACES & 3 ACCESSIBLE SPACES



- Parking stall (9'x18' typical)
- Accessible parking stall (11'x18' typical)
- Buffer (30" to 32" tall decorative wall except when next to buildings)
- Hatched out area with paint
- Curbed area with ground cover & shade tree
- Curbstone, 5' long, 2" between the curbstone & the end of the space
- Shade tree

# PARKING LOT 6 // 70 SPACES & 3 ACCESSIBLE SPACES



□ Parking stall (9'x18' typical)

■ Accessible parking stall (11'x18' typical)

■ Buffer (30" to 32" tall decorative wall except when next to buildings)

┆ Curbstone, 5' long, 2' between the curbstone & the end of the space

▨ Hatched out area with paint

■ Curbed area with ground cover & shade tree

● Shade tree

**DESIGNING DOWNTOWN DENISON // REPORT 2017**