City of Danville, VA

River District Parking Study

Streetscape: Needs and Recommendations VOL II

June 2020

NELSON NYGAARD

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1 INTRODUCTION

This chapter focuses on recommendations for streetscape improvements related to parking access within Danville's River District. Recommendations within this section are based on both existing conditions analyses and public outreach collected and synthesized between the Fall of 2019 and the Winter of 2020. Further, these recommendations also build on the *River District Design Guidelines* (2013).

CHAPTER STRUCTURE

This chapter establishes River District streetscape recommendations that are organized into three sections:

- **Chapter 2 :** Horizonal Streetscape Elements (A)
- **Chapter 3:** Vertical Streetscape Elements (B)
- **Chapter 4:** Pedestrian Access to Parking from Streetscapes (C)

These three sections follow the structure of the streetscape portion of the Streetscape Existing Conditions Analysis.

In a fourth section, these streetscape recommendations are consolidated into the Streetscape Action Plan (Chapter 4). This chapter organizes all streetscape recommendations into "short-term" and "long-term" with the goal of implementation. Short-term recommendations are designed to be implemented within the next five years, or by 2025. Long-term recommendations are designed to be implemented within the next ten years, or by 2030.

These recommendations, and the corresponding Action Plan, will provide the City of Danville with an implementable series of projects to enhance the River District's pedestrian infrastructure, such as sidewalks, crosswalks, and walkways. These enhancements will ensure beautiful, safe, and easy pedestrian access throughout the River District. Further, these enhancements will also maximize pedestrian access between parking areas and destinations.

2 HORIZONTAL STREETSCAPE ELEMENTS

As described in the Streetscape Existing Conditions Analysis, "horizontal streetscape elements" comprise the portions of the streetscape on the ground. These elements include: paving materials and widths of sidewalk areas, "constrained streetscapes", Americans with Disabilities (ADA) compliant curb ramps, crosswalks, sidewalk furnishings, and sidewalk slopes.

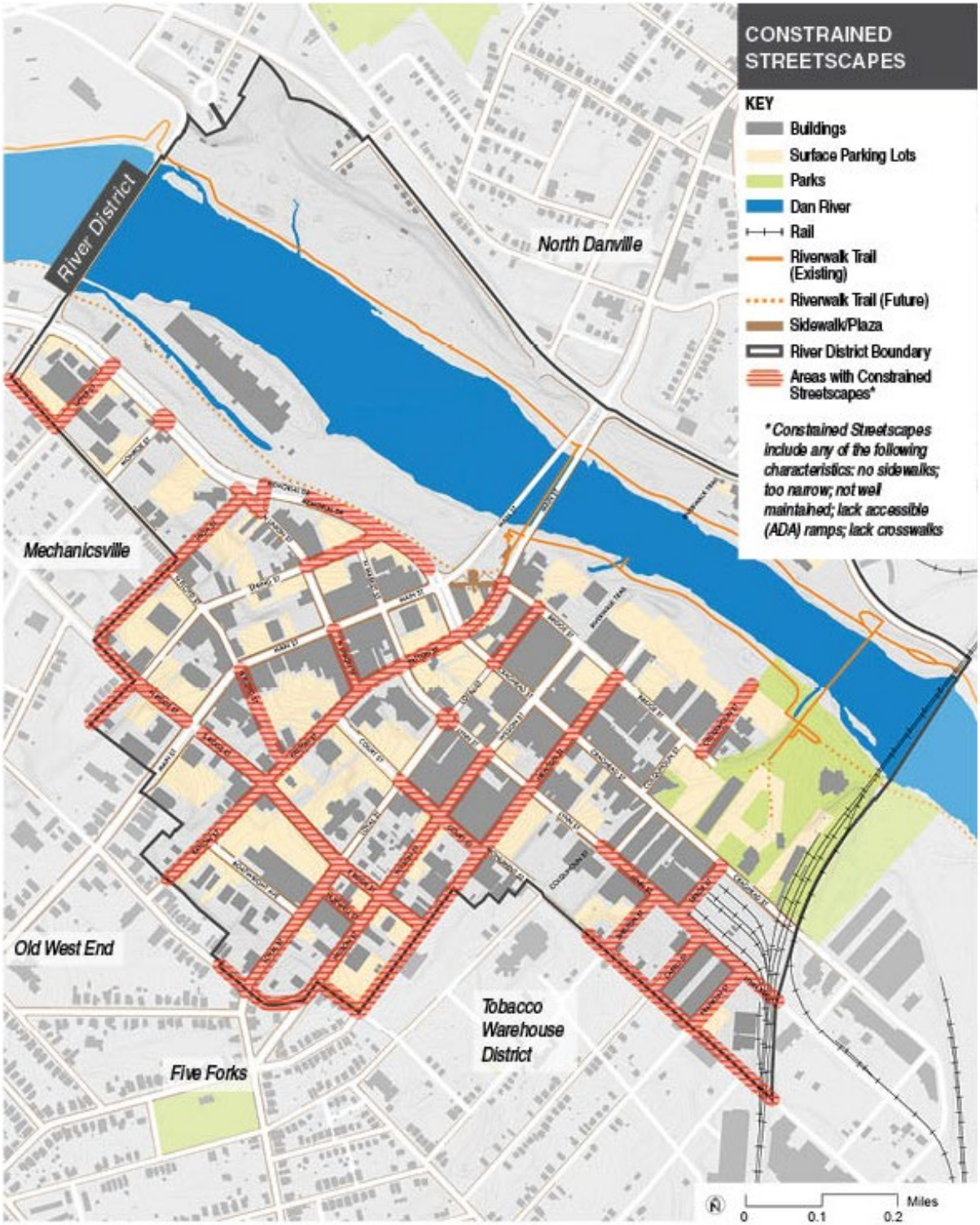
The Streetscape Existing Conditions Analysis, as well as feedback provided through stakeholder meetings and public outreach related to horizontal streetscape elements, revealed an appreciation of the City's ongoing streetscape reconstruction projects. However, there were also concerns related to public safety, specifically for pedestrians using crosswalks or being dropped off at local businesses. The following sub-sections describe a series of recommendations to enhance the River District's horizontal streetscape elements.

A1. Streetscape Paving

Recently reconstructed streetscapes along Main Street, Memorial Drive, Union Street, and Craghead are high quality streetscape projects that include high quality paving materials that are beautiful and ADA compliant (see Image 1). Following the "constrained streetscapes" map (Figure 1), some streetscapes outside of those newly constructed streetscapes lack some sidewalk segments.

Image 1: A recently reconstructed streetscape along Craghead Street
Image Credit: RHI

Figure 1 Constrained Streetscapes



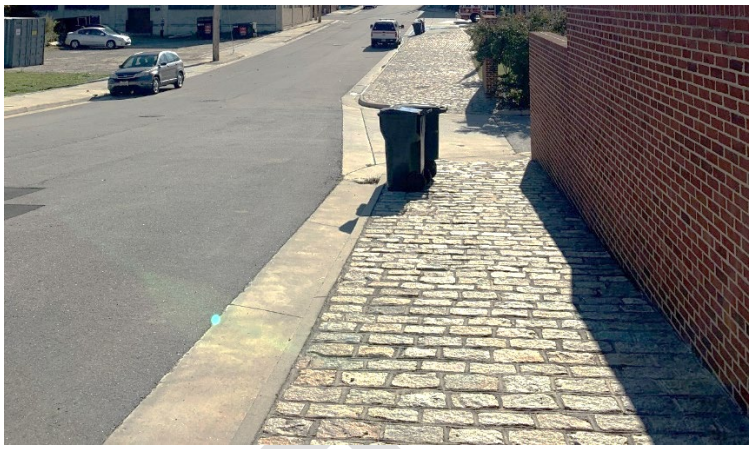
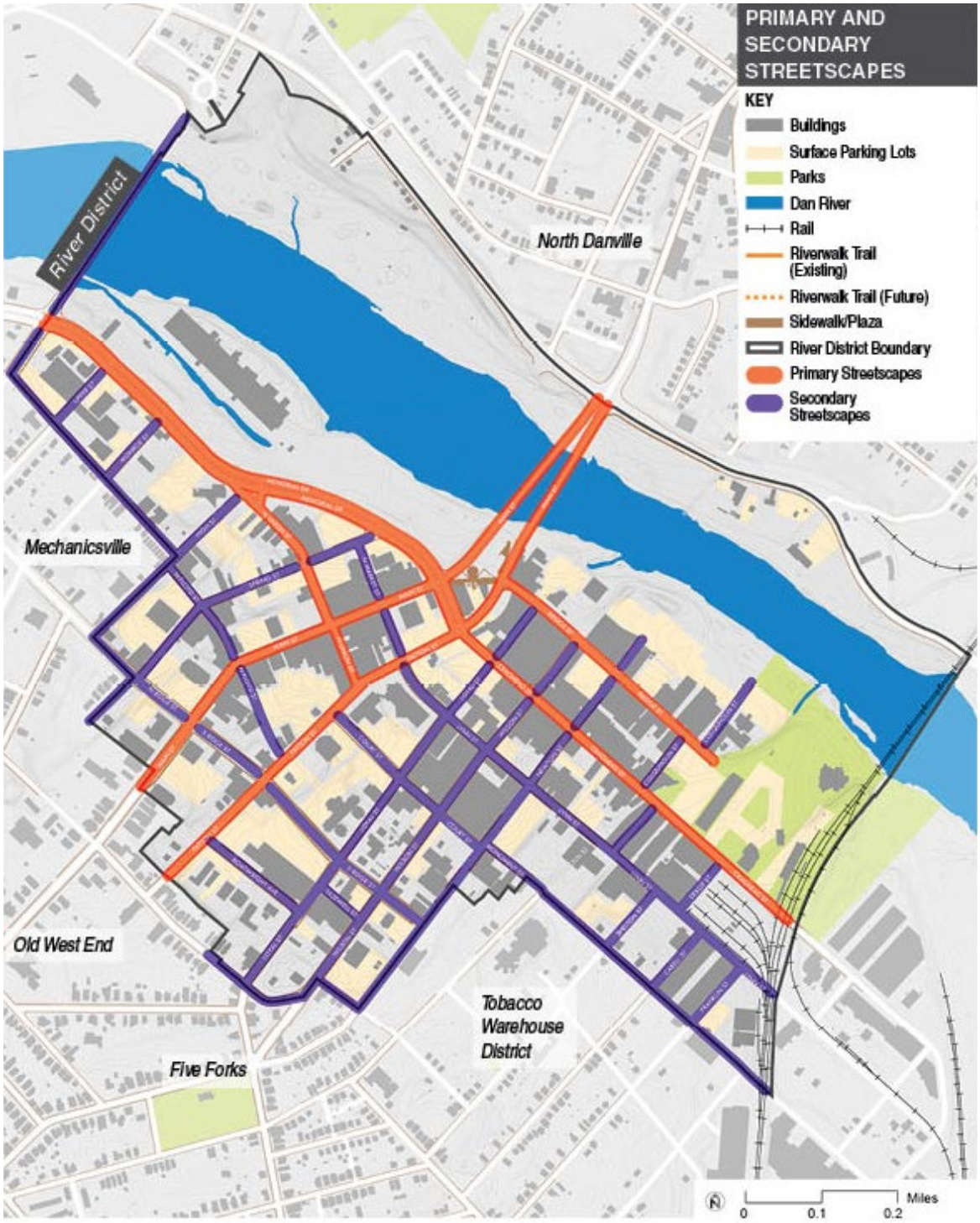


Image 2: Recent rehabilitation of an historic sidewalk along Lynn Street
Image Credit: RHI

As defined in the Streetscape Existing Conditions Analysis, "constrained streetscapes" include streetscapes where sidewalks do not exist, are too narrow, or are not well maintained. Where "constrained streetscapes" include sidewalks, their paving is typically poured-in-place (PIP) concrete or historic brick or stone paving materials, some of which might have been installed when the River District's land uses were more industrial. Well-constructed and well-maintained PIP concrete or historic pavers are excellent paving materials options, especially when set within the River District's historic building stock. In order to improve ADA accessibility and facilitate safe walking, many of these "constrained streetscapes" will require modifications or repairs. Recent sidewalk rehabilitations along Lynn Street [see Image 2] establish strong precedents for historic sidewalk modifications along secondary streetscapes. Given Danville's history and uniqueness, older sidewalks, when high quality, well-maintained, and ADA accessible, are worth preserving.

The 2013 *River District Design Guidelines* organize the River District's streetscapes based on hierarchy and suggest corresponding design applications for streetscapes. Consistent with the Design Guidelines' streetscape hierarchy and recommendations, streetscape improvement projects have occurred along the highest priority streets. Evolving these guidelines and the City's ongoing streetscape improvements, the following recommendations suggest a simple paving approach based on the River District's primary and secondary streetscapes. This approach balances the need for more ADA accessible streetscapes with preserving historical streetscape materials (Figure 2).

Figure 2 Primary and Secondary Streetscapes



Recommendations:
Recommendation A1.1 - *Primary Streetscape Paving Projects*: The River District's primary streetscapes—Main Street, Patton Street, Craghead Street, Bridge Street, Union Street, and Memorial Drive—should continue to be reconstructed to match the design of recent streetscape improvement projects. Using these consistent paving materials and designs will visually unite the River District and demarcate the importance of these primary streets for pedestrians.
Recommendation A1.2 – *Historic Pavers Along Secondary Streetscapes*: The River District's secondary streetscapes with historic paver sidewalks should continue to be restored with ADA compliant modifications to preserve the River District's history.
Recommendation A1.3 – *PIP Concrete Pavement Along Secondary Streetscapes*: For the River District's secondary streetscapes, where sidewalks are lacking, streetscape paving materials should be PIP concrete to maximize ADA accessibility and complement the River District's distinctive industrial character.

A2. Streetscapes with a Lack of Sidewalks

Some of the River District's secondary streetscapes, or "constrained streetscapes", lack sidewalk segments or are inaccessible to all pedestrians due to uplifted, cracked, or fragmented paving materials. Most of the River District's primary streetscapes include sidewalks because of recent improvements. However, some streetscapes along secondary streets lack sidewalks, particularly along streetscape segments that connect to off-street parking areas.

The River District's ongoing streetscape improvements have been phased logically and strategically along the primary streets where the greatest number of businesses and new housing are concentrated. As these primary streetscapes have been rebuilt, the next phases of streetscape improvements should be focused along the remaining primary streets where improvements have not yet been made, as well as along the secondary streetscapes where public off-street parking is located. Expanding the River District's network of accessible streetscapes and sidewalks will make walking more appealing and would encourage visitors to park in underutilized public parking areas.

Recommendations:
Recommendation A2.1 –*Primary Streetscapes with a Lack of Sidewalks*: Focus the first phase of new streetscape improvements along the remaining primary streetscapes where streetscape improvements have yet to occur, prioritizing primary streetscape segments where sidewalks are lacking (Figure 3).
Recommendation A2.2 –*Secondary Streetscapes with a Lack of Sidewalks*: Focus the second phase of new streetscape improvements along secondary streetscapes where sidewalks are lacking. Prioritize improvements along secondary streetscapes that adjoin or are located within a two-block radius of off-street parking areas to facilitate safe and accessible walking between parking areas and destinations (Figure 4).

Figure 3 Primary Streetscapes in Need of Improvements

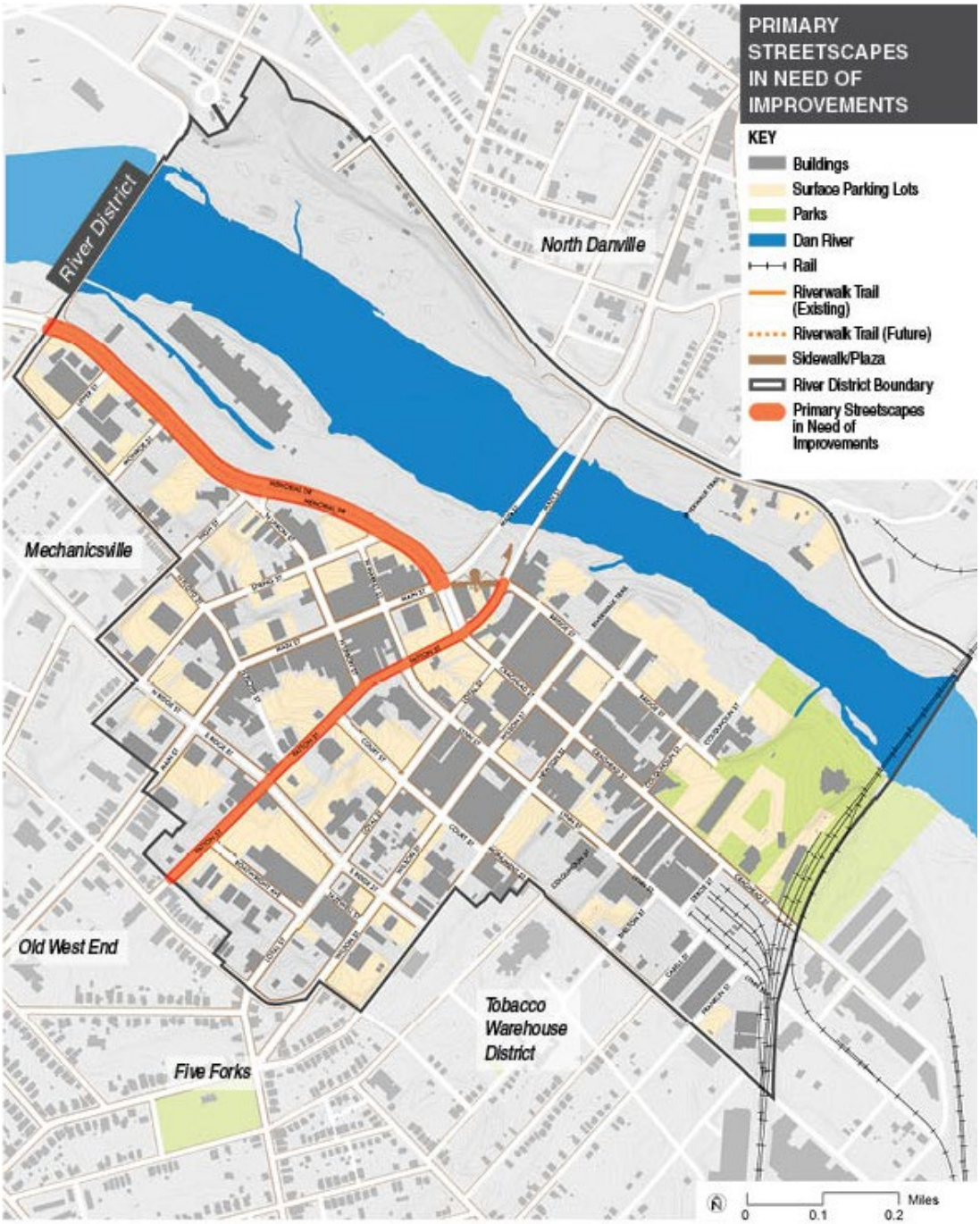
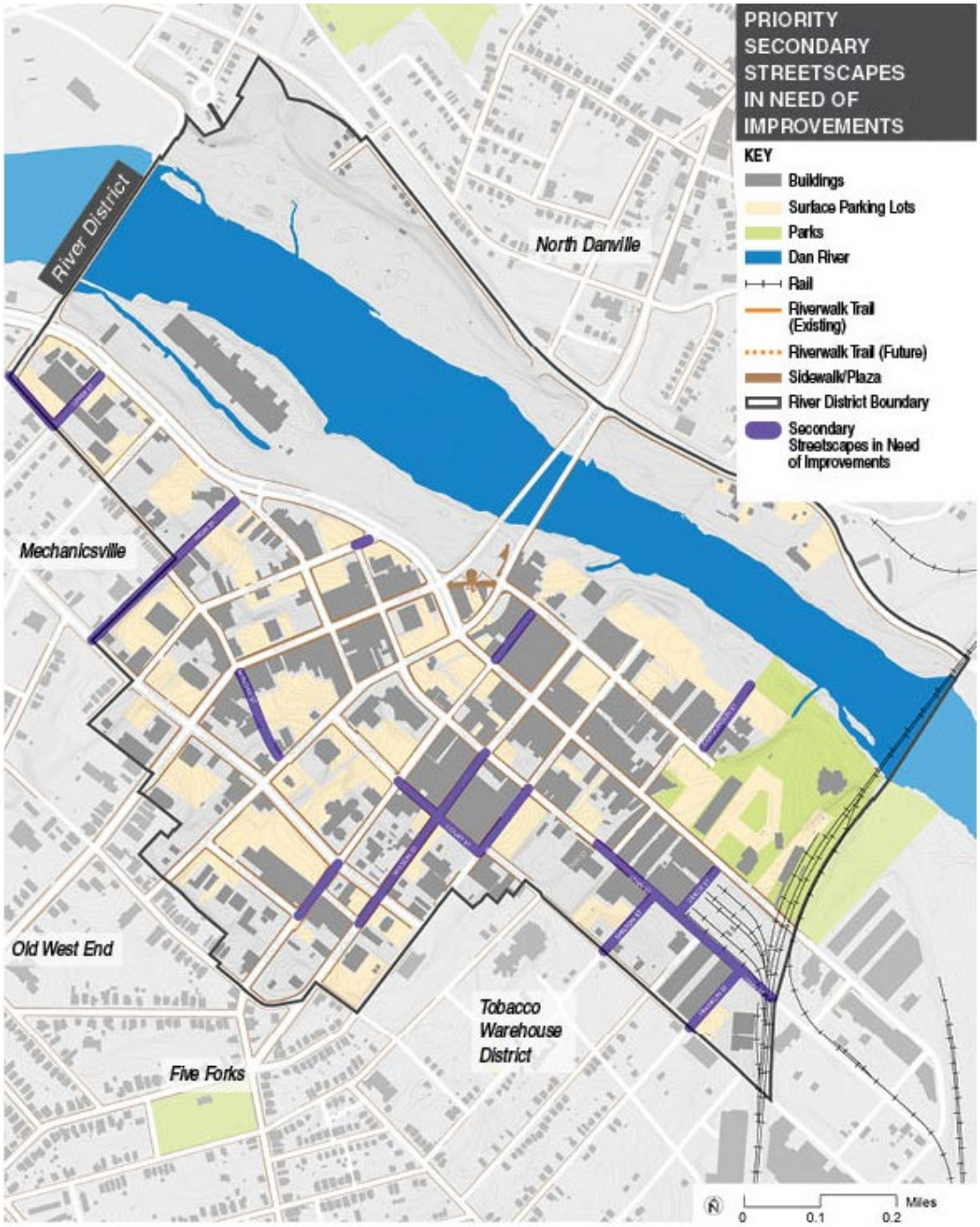


Figure 4 Priority Secondary Streetscapes in Need of Improvements



A3. ADA Compliant Ramps and Crosswalks

Going forward, as new development and infrastructure investments occur within the River District, the City must continue to have pedestrian infrastructure that is accessible to all users. High quality streetscape materials and continuous sidewalks are the backbone of that pedestrian infrastructure but are incomplete if ADA compliant ramps and crosswalks don't reliably exist. These ramps and crosswalks stitch the River District's pedestrian infrastructure together and provide a baseline for pedestrian safety across street drive lanes. It's critical that this infrastructure is comprehensive, visible, and well-maintained.

As described within the Streetscape Existing Conditions Analysis, curb ramps and crosswalk infrastructure quality is generally highest along River District primary streetscapes where recent streetscape improvements have occurred. Secondary streetscapes, especially further away from those primary streetscapes, have less reliable or compliant ramps and crosswalks (see Image 3 below). While the City has made significant efforts to build ADA compliant curb ramps and crosswalks outside of primary streetscapes, their applications are limited and piecemeal.

Image 3: New ADA Compliant Curb Ramps on Craghead Street (left) and Court Street (right). These curb ramps are built correctly, yet their adjoining crosswalks lack visibility
[Image Credit: RHI].

Where new or existing ADA compliant curb ramps exist, especially outside of primary streetscapes, ramps don't always lead to clearly marked crosswalks or to a corresponding ADA compliant curb ramp on the opposite side of the street. Where crosswalks are painted, their

markings aren't always visible to pedestrians or drivers- typically because their markings are too worn or too narrow, or painted using "Standard" rather than the "Continental" marking (Figure 5).

Figure 5 Types of Crosswalk Markings

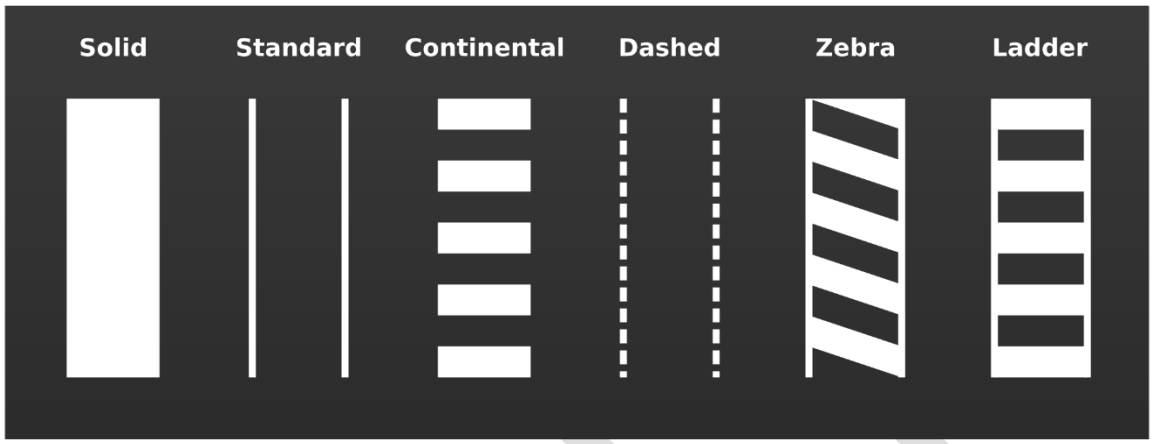
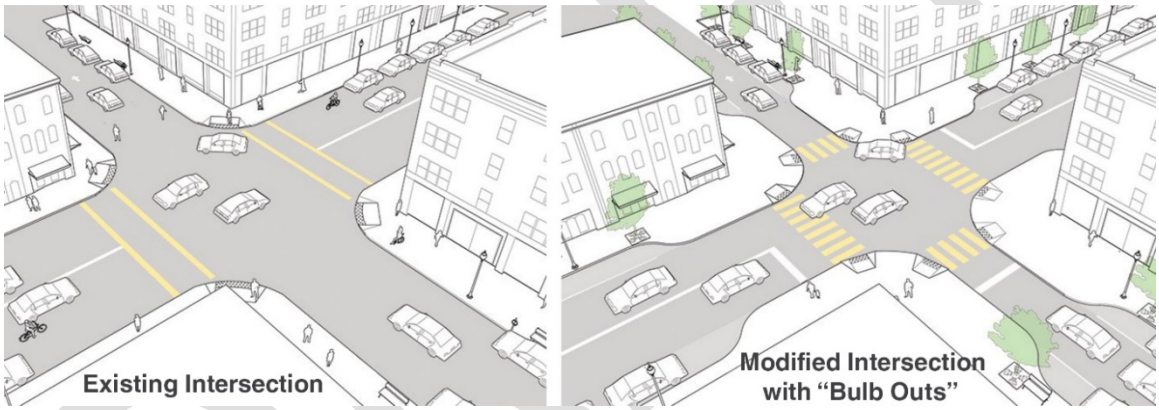


Image Credit: Creative Commons

Recommendations:
Recommendation A3.1 – *Crosswalk Re-Markings*: Precluding existing brick crosswalks, all painted crosswalks should be re-marked using the "Continental" style and should be at least six feet wide to optimize visibility for pedestrians and drivers alike. Prioritize repainting crosswalks at intersections along primary streetscapes (Figure 2) and priority-designated secondary streetscapes (Figure 4) where the following conditions apply: (1) sidewalks and ADA compliant curb ramps are planned or already exist, (2) no crosswalk markings are visible, (3) crosswalks are marked with "Standard" markings, and (4) existing markings are narrower than six feet wide.
Recommendation A3.2 – *Raised Crosswalks*: Consider installing permanent or removable "raised crosswalks" at Craghead Street's previously signalized intersections, especially at the Loyal Street and Wilson Street intersections. Raising these crosswalks to sidewalk level would help to reduce vehicle speeds while minimizing pedestrian trip hazards through minimized crosswalk grade changes.
Recommendation A3.3 – *ADA-Compliant Intersection Reconstruction*: As opportunities arise, prioritize the reconstruction of intersections lacking ADA compliant curb ramps on all intersection corners. Prioritize rebuilding these "incomplete" intersections along primary streetscapes (Figure 2) and priority secondary streetscapes (Figure 4). Each newly constructed curb ramp should also be designed to face its receiving ramp on axis rather than on an angle for safe pedestrian crossing for individuals with physical or visual impairments (see Image 4 at top of the next page).
Recommendation A3.4 – *Intersection "Bulb Outs"* : Continue to install intersection "bulb outs" or "curb extensions" at River District intersections when opportunities arise (Figure 6). Prioritize building "bulb outs" along primary streetscapes intersections where: (1) pedestrian traffic is high, (2) existing sidewalk space is limited, (3) vehicular blind spots persist, (4) roadway widths are too wide for safe pedestrian crossings, and (5) where stormwater drains or underground utilities don't interfere. Avoid installing incomplete "bulb out" intersections—where "bulb-outs" are not installed on each intersection corner—as this can lead to misaligned crosswalks that can disorient drivers and pedestrians. Alternatively, "bulb outs" can also be used to square-off existing intersections with misaligned curb geometries and crosswalks. Painted "bulb outs" (see Image 5 on bottom of the next page) should also be considered for pilot projects or where interfering utilities are too costly to move.

Image 4: River District intersection examples of non-facing (left) versus facing (right) curb ramps
Image Credit: RHI (left), Google Streetview (right)].

Figure 6 Intersection Bulb Out Modifications



The typical River District intersection mimics the "Existing Intersection" diagram (left). The "Modified Intersection with Bulb Outs" diagram (right) shows how bulb outs and added curb ramps can facilitate safer pedestrian crossings
[Image Credit: NACTO]

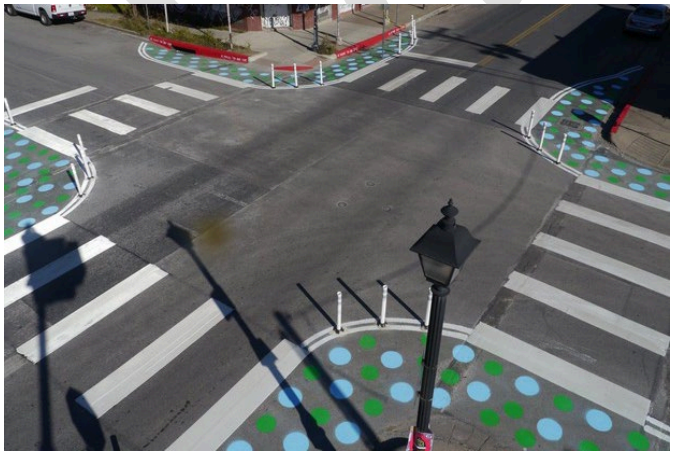
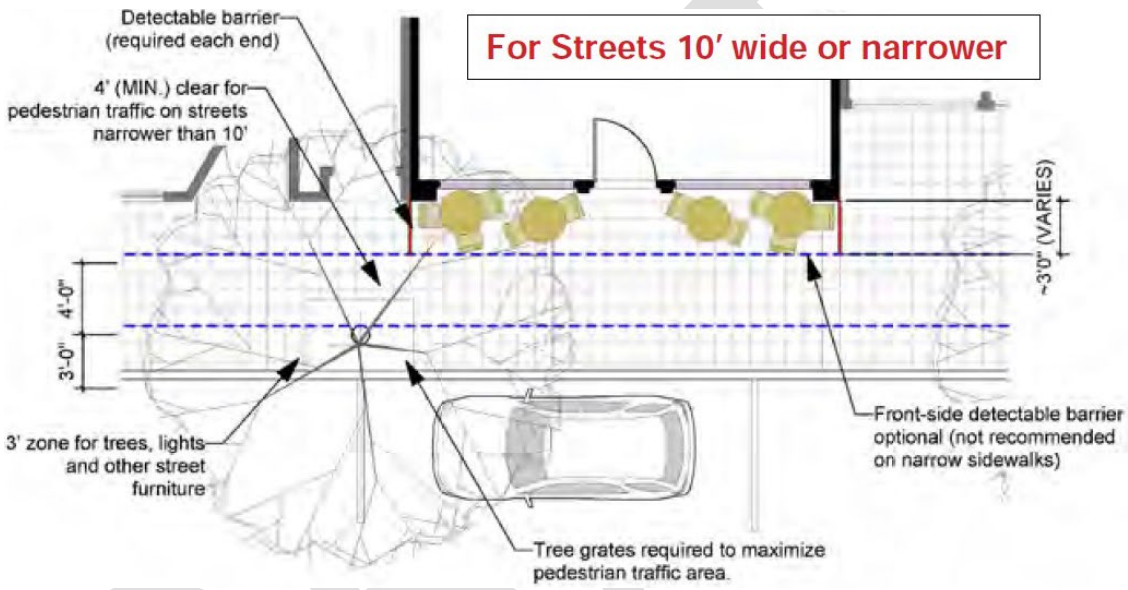


Image 5: An example of an intersection with painted "bulb outs"
Image Credit: City of Austin, Texas

A4. Narrow Streetscapes

The River District was largely built before widespread automobile adoption, therefore many of its streetscapes and rights-of-way tend to be narrow—one of the characteristics that define the River District's "constrained streetscapes" (Figure 1). These narrow streetscapes and sidewalks can be frustrating for pedestrians to maneuver when seating areas, street lighting, street trees and plantings, and utilities all compete for this limited space. The 2013 *River District Design Guidelines* provides clear guidance for how to organize space along some of these narrow streetscapes (Figure 7).

Figure 7 Recommended Narrow Streetscape Dimensions



A diagram illustrating recommended streetscape dimensions along narrow River District streetscapes
Image Credit: 2013 River District Design Guidelines

The *2013 Guidelines* work well to inform major streetscape redesign projects along the River District's primary streetscapes. However, these dimensions aren't always realistic for many secondary streetscapes where funding is less available to widen streetscape—typically requiring the movement of curbs and utilities. Given their existing current curb and utility configurations, many of these secondary streetscapes are narrower than six feet wide or lack sidewalks altogether.

At a minimum, streetscapes and sidewalks should prioritize walking space that is at least six feet wide; and building out a comprehensive streetscape network throughout the River District should be the ultimate streetscape priority. While major streetscape reconstruction projects that move curblines and utilities to achieve adequate walking, planting and amenity spaces are ideal, there are less costly alternatives that can achieve similar outcomes.

Like temporary "bulb outs" or "curb extensions," (see Image 6 on next page) which can quickly and cheaply widen streetscapes at intersections, "parklets" (see Image 7 on next page) are temporary "curb extensions" for narrow streetscapes and sidewalks that are located outside of intersection areas. A parklet is a temporary deck platform, level with the sidewalk and curb, that replaces one or two on-street parking spaces with outdoor seating or amenity space. Parklets are typically installed, owned, and maintained by the ground floor businesses that immediately front

the parklet. Most jurisdictions regulate parklets similarly to outdoor dining and define activities permitted within parklets as part of the permit process. While parklets are usually intended to provide places for people to sit and linger, parklets can also be used to add planting, public art, or canopies along narrow streetscapes.

Image 6: Seasonally Installed "Parklet" in Philadelphia, Pennsylvania
Image Credit: WHYY

Image 7: Seasonally Installed "Parklet" on a Steep Slope in San Francisco, California
Image Credit: Seattle Daily Journal of Commerce

Recommendations:
Recommendation B4.1 – *Widening Narrow Streetscapes During Streetscape Reconstruction Projects*: Following the recommendations listed above (Sections A1 through A3), the City should prioritize rehabilitating the primary and secondary streetscapes (Figure 3 and Figure 4). Where possible, move curb lines along streetscapes that are narrower than six feet to provide enough space for pedestrians with wheelchairs to easily pass each other without obstruction.
Recommendation B4.2 – *"Parklets"*: Along narrow streetscapes where adjoining business owners would like to install seasonal outdoor seating areas or private amenity spaces, consider implementing a "parklet" pilot project. Prioritize parklet projects along primary streetscapes (Figure 3) or along narrow streetscapes where ground floor food establishments exist. Avoid installing parklets above storm drains and manholes or within twenty feet of intersections. Consider limiting the installation of parklets during winter months.

A5. Steep Slopes

As mentioned in the Streetscape Existing Conditions Analysis portion of this document, many of the River District's streetscapes have steep slopes, especially south of Craghead Street (i.e., Newton Street), Patton Street and up Main Street. If streetscape improvement projects follow ADA best practices, there aren't many additional realistic nor affordable methods of rebuilding streetscapes to eliminate steep slopes.

However, there are ways to improve the pedestrian experience along steep streetscapes that could encourage more walking despite steep slopes. Encouraging more walking along steep streetscapes not only increases customer foot traffic for businesses lining these streetscapes, it also encourages visitors to better utilize new public parking facilities—many of which are located atop steep slopes. The most successful ways to encourage walking along streetscapes with steep slopes is by improving the visual experience of those streetscapes. This typically means providing more activated or transparent building facades or introducing more greenery.

Recommendations:
Recommendation B5.1 – *Active Building Facades Along Steep Streetscapes*: Activate commercial building facades along steep streetscapes with the addition of more transparent windows so pedestrians can view business activities and products (see Image 8, below).
Recommendation B5.2 – *Public Art and Landscaping Along Steep Streetscapes*: Encourage the installation of public art or colorful landscaping along blank walls or facades lining steep streetscapes to entice pedestrians and visitors to explore (see Image 8, below)). Plantings should also include street trees where feasible to provide shade during warmer seasons.
Recommendation B5.3 – *Seating Areas Along Steep Streetscapes*: Where opportunities arise, consider installing temporary or permanent seating areas along steep streetscapes to provide places for pedestrians to rest while walking.

Image 8: Examples of steep streetscapes and pedestrian paths that incorporate transparent building facades (left), landscaping (all), and public art (middle and right) to encourage walkability in Seattle, Washington (left), San Francisco, California (middle), and Pittsburgh, Pennsylvania (right).
Image Credit: RHI (left), Inspired Imperfection (middle), DCooper (Right).

3 VERTICAL STREETSCAPE ELEMENTS

Vertical streetscape elements for the purposes of the following recommendations include street lighting, canopies and awnings, and street trees. These elements are crucial components of high-quality streetscapes and tend to disproportionately shape pedestrians' visual perceptions about their environment. Based on the Streetscape Existing Conditions Analysis and feedback gathered during the public engagement process, the following section provides a series of strategic recommendations.

B1. Street Lighting

As mentioned during the public engagement process, many River District residents and visitors feel that the District's streetscapes are too dark during evening and nights hours. This feeling contributes to a perception that the River District is unsafe at night, regardless of crime data results. Providing brighter street lighting throughout the River District, especially along primary streets and secondary streets in need of improvements (Figure 3 and Figure 4), will combat negative safety perceptions and improve visibility within the River District.

Recommendations:
Recommendation B1.1 – *"Cobra Head" Streetlight Replacements*: Supporting ongoing streetscape rehabilitation projects, continue to replace the River District's existing "Cobra Head" streetlights with Sternberg "Danville Fixtures" or a complementary International Dark Sky (IDA) approved alternative during future streetscape improvement projects. These pedestrian-scale light fixtures should be installed consistently along all sidewalks, off-street parking lots walkways, and trails that are open after sunset. Install these new Danville Fixtures no further than forty feet apart (on center) to minimize dark pedestrian areas. Except at intersections, crosswalks, or along streets with speed limits above twenty-five miles-per-hour (25 mph), Cobra Head lights are not an appropriate streetlight type along River District streetscapes.
Recommendation B1.2 – *Streetlight Luminaire Replacements*: Replace all existing streetlight luminaires whose color temperature is below—or "warmer" than—2700 Kelvin (K) with 2700K or 3000K color replacements. (Image 9 on next page). Generally, this means following the ANSI/IES RP-800 American National Standard Practice for Roadway Lighting which recommends maintaining mixed-use area streetscape light levels at 0.5 foot candles (fc). This approach also follows the American Medical Association's guidance of not installing luminaires with color temperatures above—or "cooler" than—3000K. Maintaining streetlights between this color temperature range should maximize streetscape visibility throughout the River District while not adversely impacting the sleep patterns of residents.
Recommendation B1.3 – *String Light Installations*: Consider installing string lighting (Image 10) along Main Street, Craghead Street, Memorial Drive, and Union Street where reconstructed streetscapes contain "Danville Fixture" streetlights with uniquely tall poles. These string lights should be mounted to the extended spire portion of these light poles—above the existing luminaire to allow for adequate clearance for large vehicles (Image 11). These string lights will help to emphasize the importance of the primary streetscapes, provide extra streetscape lighting, and contribute to each street's overall vibrancy.

Recommendation B1.4 – *Accent Lighting Installations* : Encourage business and property owners to install privately maintained accent lighting along building facades, and within landscaped or outdoor seating areas that front streetscapes or parking areas. Further, encourage business owners to illuminate their display windows after business hours. Such lighting applications will counter pedestrian perceptions of building vacancies and will improve safety perceptions by minimizing "hidden" dark zones within façade recesses.

Image 9: An example of brighter replacement luminaires within a Sternberg "Danville Fixture" streetlight along Bridge Street
Image Credit: RHI

Image 10: String Lights along a downtown street in Huntsville, Alabama [
Image Credit: Crunkleton Commercial Real Estate Group

Image 11: A view of the new streetscape along North Union Street demarcating (in red) where string lights could be mounted to "Danville Fixture" light poles
Image Credit: RHI

B2. Canopies and Awnings

During the public engagement process, many survey respondents mentioned a desire for more weather protection along the River District's streetscapes. While weather protection in the form awnings and canopies along streetscapes are nice amenities, awnings built along streetscapes should not typically built, installed or maintained by the City, except for bus shelters or awnings attached to public buildings. Typically, it is within the discretion of an individual business or property owners to install and maintain awnings or canopies along their building facades. In terms of sun projection during warmer months, street trees with large canopies can achieve better results while also providing other environmental benefits. The following recommendations suggest ways to implement canopies and awnings strategically throughout the River District.

Recommendations:
Recommendation B2.1 – *Private Awning and Canopy Installations*: Encourage the installation of more privately installed awnings and canopies by facilitating a simpler permitting process for business and property owners. As this permitting process currently requires special approval from the River District Design Commission and compliance with the 2013 *River District Design Guidelines*, work with the Design Commission to determine preapproved manufactured awnings or equivalent construction drawings. In this case, business owners who might be deterred by the design review process, but otherwise interested in installing an awning, have alternative options.
Recommendation B2.2 – *Bus Shelter Installations*: As opportunities arise, consider installing more "non-cubicle" bus shelters, as defined by the *River District Design Guidelines*, at popular bus stop locations where sidewalk space permits.

B3. Street Trees

While street trees can be a contested topic for business owners and utility providers, the benefits of these street trees are numerous and transcend aesthetics. Street trees provide shade and reduce streetscape temperatures during summer months and mitigate cold winds during winter months. Their roots combat erosion and reduce stormwater runoff. There's even evidence to suggest that street trees can reduce vehicular speeding in lieu of other traffic calming measures like speed bumps. As mentioned in the Streetscape Existing Conditions Analysis, aside from Memorial Drive's median, Bridge Street, and more recently reconstructed primary streetscapes, the River District's public rights-of-way are largely devoid of street trees. The District's lack of street trees is a byproduct of its industrial past, however, many of the District's streetscapes include compounding factors that further complicate street tree installations. The following recommendations provide planting options that can facilitate more widespread installations across a variety of streetscape types.

Recommendations:
Recommendation B3.1 – *Street Tree Installations During Major Streetscape Reconstruction Projects*: Continue to install street trees during any major streetscape reconstruction project, especially along primary and priority secondary streetscapes in need of improvements (Figure 3 and Figure 4). Prioritize infilling street trees where streetscape space and utilities allow, and where building frontages require less visibility from the roadway.
Recommendation B3.2 – *Native and Ornamental Flowering Street Trees*: Maximize the installation of native tree species to support the local ecology. Limit planting ornamental flowering street trees to gateway areas specified in the *River District Design Guidelines*. The primary pedestrian benefits of street trees are their ability to provide shade and slow vehicular traffic with large tree canopies. While ornamental or flowering trees are helpful to demarcate destinations, their canopies aren't large enough to provide adequate shade for pedestrians.
Recommendation B3.3 – *Street Trees Along Commercial Streets*: Along more commercial streets where maximizing business visibility is crucial, consider planting columnar variety street trees whose canopies grow tall and narrow (Image 12). Consider planting a variety of columnar deciduous streets along these streetscapes to minimize monocultures and the impacts of tree species diseases.
Recommendation B3.4 – *Street Trees Along Residential Streets:* Along residential streetscapes or where commercial ground floor uses are less common, consider planting a variety of large deciduous street trees to maximize shade for pedestrians during warmer months. If strategically planted and maintained over time, these tree canopies can create a "tree tunnel effect" (Image 13) which adds definition and dimension to the streetscape. The existing River District streetscape that comes closest to achieving a tree tunnel effect is that of Bridge Street.
Recommendation B3.5 – *Street Tree Infilling Through "Pinchpoints"*: Where more infill street trees are needed but extra streetscape space behind street curbs is scarce, consider implementing street trees through "pinchpoints" (Image 13). Like "parklets" (Images 6 and 7) or "bulb outs" (Figure 6 and Image 5), pinchpoints are traffic calming measures that exchange roadway space for streetscape space. Depending on cost or utility constraints, street trees within pinchpoints can be planted in-ground or within a raised planter. This design solution can begin as a temporary pilot program and could evolve into more permanent streetscape reconstruction projects over time.

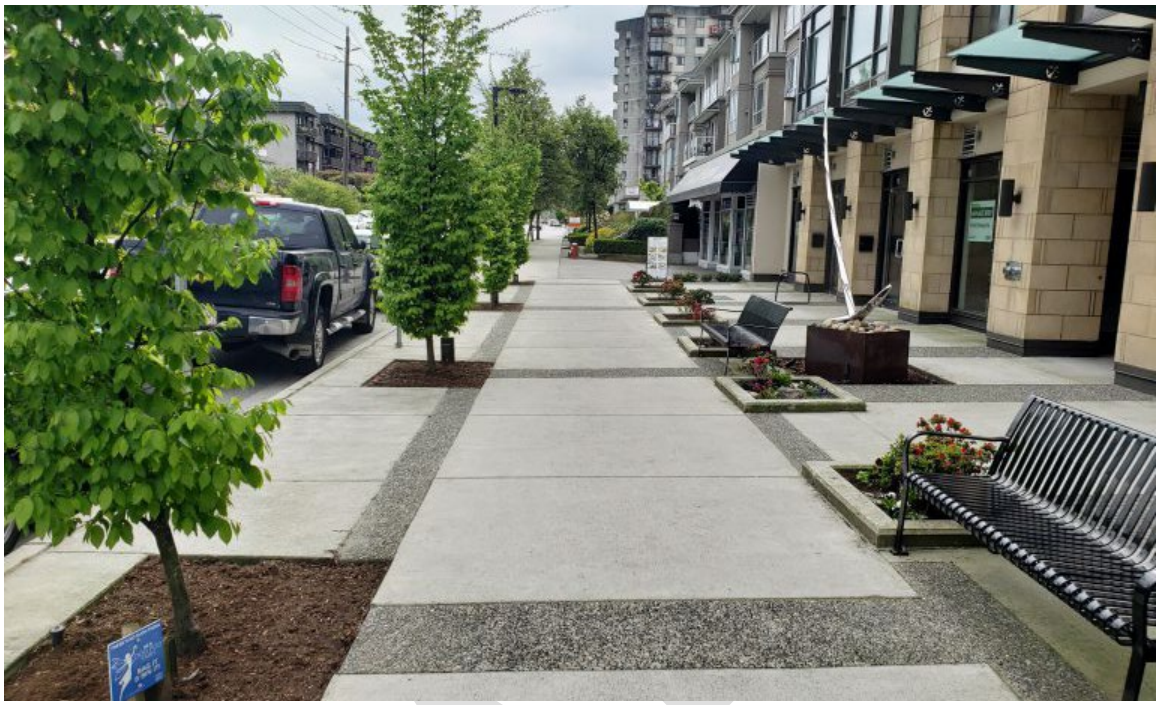


Image 12: Columnar European Hornbeam street trees along a commercial streetscape in North Vancouver, Canada.
Image Credit: Citygreen

Image 13: An example of a streetscape in New Orleans, Louisiana whose street trees achieve a "tree tunnel effect."
Image Credit: Creative Commons

Image 14: Temporary (left) and permanent (right) "pinchpoint" installations along streetscapes in Memphis, Tennessee (left) and Portland, Oregon (right).
Image Credit: Bike Ped Memphis (left), re:Street (right)

4 PEDESTRIAN ACCESS TO PARKING FROM STREETSCAPES

Much of pedestrian access to parking relies on implementing the recommendations listed in the previous sections. This means ensuring an ADA-compliant, comprehensive, comfortable, and beautiful streetscape network throughout the River District. Such a network is critical to efficient parking by encouraging residents and visitors to walk to periphery parking areas for long-term parking—prioritizing high demand on-street parking for short-term and handicap uses—and providing physical access to on-street parking for people of all abilities. The following subsections assume that a comprehensive streetscape network will be built in the River District and recommends ways to easily and intuitively access parking from that network.

C1. Physical Pedestrian Access to On-Street and Off-Street Parking

Even where ADA-compliant streetscapes exist within the River District, physical access to on-street parking can be inhibited due to physical barriers or obstacles. This typically means that utility poles, furnishings, or plantings are placed within a streetscape's "door swing" or "edge" zone (Image 15). This zone is the two-foot wide portion of the streetscape along the curb edge where pedestrians access their parked vehicles.

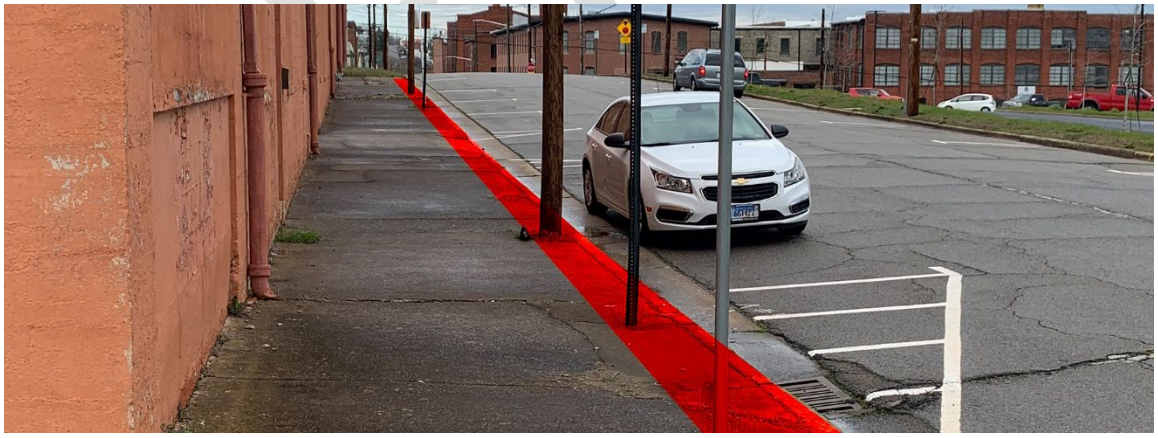


Image 15: A streetscape along Newton Street with physical obstructions within the "door swing" or "edge" zone (highlighted in red).
Image Credit: RHI

For off-street parking areas, a similar access problem occurs when pedestrian walkways are not included in parking lots or do not connect to adjoining streetscapes (Image 16). Parking lots that include interconnected pedestrian walkways (Image 17) minimize conflicts between pedestrians and moving vehicles by encouraging pedestrians to access their parked vehicles from designated walkways instead of from vehicular drive aisles.

Recommendations:
Recommendation C1.1 – *Clear "Door Swing Zones:* When reconstructing streetscapes, avoid installing understory plantings, fencing, walls, and streetscape furnishings within the two-foot wide door swing zone along a streetscape's curb. As recommended by the *River District Design Guidelines*, consider using tree grates rather than understory plantings for street tree pits that extend into door swing zones, especially along narrow streetscapes. Where utility poles or boxes, or roadway signage can't be removed from door swing zones, consider repainting on-street parking markings to minimize conflict points.
Recommendation C1.2 – *Interconnected Pedestrian Walkways*: When constructing or retrofitting off-street parking areas, install ADA-compliant interconnected pedestrian walkways that allow pedestrians to access parked vehicles from adjoining streetscapes without walking in drive aisles. Install special paving or painted markings to delineate where pedestrian walkways cross drive aisles. When possible, line walkways with special landscaping and lighting for added visibility.

Image 16: A newly constructed River District parking lot that excludes interconnected pedestrian walkways.
Image Credit: RHI

Image 17: An off-street parking lot in Vancouver, Washington that includes pedestrian walkways to connect parking spaces to adjoining streetscapes
Image Credit: Planning Solutions, Inc.

C2. Visual Access and Pedestrian Wayfinding to Off-Street Parking

Successful pedestrian access to off-street parking areas goes beyond physical access. If a pedestrian can't see off-street parking areas or doesn't know where to find them, off-street parking is less likely to be used, regardless of physical accessibility. A parking area's appearance, screening, branding, and pedestrian wayfinding greatly impacts parking utilization. Balancing these visual elements with physical access to a comprehensive streetscape network is critical to maximizing the effectiveness of the River District's parking infrastructure. The following recommendations provide ways to strike the right balance.

Recommendations:
Recommendation D2.1 – *Off-Street Parking Screening:* New or retrofitted off-street parking areas should include a variety of visual screening features along the adjoining streetscape (Image 18). Screening can include a variety of elements such as street trees and shrub plantings, ornamental or seating walls, and public art installations. When designed well, screening can both highlight parking as a branding or wayfinding element while also providing definition to the streetscape in lieu of a building façade.
Recommendation D2.2 – *Off-Street Parking Appearance:* Maintain high-quality, well-lit, and visually appealing off-street parking facilities. Similar to how an underlit or undermaintained building deters pedestrians from walking along its façade—particularly during dark hours, the same characteristics can deter pedestrians from accessing off-street parking areas. In contrast, an eye-catching, well-lit, and well-branded off-street parking area (Image 19) can become its own destination and incentivize longer pedestrian trips.
Recommendation D2.3 – *Off-Street Parking Pedestrian Wayfinding*: When not directly visible from a primary street, off-street parking—regardless of its beauty—requires clear wayfinding scaled separately for both pedestrians and drivers. Expand the District's existing branded wayfinding to incorporate off-street public parking facility names (Image 20), differentiating public from private parking facilities, and highlighting facilities that are hidden from view or located beyond popular commercial streets. For pedestrian signage, prioritize installations at eye-level and define distances intuitively through typical walk times rather than miles or feet. When opportunities arise, consider embedding wayfinding into public art, such as mural or sculptures, to expand placemaking opportunities.

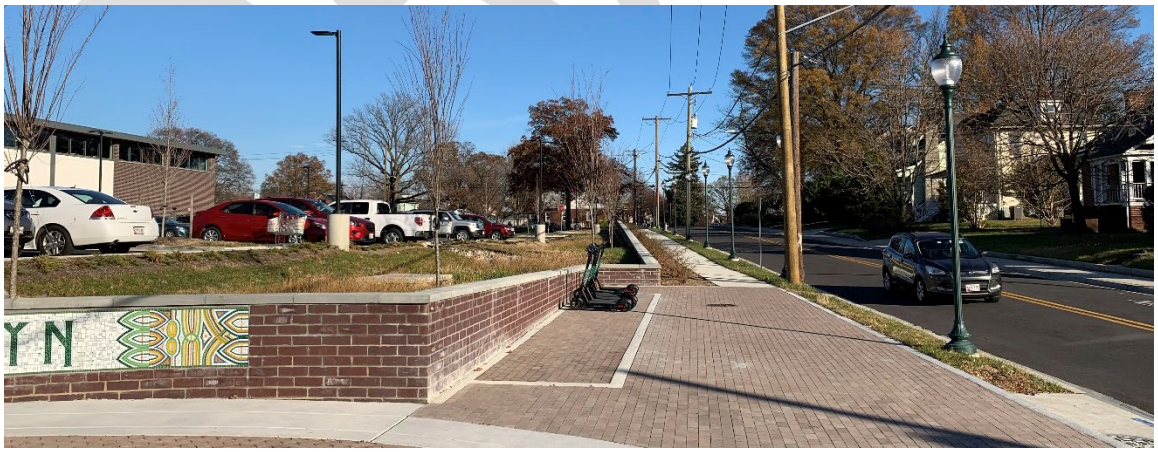


Image 18: An off-street parking area in College Park, Maryland that is screened with an ornamental wall and special landscaping along its adjoining streetscape.
Image Credit: RHI

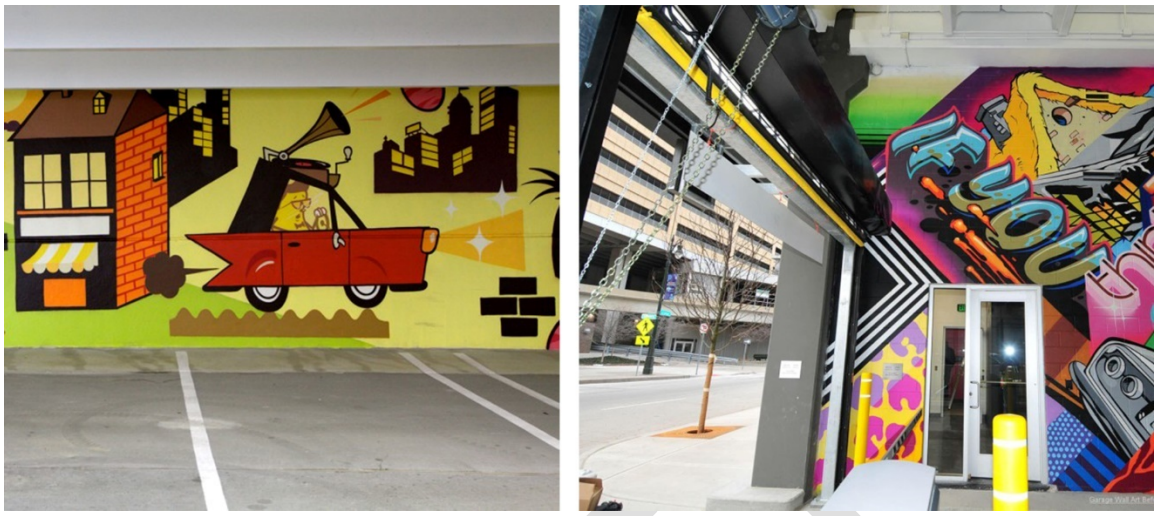


Image 19: A parking garage in Detroit, Michigan that is distinctly branded with mural art that has evolved into a local destination.
Image Credit: Cody Ross

Image 20: An example of parking wayfinding in Kent, Ohio that builds on existing city branding and incorporates facility names.
Image Credit: Guide Studio

5 STREETSCAPE ACTION PLAN

These action plan items are a consolidation of all streetscape recommendations listed within the previous three chapters [Chapters 2 through 4). As mentioned in the beginning of this report, all recommendations have been consolidated and reclassified as "short-term" or "long-term" recommendations to facilitate the implementation process. Short-term recommendations are designed to be implemented within the next five years, or by 2025. Long-term recommendations are designed to be implemented within the next ten years, or by 2030.

Considering the range and interconnectedness of these streetscape recommendations, there are numerous approaches for implementing these recommendations to achieve the same goals—implementing some recommendations might eliminate the need to implement others. Therefore, the City should consider this Streetscape Action Plan as a menu of options and strategically implement individual recommendations when opportunities arise.

E1. Short-Term Actions (5-Year Timeframe)

- **Recommendation A1.3** – *PIP Concrete Pavement Along Secondary Streetscapes*
- **Recommendation A2.1** – *Primary Streetscapes with a Lack of Sidewalks*
- **Recommendation A2.2** – *Secondary Streetscapes with a Lack of Sidewalks*
- **Recommendation A3.1** – *Crosswalk Re-Markings*
- **Recommendation A3.2** – *Raised Crosswalks*
- **Recommendation A3.4** – *Intersection "Bulb Outs"*
- **Recommendation A4.2** – *"Parklets"*
- **Recommendation A5.2** – *Public Art and Landscaping Along Steep Streetscapes*
- **Recommendation B1.4** – *Accent Lighting Installations*
- **Recommendation B2.1** – *Private Awning and Canopy Installations*
- **Recommendation B3.5** – *Street Tree Infilling Through "Pinchpoints"*
- **Recommendation C2.3** – *Off-Street Parking Pedestrian Wayfinding*

E2. Long-Term Priorities (10-year Timeframe)

- **Recommendation A1.1** – *Primary Streetscape Paving Projects*
- **Recommendation A1.2** – *Historic Pavers Along Secondary Streetscapes*
- **Recommendation A3.3** – *ADA-Compliant Intersection Reconstruction*
- **Recommendation A4.1** – *Widening Narrow Streetscapes During Streetscape Reconstruction Projects*
- **Recommendation A5.1** – *Active Building Facades Along Steep Streetscapes*
- **Recommendation A5.3** – *Seating Areas Along Steep Streetscapes*
- **Recommendation B1.1** – *"Cobra Head" Streetlight Replacements*
- **Recommendation B1.2** – *Streetlight Luminaire Replacements*
- **Recommendation B1.3** – *String Light Installations*
- **Recommendation B2.2** – *Bus Shelter Installations*

- **Recommendation B3.1 –** *Street Tree Installations During Major Streetscape Reconstruction Projects*
- **Recommendation B3.2 –** *Native and Ornamental Flowering Street Trees*
- **Recommendation B3.3 –** *Street Trees Along Commercial Streets*
- **Recommendation B3.4 –** *Street Trees Along Residential Streets*
- **Recommendation C1.1 –** *Clear "Door Swing Zones"*
- **Recommendation C1.2 –** *Interconnected Pedestrian Walkways*
- **Recommendation C2.1 –** *Off-Street Parking Screening*