

CHAPTER FOUR

CIRCULATION, STREETSCAPE AND PARKING

4. CIRCULATION, STREETSCAPE AND PARKING

The existing street grid layout with small blocks and multi-modal connections provides excellent networks for access and circulation. Old Town's proximity to downtown, waterfront and Lettered Streets and Columbia Neighborhoods, as well as public transportation service along Holly, Champion and Dupont streets, keeps Old Town well connected to other parts of the City. However, certain improvements to corridors and connections are needed to enhance pedestrian access and create a safe, convenient, and interesting network of walkable streets.

Pedestrian connections within Old Town that need to be enhanced include the Old Village Trail, the non-arterial streets and connections to the waterfront. The Old Village Trail is envisioned to be primarily for foot traffic and bicyclists with minimal interruption from local vehicular traffic.

Connections to the waterfront at the railroad crossing on F, C and Central streets need improvement. Wayfinding signs along the trails leading to Old Town would strengthen connections between Old Town and residential neighborhoods to the north and east.

The street right-of-ways within the Old Town area account for 18 of the 53 total acres. The streets serve the purpose of moving vehicles but also become an important part of the public realm as



residential densities increase. As there are many demands on this real estate, the street design should reflect the differences between arterials and non-arterials with an emphasis on creating a multi-modal transportation system.

As Old Town becomes more walkable, adequate parking needs to be provided in a manner that does not detract from the desire to create a pedestrian-oriented streetscape. A high priority should be placed on creating shared parking facilities since they have a greater capacity than single use reserved parking. Striking a balance between wider sidewalks for the pedestrian and on street parking is critical.

4.1. CIRCULATION, STREETScape AND PARKING POLICIES

4.1.1 Circulation Policies

1. Follow Old Village Trail Plan guidelines when redeveloping property along the Bancroft Street right-of-way to promote and enhance it as a pedestrian and bicycle connection.
2. Incorporate pedestrian-friendly interfaces within redevelopment properties along the Old Village Trail with features such as an entries and windows.
3. Street right-of-ways should not be vacated.
4. Maintain the two-way street system.
5. Provide safe and comfortable

pedestrian and bicycle crossings over the train tracks and as many connections to the waterfront as feasible.

6. Fire access staging should be on street rights-of-ways. The primary fire access streets are Holly, Astor, Prospect and Bay. Along Astor street where the drive lanes are only 10 feet wide, the staging area should be incorporated at the mid-block with driveway access.
7. Driveway access should be from the non-arterials when feasible.
8. Bike routes should be developed on Roeder and Dupont for through traffic.
9. Transit stops should be conveniently spaced and prioritized over on-street parking.

4.1.2 Streetscape Design Policies

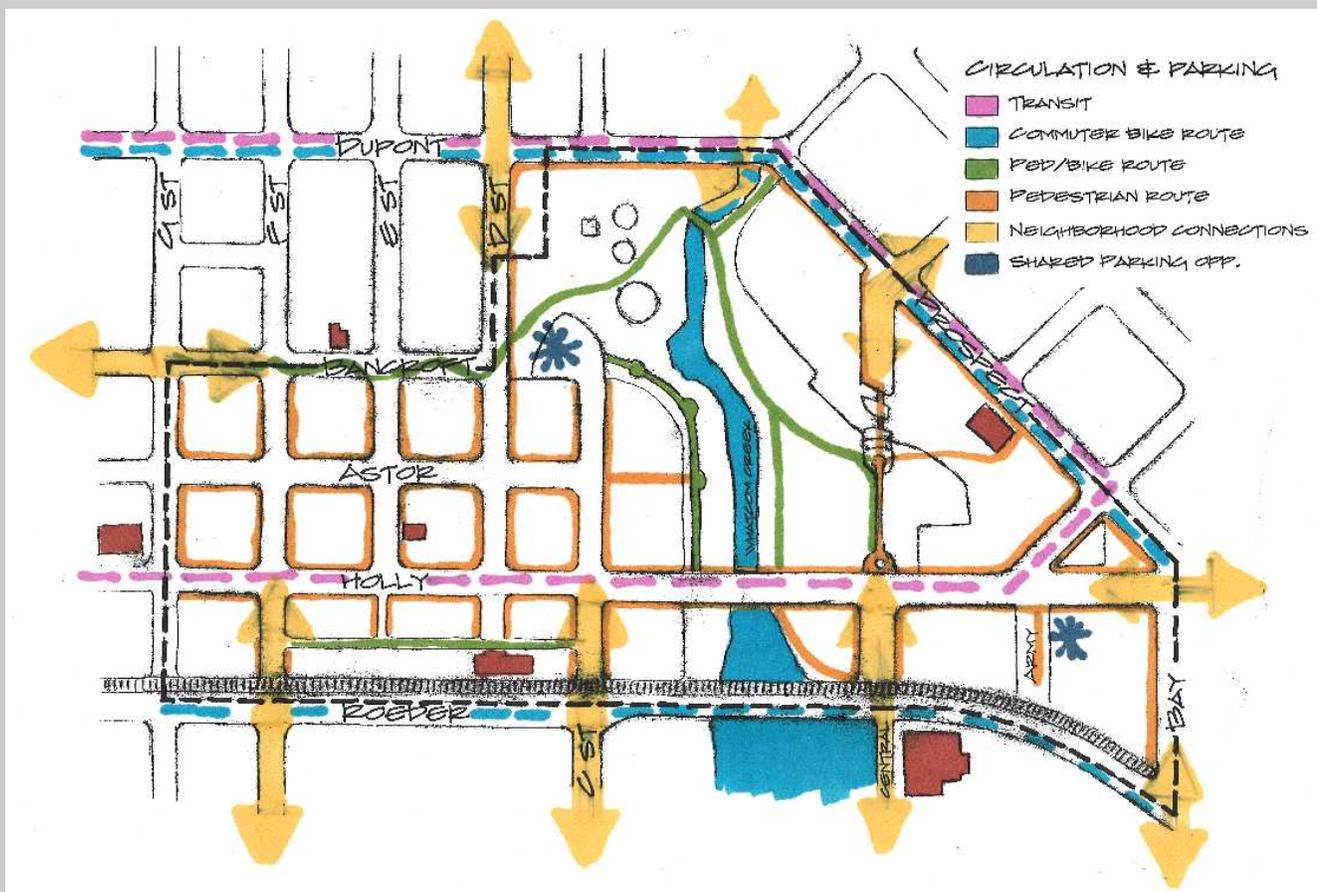
1. Preserve the street grid to maintain public view corridors to landmark buildings and the Bay.
2. Install pedestrian improvements, such as wider sidewalks, pedestrian scale lighting, street furnishings, and street trees.
3. Property and business owners should weed, sweep and provide general maintenance in sidewalk areas.
4. Select street trees that minimize impacts to views such as columnar species.
5. Continue Central Avenue/Holly Street design details throughout

CHAPTER FOUR

CIRCULATION, STREETScape AND PARKING

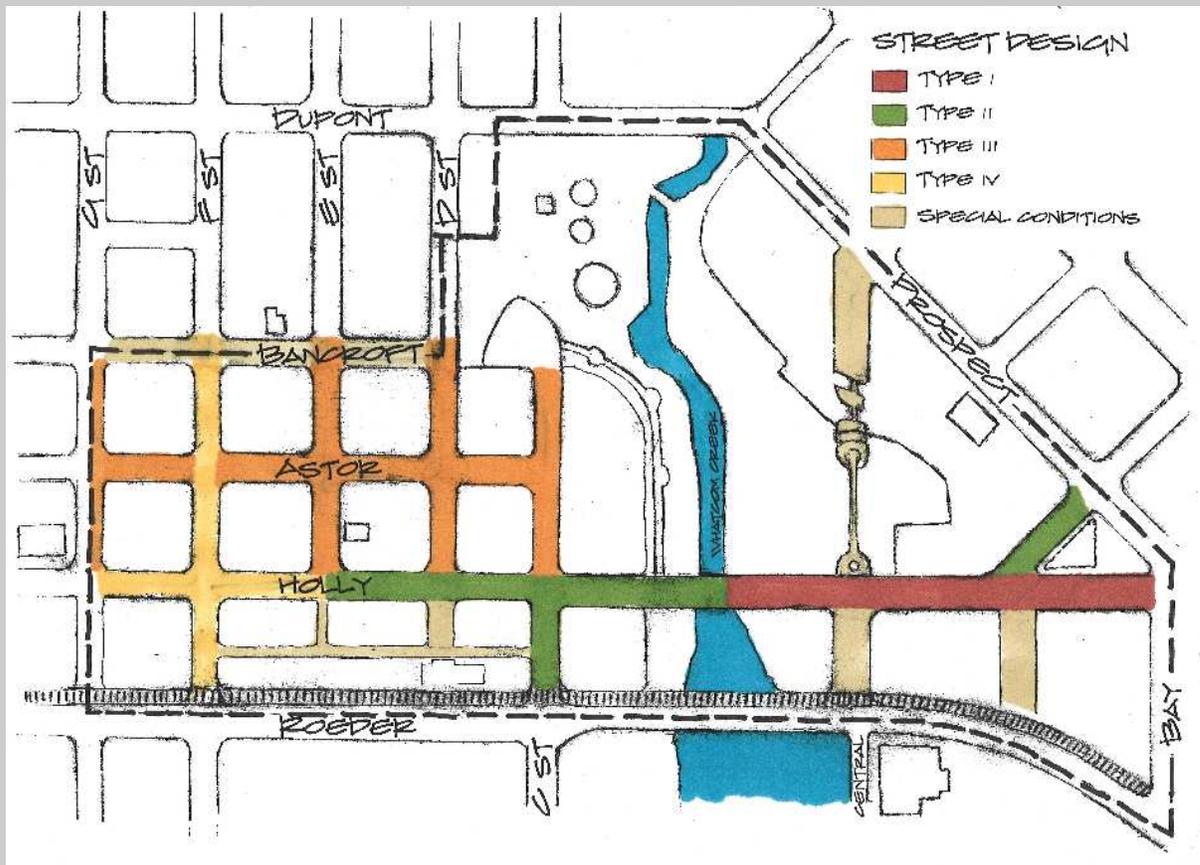
Circulation and Shared Parking Opportunities

A emphasis is placed on creating a multi-modal transportation system. Old Town is well connected and easily accessible to nearby neighbors. Shared parking opportunities (structures) exist where sites are already in public ownership.



Street Design

Old Town has an existing network of streets that should not be vacated. Holly Street and F Street are main arterials serving the area and the greater City and should be maintained. Other streets within the area should be designed for local access. The right-of-way widths vary between 60 feet and 80 feet and, therefore, the street design will vary.



CHAPTER FOUR

CIRCULATION, STREETSCAPE AND PARKING

the Old Town area. Details include street lamps, tree wells, concrete paving and brick paving.

6. Prospect and Bay Street represent a transition to the Arts District and should incorporate design standards established for the Arts District.
7. Incorporate stormwater features that are compatible with attractive pedestrian environment when appropriate and feasible.
8. Incorporate weather protected transit shelters.
9. Provide distinct artistic features in areas such as the Holly Street Bridge.

4.1.3 *Parking Policies*

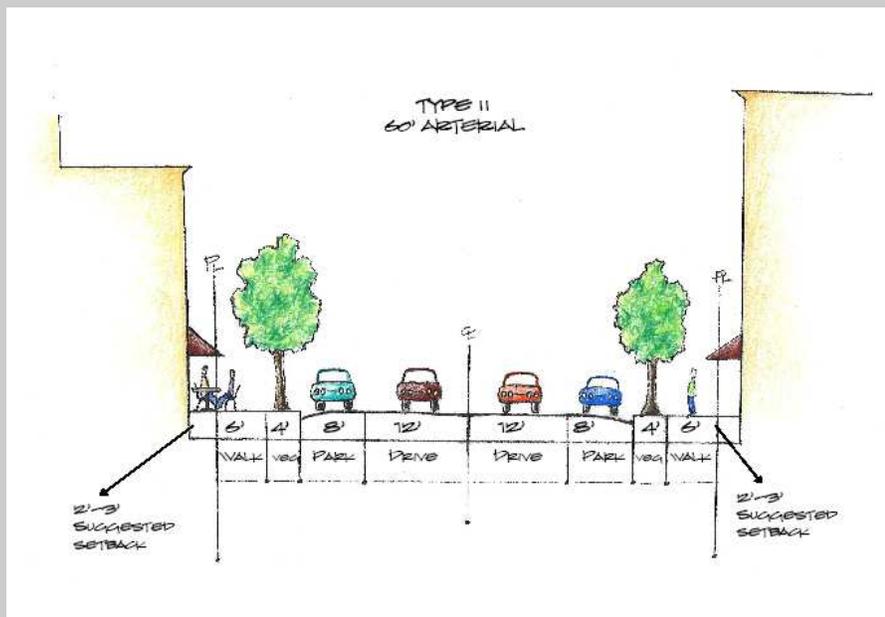
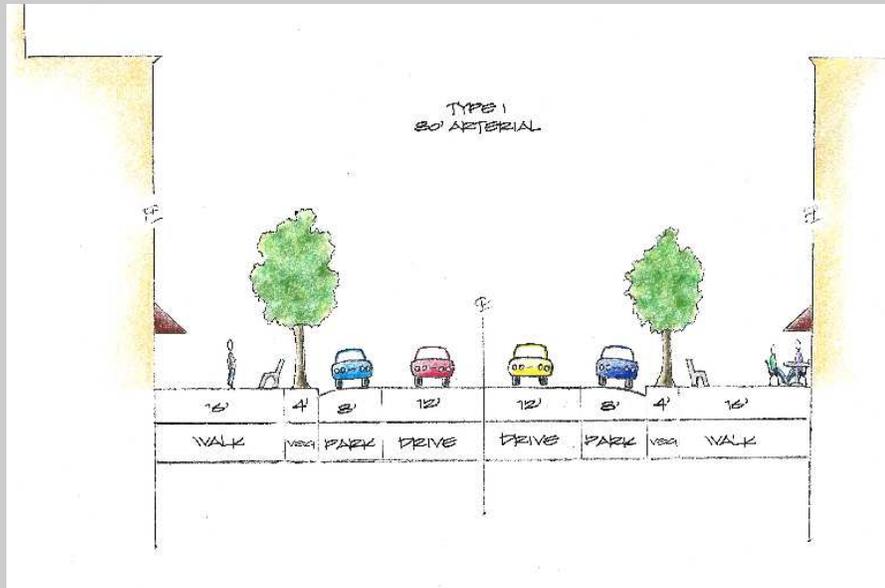
1. Reduce existing parking requirements to a standard that is appropriate for an urban village.
2. Create on-street parking for visitors and customers, and discourage on-site surface parking lots.
3. Consider establishing a Residential Parking Zone in adjacent neighborhoods if the spillover from Old Town to nearby residential areas becomes problematic.
4. When feasible, use shared parking facilities to promote and encourage the development of commercial/office uses.
5. Consider public/private partnership opportunities for shared parking structures.

4.2. **CIRCULATION, STREETSCAPE AND PARKING IMPLEMENTATION STRATEGIES**

1. Install a special sidewalk pattern, artistic feature, and pedestrian crossing at Holly and D Street to connect the Train Station, Historic Courthouse and the Picket House to celebrate Old Town's history.
2. Coordinate with the waterfront planning to improve the intersections at Roeder and F Street, C Street and Central Avenue to provide safer pedestrian, bicycle and vehicle crossings.
3. Create a pedestrian and bicycle connection through the 600 W. Holly site (former Astor Street right-of-way) to the boardwalk along Whatcom Creek.
4. Maintain a visual connection (at a minimum) at Army Street to the waterfront looking south from Holly.
5. Install physical constraints on Bancroft Street to allow only low speed local motor vehicle access (residents, visitors, and service vehicles), and post signs warning entering motorists of the street's unique characteristics.
6. Require new development to bring sidewalks and streets up to recommended standards.
7. Property and business owners should create a streetscape maintenance program.

Type I and Type II Streets

Holly Street is the main arterial serving the area. It should be maintained as an arterial and have a 12 foot wide drive lane. The cross sections below do not reflect intersection design where left turn lanes may be required. These cross sections should be used as a guide for setting street standards for the area.

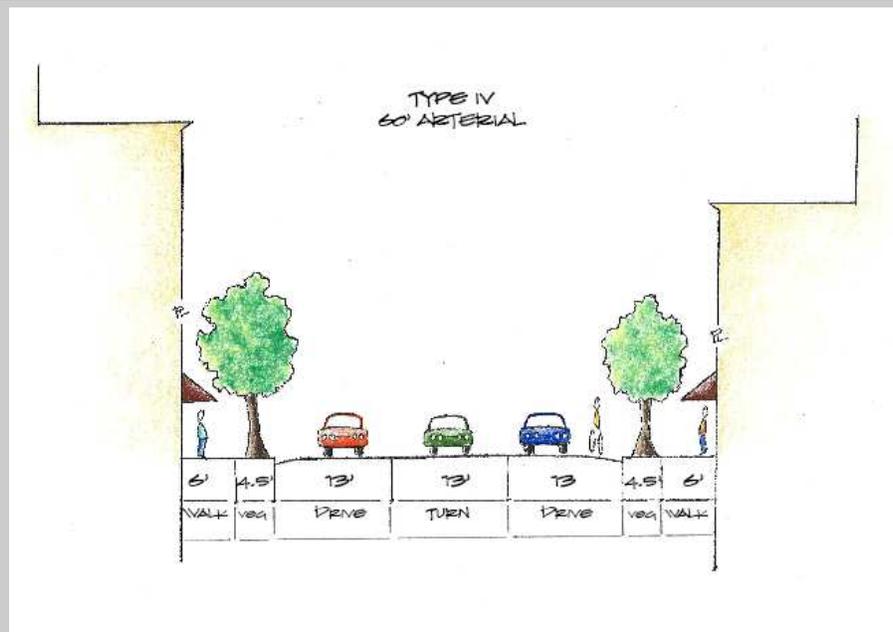


CHAPTER FOUR

CIRCULATION, STREETSCAPE AND PARKING

Type III and Type IV Streets

The Type III non-arterial streets (local) should maximize sidewalks and on-street parking and the drive lanes should be reduced to encourage slow-moving traffic. Type IV cross section illustrates the intersection at Holly and F Streets where turn lanes are needed. A minimum of 10 foot sidewalks should be installed to promote safe and comfortable pedestrian routes to the waterfront area. Cross sections should be used as a guide for setting street standards for the area.



Army Street Opportunity

The location and site features, such as steep topography make this site a candidate for a public/private partnership. Shared public parking could be accommodated below grade of Holly street with mixed uses above. A pedestrian way, as shown in the rendering below, would allow for a pedestrian connection or at a minimum a view connection to the waterfront. This right-of-way could be vacated in order to develop parking as long as the view corridor to the waterfront area remains.

