

SECTION 5: ACTION AGENDA

The following action agenda is a listed breakdown of the major recommendations made through this study. The agenda is organized by parking zone rather than by importance or chronology. The creation of a Downtown Master Plan, as discussed in Section 6, would provide a mechanism for accomplishing many of the planning and design recommendations within this agenda. Also provided throughout the agenda are references to page numbers within the text of this study where a full discussion of each topic can be found.

District-Wide

- 1) Draft and adopt a district-wide parking policy regarding employee, customer, storage, and residential parking (55).
- 2) Institute Capital Improvements Programming (CIP) as a mechanism for implementing the recommendations of this study and/or a future Downtown Master Plan (70).
- 3) Institute a district-wide wayfinding and street-signage program for parking and other landmarks (57, 66).

Parking Zone 1

- 1) Redesign the Washington Avenue and LaSalle Street intersection to improve pedestrian circulation along both streets with the following considerations:
 - a. bulb outs and crosswalks with faux brick pavers (56-59)
 - b. realignment options for north-south traffic (59)
- 2) Redesign the Brule Drive and LaSalle Street intersection to improve pedestrian circulation and extend the hike and bike trail with the following possible designs:
 - a. bulb outs and crosswalks with faux brick pavers (59-60)
 - b. wider sidewalks north and south of the existing bridge (59-60)
 - c. a pedestrian underpass at creek level (59-60)



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Parking Zone 2

- 1) Reduce long-term/employee parking in on-street parking areas by:
 - a. replacing existing parking limit signs with more recognizable and specific designs (28, 57)
 - b. encouraging self monitoring of employees by business owners (28, 55-57)
 - c. enforcement of parking time limits by Police Department staff as needed (28, 57)
- 2) Redesign alleys 2 and 3 (see Figure 4.6) to create safer connections between Washington Avenue and parking lots along Cedar Creek with the following considerations:
 - a. utilize appropriately placed landscaping (62-63)
 - b. install street and foot lighting to eliminate any dark spots (60-63)
 - c. consider limiting vehicular traffic to one-way or exclusively pedestrian (63)
 - d. encourage the installation or reopening of windows on adjacent buildings (60-61)
- 3) Install more user-friendly and recognizable wayfinding signage directing visitors to the Cedar Creek parking areas by:
 - a. locating signs in well lit and highly visible locations (66)
 - b. adopting universal sign designs used in other cities (66-67)
- 4) Use the Cedar Creek Park area to its full potential by:
 - a. replacing existing street lighting which is inappropriate for pedestrian use (64)
 - b. quickly replacing burned out or malfunctioning streetlight bulbs (64)
 - c. installing upgraded landscaping (64)
 - d. extending the existing hike and bike trail along the downtown portion of Cedar Creek (59-60, 64)
 - e. encouraging back entrances or secondary storefronts on existing buildings (64-65)
 - f. encouraging entertainment oriented development on vacant or underperforming parcels along the Creek bank (64-65)
- 5) Explore the feasibility of extending Railroad Street and constructing new off-street and on-street parking located in the railroad/city street right-of-way in the southwest corner of Parking Zone 2 which should be designed to provide:



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- a. landscaped buffers between parking and the railroad tracks (65-66)
 - b. an extension of Railroad Street north of Washington Avenue with on-street parking similar to that which currently exists to the south (65-66)
 - c. enhanced pedestrian safety when moving along Washington Avenue with sidewalks (65-66)
 - d. storm water detention and better directed drainage from Washington Avenue to Cedar Creek (66)
- 6) Design streetscaping improvements for Washington Avenue with the following considerations:
- a. installation of street trees, additional benches, trash receptacles, and other urban amenities where appropriate (67)
 - b. conversion of existing street lights to historic style lamps
 - c. bulb outs and crosswalks with faux brick pavers for increased pedestrian safety (67)
 - d. installation of additional handicapped parking spaces with Americans with Disabilities Act (ADA) compliant wheelchair ramps
 - e. improved wayfinding signage (66-67)

Parking Zone 3

- 1) Explore the feasibility of constructing a new City maintained parking lot behind the 200 block of McAlpine Street which:
 - a. follows the recommended design of the existing City staff/citizen task force including parking configuration and public amenities (69)
 - b. extends and reinforces the urban design found elsewhere within Downtown through sidewalks, street lighting, etc.
 - c. complies with the southern gateway improvements recommended in the 2004 Navasota Comprehensive Plan (69)
- 2) Explore the feasibility of purchasing land or engaging in a public/private partnership to develop a second parking lot within the zone which:
 - a. can encourage revitalization of buildings and land along McAlpine, Farquhar, and Railroad Streets (69-70)
 - b. is designed in a manner compatible with urban forms including sidewalks and landscaping along the street if parking lots directly abut the right-of-way (69-70)
- 3) Reduce long-term/employee parking in on-street parking areas by:



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- a. installing new off-street parking lots as alternate parking locations for employees (67-70)
 - b. replacing existing parking time limit signs with more recognizable and specific designs
 - c. encouraging self monitoring of employees by business owners and managers
 - d. enforcing timed parking limits by Police Department staff as needed
- 4) Design streetscaping improvements for Washington Avenue with the following considerations:
- a. installation of street trees, additional benches, trash receptacles, and other urban amenities where appropriate (67)
 - b. conversion of existing street lights to historic style lamps
 - c. installation of bulb outs and crosswalks with faux brick pavers for increased pedestrian safety (67)
 - d. installation of additional handicapped parking spaces with ADA compliant wheelchair ramps
- 5) Consider alternate configurations for existing streets such as:
- a. one-way pairs where appropriate (70)
 - b. striping of on-street parking where permitted by pavement width (70)
 - c. conversion of parallel parking to angled head-in parking where permitted by pavement width (70)

Parking Zone 4

- 1) Design streetscaping improvements for Washington Avenue with the following considerations:
 - a. installation of a landscaped median with appropriate gateway components mirroring the median and statues at the eastern gateway (72)
 - b. installation of street trees, additional benches, trash receptacles, and other urban amenities where appropriate (70-72)
 - c. conversion of existing street lights to historic style lamps
 - d. installation of bulb outs and crosswalks with faux brick pavers for increased pedestrian safety (72)
 - e. installation of additional handicapped parking spaces with ADA compliant wheelchair ramps



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- 2) Design streetscaping improvements for Fanthorp, Ninth, and Tenth Streets which:
 - a. includes urban streetscape elements such as sidewalks, street trees, benches, trash receptacles, historic lighting, etc. (71-72)
 - b. includes on-street parking (71-72)
- 3) Coordinate the designed streetscaping improvements for Fanthorp, Ninth, and Tenth Streets with needed transportation and/or infrastructure improvements in the area using CIP (72)
- 4) Closely monitor parking levels in Zone 4 to determine if City action is necessary to construct off-street parking which:
 - a. will facilitate the revitalization of buildings and land in the parking zone
 - b. is designed in a manner compatible with urban design including gateway elements, sidewalks, and landscaping along the street if parking lots directly abut the right-of-way
- 5) If development of vacant lots is proposed within the parking zone, provide the applicants with design support as far as is legally acceptable which:
 - a. results in structures consistent with the bulk and setback of existing buildings within Downtown
 - b. provides off-street parking in the rear of buildings with well-designed access points

Parking Zone 5

- 1) Design streetscaping improvements for Washington Avenue with the following considerations:
 - a. installation of a landscaped median with appropriate gateway components mirroring the median and statues at the eastern gateway (72)
 - b. installation of street trees, additional benches, trash receptacles, and other urban amenities where appropriate
 - c. conversion of existing street lights to historic style lamps
 - d. installation of bulb outs and crosswalks with faux brick pavers for increased pedestrian safety
 - e. installation of additional handicapped parking spaces with ADA compliant wheelchair ramps



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- 2) Design streetscaping improvements for McAlpine, Ninth, and Tenth Streets which:
 - a. includes urban streetscape elements such as sidewalks, street trees, benches, trash receptacles, historic lighting, etc. (72)
 - b. includes on-street parking where currently lacking (72)
 - c. provides landscaped buffers between existing railroad right-of-way and other Downtown development (72-73)
- 3) Explore the feasibility of purchasing land or engaging in a public/private partnership to develop a parking lot at the northern corner of Ninth and McAlpine Streets which:
 - a. can support current and future renovation of buildings and land along Washington Avenue and Tenth Street
 - b. is designed in a manner compatible with high-quality urban design including sidewalks and landscaping along the street if parking lots directly abut the right-of-way
 - c. includes a pedestrian friendly design for the connecting alley
- 4) Coordinate the designed streetscaping improvements for McAlpine, Ninth, and Tenth Streets with needed transportation and/or infrastructure improvements in the area using CIP (72)
- 5) If redevelopment is proposed within the "gateway" portion of the parking zone, provide the applicants with design support as far as is legally acceptable which:
 - a. results in structures consistent with the bulk and setback of existing buildings within Downtown (72-73)
 - b. provides off-street parking in the rear of buildings and other "dead space" near railroad right-of-way (72-73)