

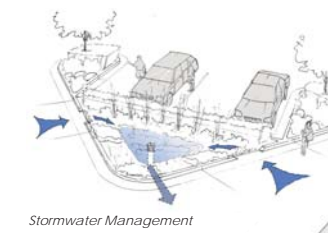
The following recommendations identify potential public parking improvements for the Downtown District. These recommendations assume that private development includes adequate parking to support the proposed use. Parking needs should be further studied and quantified prior to construction of new parking.

- P1 WEST JACKSON STREET PARKING STRUCTURE**
Provide a mixed-use parking structure with retail/office opportunities at the first floor street level with parking above. Structure provides New Page employee parking and replaces existing surface lot.
- P2 2nd AVENUE PARKING STRUCTURE**
Provide a mixed-use parking structure with retail/office opportunities at the first floor street level with parking above. Structure provides necessary space for downtown employment base, infill development, and event parking. Upper floor of structure provides area as river viewing terrace in conjunction with restaurant or civic function.
- P3 RAPIDS MALL SHARED USE PARKING**
Realignment and enhancement of existing parking area to support development along Riverview Expressway and Rapids Mall out-lot development. Balance of civic/retail/office facilities to manage peak demand times should be incorporated.
- P4 INFILL DEVELOPMENT 'GREEN' LOTS**
Provide 'green' parking lots for infill developments. Utilize pervious pavements, vegetation buffers/canopies, low albedo surfacing, and/or stormwater management facilities to limit impact on existing infrastructure, water quality, and downtown aesthetics.

- P5 COORDINATION OF SHARED USE PARKING**
Adjust parking to accommodate infill development, coordinate with existing building to minimize impervious surface while supplying necessary parking requirements.
- P6 PARKING ADJUSTMENT TO ACCOMMODATE ROUNDABOUT**
Area parking facilities adjusted for roundabout introduction due to expanded R.O.W. acquisition.
- P7 EXPANDED R.O.W. FOR 'FESTIVAL' STREET PARKING**
Coordinate R.O.W. adjustment with infill developments to accommodate angled parking, streetscape enhancements, and expanded terraces for outdoor use.
- P8 CENTRALIA COMMONS PARKING**
Addition of angled parking along 1st Avenue with public lot along Goggins Street.

LEGEND

- PUBLIC PARKING
Metered & non-metered / timed & untimed spaces
- PRIVATE PARKING
Visitor & employee parking for private businesses
- PERMIT PARKING
Consideration of existing permit parking included
- STUDY AREA LIMITS



The following recommendations identify potential public parking improvements for the Downtown District. These recommendations assume that private development includes adequate parking to support the proposed use. Parking needs should be further studied and quantified prior to construction of new parking.

- P9 AVON STREET PARKING STRUCTURE**
Provide a public/private parking structure in close proximity to the Wood County Courthouse and Downtown District. Limiting structure to primarily private parking will open up existing surface lots downtown for public parking or infill opportunities.
- P10 TRIANGLE BLOCK MULTI-USE PARKING**
Provide a mixed-use parking lot to support potential infill development. Internalize parking to promote building massing at street frontages to enhance visual character. Utilize parking lot as hardscape plaza for programmed events and celebrations in conjunction with civic focal feature.
- P11 GRAND AVENUE PARALLEL PARKING**
Reduction of on-street parallel parking to accommodate traffic calming measures. Elements may include: Mid-block crossings, tree islands, enhanced pedestrian zones, etc.
- P12 INFILL DEVELOPMENT 'GREEN' LOTS**
Provide 'green' parking lots for infill developments. Utilize pervious pavements, vegetation buffers/canopies, low albedo surfacing, and/or stormwater management facilities to limit impact on existing infrastructure, water quality, and downtown aesthetics.
- P13 COORDINATION OF SHARED USE PARKING**
Adjust parking to accommodate infill development, coordinate with existing building to minimize impervious surface while supplying necessary parking requirements.
- P14 PARKING ADJUSTMENT TO ACCOMMODATE ROUNDABOUT**
Area parking facilities adjusted for roundabout introduction due to expanded R.O.W. acquisition.

LEGEND

- PUBLIC PARKING
Metered & non-metered / timed & untimed spaces
- PRIVATE PARKING
Visitor & employee parking for private businesses
- PERMIT PARKING
Consideration of existing permit parking included
- STUDY AREA LIMITS

