

FRY STREET SMALL AREA PLAN



Developed by:
City Council
Planning and Zoning Commission
Planning and Development Small Area Plan Division
Fry Street Development Corporation
Citizens of the City of Denton

Adopted:
June 15, 1999





SMALL AREA PLANNING

Small area planning is an effective way for citizens to become actively involved in municipal government and the future growth and development of their community. Small area plans are produced to address areas in greater detail than the comprehensive plan and to cover existing characteristics, trends, issues and opportunities for an area.

A series of specific community plans are proposed to supplement the comprehensive plan with more detail necessary to guide everyday community development decisions. The following small area plans have been completed and adopted:

1. The Fry Street Small Area Plan

Adopted June 15, 1999

**For information on small area planning, please contact:
City of Denton Planning and Development Department
221 N. Elm
Denton, Texas 76201
(940)349-8350**

RESOLUTION NO. R99-025

A RESOLUTION ADOPTING THE FRY STREET SMALL AREA PLAN FOR RECOMMENDATIONS AND IMPLEMENTATION ACTIONS FOR AREA IMPROVEMENTS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Denton is formulating a new comprehensive plan to be adopted by the City Council; and

WHEREAS, the Comprehensive Plan will set a framework for planning and strategy development for the entire City of Denton, and a small area plan, through the Small Area Planning Program, will supplement the comprehensive plan with more detail necessary to guide everyday community development decisions; and

WHEREAS, the City Council adopted the Small Area Planning Program and authorized the initiation of a small area plan for the Fry Street Area on January 6, 1998; and

WHEREAS, the Fry Street Small Area Plan is the first in a series of specific community plans to build on the work of the comprehensive plan, which is currently under review; and

WHEREAS, through a review process with Fry Street area residents, business owners and other area stakeholders, a framework of recommendations on future land use, transportation and public improvements has been formulated to assist with future decision-making and case-by-case development of the Fry Street area; and

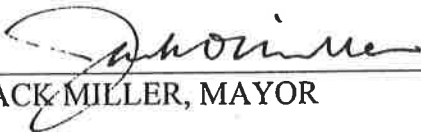
WHEREAS, the Fry Street planning area is identified as the area bounded by Welch Street to the east, Oak Street to the north, Avenue B to the northwest, Avenue A to the southwest and Mulberry Street to the south; and

THE CITY COUNCIL OF THE CITY OF DENTON, TEXAS HEREBY RESOLVES:

Section I. That the Denton City Council adopts the Fry Street Small Area Plan and its recommendations.

Section II. That this resolution shall become effective immediately upon its passage and approval.

PASSED AND APPROVED on this the 15 day of June, 1999.


JACK MILLER, MAYOR

ATTEST:
JENNIFER WALTERS, CITY SECRETARY

By: Jane Richardson, Assistant

APPROVED AS TO LEGAL FORM:
HERBERT L. PROUTY, CITY ATTORNEY

By: Michael C. Buechel

FRY STREET SMALL AREA PLAN

Denton, Texas

An Element of the Comprehensive Plan of the City of Denton

June 1999

**Approved: Planning and Zoning Commission, June 9, 1999
Adopted: City Council, June 15, 1999**

ACKNOWLEDGEMENTS

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Carl G. Young, Sr.

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FRY STREET STAKEHOLDERS

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J.D. Altman, Voertman's Bookstore
Lou Delaney, Lucky Lou's

Fry Street Development Corporation (FSDC)

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I. INTRODUCTION

The Review Process

Small area planning is a process that provides analysis, recommendations, and implementation guidelines for a specific area of Denton. A small area planning document is produced to address areas in greater detail than the comprehensive plan and to cover existing characteristics, trends, issues, and opportunities for the area. Through a review process with residents, business owners and other stakeholders in a specific area, a framework of recommendations on future land use, transportation, and public improvements are formulated. This framework will assist decision-makers in making decisions and will guide the case-by-case development of an area.

A small area plan may be for a neighborhood, a business district, a corridor, or a new public facility site. Requests for small area plans may come from many sources including City Council, the Planning and Zoning Commission, the Denton Policy Committee (DPC), and citizens. Once a conceptual small area planning document is developed and presented for public comment, it will be forwarded to City Council for review and adoption by resolution.

Citizens are involved in the small area planning process from the earliest stages. Citizens have the best understanding of the strengths and weaknesses of their neighborhood. The small area planning process provides citizens with an opportunity to present information and facts to the City Council, Planning and Zoning Commission, and other appointed boards and commissions. The development of small area plans allows the public an opportunity to become better educated about the planning process.

Because small area planning is an interdisciplinary approach to planning, it also relies on the cooperation of all City of Denton departments and other governmental entities. However, the success of any small area plan depends on the involvement of residents, business owners, landowners and other stakeholders. *Refer to Figure 1, p.2.*

Project Goals and Objectives

There are a number of goals and objectives for the small area planning process. The goals and objectives relate to the planning process and not the actual plan. They are:

- Assist residents and businesses in developing priorities and strategies to stimulate revitalization and reinvestment in the area
- Involve citizens in a community planning process that fosters active participation and leadership
- Present existing conditions and trends to provide a picture of the planning area
- Identify strengths and concerns of residents, merchants and other stakeholders within the area
- Enable stakeholders to share ideas and suggestions about their community
- Promote understanding of the process and enthusiasm for further participation in later stages of problem solving and plan implementation

FIGURE 1: FRY STREET SMALL AREA PLAN PLANNING PROCESS

Fry Street Small Area Plan Planning Process



Relationship To The Comprehensive Plan

The Fry Street Small Area Plan is the first in a series of specific community plans to build on the work of the Denton Comprehensive plan, which is currently under review. The comprehensive plan sets a framework for planning and strategy development for the entire City of Denton. The small area plans supplement the comprehensive plan with more detail necessary to guide everyday community development decisions.

How To Use This Document

This document is the Fry Street community's image of its future. It was prepared with the involvement and help of the community. Neighborhood residents, business patrons, property owners, visitors and business people shared their evenings and afternoons to help craft a meaningful document. This plan represents their combined efforts to enhance and preserve the Fry Street area.

As a response to issues identified by the community, this plan represents a determination to pursue goals and visions established by and for the Fry Street study area. The goals lay the foundation for achieving the kind of community this plan envisions. This plan contains 19 goal statements, which deal with solid waste services, transportation, safety, community aesthetics and character, culture and the neighborhood. These goal statements identify what the community wants to achieve. Because goals cannot be achieved without a clearly defined plan of action, this plan also contains recommendations that identify the course of action necessary to achieve the community's goals. Furthermore, to help ensure accountability for implementation of the recommendations, an organization or agency has been assigned responsibility and is identified in the implementation section of this document.

This document should be used to help guide public and private development and reinvestment decisions made in the City of Denton's Fry Street area over the next several years. These decisions must continue to define, shape and improve the character of the Fry Street area and positively affect its sustainability.

This plan includes:

- A brief history of the Fry Street area's development
- A review of existing conditions in the Fry Street area
- Recommendations to facilitate area improvements
- An "action plan" identifying specific projects and funding sources for area improvements

In order to foster community-wide support and effective maintenance of the plan and its goals, continued involvement of area stakeholders and Denton citizens is critical. All Denton residents must know that the concerns and issues addressed in this plan are not solely concerns and problems of the Fry Street area, separable from the rest of Denton. They are everyone's concern. The Fry Street plan is designed to provide realistic and feasible recommendations for the revitalization of the area. However, to be realistic, the plan recognizes the limitations of public financing resources and the need for new partnerships between public agencies and the community, in which the community takes a greater responsibility for its revitalization.

II. AREA BOUNDARIES AND OVERVIEW

Location

The initial stage of the plan's development involved a survey created by the Small Area Planning staff that asked merchants, residents, property owners and customers to identify the Fry Street study area boundary. The results of the boundary survey indicated that the Fry Street Development Corporation's boundary would be the plan's study area. Staff agreed that a larger area covering Census Tracts 207 and 210, both block groups 1 and 2 would be designated as the area impacted by the small area plan recommendations. This impact area is also the notification area and includes the Oak/Hickory Historic District and UNT. *Refer to Figure 2-4, pgs. 4-6.*

For purposes of this study, the Fry Street planning area is defined as the area bounded by Welch Street to the east, Oak Street to the north, Ave B to the northwest, Ave A to the southwest and Mulberry Street to the south. The Fry Street planning area is approximately ½ mile from downtown Denton, Texas and this area contains approximately 12.42 acres. Geographically, the terrain of the plan area slopes to the southeast to Garza-Little Elm Reservoir. *Refer to Figure 4, pg. 6.*

FIGURE 2: FRY STREET STUDY AREA BOUNDARY, CITY CONTEXT

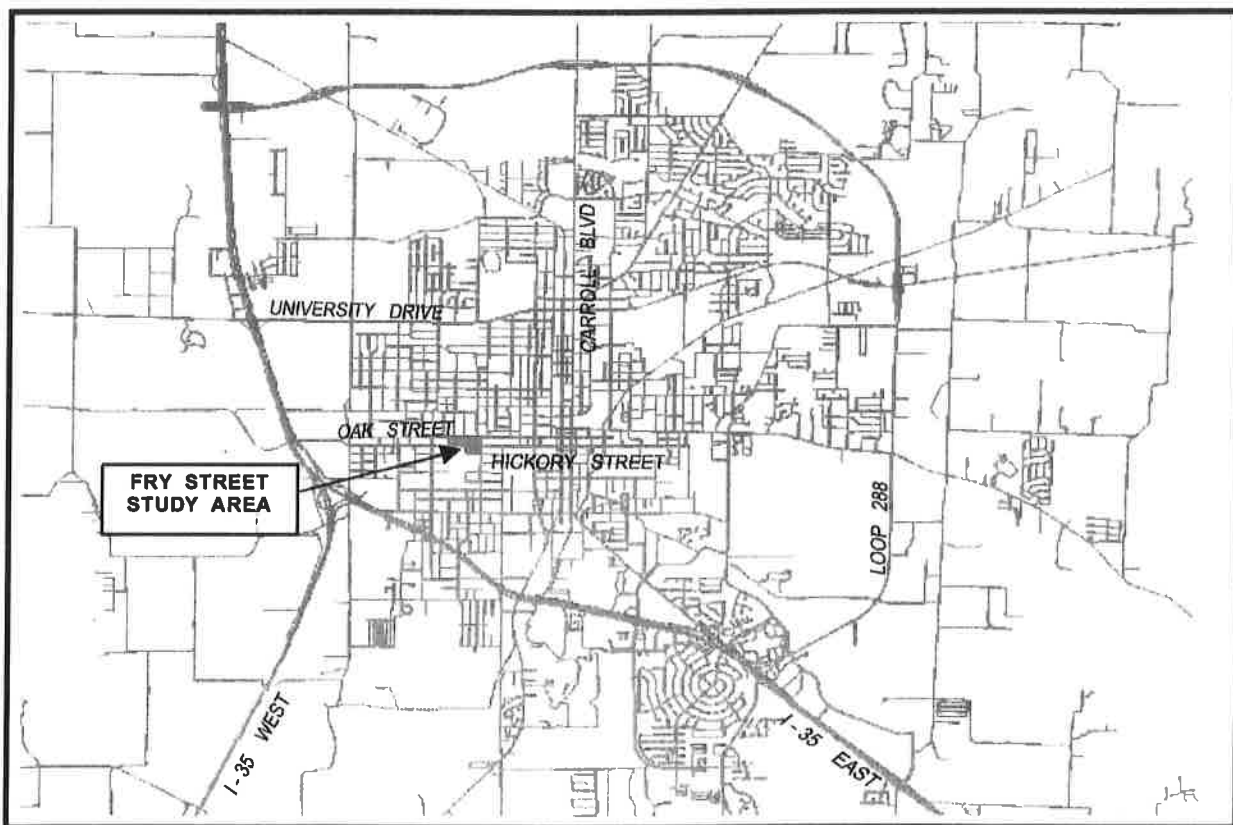
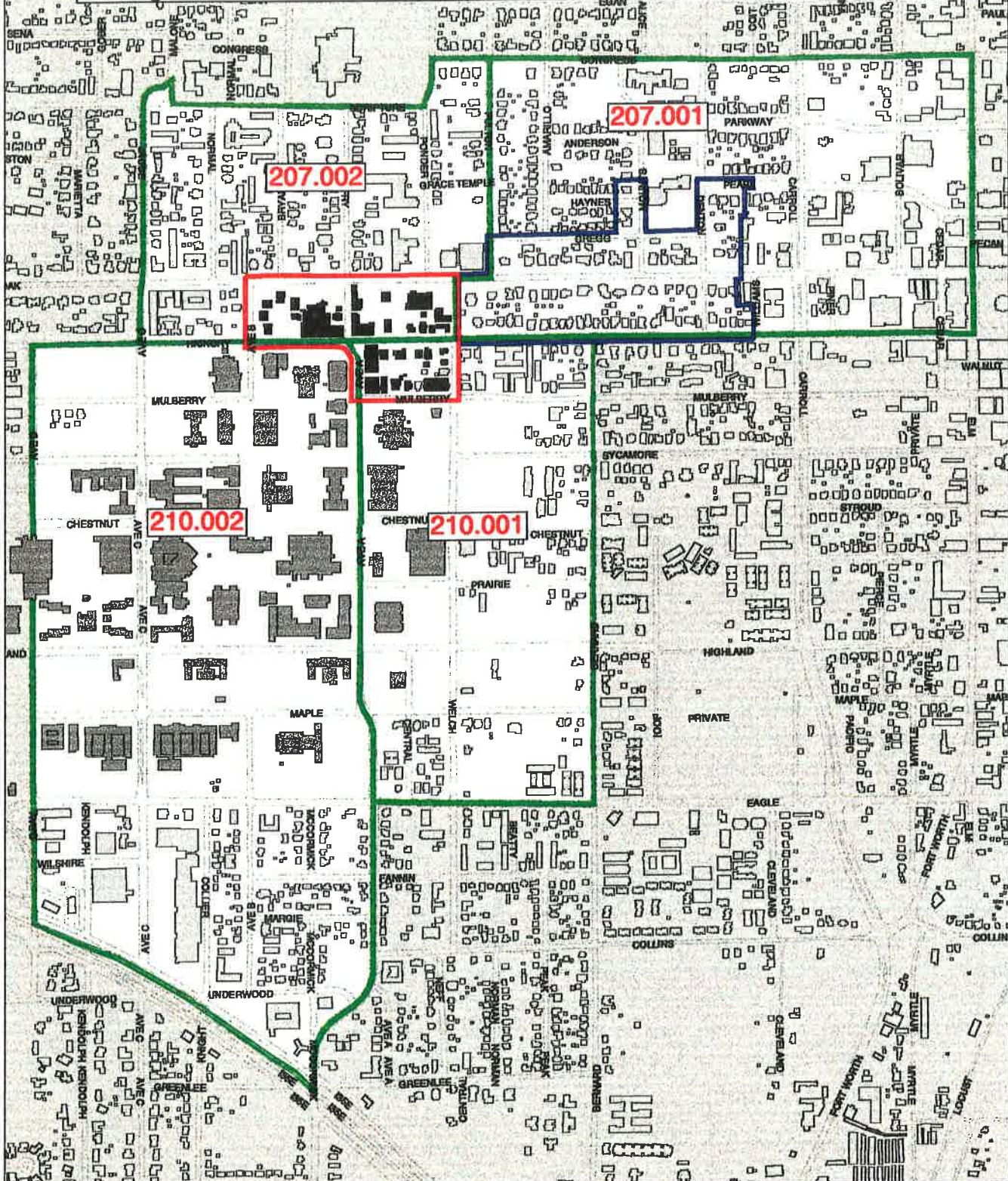


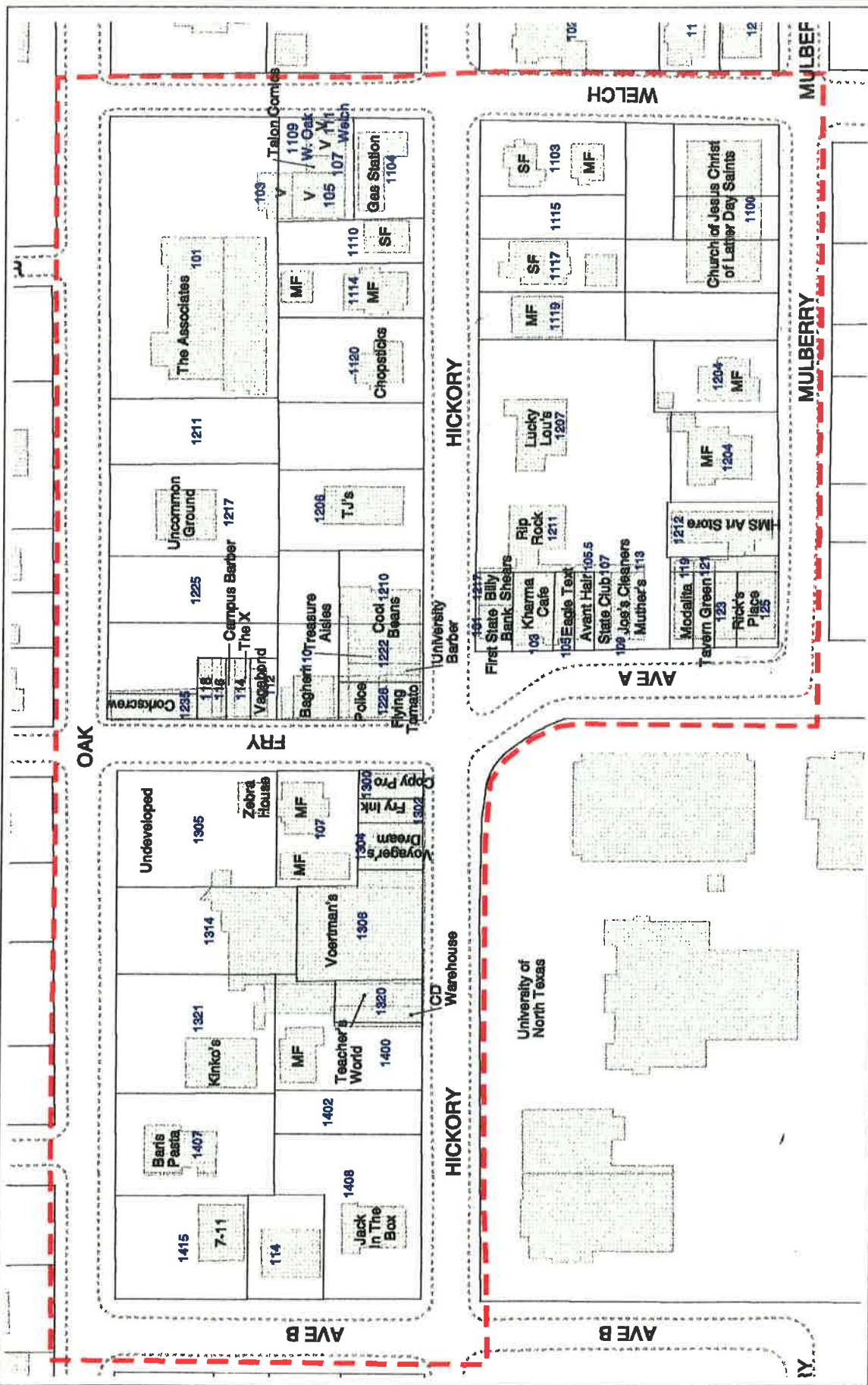
FIGURE 3

Fry Street Study And Impact Areas



	Fry Street Study Area		UNT Campus
	Historical District Boundary		Impact/Notification Area(Block Group Boundary)

FIGURE 4



Fry Street Study Area

Engineering & Transportation G.I.S.
April 30, 1999

Streets
 Fry Street Area Boundary
 Property Lines
 Buildings

History

A history of the Fry Street area's development is closely associated with the early beginnings of the University of North Texas. In 1891, the Texas Normal College, known today as The University of North Texas, opened its first building in the Fry Street Area. Hickory Street bound the original campus on the north, Sycamore Street on the south, Avenue B on the west and Avenue A on the east. There were nearly 185 students attending at this time.

Residential development in the Fry Street area (mainly Oak and Hickory Streets) is significant to Denton's history and was impacted by the University of North Texas campus. The first major residential area of Denton is believed to have been south of the square. The second, during the 1880s, was east of the square, between the square and the new railroad. The third, greatly influenced by the presence of the Texas Normal College, occurred between the square and the new campus, down Oak and Hickory Streets and included today's Fry Street area. A few elaborate houses and churches existed in the area, however by the 1900s and after, the most attractive new residential area, which included the more elaborate houses in Denton, was west of the square and around the Fry Street area.

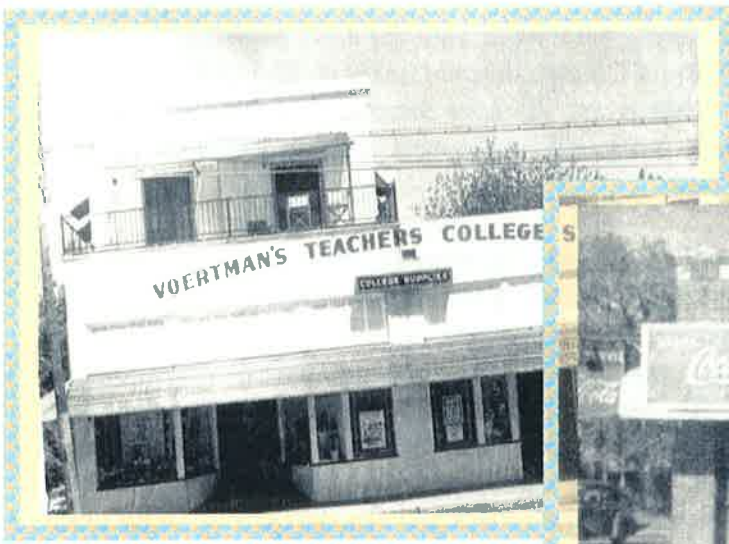
Another influence on the attractive residential development of this area was the Denton Fair Association, which was organized on May 16, 1895. The Fair Association acquired a tract of land for the fair grounds which occupied roughly the area between Welch Street and Avenue A and extended southward from West Hickory Street to Mill Street. There were almost no homes west and south of the fair grounds before 1900. After the Normal College became a state institution there was increased demand for building lots in the neighborhood of the College. The Denton County Fair Association abandoned the grounds and the land was sold as residential lots. After that, many new homes were built in the neighborhood. By 1909, West Oak and Hickory Streets had become the favorite area for fine palatial homes and soon thereafter had more residences than the older parts of the town. This area of posh homes along West Oak and Hickory Streets is referred to as the Oak-Hickory Historic District.

While influencing upscale residential development in the area surrounding the college and west of the square, UNT's presence also brought about irreversible changes to the residential integrity and character of the neighborhoods in the of the Oak-Hickory area. While the exact date is not known, a number of the houses on Oak and Hickory Streets in the Fry Street area were torn down and a number of commercial establishments had began to infiltrate the area between Carroll Boulevard and Welch Street. Changes in UNT's student body enrollment also affected changes in the residential make-up and character of the area.

By 1901, the student body had risen to 781 and by 1923, the school's population had increased to 4,736. As student enrollment continued to rise, the demand for student services also grew. In order to meet this demand, business houses for college trade were established along Avenue A and Hickory Streets in what would later be referred to as the Fry Street Area. This area consisted mostly of commercial development between Oak and Hickory from Welch to Avenue C, and intensive, privately owned, student apartment developments. Today, the Fry Street area is primarily commercial.

Voertman's Teacher College Store opened along Hickory Street in 1925. This three-story building originally served as a boarding house for female students. Voertman's and the Eagle Drugstore, located near the corner of Avenue A and Hickory were popular student hangouts in the 1940s. Today,

Voertman's is a well-established commercial anchor operating in the area as a college bookstore. Undeveloped lots were numerous along Fry Street and were eventually developed into small corner



grocery stores, drug stores and various eating establishments.



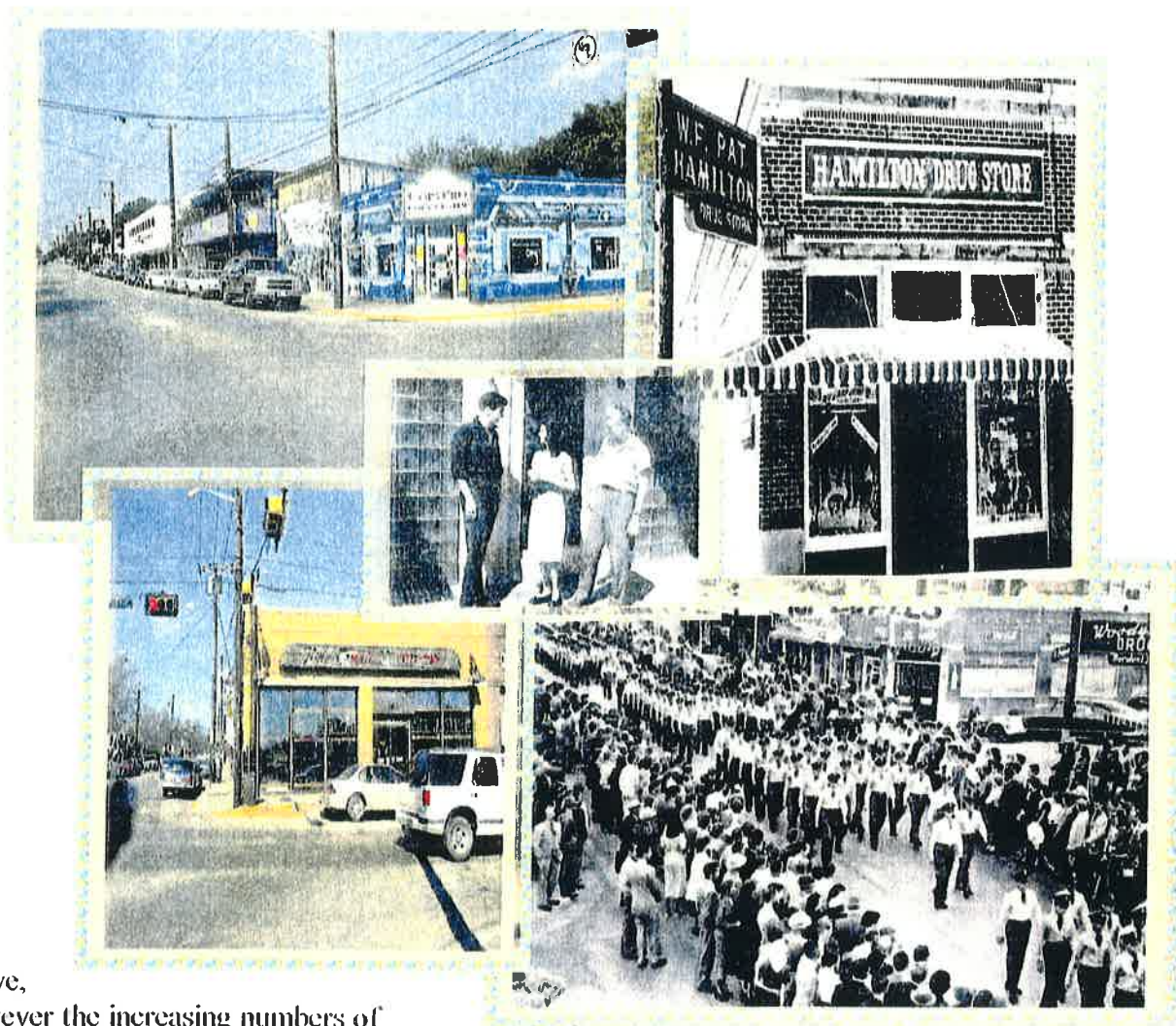
By the 1940s, there were a few homes remaining along Avenue A between Hickory and Mulberry Streets. These homes were eventually converted for business purposes. In 1944, Joe's Cleaners, another long standing business, opened in a 14 x 19 sq. ft. space which has since been converted and rebuilt in the location that it is presently in today. Also by the 1940s, Hickory Street and Avenue A quickly became a favorite spot for all students to socialize. It became known as the "Corner" and has since become an institution on the campus. The streets in the area during this time were appropriately called "Collegetown."



The Fry Street area also played a significant role in transportation advances made in the City of Denton.

In 1896, a franchise for a street railway was granted by the city. In 1900, an electric streetcar line ran from the railroad depot along East Hickory to the square, then out Oak to Fry Street, where it jogged to Hickory. The line went out Hickory to Avenue C, south to Eagle, and then to Highland Park. The connection of this system with the railroad and an interurban railroad provided an important linkage between Dallas and Denton and it also provided economical and efficient transportation within the City of Denton.

The 1950s and 1960s proved to be eras of tremendous growth for the Fry Street area. UNT grew to 7,480 students by 1960 and added nineteen new structures. New storefronts had replaced almost every home in the Fry Street area, and students were offered a large variety of neighborhood services. Much of the legacy of the 1950s and 1960s is reflected in today's Fry Street area. Businesses continue to



thrive, however the increasing numbers of students and patrons frequenting the Fry Street area have caused and continue to cause problems with traffic and parking. These problems are discussed in more detail in a later section of the plan.

The businesses in the Fry Street area have changed ownership and the land use canvas has been redone many times in the past 70 years. The Fry Street area continues to play an important role in the life of UNT college students. UNT's influence remains strong and the students, merchants and residents together have made the Fry Street area a place of significance in Denton.

III. EXISTING CONDITIONS

IMPACT AREA

Demographics and Socioeconomic Profile

With any planning activity, it is necessary to review current conditions in order to determine trends taking place. By doing so, the City can better effectively face future issues and problem areas to be addressed in a small area plan. At the present time, the most complete and reliable source of demographic information is the U.S. Department of Commerce, Bureau of Census Enumeration. The census bureau provides its most comprehensive package of population and demographic information every ten years. Geographical areas known as standard metropolitan statistical areas (SMSA), block numbering areas (BNA), and census tracts group census data. Census tract data is further aggregated to a block group level.

The Fry Street study area is located west of downtown Denton and is partially located in Census Tract 207, block group 2 and Census Tract 210, block group 1. **Since block group data is the most aggregated data available from the Bureau of Census Enumeration, a demographic and socioeconomic profile of just the Fry Street study area is not possible.** However, a profile of the impact area is possible. The impact area includes block groups 1 and 2 from both Census Tract 207 and Census Tract 210. *Refer to Figure 3, pg. 5.*

The data and geographic areas differ from decennial periods. Therefore, a comparison of 1980 and 1990 block groups is not possible. Demographic and socio-economic information presented in this plan only includes selected 1990 block group data and as a tool for comparison, 1990 City of Denton census statistics are also provided. *Refer to Table 1, pg. 11.*

Population

Population is constantly changing and statistics covering a span of 10 years are not generally up to date, especially in the latter part of the decade. However, the impact area has been mostly a college area since the 70's and while students tend to be transitional in this area, it can be reasonably argued that the demographic composition and makeup of the student population remains relatively the same. The composition of the impact area mirrors the City's population make-up. In 1990, the impact area population totaled 6,201. The majority of the population in the impact area was between the ages of 18-34 (84.5%). Blacks and Hispanics made up only 7.4% and 9.2%, respectively while Whites accounted for 75% of the area's population. The 1990 population for the City of Denton was 66,270. The majority of the population was between 18-64 and predominantly White (78%). Blacks and Hispanics accounted for 18 % of the population.

Housing

The number of dwellings totaled 1,907 for the impact area. Eighty-nine percent are occupied and the remaining 11% are vacant. The impact area contained substantially more renter-occupied housing units. Approximately 90% of the occupied units were renter-occupied.

TABLE 1: IMPACT AREA DEMOGRAPHICS (BLOCK GROUP PROFILE)

CITY OF DENTON, TEXAS CENSUS TRACT/BLOCK GROUP PROFILE

Selected Data from the 1990 Census

Tract 210.001/210.002

Tract 207.001/207.002

Characteristics of the Population

Population by Age

0-17	325
18-34	5238
35-64	559
65 and over	79
Total	6,201

Population by Race/Ethnicity:

White, not Hispanic	4,654
Hispanic	569
Black, not Hispanic	460
Other, not Hispanic	518
Total	6,201

Household Type and Relationship

Family Households	394
Married Couples	274
with children	68
Single Parent	37
Female	79
with children	37

Non-Family Households	1,290
-----------------------	-------

Persons in Group Quarters

In Institutions	0
Other Group Quarters	3111
Total	3,111

Income Characteristics

Incomes:

	Median	Mean
All Households	\$14,205	\$17,653
Families	\$23,185	\$28,322
Non-Family	\$9,678	\$13,491

Persons in Poverty by Age

0-17 years	44
18-34 years	1,270
34-64	122
Total	1,436

Workforce Characteristics

Employed Persons 16+

Males	2,729
Females	2,363

Occupations

Managerial, Professional	760
Technical, Sales	1,229
Service	759
Operators, Laborers	288

Unemployed Persons

Males	456
Females	443

Educational Attainment

Persons Age 25 and over

HS Graduate or GED	170
4 or more years college	724

Persons Age 16-19

Enrolled in school	1,916
Not Enrolled	5

Housing Characteristics

Number of Housing Units

(including seasonal and migratory)	1,907
Occupied	1,692
Owner	173
Renter	1,519
Vacant	215

Type of Structure

Single Family	399
2 to 4 units	223
5 or more units	1,272
Mobile or other	13
Total	1,907

Age of Structure

Built before 1939	352
Built after 1940	1,555

Median:

Value of Owned Units	\$64,575
Housing Cost w/mort.	\$606
Gross Rent	\$362

Households which pay more than 30% of Income for Housing

Owner Occupied	36
Renter Occupied	876

Nearly 79% of all dwellings were multi-family residential. By comparison, the number of dwellings for the City of Denton totaled 28,791. Eleven percent of all the dwelling units are vacant. There were slightly more renter-occupied housing units than owner-occupied. Approximately 61% of the occupied units were renter occupied. Both multi-family and single family residential accounted for 46% of all housing units.

Socio-economic Characteristics

The average median family income for the impact area was \$23,185. Because of the large UNT student population living throughout the impact area, 23% of the area residents lived below poverty level in 1990. The unemployment rate was 18%. The median family income for the City of Denton was \$35,444. Approximately 18% of the City's population lived below poverty level. The unemployment rate for the entire City of Denton in 1990 was 6.1%.

FRY STREET STUDY AREA

Land Use

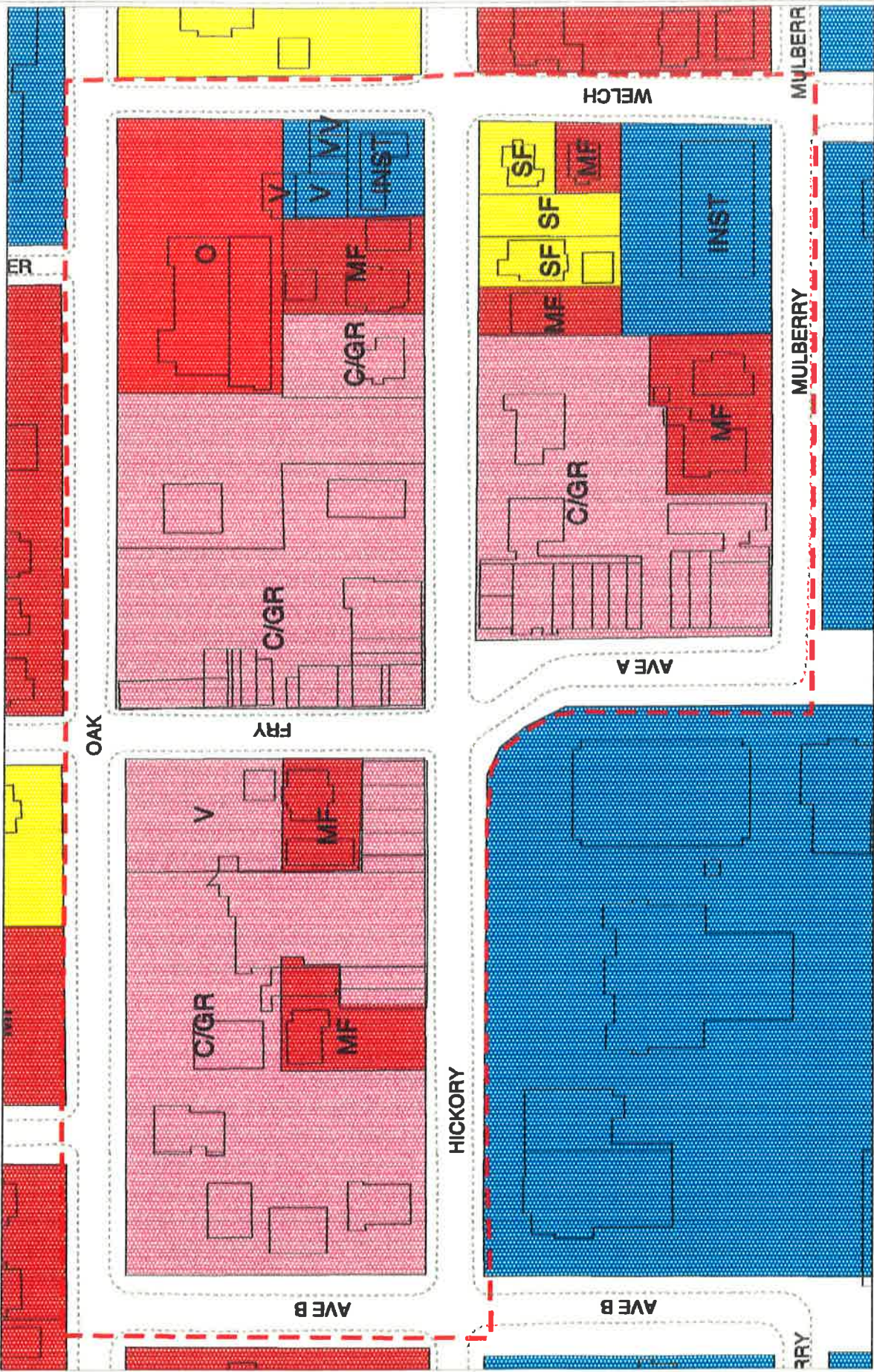
The pattern of land use in the Fry Street study area is an array that resembles older parts of many cities. It contains both non-residential and residential development that is an eclectic mix of homes, businesses and services. *Refer to Figure 5, pg. 13.*

The Fry Street study area's residential population is comprised mostly of tenants and renters, with only one owner-occupied home remaining. The Fry Street area's residential development consists primarily of small-scale apartments, usually 2 to 8-unit buildings. These multi-family units are located on Fry, Hickory and Mulberry streets. There is a large concentration of single-family uses immediately outside the Fry Street study area in the area identified as the impact area. The majority of the multi-family dwellings in the Fry Street and surrounding areas were originally built as single-family owner-occupied homes. However, many of them are currently leased. The Oak-Hickory historic district is immediately east of the Fry Street study area and the University of North Texas campus is immediately south.

Most of the Fry Street area is composed of non-residential, commercial development. Commercial/retail uses in the Fry Street area are directed towards the University market and include uses such as bookstores, restaurants/bars, and general merchandise/service retail (barber shops, dry cleaners, etc.). There is relatively little office development within the Fry Street area. The existing office uses (First State Bank and The Associates) co-exist with retail and can be considered another form of retail/commercial use. Institutional uses fall within the study and impact areas and are affiliated with religious organizations and the University of North Texas.

There is only one undeveloped lot located within the Fry Street area. This lot fronts Oak and Fry Streets and is currently owned by the Delta Lodge organization. The previous structure, occupied by Delta Lodge members, burned several years ago. At the time of this report, there are four vacant businesses and one vacant residential dwelling. The vacant buildings are located at 103 Welch, 105 Welch, 111 Welch and 1109 W. Oak. The vacant residential dwelling is being used as storage for the auto repair station located on the corner of Hickory and Welch.

FIGURE 5



Fry Street Study Area Existing Land Use Map
 Engineering & Transportation G.I.S.
 April 30, 1999



- Legend**
- Land Use Colors
 - Commercial/General Retail
 - Industrial
 - Office
 - Major Freeway
 - Major Highway
 - Minor Highway
 - Local Highway
 - Arterial
 - Collector
 - Local
 - Street
 - Right-of-Way
 - Utility
 - Water
 - Transportation

The critical land use challenge in the Fry Street area is not to accommodate major new development, but rather to take the necessary smaller steps to revitalize the existing community. Protection of this mature urban place is crucial to the stakeholders.

Zoning

The Fry Street study area's pattern of land use development is not necessarily representative of its zoning pattern. There are four zoning districts in the Fry Street area that cover both residential and non-residential development. *Refer to Figure 6, pg. 15.*

MF-2/Multi-Family Residential – The MF-2 district is located in the southeastern corner of the Fry Street area at Mulberry and Welch Streets. This district contains three lots, which includes one multi-unit residential dwelling and the Church of Jesus Christ of Latter Day Saints. The University of North Texas campus, which falls in the impact area, also falls in the MF-2 District. The MF-2 District also allows certain educational, institutional and special uses.

NS/Neighborhood Service – The NS district is immediately north of the MF-2 district at the southwest corner of Hickory and Welch Streets. This district includes the only single-family detached owner-occupied dwelling, a single-family detached renter-occupied dwelling, a two-unit multi-family dwelling and a four unit multi-family dwelling. The NS zoning on these properties was meant to provide an adequate transition between the existing retail uses on Hickory and the properties to the south and east. Originally, the request to change the zoning to NS was to accommodate an antique shop in the single-family dwelling. The antique shop was never located in the NS district.

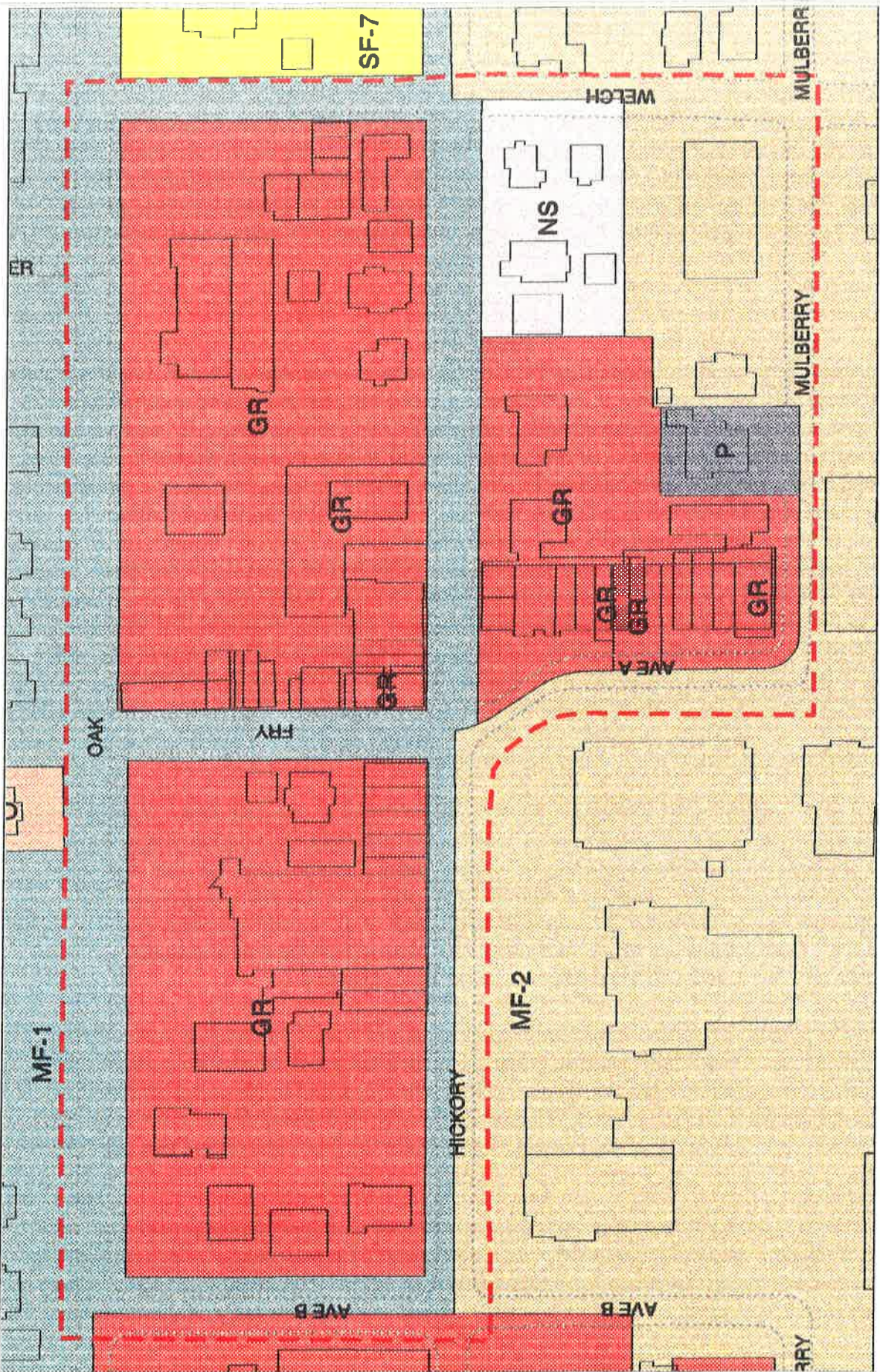
P/Parking – The P district is located in the southern block of the Fry Street area and is directly adjacent to the MF-2 district. The lot was originally zoned MF-1, but in 1969 the property was rezoned to P. Research of the zoning case has not produced sufficient information explaining why the property was rezoned to P. At present, there is a multi-unit residential dwelling occupying the property.

GR/General Retail – The bulk of the Fry Street area is zoned GR and allows for a variety of educational, commercial, retail, recreational, entertainment and limited residential uses. A majority of the area is developed with business uses.

Building and Development Activity

The normal process of continuous investment, to maintain the strength of the area's neighborhoods, has been constrained and limited in much of this area for a number of years. There appears to be a backlog of deferred maintenance, both private and public. Restored investment is needed. Since the area is essentially land locked, vacant buildings and undeveloped land are few and parking is very limited, growth and expansion are contained. There are no large tracts of land to be developed, urban services already exist. Investment opportunity in this area is mostly for reuse of land or buildings and in a few cases for redevelopment. The recent repaving of one of the two public off-street parking lots in the area

FIGURE 6



Fry Street Study Area Zoning Map
Engineering & Transportation G.I.S.
April 30, 1999

Legend

- Zoning Colors: General Retail District (light green), Office District (light blue), Multiple Family Dwelling (yellow), Single Family Dwelling (orange), Multiple Family Dwelling (yellow), Single Family Dwelling (orange), Neighborhood Services (light purple)

and the reuse of a previously existing night club into a unique coffee shop do give notice of renewed commitment and interest in the Fry Street area. Street and utility work and other capital infrastructure investment, public/private redevelopment ventures, renewed UNT interest in its community setting, and community rehabilitation initiatives will also serve as an indicator of renewed commitment to the Fry Street area. Ways to use the area's attributes and existing resources can preserve and protect efforts already made, stimulate site and building cleanup and prompt restoration work for existing uses.

Parking

The pattern of land development found in the Fry Street area is more typical of downtown Denton than other general retail districts in the city. Like downtown, it predates current zoning regulations too. This pattern of development emphasizes building area and limited parking space. It was common that a structure would occupy the entire lot and that parking would be located along the street. As such, businesses in this neighborhood have had a difficult time satisfying parking regulations. In fact, most of the businesses in this area provided off-street parking by leasing parking spaces on adjacent properties. A review of previous requests by business and property owners in this area for variances from parking regulations reveals the site-specific parking problems that have arisen because the Fry Street area has developed as a business/customer retail area adjacent to the University of North Texas. Dating back to the early 1970s, there are thirteen (13) variance requests within the Fry Street area in the Zoning Board of Adjustments (ZBA) files. Eight (8) of the requests were approved, one was temporary in length; three (3) were denied; one was tabled and no record exists of it being reconsidered and one contains no record of a decision. The cumulative effect of these variances and the increasing dependence on the automobile by area residents and students has had a detrimental effect on parking and transportation in the Fry Street area.

The Fry Street area, because of its proximity to UNT, is an extremely congested area. Furthermore, most of the establishments in this area are not in compliance with the City's parking regulations because they are legally nonconforming uses. Off-street parking opportunities for existing or new businesses do not exist in the Fry Street area and on-street parking is limited during peak times. During the morning and noon hours, UNT students take much of the metered parking spaces in order to attend classes. Their actions usually serve to displace customers of the area businesses and other students to park into the residential areas adjacent to the Fry Street area.

On-street parking consists primarily of perpendicular and angled head-in metered spaces. There are approximately 106 metered on-street parking spaces. The metered on-street parking is regulated for 1-hour limits. There are additional parking spaces without meters located on the south side of Oak Street and the north side of Hickory Street. The parking spaces not metered do not have time limits. Some however do have "No Parking" restrictions. Throughout the Fry Street area, there are over 400 parking spaces.

Generally, off-street parking is dedicated and signed for private commercial/retail or residential development. Off-street parking in areas other than commercial development is contained in small lots or head-in parking spaces located adjacent to roadways. Within Fry Street, only two privately owned off-street parking lots are available for public use at a premium, offering a total of 224 off-

parking. The 110-space Park N' Go lot located behind the buildings on the east side of Ave A is the other public off-street lot which has also been leased to shop owners for customer use. There is a charge per day depending on the time of day. Contract parking is also offered. There is a 22-space lot for Teacher's World employees and residents of the multi-family dwelling on Hickory Street. Other parking lots include two 10-space lots in the front and back of Joe's Copies, a 45-space lot behind Voertman's Bookstore and a 126-space lot around the Associates. Free parking is available for customers only in these lots. Other smaller lots exist but are for the private use of commercial customers or members of area churches. Towing is strictly enforced in these areas. *Refer to Figures 7& 8, pgs. 18 & 19.*



110-Space Park N'Go →
Parking Lot



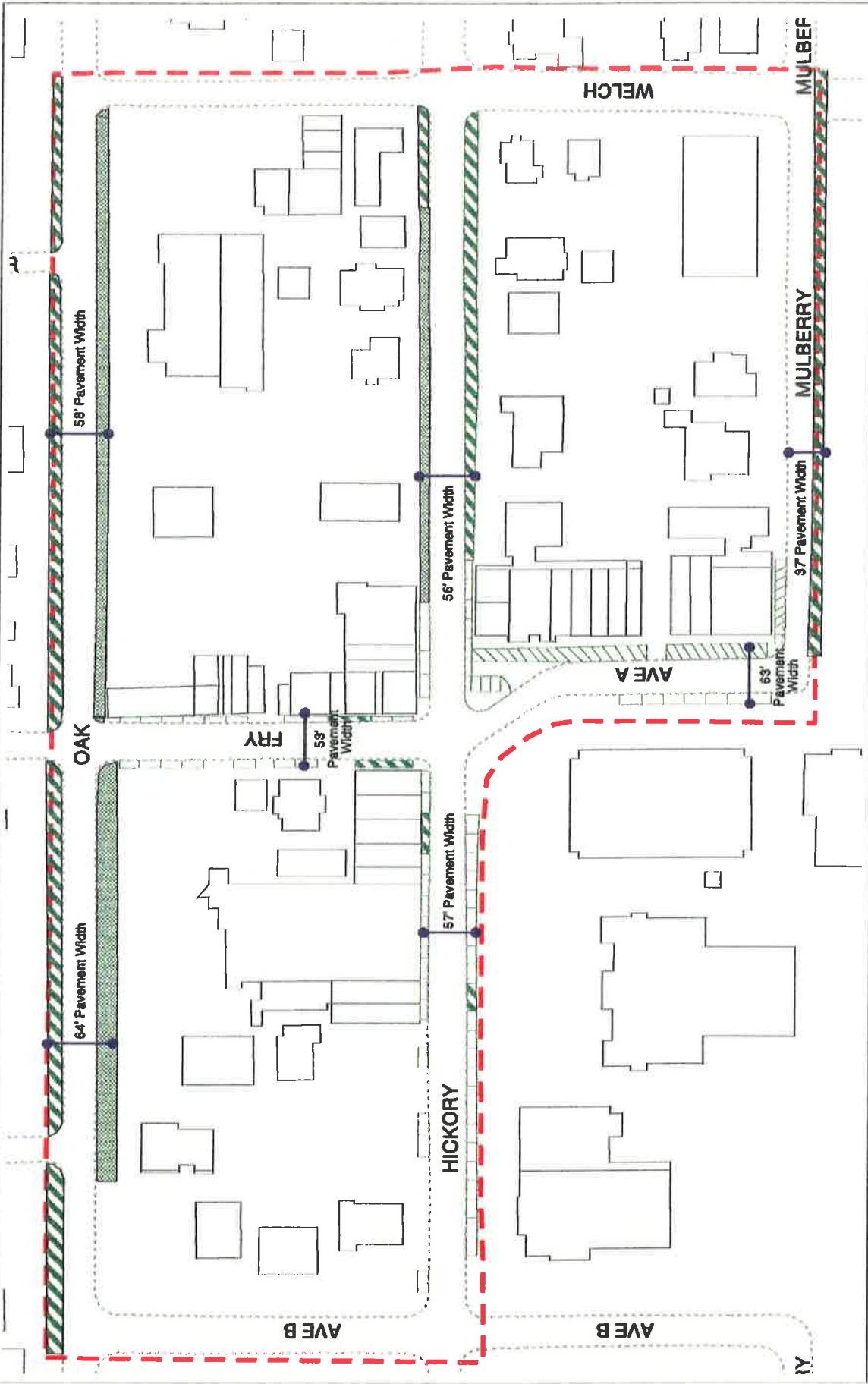
114-Space Parking Lot



Traffic Circulation

External circulation to the area is achieved from the east and west directions by way of two primary roadways, Oak and Hickory and a third, Mulberry Street. Oak is a one-way street heading west and Hickory is a one-way street heading east. Mulberry permits both east and west travel. North/South travel to and from the study area is mainly from Fry/Ave. A via Mulberry Street, Ave. B and Welch Streets. Access to and from the south is limited because of the University campus. Access to and from the Fry Street area involves through-traffic in the surrounding residential areas.

FIGURE 7



Fry Street Study Area On-Street Parking

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No Parking Zones

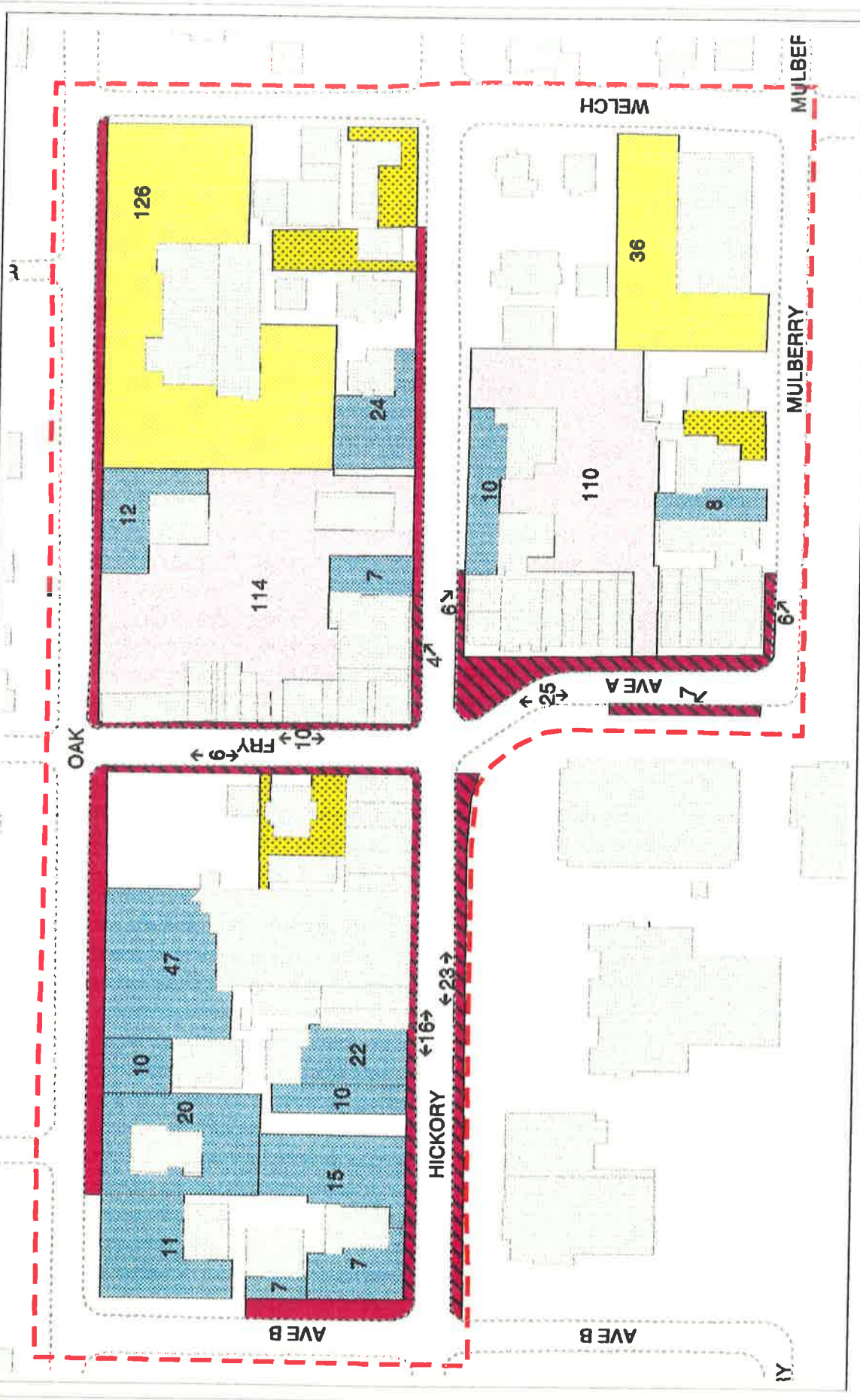
 Metered On-Street Parking

 On-Street Parking (Not Metered)

50 0 50 100 150 Feet

N

FIGURE 8



Fry Street Study Area Present Parking Opportunities
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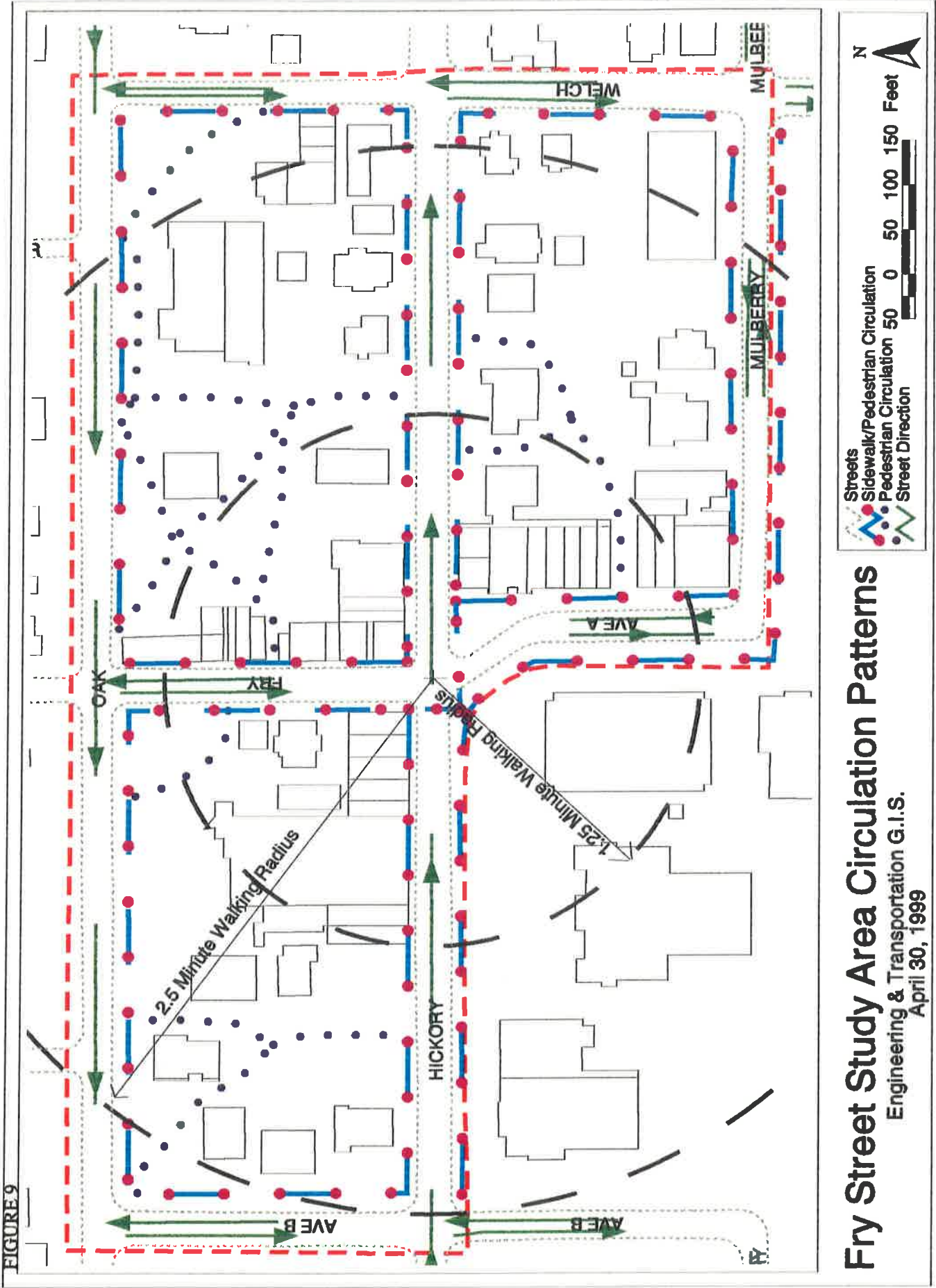
Internal north/south movement is facilitated through Fry/Ave. A, Ave. B and Welch Streets. East/West movement within the study area is circuitous due to the one-way direction of Hickory and Oak Streets. Traffic flow in all directions is somewhat inhibited because of narrow circulation aisles, lane blockage due to large delivery trucks, on-street parking, pedestrian activity and high student concentrations in the area. There are peak congestion periods, particularly in the mornings and afternoons. Refer to Figure 9, pg. 21.



The traffic capacity of the residential streets in the study area is interesting to note. Average Daily Traffic (ADT) volume provides through trip information on a typical or average weekday. The most recent ADT volume information in the Fry Street study area is 1997 and is only available for Fry and W. Hickory. The 1997 ADT volume was 3,309 vehicles per day on Fry Street and 9,835 vehicles per day on W. Hickory Street. Hickory and Oak Streets are classified as primary arterial streets and are designated to carry 20,000 vehicles per day or more.

However, an acceptable traffic volume for a two-lane residential collector street is about 5,000 vehicles per day. The level of risk that a pedestrian is subjected to when crossing W. Hickory Street is extremely high.

Public transit service is available in the area. The “Green” fixed route stops on Welch Street at Mulberry Street. Travel to other areas in the City via the trolley is circuitous and involves multiple transfers. Service is limited to daytime hours until 7:00 p.m. The fixed route service does not run on Sundays or on holidays. UNT’s campus shuttle also serves the area.



IV. AREA ISSUES AND FINDINGS IDENTIFIED

Citizen Participation Review

In the winter and spring of 1998, six Fry Street area plan meetings were held at Grace Temple Baptist Church, which is located in the impact/notification area. The community stakeholders worked with the Fry Street area team to identify, discuss, refine and resolve community issues. The initial community meeting set the tone on how the issues would be established and the necessary City resources available. As mentioned earlier in this report, part of the planning process involved a survey that asked merchants, residents, property owners and customers to identify the strengths and concerns of the Fry Street Area and to identify the Fry Street study area boundary. The Fry Street Development Corporation's (FSDC) boundary, a non-profit merchant's association in the Fry Street area, is the plan's study area.

Two separate surveys were designed, one for area residents, merchants and property owners and another for area customers. There were a total of 900 Surveys mailed and/or hand delivered. Of this total, 800 were resident/merchant surveys and 100 were customer surveys.

A total of 55 surveys (6.11%) were returned. Of the 800 resident/merchant/property owner surveys sent out, 45 (5.6%) were returned. Of the 100 customer surveys sent out, 10 (10%) were returned. A break down of the total number of responses received is as follows:

45 RESIDENT/MERCHANT/PROPERTY OWNER SURVEYS (45 of 55=81.8%)

- 22 RESIDENTS (22 of 45=49%)**
 - 13 RENTERS**
 - 9 HOMEOWNERS**
- 8 MERCHANTS (8 of 45=18%)**
- 8 PROPERTY OWNERS (8 of 45=18%)**
- 7 DELTA LODGE MEMBERS**

10 CUSTOMER SURVEYS (10 of 100=10%) (10 of 55=18.2%)

From the survey, the top six concerns and strengths were identified. The top concerns, three tied for fourth place, are sanitation, parking, social offenses and safety, alcohol and drugs, property maintenance and traffic. The top strengths are safety, diversity, amenities, proximity, retail/service and cultural identity. Round table discussions with area stakeholders were held to discuss the concerns and strengths. The community meetings served to gather information about the "health status" of the community. Residents and business people discussed facts and perceptions of community conditions. These insights proved vital in developing strategies to revitalize the Fry Street area.

During the discussions, common themes became apparent. Three major topic areas surfaced: physical conditions, social conditions and communication.



Urban Design Charette



Merchant/Property Owner meeting
with staff and City Manager



Urban Design Charette

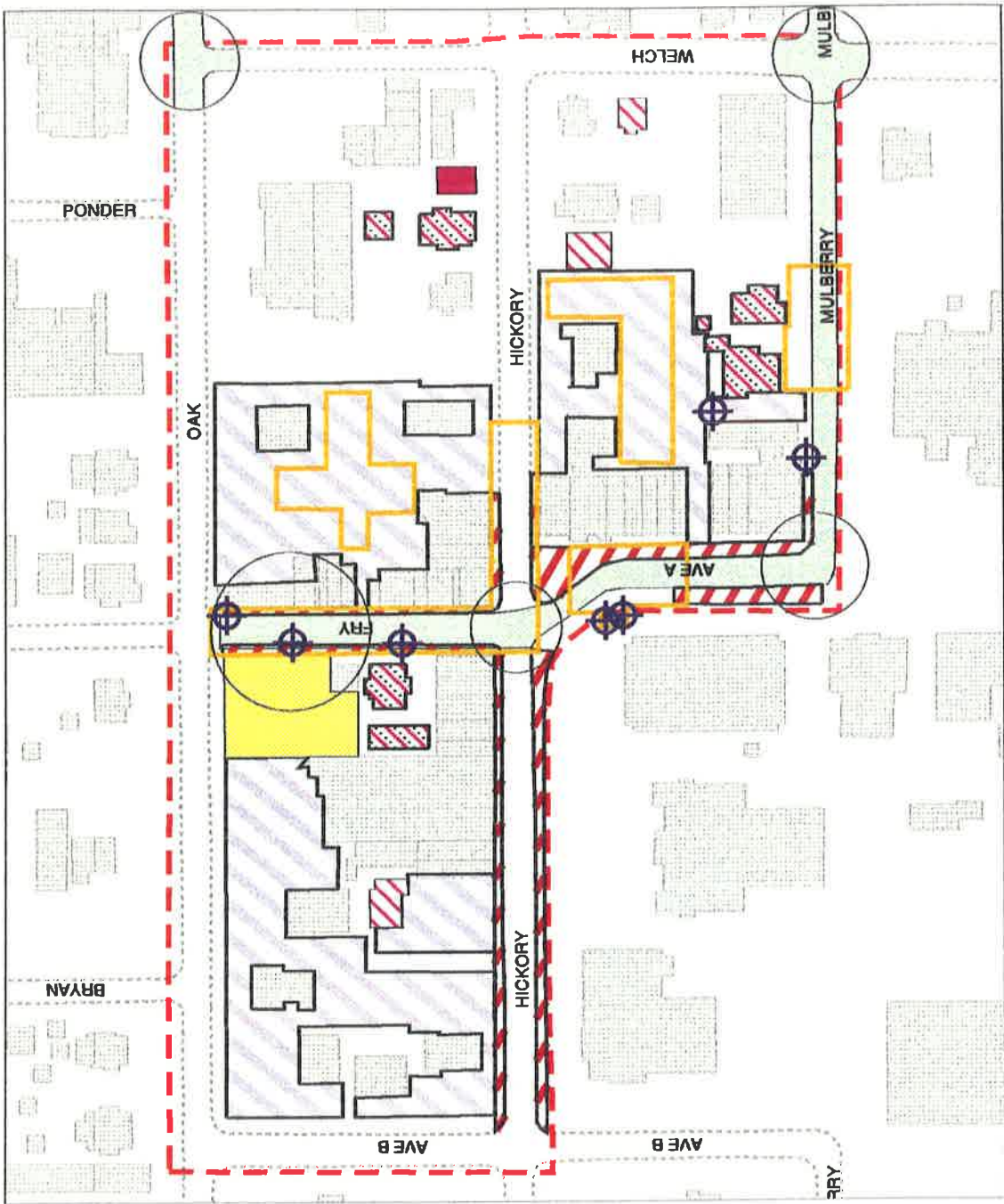
Stakeholder Identified Area Issues and Concerns

The condition of the Fry Street Area is of ongoing interest to area stakeholders, which include The University of North Texas, the Fry Street Development Corporation, merchants, business and property owners and the City of Denton. Among the most frequent items noted by residents are physical appearance and condition of facilities and streets in the area. Profound blight is absent from the Fry Street area. This is not an area of desperate deterioration, but one of stubborn and persistent pride. There are, however, many examples of unappealing physical conditions in the Fry Street and surrounding vicinity, including boarded up structures, graffiti, litter, furniture in yards and poor dumpster maintenance. Many of the meeting participants believe that neighborhood cleanup, stronger code enforcement and better tenant screening are actions needed for positive change in the area. Other issues include traffic hazards, street lights for security in addition to traffic movement, sidewalk repairs and protection of natural and cultural resources. *Refer to Figure 10, pg. 25.*

Social conditions include concerns of crime, delivery of social services and commitment of community resources. Better control of vandalism, public intoxication and drug crimes were high on the list of public concerns, with the participants assigning a high priority to crime control. Many area residents are sensitive about widespread perceptions of the community as one of crime, transience and disinvestment. There is widespread belief that future investments will be suppressed by such stigmas. Suggestions include increased police presence and greater sensitivity in police-community relations. A few area stakeholders called also for a need for neighborhood-oriented private investment and for development of the vacant lot at Fry and Oak Streets.

A significant finding during the entire small area planning process was the lack of communication among individuals, groups and agencies. Stakeholders revealed a strong desire to improve information flow. Better communication is needed between City of Denton and Fry Street residents, government, businesses and institutions, and between landlords and tenants in the Fry Street area. Hope for improved media images of the Fry Street area for coverage of positive news was expressed repeatedly.

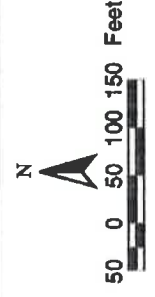
FIGURE 10



- Parking**
- Constraints
 - Merchants unable to expand
 - No opportunities for new merchants
 - Parking Meters
 - One hour time limits
 - Students parking in spaces
- Traffic**
- Congestion Hazards
 - No loading zones for delivery trucks
 - Lanes too narrow for deliveries, 2-way traffic & parking
 - Traffic lanes blocked
 - No "heavy pedestrian traffic" markers
- Sanitation**
- Dumpsters/Trash Cans
 - Appearance
 - Location on streets, sidewalks, and hard to reach areas
 - Not all merchants using dumpsters pay for solid waste service
 - Frequency of collection dependant on merchants
 - Trash Accumulation
- Areas of Distress**
- Rental Property
 - Poor Rental Maintenance
 - Deterioration
 - Dilapidation
 - Vacant Structure
 - Vandalism potential
 - Unightly
 - Undeveloped Land
 - Potential loitering
 - Accumulation of trash
- Points of Collection**
- Pedestrian & automobiles
 - Flyers on utility poles
 - Poorly maintained sidewalks
 - Inaccessible sidewalks for handicap

Analysis of Physical Concerns In the Fry Street Study Area

Engineering & Transportation G.I.S. - April 30, 1999



Sanitation/Solid Waste Services

Issues:

Litter

Lack of City assistance

Inadequate dumpster service and perception of poor maintenance, appearance and location.

Stakeholder Sentiments:

Sanitation is the top concern of Fry Street area stakeholders. Of particular concern is litter, over filled garbage containers and the perceived lack of City maintenance of area dumpsters, trashcans and street maintenance. Litter often accumulates in parking lots; on streets, sidewalks and utility poles when dumpsters are above capacity; and around dumpsters and merchant's shops. The Fry Street Fair is identified as a major contributor to the area's litter and sanitation problems. Clean-up following the fair is often days to a week later. Private property is often soiled and desecrated during the weekend of the fair.



Although new trashcans were placed throughout the area in August 1997, they are cited as unsightly and in need of replacing. Many trashcans are melted and contain holes.

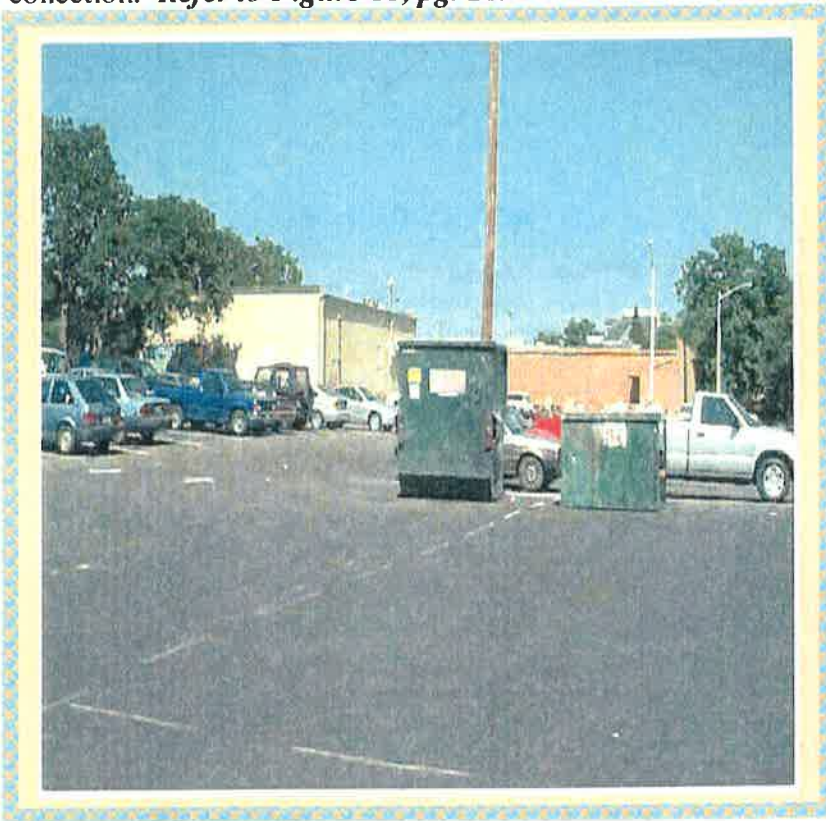
Trashcans have been observed to be above capacity by 5:00

p.m. on weekdays and Saturdays. The fact that the City provides solid waste services for the trashcans on the Square, but not in the Fry Street area also concerns stakeholders.

The appearance of the area dumpsters is also unsightly and in need of replacing. Stakeholders complain that a couple of the dumpsters in the area block sidewalks and parts of some streets. The solid waste containers are not shielded from street view which is not only a health issue when they are over filled, but can cause traffic problems by decreasing visibility. Pedestrians often have to go around dumpsters on the sidewalks.

Although solid waste users determine the collection schedule, the infrequency of the dumpster collection concerns area stakeholders. The majority of the collection concerns are associated with the dumpsters located on Fry Street and the dumpsters located behind the shops on Fry Street. A number

of the merchants using the dumpsters and causing them to overflow are currently not paying for services. Stakeholders want to see the City take a stronger position by requiring additional dumpster collection. *Refer to Figure 11, pg. 28.*



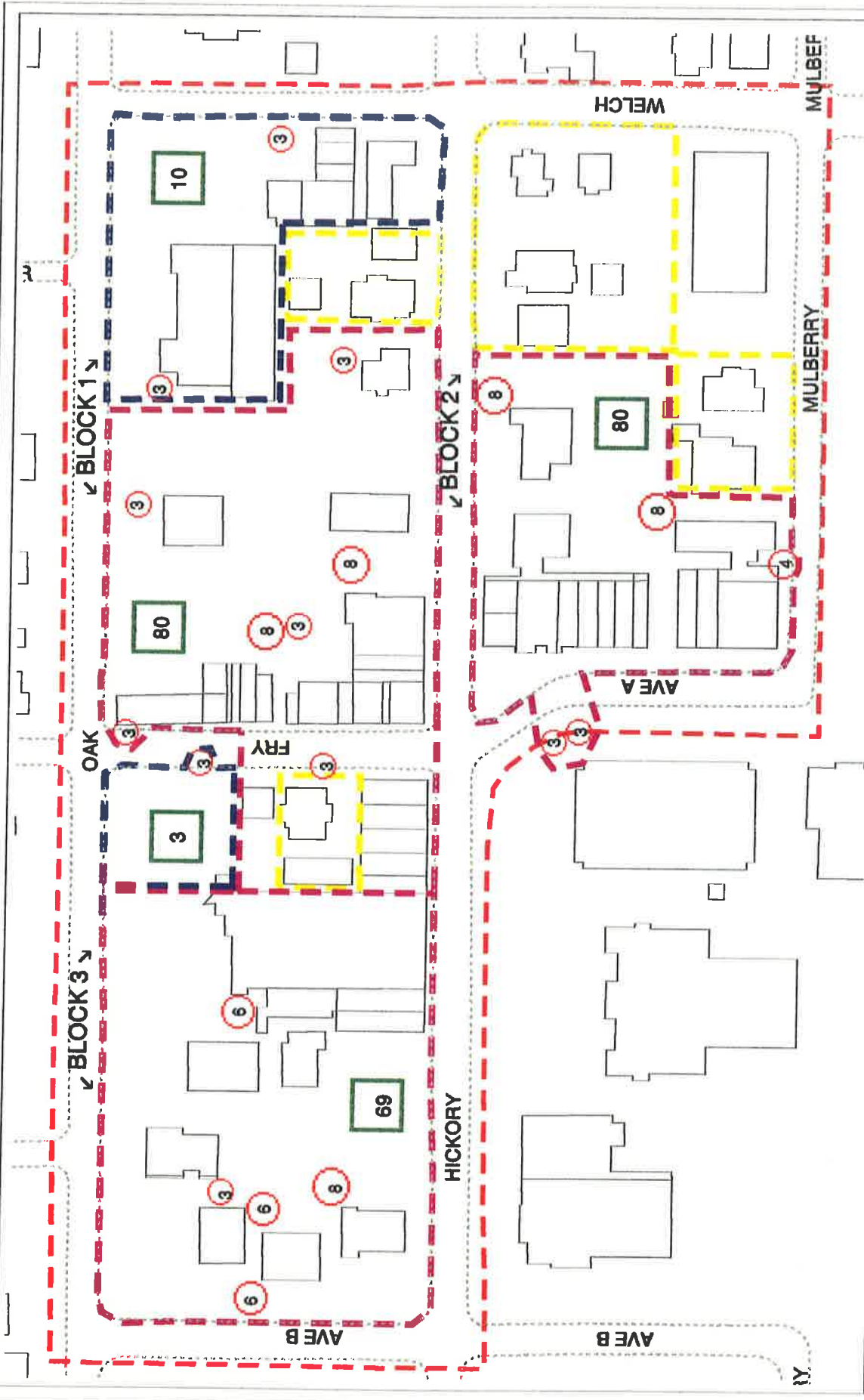
The streets in the area are often dirty and filled with trash and debris. Because only one street sweeper exists for the entire City of Denton, the frequency of street sweeping in the Fry Street area is observed once a month.

There are a number of utility and light poles located in the Fry Street area. The proliferation of handbills attached to the poles contributes to the littered appearance of the area. Several stakeholders desire to see the complete elimination of utility poles in the area to prevent handbill posting. *Refer to Figure 12, pg. 29.*

According to stakeholders, centrally located compactors are immediate solutions to dumpster concerns.

Security and lack of space for compactors are identifiable obstacles. Another approach to address the trashcans is strategically placing sidewalk containers, similar to those located on the square, in the area. It is recognized that City officials and area merchants will need to agree on who will service the containers and the frequency of collection.

FIGURE 11



Fry Street Study Area Solid Waste Collection

Engineering & Transportation G.I.S.
April 30, 1999

Centralized Collection
 < 50 yd³/wk
 > 50 yd³/wk
 Residential

Dumpsters (#) Size in yd³
 Actual SW Collection (yd³/wk)

50 0 50 100 150 Feet

N

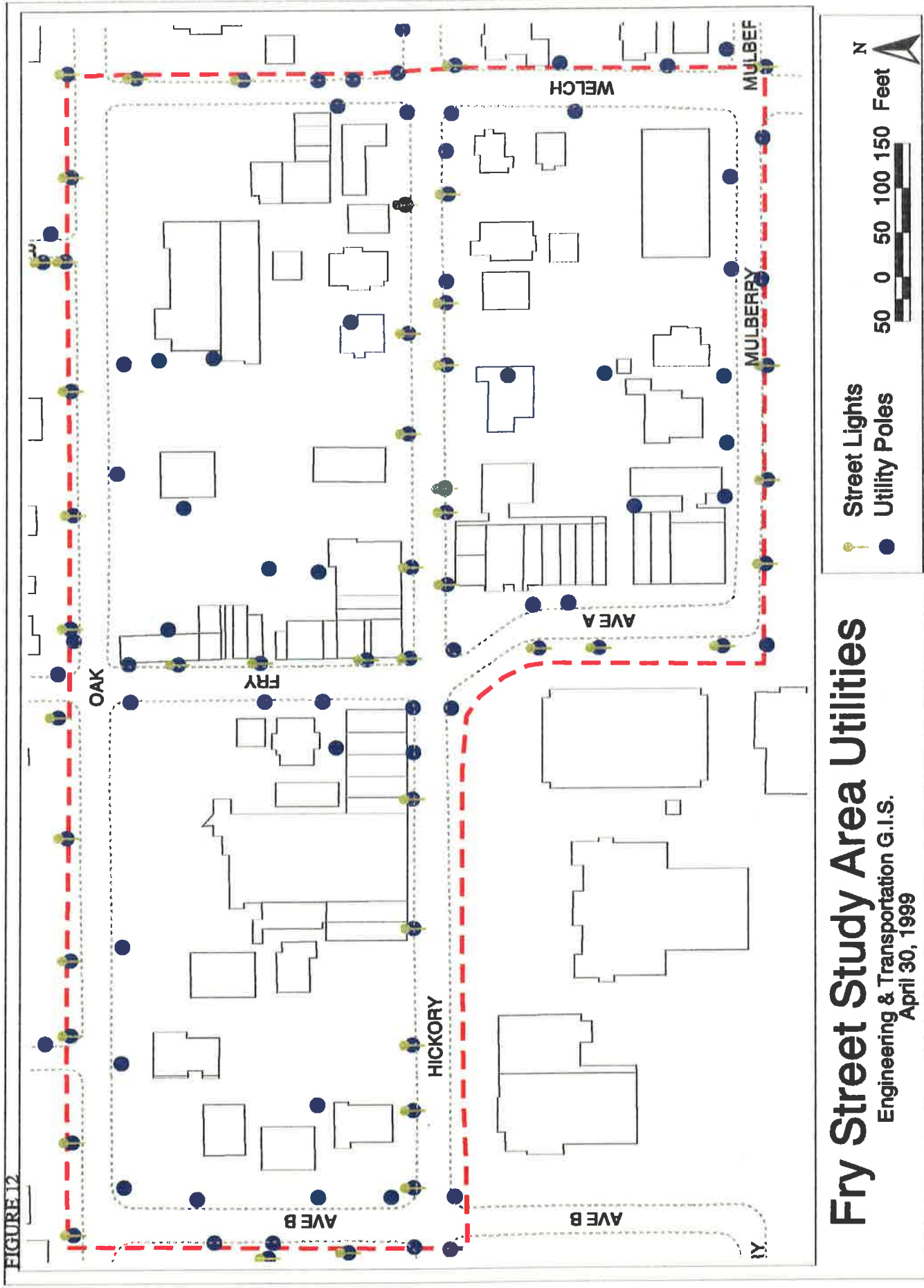


FIGURE 12

Fry Street Study Area Utilities

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 April 30, 1999

Parking and Traffic

Issues:

More public parking needed
Meters inadequate
Assigned or reserved parking
Poor traffic control
Proliferation of delivery trucks blocking lanes
Automobile accidents
Left turn signal lights needed

Stakeholder Sentiments:

Stakeholders believe that the available parking resources do not effectively serve the needs of the area. The problem of students parking in merchant-customer spaces during the day, the lack of handicap parking, and metered parking all top the list of parking concerns. Parking in the area is further aggravated by the 1-hour meter limits. The 1-hour meters appeal to many UNT students who would rather park closer to classrooms than in designated UNT parking facilities. Often, UNT facilities are more expensive and are more removed from classes and the campus than the metered and non-metered spaces. City enforcement of the meters is limited and students are very much aware of this. In many cases, students have been observed parking in metered spaces well in excess of the 1-hour limit without being fined.



Handicap parking is limited in the area. There are a total of two handicap-parking spaces. Both of these spaces are located in front of the businesses on Ave. A. The spaces, while identified as handicap, are not very maneuverable and movement in and out of these spaces is difficult and restrictive.

In addition to parking problems associated with UNT students, according to some merchants, the City's present parking requirements prevent the expansion of existing businesses. Parking requirements also inhibit many opportunities for new and different kinds of businesses to locate in the area. The City requires a specified number of off-street parking spaces for certain commercially zoned properties. If a proposed new use is more intensive than the existing legally non-conforming use, additional parking is required. However, as mentioned earlier, off-street parking opportunities simply do not exist in the Fry Street area. ***Refer to Figures 7 & 8, pgs. 18 & 19.***

In addition, stakeholders indicated that the need for designated traffic areas, including bicycle corridors, and the proliferation of delivery trucks blocking streets in the area are key traffic concerns. The narrow traffic lanes on Fry St/Ave. A are the most visible concerns regarding traffic. Traffic congestion in this area includes large alcohol delivery trucks blocking traffic lanes at peak circulation periods, automobiles entering and exiting the angled metered parking spaces (this parking strip is best

sued to serve traffic flowing northbound), and jaywalking to and from the UNT campus. The distinction between pedestrian and automobile zones is less apparent in this area and makes for a dangerous environment.

Increased speeding along Hickory, Ave. A and Fry Streets also contributes to traffic congestion in the area. The lack of warnings or other visual indicators to alert motorists that the area is highly pedestrian-oriented is also a perceived traffic concern.



Sidewalks in the area are not user-friendly. Many of the sidewalks are cracking and are uneven. Handicap accessibility is inadequate and is further impeded by the poorly maintained sidewalks. People are also spending more time on the sidewalks fraternizing, relaxing, entertaining and lingering aimlessly than is considered desirable.

Parking and traffic strategies include one-way designation of some key two-way streets, the creation of loading zones, limiting parking, requiring parking permits for all UNT

students, parking variances and limited parking inside the Fry Street area. Increased communication and interaction with UNT is crucial.

Social Offenses/Safety

Issues:

Loitering/Vagrancy/Panhandling

Vandalism

Juvenile delinquency

Attraction of “bad crowd” element

Increased protection against crime

Stakeholder Sentiments:

As observations of the area indicate, the Fry Street area is not only a “hangout” for college students, but high school and middle school students, transients, runaways also. Fringe groups frequent the area as well. Loitering, panhandling, vandalism and juvenile delinquency are key concerns. There aren’t any laws that specifically address loitering and panhandling and this makes it difficult for police to monitor and enforce these offenses. Vandalism is being addressed and minimized to a greater degree with the presence of the Fry Street community center.

According to Denton police, juvenile delinquency has seen a marked decline since the community office was located on Fry Street. However, there are still concerns regarding the absence of a teenage curfew. Teenagers have been observed to regularly hangout in the area well after midnight. Stakeholders indicate that 24-hour staffing of the police sub-station might reduce or completely eliminate illegal activities by teenagers and others in the area.

Another safety issue is lighting in the area. While lighting has increased over the years, there are a number of dark corridors. The Park N’Go lot, the area near the Zebra House and the area between Jack in the Box and Baris Restaurant are identified as darkly lit and potentially unsafe areas.

Additional safety strategy recommendations include UNT police assistance with patrolling the area and a commitment by the City to provide additional lighting in dark corridors.

Alcohol and Drugs

Issues:

Public drinking/intoxication

Underage drinking

Illicit drug use and distribution

Stakeholder Sentiments:

Public drinking and intoxication, underage drinking, and Driving Under the Influence (DUI’s) are area concerns. While it is legal to drink in public, according to police, the presence of full-time officers and new laws dealing with drug and alcohol enforcement have greatly reduced the incidence of public intoxication and underage drinking. As in most other cities, drug use and distribution are more difficult to control because there is such a high demand for drugs. One of the objectives of the two full-time officers that work the Fry Street area is to maintain continued pressure on the supply end. There have been occasional “stings” and drug busts. According to area Stakeholders, these activities must continue and must be increased.

Other opportunities involve creating a working relationship with local and college newspapers to write articles on drug tragedies and positive drug prevention activities, establishing a memorial in the Fry Street area of victims who have succumb to the detrimental effects of drug use and distribution and expanding the “taxi service” concept offered by the owners of Cool Beans and Lucky Lou’s.

Property Maintenance

Issues:

- Poor property maintenance
- Dilapidated buildings

Stakeholder Sentiments:

Graffiti and dilapidated structures are the main issues related to property maintenance concerns. Upkeep by property owners and renters and communication between neighbors, tenants, merchants, etc. is severely lacking. Some renter-occupied properties in the area are identified as not being particularly well maintained. Trash and debris removal, painting and some structural repairs are needed to improve these properties. Poor property maintenance lessens the appeal of the Fry Street area and it also serves to reinforce the negative images and perceptions held by the



general populace. In addition to residential dwellings, there are also a number of shops in the area that are in need of cleaning and painting.

The undeveloped property owned by Delta Lodge on the corner of Fry and Oak Streets also may be problematic. In the long-term absence of development, the lot is a

potential meeting place for loitering, trash accumulation and vagrancy.

Stakeholders suggest the adoption of an “Ugly Spot Of The Month” and a “Most Beautiful Spot Of The Month” within the Fry Street study area to encourage better property maintenance and upkeep.

Stakeholder Identified Area Strengths

Not all of the meeting discussions focused on problems to be solved. Part of the process invited residents to describe images of achieved neighborhood changes and strengths. These images contained both social and physical elements. They included short and long term gain and they assumed private and public actions.

Safety

Strengths:

Police presence

Stakeholder Sentiments:

Safety is both a strength and a concern for Fry Street area stakeholders. Area stakeholders feel safer now than in years past. The community office presence is credited for the improvements in safety over the past two years. During the school semesters, the hours are set based on student volunteers. The students staff the office for 2 - 4 hours one day a week.

Police enforcement of speeding in the area has also improved. The Police Department is currently participating in the metroplex-wide "Red Light Program", which increases the presence of traffic cops and the use of radar along Hickory and Welch Streets.

Increased lighting in areas has also helped to increase safety. Over thirty lights have been added over the past four years, and the community policemen in the area work with the City's utility department to repair others.

Increasing the hours of the community center, establishing a community liaison to staff the center with police officers, expanding the services of the community center, similar to City Hall in the mall, and promoting public/private commitment will further enhance the sense of safety in the area.

Diversity

Strengths:

Cultural/Social

People/Businesses

Stakeholder Sentiments:

According to area stakeholders, diversity is what makes Fry Street what it is. The Fry Street area historically has drawn people from all over the country. In the Fry Street area, cultural and social differences do not alienate or keep people apart. Instead, differences are what bring people in the area together. The Fry Street area serves as a fertile meeting ground for everyone, from the fringes of



society, to the eclectic, the student, the professional and even the elite. The people who frequent and work in the area are typically laid back and often feel free to express their individuality. Differences are celebrated and encouraged.

The Fry Street area is also unique because it caters to a multitude of interests. Visitors of the area will find that while Fry Street nurtures social diversity, music and art also play important roles in the area's identity. Fry Street is considered an arts/business district with a liberal attitude and is definitely one of the main hubs of Denton life.

Another esteemed quality is the different face and character of the Fry Street area during the day and the night. During the day, the area is a meeting place for students to gather and philosophize on the intellectual dilemma of the day, it is a stage for artists to showcase their works and their talents and it is a center for shopping and spectator activities. At night, the Fry Street area transforms and becomes a large arena for partying and celebrating. It is a place for those of legal age to drink socially, openly and spiritedly...a place of unabashed indulgence.

For this kind of diversity to continue to thrive in the Fry Street area, safety is needed. The Fry Street area must maintain its sense and perception of safety in order to draw diverse groups and to prevent future problems.

According to stakeholders, ways to address and improve on Citywide perceptions and reservations about the Fry Street image include keeping the community center open to serve as an information center for visitors, fostering cultural diversity with additional music venues and artistic impressions and reinforcing that the Fry Street area is not just a night-time area.

Amenities/ Proximity

Strengths:

Walkable

Convenience of food, fun and relaxation

Variety of shops, services and activities

Short distance to UNT Campus

Shops/Stores for basic essentials within a few yards of each other

Stakeholder Sentiments:

Food, fun and entertainment are all located within close proximity in the Fry Street area. The closeness and convenience of UNT, the various restaurants, clubs and shops in the area are also attractive features of the Fry Street area according to area stakeholders. The Fry Street area is approximately 18.9 acres which is relatively small and contained. At a normal pace, it takes less than 20 minutes to walk the entire perimeter of the Fry Street area boundary. *Refer to Figure 9, pg. 21.*

The Fry Street area basically serves as a downtown area for UNT. Every imaginable amenity and convenience in the Fry Street area is within walking distance. Fry Street denizens, college students and visitors are not forced to travel to outside of the area to shop, drink, and eat or for entertainment. Because there is a diverse mix of uses (businesses, housing and a state institution) in the Fry Street area, there is little need to rely so heavily on automobiles for daily needs.

The streets in the Fry Street area bustle with pedestrians; students, residents and shoppers in automobiles; delivery trucks and other transit modes. On the whole, automobiles and pedestrians interact with mild discomfort. While jaywalking is the norm rather than the exception in the Fry Street area, there does at least seem to be mutual respect between motorists and pedestrians in clearly defined pedestrian zones.

Recommended enhancements to the Fry Street area include passing a handbill ordinance to address the posting of signs on telephone poles, more handicap accessibility along sidewalks, underground utilities, and landscaping along Ave. A.

The idea of Avenue A and Fry Street as one-way streets appeals to many of the stakeholders. This will allow loading areas on one side of the street and thereby decrease the potential for accidents.

Improving sidewalk conditions, making pedestrian crossings more visible by repainting or installing flashing lights along Hickory and Oak Streets, and the creation of an ordinance that prohibits sitting, laying, or reclining on sidewalks during specific hours are all actions that will insure a safe, walkable community according to area stakeholders.

Building and maintaining a relationship with UNT to develop a bicycle pathway around the University will also serve to strengthen the appeal of the area to transit users.

Retail Service

Strengths:

Unique
Local

Stakeholder Sentiments:

The Fry Street area is an arts/business district, which contains a cluster of unique and local shops. The area contains a menagerie of popular dance clubs, live music venues, bookstores, café/restaurants, hair salons, pool halls, tattoo shops, dry cleaners, a local convenience store, etc. Businesses that are unlike other businesses and that are not found elsewhere in the City can be found in the Fry Street area. Businesses that offer a variety of eclectic gift items, water pipes, and full service body piercing and tattoos just to name a few. According to the merchants in the area, the businesses in the Fry Street area have survived over the years due to the unique items sold, the locality and because the businesses provide consistent and affordable prices.

Fry Street area clubs, bars and stores are also on equal footing with entertainment establishments in surrounding cities. The shops and clubs in the Fry Street area cater mostly to a college clientele, but to various other patrons as well. Patronage of the Fry Street nightclub life is further aided by extended alcohol sales hours. Entertainment seekers are not forced to choose Dallas, Fort Worth and other surrounding areas over Denton. Many of the college stakeholders indicate that the entertainment atmosphere provided by the Fry Street area promotes safety and responsibility because people stay in Denton rather than traveling the dangerous interstates after a few drinks late at night. Popular musical acts perform in the Fry Street area and are more than likely attracted to the area because the

entertainment does not end too early.

Cultural Identity

Strengths:

Sub-Culture

Originality

Freedom of Expression

Eclectic Atmosphere/Environment

Stakeholder Sentiments:

A sub-culture exists in the Fry Street area. While City-wide appreciation, understanding and support of this sub-culture appears lacking, there is a strong need and desire by the Fry Street stakeholders to maintain the eclectic feel and originality of the area. It is believed that the social tolerance of those who frequent the Fry Street area is higher than in other areas of Denton. The stakeholders agree that this tolerance must be nurtured and maintained. People from all walks of life are embraced and feel welcomed. The Fry Street area, for the most part, is a non-judgmental area where everyone is free to be himself or herself.

With university ties, fringe appeal, after-work and after-school attraction for students, professors and young professionals, the ambience and clientele changes constantly. Clubs, earthy businesses and colorful regulars dot the Fry Street area canvass. It is the one area of town where a college party place with fraternity hangouts is successfully intertwined with tattooed, tie-dyed, new age and hippied sub-culture hangouts.

V. COMMUNITY REVITALIZATION AND RESTORATION

Revitalization Goals

The revitalization of the area will depend on people working together. The neighborhood meetings and subsequent discussions generated many suggested goals and actions to deal with the issues raised. The goals fell under the same categories identified in the issues section.

LITTER, BEAUTIFICATION AND SOLID WASTE COLLECTION

Keep the Fry Street area free of trash, litter and debris at all times.

Foster cooperation among area merchants to maintain a litter and trash free environment.

PARKING/TRAFFIC

Improve and increase parking resources to adequately serve the present and future needs while preserving the area's integrity.

Balance the need for efficient traffic flow with pedestrian safety.

Create pedestrian-friendly streets.

SOCIAL CONCERNS AND SAFETY

Increase the sense, feeling and perception of safety so that people will continue to frequent the Fry Street area.

Change the City and community's negative perception of safety in the Fry Street area.

Expand the services offered in the community office.

Encourage long-term volunteer commitment for community center staffing.

Reduce or stop the demand for drugs in the Fry Street area. Increase community activism and involvement.

PROPERTY MAINTENANCE

Take initiative and emphasize the responsibility of property owners, residents, tenants and business owners to maintain their properties in a clean, healthy and orderly manner.

Promote and take advantage of programs to assist clean up and recycling efforts.

Promote physical, social and economic viability of the Fry Street area by eliminating blighted and deteriorated conditions, untended vacant lots and boarded up buildings.

COMMUNITY CHARACTER

Provide for public improvements including an improved street system, modernized public utilities, and defensible space.

Enhance community policing and continue to promote cultural, racial and social diversity by making the Fry Street area a safe place to live, work, visit and congregate.

Develop a marketing strategy to promote a more positive image and identity.

Create a positive "entrance" and sense of arrival to the Fry Street area.

Maintain a safe and walkable community.

Create small green space and pedestrian pavilion opportunities to improve the image and character of the Fry Street area.

Stakeholder Identified Strategies

Area stakeholders propose a number of solutions, alternatives and strategies. The necessary means to realize the goals identified in the plan must be clearly identified and outlined step by step. The City recognizes and area stakeholders must also recognize that the improvements to the Fry Street area will not be achieved by City actions alone. A strong partnership between the City, UNT, the Fry Street community and the Fry Street Development Corporation is needed to achieve the plan objectives. Some proposals will be relatively easy to carry out, while others will present significant challenges. Implementation may be immediate or years from now and the responsibilities for action are private as well as public. **This section presents the wide array of stakeholder recommended strategies.** The entire stakeholder identified strategies are identified below.

LITTER, BEAUTIFICATION AND SOLID WASTE COLLECTION (SW)

- SW-1a Community organize "litter squad".
- SW-1b Prevent and eliminate litter by and injury from bottles and other glass containers.
- SW-2 Relocate dumpsters to a central location.
- SW-3 Screen dumpsters from view **or**
- SW-4 City provide trash compactors in strategically located and out of sight areas.
- SW-5 Area merchants agree to have City increase solid waste pick-ups.
- SW-6 Agreement between City and area merchants to empty trashcans.
- SW-7 UNT-City agreement for trashcan collection
- SW-8 City provide solid waste service for cans.
- SW-9 City charge all merchants using solid waste services.
- SW-10 City study need and costs/benefits of recycling. City agreement with private property owners to provide space for containers.

PARKING AND TRAFFIC (PT)

- PT-1 UNT require parking permits for all UNT students.
- PT-2 Public-Private venture to purchase renter-occupied properties for remote parking site/lot.
- PT-3 City create more handicapped parking spaces.
- PT-4 City grant parking variances and reduce parking standards in the Fry Street area.
- PT-5 Designate Fry Street area as a special district that revises parking requirements.
- PT-6 Designate Fry Street area as a Public Improvement District (PID) in order to generate funds to leverage with city dollars used for Fry Street area improvements.
- PT-7 Allow parking in front of HMS Art Store instead of on the side of the store.
- PT-8 Provide metered parking on Oak St. (specified areas only)
- PT-9 Limit parking meters to 30-minutes.
- PT-10 City-UNT cooperative to increase enforcement of meters.
- PT-11 Meet with beer vendors to reschedule deliveries.
- PT-12 Designate loading zones along Fry Street and Ave. A.
- PT-13 City-UNT partnership to develop bicycle path in area.
- PT-14 City establish designated traffic zones and improve street markings.
- PT-15 One-way south traffic circulation along Fry and two-way north traffic circulation for Ave. A and Mulberry.
- PT-16 City reduce speed limit in the area and/or increase enforcement of speed limits.

SOCIAL CONCERNS AND SAFETY (SC)

- SC-1 Create public education campaign, in cooperation with local media, to identify the positive activities undertaken to deal with drug tragedies in the Fry Street area.
- SC-2 Maintain community office in the area.
- SC-3 Merchants cooperate to expand the free taxi service presently offered by the Bruno's.
- SC-4 Establish a memorial in the area so that people will understand the long- and short-term results of drug use.
- SC-5 Increase drug and alcohol enforcement. Police officers increase pressures on the area's drug suppliers.
- SC-6 Solicit long-term volunteer commitment to staff community office.
- SC-7 City increase present level of Police presence in community.
- SC-8 City-UNT cooperative effort to staff community office 24 hours a day.
- SC-9 City improve quality and quantity of lighting throughout the area, especially on Fry Street.

PROPERTY MAINTENANCE (PM)

- PM-1 City step up code enforcement of private renter –occupied housing in the Fry Street area.
- PM-2 Renovation/Urban renewal of private renter-occupied housing. (Community Development funding for rehabilitation.)
- PM-3 Merchants and area volunteers organize clean up days.
- PM-4 Encourage and promote residential or commercial development of undeveloped land on Fry and Oak.

COMMUNITY CHARACTER (CC)

- CC-1 Increase level of coordination between Delta Lodge, City and area residents in Fry Street Fair organization.
- CC-2 City improve sidewalk conditions and make handicap accessible.
- CC-3 City pass an ordinance prohibiting sitting, laying and reclining on sidewalks during specific hours.
- CC-4 City make pedestrian crossing more visible by repainting or installing flashing lights along Hickory and Oak Streets.
- CC-5 Install underground utilities (complete removal of poles).
- CC-6 Kiosks/Bulletin board for handbill posting.
- CC-7 Locate markers and/or signs “announcing” the area.
- CC-8 Merchants-Delta Lodge develop marketing campaign to improve image of area.
- CC-9 City-Merchants-Residents work out a schedule for regular cleaning of streets.
- CC-10 Include landscaping and street trees along Ave A and Fry Street re-design for beautification purposes.
- CC-11 Recognize that the Fry Street area is a commercial area. Limit residential densities of any new development.
- CC-12 City Council establish Fry Street area as a PID.

Recommendations and Implementation Actions

A useful plan for restoration of the Fry Street community's viability requires dual strategies. Solutions will not come easily or quickly. Obstacles include deep-rooted skepticism, limited resources available for remedial efforts and limited participation and interest by area residents.

As first hand evidence of commitment to the Fry Street area, there are a number of actions, which the City of Denton, the Fry Street Development Corporation (FSDC), and The University of North Texas (UNT) can initiate. These actions include solid waste services, parking and traffic circulation, property maintenance and community aesthetics. In many instances, the recommended actions directly match strategies identified by the stakeholders in the previous section. In other instances, the recommended actions are based on detailed analyses provided by city staff. All of the actions correspond to one or more of the stakeholder strategies previously identified. Where there is more than one option available, the preferred recommendation is identified by ✓.

ORGANIZATIONAL

Recommended Actions:

First, the plan recommends a public-private partnership between the City of Denton, the University of North Texas and the Fry Street Development Corporation. The City will be the catalyst by initiating the Fry Street area improvements. Specifics of this recommendation are discussed under the Parking and Traffic recommendations, [PT-14/PT-15](#).

Second, to accomplish the above recommendation, the plan further recommends the creation of a special Fry Street Zoning Overlay District and a Fry Street Public Improvement District (FSPID). A Special District and a PID formation are discussed in detail under the Parking and Traffic recommendations, [PT-4/PT-5](#) and [PT-6](#).

LITTER, BEAUTIFICATION AND SOLID WASTE COLLECTION

The most apparent actions involve solid waste services and include keeping trash, debris and glass containers out of the area, removal of the dumpsters off the streets and sidewalks to a centralized location, screening of area containers and/or replacement of the dumpsters for compactors. Area stakeholders are determined and committed to cleaning up the image and aesthetics of the area by first removing the dumpsters from the streets and off the sidewalks.

Recommended Actions:

SW-1b A "no glass" container ordinance for the Fry Street Area should be adopted to prevent and eliminate the proliferation of litter by and injury from bottles and other glass containers.

Install centralized solid waste facilities to reduce dumpster visibility and improve solid waste service. The following options are available:

- ✓ **1. SW-2/SW-3** The City Solid Waste Department will contact area merchants and property owners to

relocate the refuse containers to more centralized areas. Customers who are clustered together (by block) should agree to share solid waste containers and services to enable use of one or two strategically placed single large units for a number of users. Generators would further benefit from on-premise compaction of solid waste. A credit or a discount in solid waste rates may be given to those generators who participate in on-premise compaction. Further discussion with the Solid Waste Department regarding this item is needed to determine service details and monthly collection rates.

or

2. SW-4 Solid Waste will replace dumpsters with centrally located compactors. This is a strategy that City Solid Waste representatives presented to area stakeholders. Use of compactors would significantly reduce the number of pick-ups required since compaction allows the containment of more trash. Solid waste generators will need to work with the Solid Waste Department to determine a centralized location for the compactors. Preliminary cost estimates indicate that current solid waste costs will increase roughly 100%-105% for all generators. Since the recommendation was first made, the Solid Waste Department has re-evaluated this issue, finding that while compactors are designed to hold more trash, minimize collection frequency and reduce the number of containers in the area, there are some disadvantages to compactor use. Increased odor due to the infrequency of collection, watery discharge from rain and wet garbage increases due to the compactness of the garbage and the costs associated with placement and service of compactors are significantly higher for generators than the present dumpster service may result. Concrete reinforcement of driveways for the service trucks, security lighting and electric utility connections to the compactors are additional costs. **If centralized compactors are selected, the Solid Waste Department will analyze creative financing strategies and alternatives to pay for the up-front costs and other associated costs.**

The strategic grouping of dumpsters rather than compactors is recommended in the three blocks of the Fry Street study area. This proposal and a comparison of centralized dumpsters vs. centralized compactors are provided. *Refer to Table 2, pg. 44.* The strategic grouping of the containers will reduce the number of containers in the area and will reduce the cost of service to many area merchants, **but not every merchant. Refer to Figure 13, pg. 47.**

Design, specifications and actual location of the containers (either dumpsters or compactors) will include access points, concrete drives, concrete pads, revetments, security lighting, etc. and will need to be discussed and coordinated in greater detail with the City Solid Waste and Planning Departments, FSDC/FSPID, and UNT.

Whichever option is chosen, the Solid Waste Department will provide up to \$20,000 in funds, to cover part of the costs for screening revetments, a concrete drive and a concrete slab and apron for the containers to be placed on. This is above and beyond the basic solid waste services that the City provides. Generators will be responsible for additional funding costs and future maintenance. Furthermore, if a consensus is reached regarding centralized containers, implementation will occur on a block by block basis. Removal of grease refuse containers from the curb and right-of-way will also be required. Grease refuse containers may be located in revetments if separate access is provided. However, the Solid Waste Department will not be responsible for providing service to grease refuse containers. (An increase in solid waste rates will result if Solid Waste has to clean revetments due to

grease refuse.)

SW-7 UNT empty area trashcans in exchange for the authority to regulate the parking of vehicles on public streets in the Fry Street area and surrounding vicinity. Amend current contract to include the streets identified in UNT's proposal. *Refer to Figure 14, pg. 49.* Details of the contract include language indicating that this arrangement is an interim solution until self-management of the trashcans by FSDC/FSPID. The Solid Waste Department will provide an additional refuse container for the waste disposal. Location of this dumpster on one of the blocks proposed for centralized grouping of the containers or UNT's physical plant facility will be evaluated by the Solid Waste Department.

To discourage students from parking in the surrounding residential areas due to heightened UNT enforcement, hang-tags that allow only area residents to park along residential streets are also recommended.

SW-9 The City Solid Waste Department identify all solid waste generators and require service. Fully utilize the enforcement powers of the Solid Waste Ordinance.

PARKING AND TRAFFIC

Recommended Actions:

As mentioned previously, there are 2 major organizational actions that must also occur in conjunction with the public-private partnership recommended earlier. The creation of a special Fry Street Zoning Overlay District (**PT-4/PT-5**) and a Fry Street Public Improvement District (**PT-6**) is recommended.

1. PT-4/PT-5 Create a special Fry Street Zoning District designed to aid in revitalization that is compatible with and will serve to preserve the character of the Fry Street area. The Fry Street Zoning District will set out and establish zoning classification of uses; zoning requirements, including density, area and height restrictions; sign regulations; parking regulations, including off-street and remote off-site parking and loading requirements; transit and traffic operations; public improvements; and aesthetic regulations, including glass container and encampment restrictions and dumpster location requirements. The zoning district and regulations will only be applicable to the Fry Street area.

Specific requirements related to parking and density include the following options:

a. Reduce the parking requirements for restaurants and bars in the Fry Street area to one space for each 200 square feet of floor area or one space for each 6 seats, whichever is greater. This ratio allows some existing businesses to expand, and a few new businesses to move into the area. In this scenario, existing business owners have two options. First, business owners can retain the current leases for parking, which allows for future expansion. The second option allows the business owner to cut costs by renegotiating the parking leases and reducing the number of spaces leased. This option impacts parking availability in the two major parking lots as follows:

-Lot south of Hickory/East of Ave. A- this option would make available between 7 and 43 spaces on this lot.

-Lot north of Hickory/East of Fry Street- this option would make available approximately 50 spaces on this lot.

**TABLE 2: SOLID WASTE SERVICE, CENTRALIZED CONTAINER COMPARISONS
OAK/FRY/HICKORY (BLOCK 1)**

Address	Name	Current Rate	Current Service quantity-size container# of times emptied	Proposed Centralized Service	Dumpster Option Rate*	Compactor Option Rate* 1-30yd ³ /1x
1120 W. Hickory	Mr. Chopsticks	\$114.00	1-3yd ³ /3x	9yd ³	1-8yd ³ /4x \$78.98	\$132.20
1206 W. Hickory	T.J.'s Wings & Things	\$66.20	1-8yd ³ /1x	8yd ³	2-6yd ³ /4x \$66.20	\$115.73
1218 W. Hickory	Cool Beans	\$132.40	1-8yd ³ /2x	16yd ³	\$132.40	\$231.46
1220 W. Hickory	Treasure Aisle	\$15.20	1-3yd ³ /2x	1yd ³	\$15.00	\$15.00
1222 W. Hickory	University Barber	\$15.20	1-3yd ³ /2x	1yd ³	\$15.00	\$15.00
112 Fry	Vagabond Import	\$15.20	1-3yd ³ /2x	1yd ³	\$15.00	\$15.00
114 Fry	The X	\$15.20	1-3yd ³ /2x	1yd ³	\$15.00	\$15.00
116 Fry	Campus Barber	\$15.20	1-3yd ³ /2x	1yd ³	\$15.00	\$15.00
1226 W. Hickory	Flying Tomato	\$132.38	1-8yd ³ /4x	16yd ³	\$132.40	\$231.46
110 Fry	Bagheri Italian Restaurant	\$132.38	1-8yd ³ /4x	16yd ³	\$132.40	\$231.46
113 Fry	Zebra Head	no SW	no SW	1yd ³	\$15.00	\$15.00
1300 W. Hickory	Copy-Pro Tech	no SW	no SW	1yd ³	\$15.00	\$15.00
1302 W. Hickory	Fry Street Ink	\$38.00	1-3yd ³ /1x	1yd ³	\$15.00	\$15.00
1306 W. Hickory	Voyager's Dream	no SW	no SW	1yd ³	\$15.00	\$15.00
118 Fry	Hip Connection	\$19.00	1-3yd ³ /1x	1.5yd ³	\$15.00	\$21.70
1235 W. Oak	The Corkscrew	\$19.00	1-3yd ³ /1x	1.5yd ³	\$15.00	\$21.70
1217 W. Oak	Uncommon Grounds	\$38.00	1-3yd ³ /1x	3yd ³	\$26.33	\$43.40
Compactor Costs (Included in above cost estimate)		\$767.40	80yd ³	80yd ³	\$733.71	\$1,164.11
	Disposal fee for 1-30yd ³ /1x	\$896.31/mo				
	Rental Fee for 1-30yd ³ /1x	\$236.00/mo				
	Estimated Electric Cost	\$25.00/mo				
ADDITIONAL/OPTIONAL Services for Compactor						
	Toter Dumper	\$200.00/mo				
	Toter	\$2.50/mo/cust.				

MULBERRY/AVE A/HICKORY (BLOCK 2)

Address	Name	Correct Rate	Current Rate	Current Service quantity-size container/# of times emptied	Proposed Centralized Service	Dumpster Option Rate*	Compactor Option Rate*
101 Ave A	First State Bank	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	1-8yd ³ /4x	1-30yd ³ /1x
103 Ave A	Kharna Café	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	2-6yd ³ /4x	\$50.64
105 Ave A	Text Outlet	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
105.5 Ave A	Avant Hair	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
107 Ave A	State Club	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
109 Ave A	Joe Cleaners	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
113 Ave A	Muthers	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
119 Ave A	Modalita's Hair Salon	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
121 Ave A	The Tavern	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
123 Ave A	Prodigal Sound	\$45.60	\$22.80	2-3yd ³ /6x	3.5yd ³	\$30.72	\$50.64
125 Ave A	Rick's	\$130.15	\$130.15	1-4yd ³ /3x	12yd ³	\$99.30	\$173.60
1212 Mulberry	H.M.S. Art & Frame	\$66.20	\$66.20	1-8yd ³ /1x	8yd ³	\$66.20	\$115.74
1217 W. Hickory	Billy Shears	\$15.00	no SW	1-3yd ³ /1x	1yd ³	\$15.00	\$15.00
1211 W. Hickory	Riprocks	\$99.30	\$66.20	1-8yd ³ /3x	12yd ³	\$99.30	\$173.60
1207 W. Hickory	Luck Lou's	\$99.30	\$99.30	1-8yd ³ /3x	12yd ³	\$99.30	\$173.60
		\$865.95	\$589.85	80yd ³	80yd ³	\$686.30	\$1,157.94

Compactor Costs (Included in above cost estimate)

Disposal fee for 1-30yd ³ /1x	\$896.31/mo
Rental Fee for 1-30yd ³ /1x	\$236.00/mo
Estimated Electric Cost	\$25.00/mo

ADDITIONAL/OPTIONAL

Services for Compactor

Toter Dumper	\$200.00/mo
Toter	\$2.50/mo/cust.

HICKORY/ AVE B/ OAK (BLOCK 3)

Address	Name	Current Rate	Current Service quantity-size container/# of times emptied	Proposed Centralized Service	Dumpster Option Rate*	Compactor Option Rate* 1-30yd ³ /1x
1314 W. Hickory	Voertman's	\$109.30	1-6yd ³ /2x	12yd ³	1-8yd ³ /4x \$99.30	\$192.88
1320 W. Hickory	Teacher's World	no SW	no SW	1.5yd ³	2-6yd ³ /4x \$15.00	\$24.12
1322 W. Hickory	C.D. Warehouse	no SW	no SW	1.5yd ³	\$15.00	\$24.12
1408 W. Hickory	Jack In the Box	\$198.60	1-8yd ³ /3x	24yd ³	\$198.60	\$385.77
114 Ave B	Scholtzsky's	\$54.65	1-6yd ³ /1x	6yd ³	\$49.65	\$96.44
1401 W. Oak	Joe's Copy	\$96.25	1-2yd ³ /3x	6yd ³	\$49.65	\$96.44
1407 W. Oak	Bari's Pasta	\$114.00	1-3yd ³ /3x	9yd ³	\$74.48	\$144.66
1415 W. Oak	7-11	\$109.30	1-6yd ³ /2x	12yd ³	\$99.30	\$192.88
		\$682.10	69yd ³	72yd ³	\$600.98	\$1,157.31

Compactor Costs (Included in above cost estimate)

Disposal fee for 1-30yd ³ /1x	\$896.31/mo
Rental Fee for 1-30yd ³ /1x	\$236.00/mo
Estimated Electric Cost	\$25.00/mo

ADDITIONAL/OPTIONAL

Services for Compactor

Toter Dumper	\$200.00/mo
Toter	\$2.50/mo/cust.

*Rate structure is subject to change. For those merchants whose collection frequency increases, rates are also subject to increase.

FIGURE 13

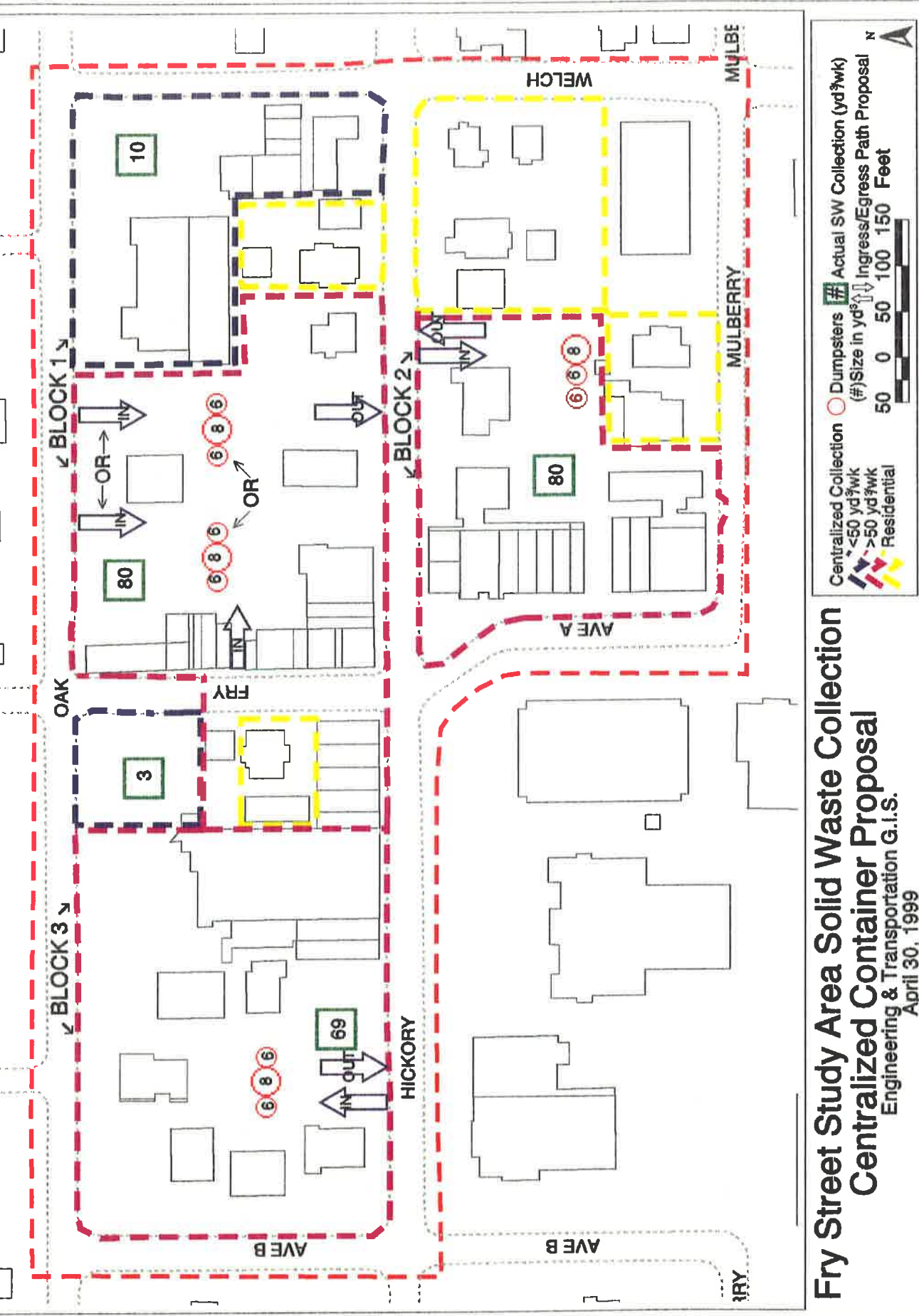
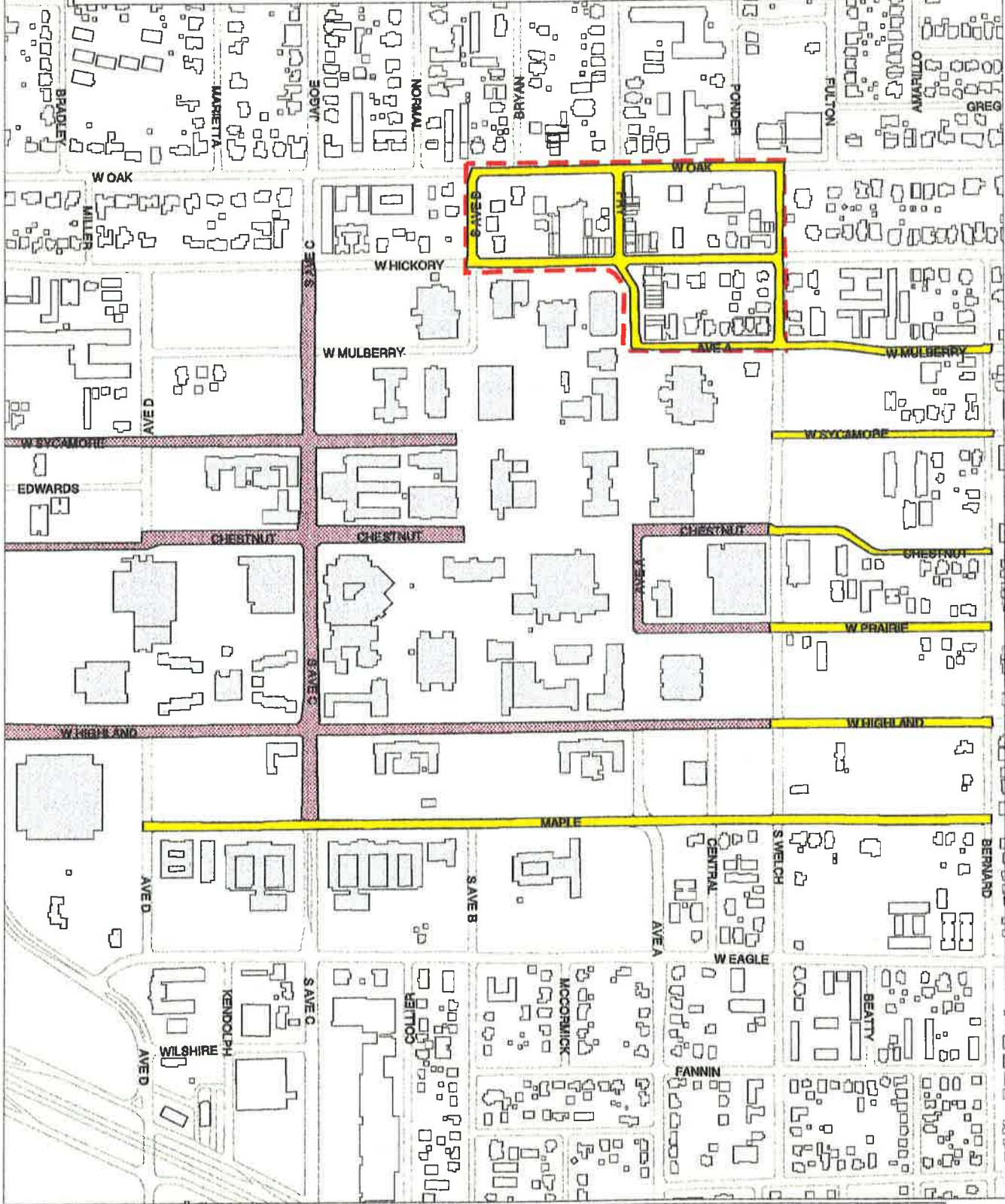




FIGURE 14

UNT PARKING CONTROL PROPOSAL



These spaces could be made available to tenants wishing to convert existing structures for uses other than those for which they currently qualify as a legally non-conforming use. Spaces could also be used for a limited amount of new construction. However, the Building Inspections Division would review any new construction that would cause a net loss of available parking in the area on a case by case basis. This option does not change the fact that two major property owners control the majority of the available parking in the Fry Street area. It also does not address the problems with variances, illegally non-conforming uses, and legally non-conforming uses.

or

- b. A Fry Street Zoning District is created (PT-4/PT-5) and all parking requirements in the Fry Street area will be eliminated and density requirements will be established. Density recommendation: Massing guidelines and Floor to Area (FAR) minimums for new and existing construction will be developed. Anyone attempting to rezone properties outside the established Fry Street Area boundary for purposes of expanding the district will be subject to denial by the Board of Zoning Appeals and the City Council. Any residential property rezoned and converted for any use other than residential, will be required to increase parking in the District at a ratio of one space for each 200 sq. ft. of floor area to be converted. This option prevents new development from occurring outside the Fry Street District, will allow for the expansion of existing businesses vertically and pave the way for redevelopment in the area. A Fry Street Zoning Overlay District will also eliminate the problems with variances, illegally non-conforming uses, and legally non-conforming uses. Also, by setting density restrictions, the likelihood of uncontrolled growth in the area is lessened. As is the case with the first option, the Building Inspections Division would review any new construction in the Fry Street area on a case by case basis.**

or

- c. Set “area wide” parking requirements and treat the Fry Street area as a single business entity in relation to parking. This option would determine parking requirements for the entire Fry Street area by comparing the total square footage of all businesses within the boundaries of the area to the total number of parking spaces available in the area. The number of spaces required would be based on a ratio of one space for each 200 sq. ft. of floor area for restaurant/bars and retail uses and one space for each 300 sq. ft. of floor area for office uses. This option allows for the expansion of existing businesses and paves the way for new businesses to locate in the area. It also eliminates the current problems with illegally non-conforming uses and legally non-conforming uses by making all uses conforming. Also, by setting parking requirements based on certain uses, the likelihood of uncontrolled growth in the area is lessened. This option also alleviates the problems associated with the fact that two property owners control the majority of the parking in the area. As is the case with the first two options, the Building Inspections Division would review any new construction in the Fry Street area on a case by case basis. Also, in instances where new construction or the conversion of existing structures creates a need for additional parking spaces, the individual or entity responsible for the increase will work together with the Fry Street District and the City to**

seek more joint parking.

**Current Zoning Use Breakdown of the Fry Street Area
(Figures estimated using Arc Explorer)**

	Square footage	Parking Required
Restaurant/Bar	43,000	215
Retail/Service	65,500	327
Office/Other	27,500	91
<u>Residential</u>	<u>25,000</u>	<u>N/A</u>
Total Square Footage	161,000	Total Parking Required 633

There are currently 600 parking spaces in the Fry Street area. If the variances currently granted in the Fry Street area are factored in, these 600 spaces are more than enough parking to meet the requirements. (There are also 69 additional spaces on two lots north of Oak Street, across from Voertman's and Bari's, which are controlled by Voertman's.)

PT-6 Area property owners should petition the City to create a Fry Street Public Improvement District (FSPID). A PID is a tool, which allows a local government to levy and collect special assessments on property to finance needed public improvements. Area property owners are assessed additional taxes based on property values for a specified period of time. The additional taxes are channeled to a Special Improvement District Fund. Management of the funds can be through the City or an appointed PID Board. A PID can be effective in promoting resources, maintenance, upgrading of infrastructure and special services, improving and expanding on the special character of a neighborhood; enhancing the identity and visual experience of a neighborhood and assuring the longevity and maintenance of aesthetic improvements.

A preliminary assessment of the possible proceeds generated from a Fry Street PID (FSPID) indicates approximately \$3,000-\$4,000/year (assuming a \$0.07 per \$100 of appraised value). This amount is not a high enough yield to help fund many of the Fry Street improvement proposals. Use of this fund to pay principal and interest on bonds that the City might use for area improvements can demonstrate a willingness and commitment to match funding for area improvements. The City's Economic Development Department and the Small Area Planning Division will provide organizational assistance. **However, it is additionally recommended that over the next 3-4 years, the FSPID funds are offset with additional fund raising activities to raise at least \$15,000 per year. This averages \$375 per year for each of the 40+ businesses in the area.**

In addition, building owners could also agree to require, of tenants and lessees, dues for services and needed improvements in the area.

UNT provide additional capital investment assistance for street improvements in the Fry Street area.

PT-14/PT-15 The City Engineering and Transportation Department develop a traffic improvement plan for the Fry Street area. Reconfigure the traffic circulation on Fry Street, Avenue A and Mulberry Street to one-way. (One-way southbound on Fry from Oak to Hickory, one-way northbound on Avenue A, westbound on Mulberry from Welch to Hickory) Where Avenue A is offset from Fry Street, change the existing configuration change to include a pedestrian pavilion/mall. Also include sidewalk replacement and expansion; new angled head-in parking; additional meter parking on Oak Street; additional handicap parking spaces, and new loading zones. To initiate the recommended public-private partnership, the City program \$200,000-\$250,000 into the 2000 Capital Improvement Program (CIP) Budget towards these improvements.

FSDC, FSPID and UNT provide streetscape and landscape improvements in the area. *Refer to Figure 15, pg. 53.*

Additional one-way options are also identified. The “pros” and “cons” of each of these options including the recommended option (option 5) is explained in a cursory analysis on the following pages. *Refer to Table 3, pg. 54.* Of the six options, the Engineering and Transportation Department would prefer either option one or three. However, because option 5 is supported by a majority of the stakeholders, the Engineering and Transportation Department is willing to support this option.

SOCIAL CONCERNS AND SAFETY

Recommended Actions:

SC-1 FSDC, FSPID and Delta Lodge meet with the media to discuss and develop promotion strategy and campaign for the area.

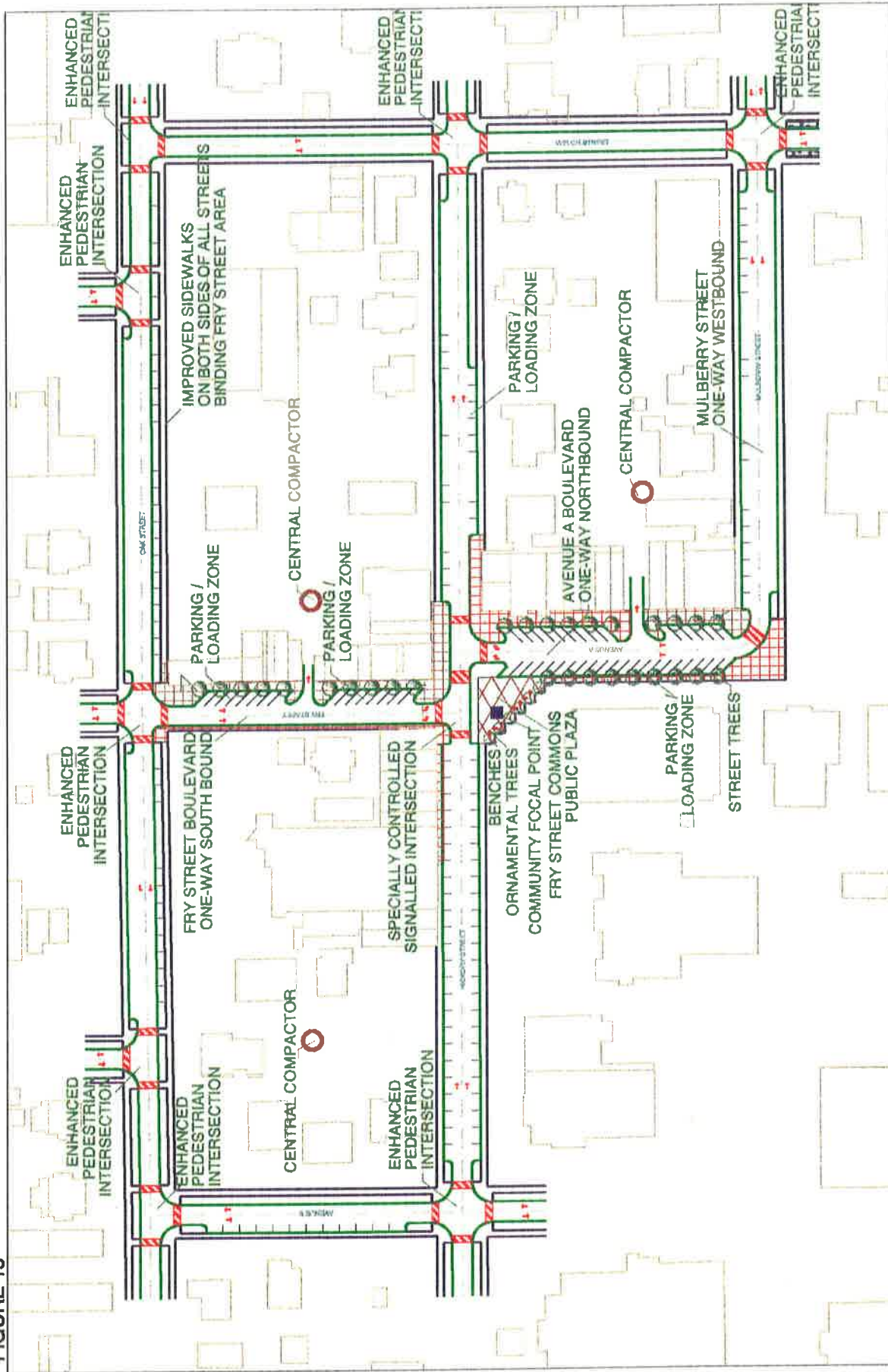
SC-2 The City Police Department (DPD) program limited funding assistance in future Police Department budgets to include staffing and operation of the Fry Street community office. This will supplement funding by FSDC for the office.

SC-5 Denton Police continue to employ the zero-tolerance strategy as long as offenses are deemed a priority problem.

SC-6 FSDC and/or FSPID work with area beer distributors and other business interests to create a trust/endowment to fund a part-time employee to staff the community office.

SC-7/SC-8 The City consider locating a City Utilities Customer Service Representative in the

FIGURE 15



Traffic Improvement Plan Proposal

Engineering & Transportation G.I.S.
April 30, 1999

TABLE 3: RECONFIGURATION OPTIONS FOR FRY STREET AND AVENUE A BETWEEN MULBERRY AND OAK STREETS

1. One-Way Southbound from Oak to Mulberry, and Eastbound from Avenue A to Welch.

Positive	Negatives
<ul style="list-style-type: none"> • One-way traffic permits two lanes of travel for the entire length of the street, subsequently relieving some congestion. • One-way traffic makes the concept of angled parking more feasible because it allows maneuvering room for vehicles to pass as parked cars re-enter the stream of traffic. • One-way traffic makes the concept of angled parking more feasible because it prevents cars from entering parking spaces that are not angled in the direction that the cars are approaching. Also, motorists who tend to use more than one lane would not cross in the path of vehicles that are travelling in the opposite direction. • One-way traffic the entire length eliminates some turning movements at the intersection of Mulberry and Welch and the intersection of Hickory and Fry and eliminates head-on movements that exists at Fry/Ave A and Hickory. • One-way traffic in the same direction across the intersection of Fry/Ave A and Hickory will permit the use of two lanes to allow for multiple movements (straight and left-turn) while simultaneously reducing the amount of stacking that is necessary at the intersection and making angled parking more feasible on Fry Street. • The geometry of Ave A lends itself to southbound flow, as a motorist on Hickory would not have to make a full ninety-degree turn to enter Ave A. 	<ul style="list-style-type: none"> • The elimination of two-way traffic can create confusion for motorist, especially the multi-thousand new motorists that enroll at the University each semester. Having a one-way path for the entire length of Avenue A/Fry would at least provide continuity. • One-way southbound would increase traffic on Welch – northbound, as a motorist would no longer be able to go north on Avenue A/Fry Streets.
<p>Conclusion: There is a net benefit in implementing this option. It is possible to increase traffic flow modestly while optimizing the ability to safely place angled parking onto existing streets.</p>	

2. One-Way Northbound from Mulberry to Oak, Eastbound from Welch to Avenue A.

Positive	Negatives
<ul style="list-style-type: none"> • One-way traffic permits two lanes of travel for the entire length of the street, subsequently relieving some congestion. • One-way traffic makes the concept of angled parking more feasible because it allows maneuvering room for vehicles to pass as parked cars re-enter the stream of traffic. • One-way traffic makes the concept of angled parking more feasible because it prevents cars from entering parking spaces that are not angled in the direction that the cars are approaching. Also, motorists who tend to use more than one lane will not cross in the path of vehicles that are travelling in the opposite direction. • One-way traffic the entire length eliminates some turning movements at the intersection of Mulberry and Welch and the intersection of Hickory and Fry and prevents head-on movements that currently exist at Fry/Ave. A and Hickory. • One-way traffic in the same direction across the intersection of Fry/Ave. A and Hickory permits the use of the two lanes to allow for multiple movements (straight and left-turn) while simultaneously reducing the amount of stacking that is necessary at the intersection and making angled parking more feasible on Avenue A. 	<ul style="list-style-type: none"> • The elimination of two-way traffic increases confusion for motorist, especially new motorists that enroll at the University each semester. Having a one-way path for the entire length of Fry/Ave A provides continuity. • One-way northbound increases southbound traffic on Welch for those motorists who know the area. These motorists would no longer be able to travel on Fry/Ave A. • One-way northbound increases southbound traffic on Ave B from Oak to Hickory, southbound traffic on Welch from Hickory to Mulberry for those motorists who are unfamiliar with the area. • The geometry of Ave A does not lend itself to a natural northbound flow. A motorist on Ave A is pointed towards the eastbound traffic on Hickory. Motorists needing to turn onto Hickory from Ave A have to make a turn greater than 90° degrees.
<p>Conclusion: There is a net benefit, mostly the same as in option one, however, the angle of Avenue A at Hickory lends this to be less beneficial than option one.</p>	

3. Two-Way from Oak to Welch, Status Quo

Positive	Negatives
<ul style="list-style-type: none"> • Two-way traffic is a well-known traffic situation among all facets of the public whether familiar with the area or not. • The cost of implementing status quo is zero. Any other situation will require some money. 	<ul style="list-style-type: none"> • Angled parking is not feasible because parking maneuverability blocks traffic and leads to an increase in fender benders. There is not an extra lane to permit traffic to move around a vehicle. • The intersection of Hickory and Fry/A is not a very good intersection for either automobiles or pedestrians. No one on Fry or Ave. A is required to use that intersection at Hickory. • Movements at the existing intersection of Fry/A and Hickory are conflicting.
<p>Conclusion: Zero increase in benefit, however, there is no new cost, and two-way traffic is a familiar situation to most drivers.</p>	

4. One-Way Southbound on Fry Street from Oak to Hickory, One-Way Northbound/Westbound on Avenue A/Mulberry from Welch to Hickory, Avenue A, Fry and Hickory intersect in their current configuration.

Positive	Negatives
<ul style="list-style-type: none"> • One-way traffic makes the concept of angled parking more feasible for the mid-block areas because it allows maneuvering room for vehicles to pass as parked cars reenter the stream of traffic. • One-way traffic makes the concept of angled parking more feasible because it prevents cars from entering parking spaces that are not angled in the direction that the cars are approaching. Also, motorists who tend to use more than one lane will not cross in the path of vehicles that are travelling in the opposite direction. • Some turning movements are eliminated. 	<ul style="list-style-type: none"> • Because there is a mandatory turning movement, traffic may have to narrow to one lane to make the turn. A design study is needed to determine if a double left turn is possible using templates. Stacking needs are greater if the two lanes merge. • If two lanes must merge, with the increased need for stacking, the amount of parking, angled or parallel that is feasible is reduced. Even if parking is permitted, it is difficult to ingress and egress these parking spaces. • Some turning movements are eliminated at Hickory and at Mulberry. The remaining situation at Hickory Street is worse than option 3 because there is a concentration of motorist required to turn on to Hickory. Hickory is the primary movement, therefore traffic will have to wait longer before being able to turn on to Hickory. • The amount of traffic on Hickory increases greatly between Fry/Ave. A and Welch. Welch will experience an increase in traffic in both directions between Oak and Mulberry because motorists who enter and leave the Fry/Ave. A area have to use Welch. Unfamiliar motorists will be more prone to make mistakes in this area due to the changes in one-way movements. • A head-on situation is created at Fry/Ave. A and Hickory. In addition, a right-of-way dilemma arises as right-turn on red is legal, and left-turn on red is legal on a one-way street. • All traffic on Fry Street and Ave. A MUST use the intersection at Hickory Street.
<p>Conclusion: This option produces no net benefit. Traffic flow is impaired and the ability to safely add on-street parking is decreased.</p>	

5. One-Way Southbound on Fry Street from Oak to Hickory, One-Way Northbound/Westbound on Avenue A/Mulberry from Welch to Hickory. Avenue A and Hickory intersect at a 90° angle, and no longer aligns with Fry Street.

Positive	Negatives
<ul style="list-style-type: none"> • One-way traffic makes the concept of angled parking more feasible because it allows maneuvering room for vehicles to pass as parked cars re-enter the stream of traffic. • One-way traffic makes the concept of angled parking more feasible because it prevents cars from entering parking spaces that are not angled in the direction that the cars are approaching. Also, motorists who tend to use more than one lane will not cross in the path of vehicles that are travelling in the opposite direction. • Some turning movements are eliminated at Mulberry and Oak Streets. • The head-on movement at Fry/A and Hickory is eliminated. 	<ul style="list-style-type: none"> • Because there is a mandatory turning movement, traffic may have to narrow to one lane to make the turn. A design study is needed to determine if a double left turn is possible using templates. Stacking needs are greater if the two lanes merge. • If two lanes must merge, with the increased need for stacking, the amount of parking, angled or parallel that is feasible is reduced. Even if parking is permitted, it is difficult to ingress and egress these parking spaces. • Some turning movements are eliminated at Hickory and at Mulberry. The remaining situation at Hickory Street is worse than option 3 because there is a concentration of motorist required to turn on to Hickory. Hickory is the primary movement, therefore traffic will have to wait longer before being able to turn on to Hickory. • The amount of traffic on Hickory increases greatly between Fry/Ave. A and Welch. Welch will experience an increase in traffic in both directions between Oak and Mulberry because motorists who enter and leave the Fry/Ave. A area have to use Welch. Unfamiliar motorists will be more prone to make mistakes in this area due to the changes in one-way movements. • The separation distance between Fry and Hickory and Ave. A and Hickory is not sufficient to aid traffic flow. Furthermore, this separation requires two sets of traffic signals and the synchronization of the signals on Hickory is reduced. • All traffic on Fry Street and Avenue A MUST use the intersection at Hickory Street. • The separation distance between Fry and Avenue A does not leave enough room for stacking to make the traffic light work appropriately. There is only enough room for two cars to wait on Hickory at the intersection of Ave. A. If the signal facing Hickory is red (at Hickory and Avenue A), only a limited number of cars from either Fry or Hickory can proceed without blocking the Fry and Hickory intersection. • By moving the intersection of Avenue A, there is a great cost associated with this option not associated with any other option. Please see costs following this section.
<p>Conclusion: This option will create no net benefit greater over any of the other options.</p>	

6. One-Way on Fry Street from Oak to Hickory, Two-Way on Avenue A/Mulberry, existing geometry.

Positive	Negatives
<ul style="list-style-type: none"> • One-way traffic makes the concept of angled parking more feasible because it allows maneuvering room for vehicles to pass as parked cars reenter the stream of traffic. • One-way traffic makes the concept of angled parking more feasible because it prevents cars from entering parking spaces that are not angled in the direction that the cars are approaching. Also, motorists who tend to use more than one lane will not cross in the path of vehicles that are travelling in the opposite direction. • Turning movements are only eliminated at either Hickory or Oak, but not both. • In either direction, two lanes are permitted on to either Oak or Hickory because there are multiple movements at either intersection (either straight or left-turn.) 	<ul style="list-style-type: none"> • Given the number of intersecting driveways, the number of angled parking spaces that can be added may be limited. The only reason to even consider a one-way Fry Street is to increase parking. As this street is narrow, it is almost certain that to make any situation work with Fry Street, the entire street would have to be rebuilt. Any other option that allows for a continuous (same) one-way movement across all three street sections will improve traffic flow in the existing right-of-way, even if the street cannot be rebuilt to add parking. • This situation creates a very confusing situation for unfamiliar motorist since all parts of Fry/Ave. A is two-way except for this one block. In addition, there is an increased incentive to travel the wrong way on Fry, thus breaking the law, if a motorist can see that the next two-way section is just one block away. • The one-way Fry Street will increase traffic on Avenue B and Welch, depending on the direction of Fry Street. • If Fry Street is southbound one-way, there is a risk of a head-on situation at the intersection of Fry/Ave. A and Hickory, and an increase in the amount of traffic on Hickory. • If Fry Street is northbound, not only is there the risk of a head-on situation, the amount of traffic on Oak increases significantly due to the fact that all motorists on Fry (northbound or southbound) <u>MUST</u> use the intersection at Oak Street. Traffic on Oak between Fry and Avenue B increases significantly.
<p>Conclusion: This option provides no new benefit on its own and there is no public benefit created by spending money (widening the street or sidewalk) on this one street section alone. Safety is an issue since this one block will be an anomaly to all contiguous portions of Avenue A and Fry streets.</p>	

community office on a trial period of one year to increase the hours of operation. The Fry Street community office receives a high proportion of staffing hours than any other area of town. The Fry Street area has two Police Officers assigned to work on bicycle during the peak hours, plus one officer during each of the three shifts. An increase beyond these staffing levels is simply not justified by the current call load and criminal activity reported in the Fry Street area.

PROPERTY MAINTENANCE

Recommended Actions:

PM-1 The City Building Inspections and Code Enforcement Department target properties in the area for enforcement of City code violations.

The FSDC and/or FSPID determine if maintenance guidelines are appropriate for the Fry Street area. If so, meet with City Code Enforcement and Planning staff to discuss the creation of guidelines.

COMMUNITY CHARACTER

Recommended Actions:

CC-1 The City require Delta Lodge to meet with all pertinent City personnel at one meeting to discuss organization of the Fry Street Fair. Delta Lodge include FSDC and/or FSPID in the Fair planning meetings and in the distribution of the proceeds.

FSDC/FSPID develop and coordinate other fund-raising activities, in addition to the Fry Street Fair held annually by Delta Lodge, to help match, leverage or supplement City funding of Fry Street Area improvements.

CC-3 Adopt a “no encampment” ordinance to prohibit sitting, laying, loitering and reclining on sidewalks in the Fry Street Area during specified hours. Continued use of the Enforcement Authorization Program.

CC-7 FSDC/FSPID provide markers and signs identifying the Fry Street Area. The area serves as a gateway to the UNT campus and to downtown Denton. Add marker signs to the existing street signs in the Fry Street area. Create area logo and place on area trashcans and containers.

CC-10 FSDC/FSPID provide landscaping, irrigation and street trees in conjunction with traffic improvement plan (PT-14/PT-15).

CC-11 Delta Lodge has applied for a Special Use Permit (SUP) to rebuild a new fraternity house on the vacant lot located at 1305 W. Oak Street. The structure that formerly occupied the site was completely destroyed by fire. The proposed use is compatible with the area, and under present zoning regulations, an SUP is required for the establishment of a fraternity.

The previously mentioned recommendations are early action agenda strategies. Implementation of these strategies and the remaining strategies and recommendations, which are more long-term

and require a greater detail of public-private cooperation, are presented in the **Fry Street Small Area Plan Zoning and Implementation Actions**. *Refer to Table 4, pg. 61.*

VI. CONCLUSION

The Fry Street area requires immediate attention. It is time for more action and less talk, time to transform renewed enthusiasm and energy into positive steps toward restoration of the community and the well being of its residents. Improvements are needed to undo years of deferred investment, advertent neglect and overdue renovation. Procrastination and apathy can only lead to further deterioration and instability in the Fry Street area. Improvements will be costly and will require a considerable financial commitment not only from the City of Denton, but the University of North Texas, The Fry Street Development Corporation, residents merchants, business and property owners in the Fry Street area. The distribution of the financial commitment does not necessarily have to be equal, however it does have to be shared.

All of Denton neighborhoods are interconnected and interdependent. Harm to a part damages the whole. However, the reverse is also true: neighborhood gains benefit the entire community. Changes in the Fry Street area involve social, economic and physical recovery. While the concerns are unique, issue definition and possible strategies discussed by the Fry Street area stakeholders can be applied in many areas of the city. Neighborhoods have to heal from within. Without ongoing involvement and full commitment of neighborhood residents and businesses, there can be no lasting gains. Self-reliance and personal initiative must play a much greater role than they have in the past.

**TABLE 4: FRY STREET SMALL AREA PLAN
ZONING AND IMPLEMENTATION ACTIONS**

ORGANIZATIONAL								
Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
<ul style="list-style-type: none"> ★ Establish public-private partnership: 	41/ 52	<p>City will become major investor in the Fry Street Area by programming \$200,000-\$250,000 in the 2000 CIP budget for area traffic improvements.</p> <p>Zoning overlay district will consolidate zoning regulations, eliminate parking requirements in the area, determine appropriate land uses and establish minimum and maximum Floor Area Ratios (FAR) for new and existing construction.</p>				\$200,000- \$250,000 CIP		
<ul style="list-style-type: none"> • Create special Fry Street Zoning District. 	43							
<ul style="list-style-type: none"> • Create a Fry Street Public Improvement District (PID) under the direction of the Fry Street Development Corporation (FSDC) to match, leverage and supplement public funding of Fry Street improvement and revitalization efforts. 	51	<ul style="list-style-type: none"> • In order to finance special improvements such as sidewalks, street trees and landscaping and traffic improvements, merchants and area property owners (state statute requires more than 50% of area property owners) need to organize and petition City Council to pass a resolution creating a Fry Street PID. • PID should be created in association with the FSDC. Financial target will be to accumulate \$15,000/year over the next 3-5 years through additional fund-raising activities for special improvements. • Agreement with UNT for additional capital funding of street improvements. • Agreement with Delta Lodge to increase contributions from Fry Street Fair proceeds. 	<p>City of Denton Planning & Development FSDC/Property Owners Economic Development UNT Delta Lodge</p>	<p>City Council Michelle Lazo Dedra Ragland Bill Stoneburner Julie Glover Fred Pole Todd Kastaad</p>	1	<p>PID/FSDC to generate at least \$15,000/yr in the next 3-5 years from fundraisers</p> <p>20-30% UNT investment</p> <p>10% or more of Fry Street Fair proceeds</p>	2000	2001-2002

★ Primary Recommendation

● Secondary Recommendation

* These costs are included in traffic improvement estimate.

LITTER, BEAUTIFICATION AND SOLID WASTE COLLECTION (SW)

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
Litter and Dumpsters								
FSDC/FSPID organize campaign with Keep Denton Beautiful (KDB) and UNT.		In order to keep area clean of debris and trash, the Fry Street community will need an organized litter team.	FSDC/FSPID Area Stakeholders Small Area Planning	Bill Stoneburner Anita Bruno Michelle Lazo Dedra Ragland	3	\$0	1999	On-going
● Adopt a "no glass container" ordinance in the Fry Street area.	41	Planning staff will draft a no glass container ordinance to prevent and eliminate litter and injury from bottles and other glass containers.			2			
★ City Solid Waste install centralized solid waste facilities.	41	●SW will prepare agreement with private property owners to re-locate and service centralized equipment. ●SW will allocate partial funding to cover part of the cost of revetments and/or concrete slab and apron. ●Design and specifications (of centralized/grouped containers) for access points, concrete pads, security lighting, etc. will be developed. ●Solid Waste Department (SW) will research and identify all costs associated with dumpsters and compactors for comparison by merchants.	City Solid Waste Private property owners FSDC Small Area Planning Denton Police	Billy Sprabeary Curtis Lovless Omar Bjelde Bill Stoneburner Dedra Ragland Sgt. Scott Fletcher	1	Up to \$20,000 for revetments \$45,000 (compactor investment absorbed by City)	FY 1999	FY 1999
● Provide compactors in strategically located and out of site areas.	42							
Trashcans								
● City Solid Waste negotiate agreement with UNT for trashcan collection in exchange for parking and meter regulation authority.	43	UNT has identified public streets requested for interim parking and meter regulation. Solid Waste will provide container to empty trashcans.	City Engineering UNT Small Area Planning	Jerry Clark UNT Police Fred Pole Michelle Lazo Dedra Ragland	2	\$0	1999	1999
Solid Waste Services								
● City charge all merchants using solid waste services.	43	Solid Waste ordinance amended and enforcement can commence. SW dept. will identify all generators and require service to be initiated.	City Solid Waste	Billy Sprabeary	2	\$0	1999	NA

★ Primary Recommendation

● Secondary Recommendation

* These costs are included in traffic improvement estimate.

PARKING AND TRAFFIC (PT)

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
<p>Traffic congestion/hazards</p> <p>★ City Engineering develop Traffic Improvement Plan for one-way design (Fry St. one way South and Ave. A one-way North and Mulberry one-way west) to include:</p> <ol style="list-style-type: none"> 1) Investigation of control and channeling of pedestrian crossing at Welch and Mulberry by installing lights and barriers. 2) Replacement of pavement markings with pavers. 3) Evaluation of 4-way stops and signal lights at needed intersections in the area. 4) Sidewalk improvements. 5) Pedestrian/public pavilion on Ave. A. 6) New angled head-in parking on Fry Street and Ave. A. 7) Additional handicap parking. 8) Common loading zones. 	52	<p>Improvement plan will designate traffic zones, improve street markings and improve traffic circulation on Fry, Ave. A and Mulberry. UNT and FSPID to share in costs for area improvements.</p> <p>FSPID to provide additional funding for street trees and landscaping.</p> <p>City will evaluate present common loading zones along Fry Street and Ave. A. New locations, if needed, will be designated. Plan identifies potential common loading zone sites. Engineering has temporarily placed loading zones in the area. These areas will be re-evaluated if needed. Time limits will be placed on zones.</p>	<p>City Engineering Small Area Planning</p> <p>UNT FSDC/FSPID</p>	<p>Jerry Clark Michelle Lazo Dedra Ragland Fred Pole Bill Stoneburner Anita Bruno</p>	1	<p>\$200,000- \$1,215,000</p>	2001	2001-2003
<p>● Merchants/FSDC meet with beer vendors to reschedule deliveries.</p>	52	<p>FSDC and Denton Police (DPD) will meet again with delivery vendors to set-up an acceptable time for food and alcohol deliveries to minimize the amount of congestion and lane blockage generated by the trucks.</p>	<p>FSDC DPD</p>	<p>Bill Stoneburner Sgt. Scott Fletcher</p>	2	\$0	1999	1999

★ Primary Recommendation

● Secondary Recommendation

* These costs are included in traffic improvement estimate.

PARKING AND TRAFFIC (PT) con't.

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
On/Off Street Parking								
★ Eliminate all parking requirements.	43	Create Zoning District to eliminate parking requirements for all uses except residential. District will also establish density requirements, massing guidelines and floor to area limitations. Additional restrictions will apply.	City of Denton Planning Department FSDC/FSPID	City Council David M. Hill Anita Bruno Bill Stoneburner	1	0	1999	1999
UNT require parking permits for all students.	30	UNT will present transportation fee to state legislature.	UNT	Fred Pole, Administrative Affairs VP	3	\$0	1999	2001 (next legislative session)
● Public-Private venture to purchase property for remote parking site/lot.	51	City will agree to fund paving and other improvements if PID is established; property owner or PID purchases property and a percentage of the profits go to the PID.	City Engineering Property Owner(s) FSPID Small Area Planning	Jerry Clark Michelle Lazo Dedra Ragland	2	\$15,000 (actual costs cannot yet be determined)	Depends on property owner commitment and investment and/or PID development	2000
Meters								
● Engineering and Small Area Planning revise/modify private contract for meters to add additional meters on Oak Street.	52	Additional metered parking on Oak Street will provide a few more on-street parking opportunities. (Designated areas only-exclude spaces in front of Corkscrew).				\$15,000-\$30,000	1999 (may also be tied to street improvement proposal for one-way design.)	1999 (may also be tied to street improvement proposal for one-way design.)
● In conjunction with trashcan collection agreement, Engineering and Small Area Planning develop contract with UNT to include meter and parking authority of public streets in the Fry Street area and surrounding vicinity.	43	Agreement will allow UNT to increase enforcement of meters and minimize the problems associated with student parking in metered spaces, provide UNT with revenue to increase enforcement and assure waste collection of area trashcans.	City Engineering UNT Small Area Planning	Jerry Clark Jeff Davis Michelle Lazo Dedra Ragland	2	\$0	1999	1999

★ Primary Recommendation

● Secondary Recommendation

* These costs are included in traffic improvement estimate.

SOCIAL CONCERNS AND SAFETY (SC)

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
Social Offenses								
<ul style="list-style-type: none"> •FSDC/FSPID and Delta Lodge meet with Denton Record-Chronicle (DR-C), UNT Daily and KNTU 88.1 for a weekly, monthly and/or quarterly report to promote the area. •FSDC/FSPID promote and sponsor image campaign. Work with the Main Street program for organization. 	52	Create public education campaign, in cooperation with local media, to identify the positive activities undertaken to deal with drug tragedies in the Fry Street area.	FSDC/FSPID/Area Merchants UNT Daily DR-C Delta Lodge UNTPD Main Street	Bill Stoneburner Christian Bohmfalk Todd Kastaad Fred Pole Julie Glover	4	\$0	1999	On-going
<ul style="list-style-type: none"> City police include in budget, partial funding to maintain office as a supplement to funding from FSDC and/or FSPID. 	52	Effort needed to continue and maintain community office in the area.	DPD FSDC FSPID	Sgt. Scott Fletcher Bill Stoneburner	3	\$3,000 per year for utilities	FY 1999	FY1999
<ul style="list-style-type: none"> Police continue to employ zero-tolerance strategy in the Fry Street area. Police will maintain pressures on the supply and distribution of narcotics in the Fry Street area. 	52	This action will serve to effectively increase drug and alcohol enforcement. If police officers increase pressures on the area's drug suppliers, then it is expected that the negative image and perceptions surrounding the Fry Street area will be reduced.	DPD	Sgt. Scott Fletcher Offcr. Mike Beutner	1	\$0	On-going	On-going

★ Primary Recommendation

● Secondary Recommendation

* These costs are included in traffic improvement estimate.

SOCIAL CONCERNS AND SAFETY (SC) con't.

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
Safety								
<ul style="list-style-type: none"> If FSDC, FSPID and area vendors create trust to fund part-time civilian staff for the community office. Police department will consider including in budget partial funding for staff. City staff research the feasibility of locating a City Utilities customer service representative in the area. 	52	<p>Since the Fry Street community office receives a high proportion of staffing hours and the City and UNT provide officers to work the area, police officers are better utilized on the streets. The trust fund and/or a City Utilities customer service center located in the community office will help to establish more long-term staffing commitment.</p>	<p>FSDC FSPID DPD (Budget) Area Vendors Utilities Customer Service</p>	<p>Bill Stoneburner Sgt. Scott Fletcher Ben E. Keith</p>	3	<p>up to \$3,000 per year (SC-2)</p>	FY 2000 (City portion)	On-going (as long as trust exists)

PROPERTY MAINTENANCE (PM)

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
Maintenance								
<ul style="list-style-type: none"> Routine review of area properties for City Code enforcement. FSDC/FSPID/volunteers organize clean-up days. FSDC/FSPID develop maintenance guidelines. 	59	<p>Code enforcement officers will work with property owners to make sure properties are well maintained in accordance with local codes.</p> <p>Coordination of routine clean-up days will help to keep trash and debris in the area to a minimum, which will help to improve image of the area.</p>	<p>Code Enforcement FSDC/FSPID</p>	<p>Donna Bateman Bill Stoneburner Anita Bruno</p>	2 3	\$0	As soon as possible	On-going



* These costs are included in traffic improvement estimate.

COMMUNITY CHARACTER (CC)

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Projected Completion Date
Social Occasions								
<ul style="list-style-type: none"> ● Concessions by Delta Lodge recommended to keep Fair in the Fry Street area: ● Partnership between Delta Lodge, area merchants, property owners, and FSPID needed. ● Designate a larger share of the proceeds to FSPID. 	59	<p>Coordination between Delta Lodge, City and area residents in Fry Street Fair organization will make area residents and merchants more receptive to the Fair.</p> <p>Increasing the donation and designating it to the FSPID will help fund area improvements.</p>	<p>DPD Delta Lodge FSDC FSPID</p>	<p>Sgt. Scott Fletcher Todd Kastaad Bill Stoneburner</p>	2	\$0	1999	On-going
Sidewalks and Pedestrian Circulation								
<ul style="list-style-type: none"> ● If not included in improvement plan, City may include reconstruction of sidewalks in sidewalk improvement program budget, CIP budget and/or other funding sources. City study re-marking pavement with concrete pavers as part of the Traffic Improvement Plan proposal. FSPID/FSDC and other funding sources needed for landscape and streetscape improvements. ● Adopt a "no encampment" ordinance. 	52	<p>Sidewalk improvements will aid pedestrian circulation in the area and make sidewalks more handicap accessible.</p> <p>Ordinance will prohibit siting, laying and reclining on sidewalks during specific hours.</p>	<p>Engineering Small Area Planning</p>	<p>Jerry Clark Michelle Lazo Dedra Ragland</p>	2	<p>\$300,000- \$350,000* (includes removal of sidewalks)</p>	<p>2001 (Sidewalk Repair Program) 2003 (CIP)</p>	2003
	59		<p>Planning & Development</p>	<p>Michelle Lazo Dedra Ragland</p>	2	\$0	1999	1999

★ Primary Recommendation

● Secondary Recommendation

* These costs are included in traffic improvement estimate.

COMMUNITY CHARACTER (CC) con't.

Recommended Actions	Page	Comments	Responsible for Implementation	Contact	Priority	Cost	Implementation Date	Project Completion Date
<p>★ City provide an opportunity for kiosks and a centralized gathering place for people and landscaping in the Traffic Improvement Plan proposal.</p> <p>● FSDC/FSPID provide markers and/or signs "announcing" the area.</p>	52	<p>Approval of Traffic Improvement Plan proposal with the pedestrian pavilion on Ave. A will include Kiosks/Bulletin board for handbill posting. This will help reduce the amount of paper and graffiti on area utility poles.</p> <p>Signs should be designed and added to existing street signs. Trashcans with Fry Street logo should also be designed and placed in area.</p>	<p>City Engineering Parks Small Area Planning</p>	<p>Jerry Clark Ed Hodney Michelle Lazo Dedra Ragland</p>	2	<p>\$100,000- \$150,000*</p>	2000	2000
	59		<p>FSDC/FSPID Traffic Engineering Small Area Planning</p>	<p>Bill Stoneburner David Ayers Michelle Lazo Dedra Ragland</p>	2	<p>\$250-\$500 per sign and depending on type</p>	1999	1999

Total estimated costs for Fry Street area improvements

\$200,000-\$1,400,000

- ★ Primary Recommendation
- Secondary Recommendation
- * These costs are included in traffic improvement estimate.