

MAIN STREET MASTER PLAN

APPENDIX C: WORKSHOP SUMMARY

December 2021

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MAIN STREET MASTER PLAN

PROJECT SUMMARY

The City of Deadwood and Deadwood Historic Preservation have embarked upon a Master Plan to update Historic Main Street's infrastructure and aesthetics, and to strengthen its downtown as a dynamic economic engine, a community center, and a nexus of cultural activity. The planning process for Main Street is expected to encompass approximately one (1) year of community engagement.

Deadwood has accomplished a lot along and near Main Street. This includes improved parking, a Welcome Center, and Outlaw Square. Now is the time to look at Downtown holistically to identify the role Historic Main Street plays in the heart of the community and then to dive into the detail of planning for street and streetscape improvements.

Community members are encouraged to actively participate in overarching urban design framework, detailed streetscape discussions, and open space improvement opportunities.

DESIGN CHARRETTE SUMMARY

A design charrette was conducted:

Date: Tuesday-Thursday, January 14-16th, 2020

Location: Tin Lizzie Shelby Room

The design charrette was lead by a consultant team (Winter & Company, Ferber Engineering and Chamberlin Architects). It was a three day event that began with a Commissioners meeting, and was followed by two community workshops and an open house, and ended with a staff meeting. The material presented at the community workshops was the same for both events. After community input was received, the consultant team gathered to summarize the findings. Then, they presented this material in a Community Open House. The last day was spent with City staff in a technical work session. At this meeting the consultant team reported their findings. A discussion followed regarding the road alignment alternatives, traffic circulation, and safety.

DESIGN CHARRETTE OBJECTIVES

- Identify Main Street alignment alternatives that consider infrastructure, aesthetics, events, flexible use, circulation, parking, and amenities to enrich the experience for locals and visitors.
- Identify key issues and opportunities along Main Street.
- Identify how low, high, and peak event days impact Main Street.

TEAM: City of Deadwood, Winter & Company, Ferber Engineering, Chamberlin Architects

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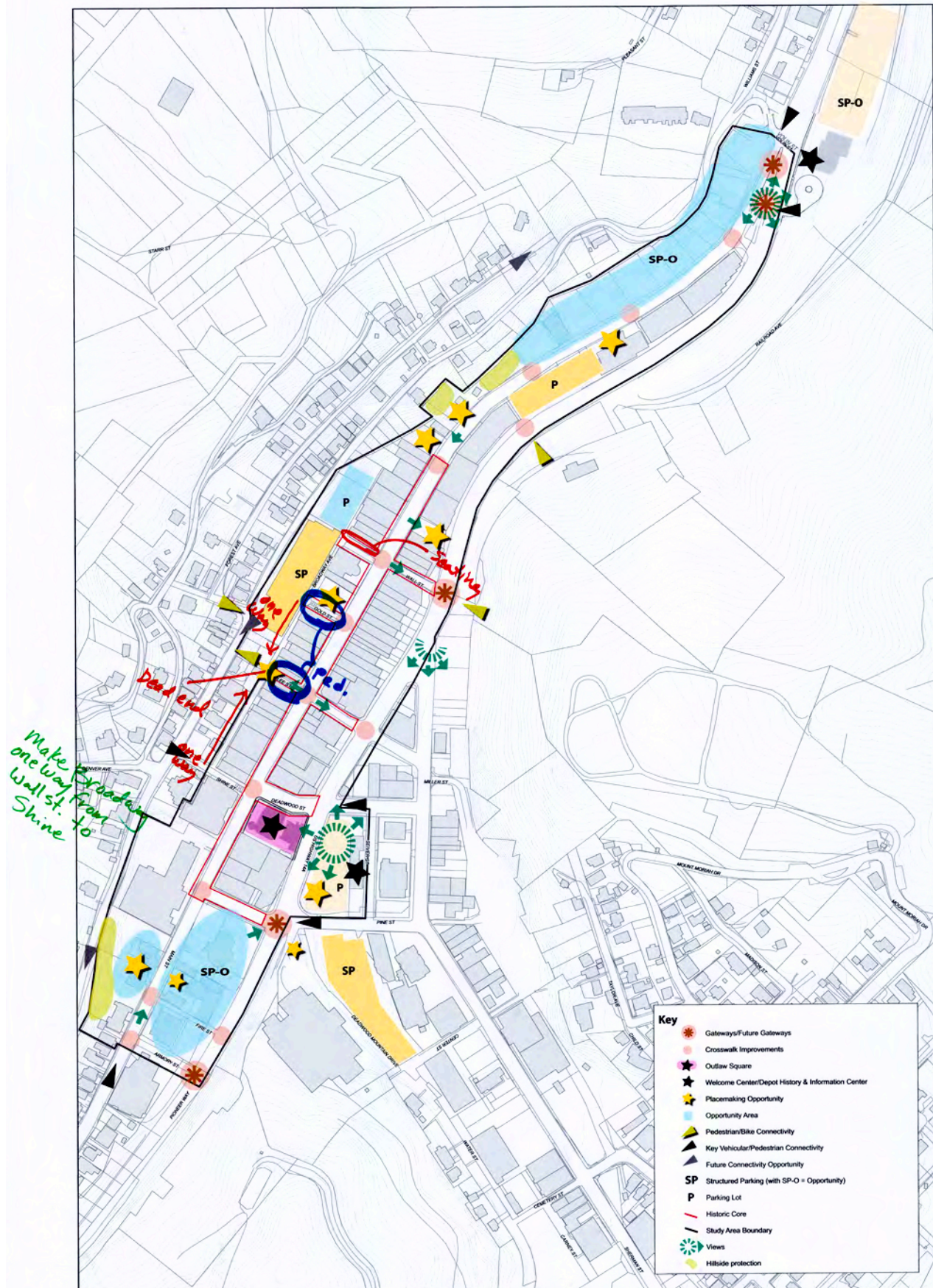
[illegible]

1. DESIGN FRAMEWORK MAP & OPPORTUNITIES (GROUP QUESTIONS)

- Are there any additional design opportunities that should be considered?
- Are there any opportunities that should be removed? If so, please record them on the map.

Participants noted the following design improvements in addition to the existing improvements that were noted on the map:

- [illegible]



This Framework map shows the comments received from one of the workshop groups.

The intent of the character area map is to establish where change might occur in design improvements along Main Street. For example, as an interpretive feature, the Historic Core could have bricks of one color that would identify where brick was located historically, while upper and lower Main Street may have a slight change in the color of the brick to highlight the core. These types of concepts will be refined throughout the process.

2. STREETSCAPE DESIGN CHARACTER AREA MAP GOALS & IMPROVEMENTS (GROUP QUESTIONS)

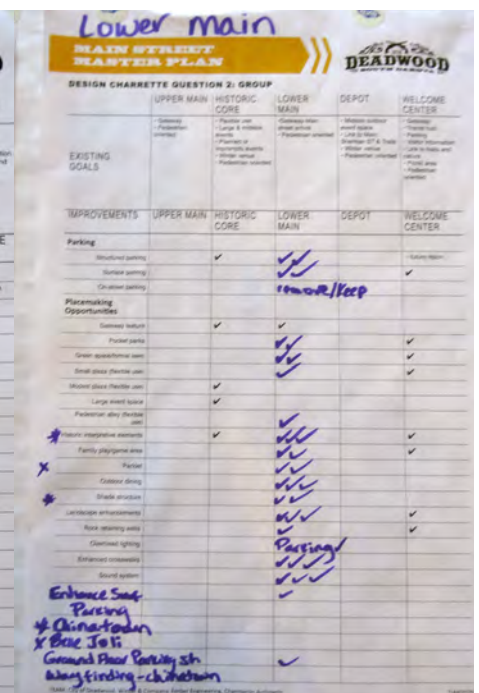
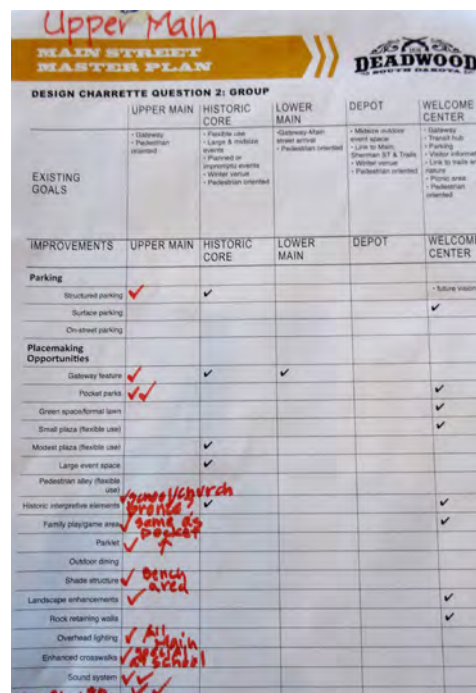
The character area map identified five areas along and adjacent to Historic Main Street. There was a starting list of goals related to streetscape design characteristics for each area, as identified in previous planning documents. These goals are shown below and were brought forward in this exercise. Each group was assigned a character area and answered the following questions:

- Are there new goals that should be considered? Are there any goals that should be removed? If so, please record them on the chart.
- What types of improvements should be located within the area? Check the boxes that apply. If there are additional improvements please add them to the chart or record them on a post-it. Note: the gray checks were already in place since these are existing improvements.

A summary of the workshop findings for this group exercise are presented on the next page.

	UPPER MAIN	HISTORIC CORE	LOWER MAIN	DEPOT	WELCOME CENTER
EXISTING GOALS	<ul style="list-style-type: none"> •Gateway •Pedestrian oriented 	<ul style="list-style-type: none"> •Flexible use •Large & mid-size events •Planned or impromptu events •Winter venue •Pedestrian oriented 	<ul style="list-style-type: none"> •Gateway- Main street arrival •Pedestrian oriented 	<ul style="list-style-type: none"> •Mid-size outdoor event space •Link to Main, Sherman ST & Trails •Winter venue •Pedestrian oriented 	<ul style="list-style-type: none"> •Gateway •Transit hub •Parking •Visitor information •Link to trails and nature •Picnic area •Pedestrian oriented

Image above: None of the existing goals in the table were edited by workshop participants. Images below: Character Area Map, compiled comments received from Upper Main and Lower Main Groups.



FUTURE STREETSCAPE DESIGN OPPORTUNITY FINDINGS:

IMPROVEMENTS	UPPER MAIN	HISTORIC CORE	LOWER MAIN	DEPOT	WELCOME CENTER
Parking					
Parking structure (extend garage)	✓ X	✓	✓ ✓		✓
Surface parking (enhance)	X	X	✓ ✓		✓
On-street parking (seasonal core)		✓ X	✓ X		
Placemaking Opportunities					
Gateway feature	✓ X	✓	✓		
Pocket parks	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓		✓
Green space/formal lawn	X X	X ✓	✓ ✓ ✓	✓	✓
Small plaza (flexible use)	X X	✓ ✓	✓ ✓		✓
Modest plaza (flexible use)	X X	✓		✓	
Large event space	X X	✓			
Pedestrian alley (flexible use)	X X	✓ ✓ ✓	✓ ✓		
Historic interpretive elements	✓ X	✓	✓ ✓ ✓	✓	✓
Family play/game area	✓ X	✓ ✓ ✓	✓ ✓		✓
Parklet (if parking removed)	✓ X	✓	✓ ✓ ✓		
Outdoor dining	X X	✓ ✓ ✓	✓ ✓ ✓		
Shade structure	✓ X X	✓	✓ ✓		
Landscape enhancements	✓ X	✓ ✓	✓ ✓ ✓		✓
Rock retaining walls	X	✓	✓		✓
Overhead lighting (streets/alleys/s-lots)	✓	✓ ✓ ✓ ✓	✓ ✓		
Enhanced crosswalks	✓ X	✓ ✓ ✓ ✓	✓ ✓ ✓	✓	✓
Sound system (compatible)	✓ ✓	✓ ✓ ✓ ✓	✓ ✓ ✓	✓	✓ ✓
Signage for structured parking	✓				
Improved barricades (ornamental)	✓	✓			
Wayfinding (to parking/Chinatown)	✓		✓		
Activate ground floor all buildings (no parking on ground floor of building)			✓		
Public Restrooms		✓		✓	✓
Heated sidewalks		✓			
Stagecoach (flex lane pull-out)		✓			
Safety for residents	✓				

✓ Yes, include this improvement

X No, don't include this improvement

✓ Improvements that currently exist in the character area.

Additional notes were provided on some of the handouts that provided some more insights to the ✓'s and X's. These will be documented elsewhere. For example, there were specific locations identified for small plazas/pocket park areas. These will be incorporated on the outdoor spaces map.

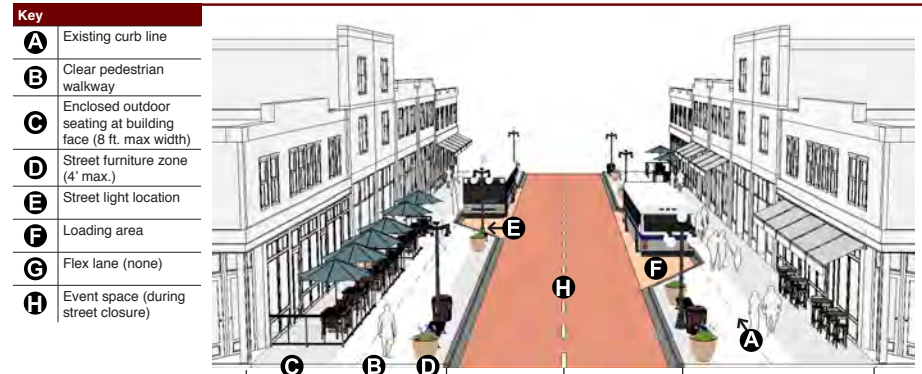
3. STREET DESIGN CONCEPTS POSTERS (INDIVIDUAL QUESTIONS)

There were three street design concepts illustrated for Historic Main Street. Participants identified the design concept they thought was best for Deadwood and explained their choice. A summary of the votes is noted below, following the concept illustrations.

Options 1 & 2 were favored by the community. Option 3 did not receive as much support; however, it was noted on several sheets that it could be used in conjunction with Option 1, or Option 2. In this case, the street would be closed off for special events, similar to how it used now.

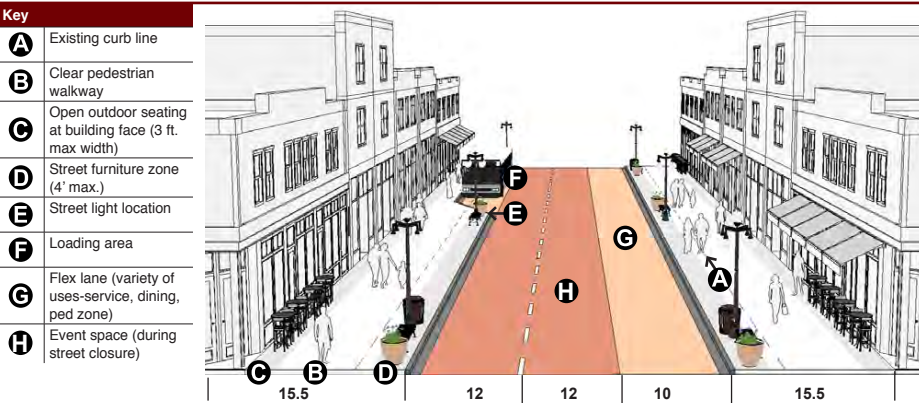
OPTION 1: TWO LANE ROAD

1c) 65 ft. from building face to building face (widest part of street)



OPTION 2: TWO LANE + FLEXIBLE LANE

2c) 65 ft. from building face to building face (widest part of street)



OPTION 3: WALKING STREET



OPTION 1: TWO LANE	OPTION 2: FLEX LANE	OPTION 3: CLOSED
18	19	3

4. STREET CONCEPTS POSTERS PROS AND CONS (INDIVIDUAL QUESTIONS)

Each Street Concept Option had a space to identify the pros and cons. Workshop participants provided a variety of responses, which are identified below. Numbers within parenthesis - (#) - identify where more than one person made a similar comment.

OPTION 1: TWO LANE	OPTION 2: FLEX LANE	OPTION 3: CLOSED	
PROS	PROS	PROS	NOTES
<ul style="list-style-type: none"> • seems like best (2) • widens sidewalks (7) • acceptable option • better traffic flow • better motor coach, trolley & delivery via pull-outs (3) • outdoor seating opportunities (5) • shorter crossing for pedestrians • AM delivery schedule • More outdoor opportunities: parklets, outdoor dining, pocket parks • consistency • enhances Lower Main • enclosed seating at sidewalk 	<ul style="list-style-type: none"> • flexibility (7) • outdoor seating • tour and shuttle access • parking takes away from buildings (remove it) • scheduled deliveries (5) • remove parking form Upper Main • Allows parking for business during winter • 30' street allows for more vehicle access and possible one-way • mixed use • like three lanes • deliveries until 10am, then dining during hours • one-way from Lower to Upper; 1 lane for trolley/carriages; 1 lane for vehicles 	<ul style="list-style-type: none"> • flexibility • safer • close Deadwood ST to Wall ST (2) • more pedestrian space (2) • more outside dining • more picturesque 	<ul style="list-style-type: none"> • Options #1 and #2 also included some votes for #3 during peak events • Option 3 include one-way north of Wall ST and south of Lee ST • Would love to see this happen, but don't force Option #3 • Option #2 remove parking from upper Main • no one-way streets • Option #2 if tables are set-up, City criteria must be in place • Option #2 flex lane for outdoor seating • two one-way lanes (2) • double-deck parking at Welcome Center-leave room for large vehicles • Option #1 one-way • Option #3 must allow trolley, coach and emergency vehicle access, then close to other vehicles 10am-8pm? • Bus drop: change to Visitor Center, suggested: turn (off Main) @ Outlaw Square downhill walk • concerns about the assumed viability of gaming in the future, this would impact the business model of Main St and begs the question of developing family, multi-activity options • keep the streets brick
CONS	CONS	CONS	
<ul style="list-style-type: none"> • narrows street resulting in a variety of traffic issues (5) • may impact motorcycle parking during rally • less aesthetic opportunity (2) • deliveries, bike parking, parades, and tour bus obstacles (3) • confusion • more sidewalk to shovel 	<ul style="list-style-type: none"> • what side of Main for flex lane • less sidewalk/dining (3) • confusing (3) • nominal effective change • No revenue for city & complaints from Tin Lizzie • None 	<ul style="list-style-type: none"> • not enough foot traffic during the off-season (2) • too restrictive • loss of drive through experience downtown (2) • more difficult to access businesses • no cars down street and favorites Main ST core 	



5. STREETSCAPE FEATURES, INTERPRETIVE FEATURES AND NEW BUILDING INFILL

There were a series of posters that illustrated the following topics:

- Streetscape enhancements (not design) that could be considered along Main Street and the surrounding area.
- Historic interpretive features from Deadwood and other communities that could be considered along Main Street and the surrounding area.
- New building designs that could be considered along Main Street. Building features were identified included materials, details, and storefront uses.

Participants placed stars next to the images they thought would **enhance** the pedestrian experience along Historic Main Street, and had the **highest priority**.

