

STAFF REPORT
COUNCIL MEETING OF JUNE 8, 2010
BUSINESS ITEM

TO: HONORABLE MAYOR AND MEMBERS OF THE TOWN COUNCIL

FROM: PERRY BECK, TOWN MANAGER
BRIAN FRAGIAO, DIRECTOR OF PUBLIC WORKS/TOWN ENGINEER

DATE: MAY 28, 2010

SUBJECT: DOWNTOWN PARK PARKING FACILITY DESIGN

RECOMMENDATION:

Direct staff to move forward with the Alternative A1 design of the parking/travel configuration for the downtown park as recommended by the Planning Commission and Parks, Recreation and Open Space Committee

BACKGROUND:

Council had requested that the Planning Commission and Park, Recreation and Open Space Committee discuss and recommend a general layout of the park and parking/travel area between Horseshoe Bar Road and Walnut Street. The Commission and Committee reviewed 4 layouts at a joint session on May 25th. The drawings depict different parking lot configurations as discussed during the April 28th workshop and with the Council as follows:

ALTERNATIVE A1 – Straight Configuration, 2-directional, 40 parking spaces and .77 acres for park

ALTERNATIVE A2 – Straight Configuration, 1-directional, 29 parking spaces and .90 acres for park

ALTERNATIVE B1 – Curve Configuration, 2-directional, 38 parking spaces and .66 acres for park

ALTERNATIVE B2 – Curve Configuration, 1-directional, 31 parking spaces and .73 acres for park

Attached is a list of Pros and Cons for each Alternative.

The Commission and Committee concluded that a straight travel lane and parking area would be preferred as providing adequate parking area as well as park recreation and planting areas. The vote was 8 for Alternative A1 and 5 for Alternative A2. No votes for B1 or B2 were tallied.

It was noted that variations in Alternative A1 or A2 could be accommodated, such as undulations along the parking lot edge to allow for more planting of trees and vegetation to create a look different than a standard parking lot with travel lane. Additionally the drop off turnout was favored to be eliminated in favor of adjusting the parking areas to create more parking and/or planting areas. The two way directional access was favored to allow for better ingress and egress in what is already a tight area that currently has to accommodate employees, customers and visitors, and will in the future, be expected to accommodate more employees, customers and visitors as the Town Council implements its goal # 1 to establish a downtown core business district as area of central focus and activity for the Loomis Basin. Attached is a list of comments from each commissioner and committee member in attendance.

Council Member Ucovich spoke at the meeting and suggested that the area was being planned too much from an engineering standpoint versus a park planning view. He drew the distinction that one can plan the park or plan the parking lot and that in the present situation it appeared that the parking lot was getting more attention than the park. Staff noted that it was necessary to make a determination as to what areas, approximately, would be used for parking and for travel between Horseshoe Bar and Walnut and what area would be used for park. Without this, the consultant would not know how much area they would be able to utilize for park elements. Also, the parking facility would not be mutually exclusive parking but rather complimentary community parking with the big concern that the parking / travel area had to accommodate business interests, present and future. It was also mentioned that at the end of Walnut St there could be another bulb area, like in front of the Depot, to accommodate the future development of a retail building as discussed in the Downtown Master Plan.

In today's conditions, even with the addition of a new parking lot, increase traffic and overflow parking from the High Hand Shed has been an on-going issue since the opening of that restaurant.

Historically, these businesses have been parking in the dirt area for years when it was owned by Union Pacific. Now that it belongs to the Town, it has become public parking and the only way to regulate who is allowed to park there would be with restrictive sign parking or metering that the Sheriff's Department cannot enforce on a regular basis. It would be up to the business owners to direct their employee's to park in specified locations.

Staff also met with the business/property owners between Horseshoe Bar and Walnut and received the following comments attached. The main user of the dirt area is Nelthorpe and the Wild Chicken. Nelthorpe's access and circulation is critical to the business. Two directional access for the parking facility is the preferred choice and sufficient space adjacent to their

building is requested to allow better operation of appliance delivery and pick-up. The Wild Chicken employees and customers park in the dirt area because of its proximity to the coffee shop.

The next step is to get some detail drawings of the preferred alternative and work through the design issues of placement and fitting of park elements. It is expected that with Council direction tonight, a draft can be available for Council review and approval in August and construction drawings can be prepared and bid out by October. Start of construction would be anticipated for January 2011. Recall that the Town is under a tight timeline to complete construction on this project by June of 2011 or risk losing the \$220,000 State grant.

FINANCIAL AND/OR POLICY IMPLICATIONS:

Currently there is \$220,000 of State Grant funds matched with \$200,000 Town funds for the park; and \$195,627 of Congestion Mitigation & Air Quality (CMAQ) funds for the parking facilities and bike and pedestrian pathways. The Town must match the CMAQ funds with roughly \$125,000 of local funds such as Transportation Development Act funds.

INITIAL DOWNTOWN PARK PARKING FACILITY CONFIGURATIONS

PROS AND CONS AT A GLANCE

ALTERNATIVE A1

PROS:

1. Allows roughly 40 parking stalls. Most of any Alternative.
2. Two-way directional traffic allows for better circulation and volume spread in the area. Several different options to enter and exit parking facility should there be traffic back-up in one location.
3. 80 feet of width from UP to parking facility for park improvements. Roughly .77 park acres from Depot to Walnut Street.
4. Accommodating access for larger emergency vehicles.
5. Allows best movement for Nelthorpe trucks and Garbage Trucks.
6. Less traffic conflicts during events and parades.

CONS:

1. Total width of parking facility is 60 feet.
2. Standard parking lot look.

ALTERNATIVE A2

PROS:

1. 95 feet of width from UP to parking facility for park improvements. Roughly .90 park acres from Depot to Walnut Street. Best of the four alternatives.
2. Could slow down vehicle speeds.
3. Less vehicle conflicts backing-up.

CONS:

1. Only 29 parking stalls. Lowest of the four alternatives.
2. Restricts circulation and pushes vehicles toward one location. If traffic direction is from the Depot to Walnut, vehicles forced to an un-signalized intersection. Could back up traffic on Walnut preventing Christensen customers from backing out of the parking stall next to the building, horse trailers from maneuvering in the area and stop the circulation of US Bank customers. New signal estimated at \$250k. 18-wheel trucks for Nelthorpe could block the one-way segment of the parking facility during deliveries.

If one-way traffic direction is from Walnut to Depot, vehicle back-up could occur at Horseshoe Bar/Taylor intersection to the Depot. It also funnels traffic in to the Nelthorpe area where there will be

tight quarters during deliveries and normal business operations. Note, allowing two-directional traffic from Depot to Nelthorpes may cause conflict adjacent to Nelthorpes where two-direction traffic transitions into one-directional.

3. During events, one-way directional traffic could cause major back-ups. Example: When the Eggplant Festival closes Horseshoe Bar Road, if one-way traffic is going from the Depot to Walnut, it forces traffic through the private Subway parking lot and restricts vehicles from entering from Walnut. This would cause back-ups on Taylor Road with northbound vehicles wanting to turn left into the Subway parking lot. If one-way traffic is going from Walnut to the Depot, again it forces traffic through the subway parking lot in the other direction causing head on conflict between the Subway parking lot and cars entering from Taylor.

4. Should two-directional be considered in the future, it would be much harder to expand the parking area into the park improvements. Easier to construct landscape strips to narrow two-directional parking area to one-directional configuration.

ALTERNATIVE B1

PROS:

1. Gives a different look than the standard parking facilities,
2. Additional planting area on the Wells Fargo Side of the parking facility.
3. Two-way directional traffic allows for better circulation and volume spread in the area. Several different options to enter and exit parking facility should there be traffic back-up in one location.
4. Accommodating access for larger emergency vehicles.
5. Allows best movement for Nelthorpe trucks and Garbage Trucks.
6. Less traffic conflicts during events and parades.

CONS:

1. Only 38 parking stalls.
2. Only .66 acres of park area. Only 55 feet wide at closest point between UP property and parking facility. Will decrease area for skate board elements and future building site. Lowest park acreage of the four alternatives.
3. Total width of parking facility is 60 feet.

ALTERNATIVE B2

PROS:

1. Gives a different look than the standard parking facilities,
2. Additional planting area on the Wells Fargo Side of the parking facility.

3. Could slow down vehicle speeds.
4. Less vehicle conflicts backing-up.

CONS:

1. Only 31 parking stalls.
2. Restricts circulation and pushes vehicles toward one location. If traffic direction is from the Depot to Walnut, vehicles forced to an un-signalized intersection. Could back up traffic on Walnut preventing Christensen customers from backing out of the parking stall next to the building, horse trailers from maneuvering in the area and stop the circulation of US Bank customers. New signal estimated at \$250k. 18-wheel trucks for Nelthorpe could block the one-way segment of the parking facility during deliveries.

If one-way traffic direction is from Walnut to Depot, vehicle back-up could occur at Horseshoe Bar/Taylor intersection to the Depot. It also funnels traffic in to the Nelthorpe area where there will be tight quarters during deliveries and normal business operations. Note, allowing two-directional traffic from Depot to Nelthorpes may cause conflict adjacent to Nelthorpes where two-direction traffic transitions into oncoming one-directional traffic.

3. During events, one-way directional traffic could cause major back-ups. Example: When the Eggplant Festival closes Horseshoe Bar Road, if one-way traffic is going from the Depot to Walnut, it forces traffic through the private Subway parking lot and restricts vehicles from entering from Walnut. This would cause back-ups on Taylor Road with northbound vehicles wanting to turn into the Subway parking lot. If one-way traffic is going from Walnut to the Depot, again it forces traffic through the subway parking lot in the other direction causing head on conflict between the one-way parking lot and cars entering from Taylor.
4. Should two-directional be considered in the future, it would be much harder to expand the parking area into the park improvements. Easier to construct landscape strips to narrow two-directional parking area to one-directional configuration.

PLANNING COMMISSION/PROSC COMMENTS & VOTE

MAY 25, 2010

PLANNING COMMISSION

(voting - 3 for Alternative A1 & 2 for Alternative A2)

Janet Thew – Selected Alternative A2 – Decomposed Granite parking lot instead of asphalt. Soft curves along the parking lot wherever possible. Restrict to 2 hour parking. Tell employees of businesses to park elsewhere.

Greg Obranovich – Selected A1 – No Comments written down.

JC Arisman – Selected Alternative A1 – Change parking lot edge to curve not straight.

Jean Wilson – Selected Alternative A1 – No Comments written down.

Kim Fettke – Selected Alternative A2 – “Naturalize” the lot by adding curves to curbing rather than a big curve to the roadway. Lose drop off and use cul-de-sacs on each end instead. One Way from Christensens to Depot. Employee parking in Depot lot. Put 2-3 hour parking limit in new parking lot. Combine trash areas.

PARK, RECREATION & OPEN SPACE COMMITTEE

(voting – 5 for Alternative A1 and 3 for Alternative A2)

Sandra Calvert – Selected Alternative A1 – Would like to see alternative vehicle parking, ie. electric, bicycles, motorcycles, and use drop off as parallel parking or add more stalls. If one way which direction and why?

Kathryn Seers – Selected Alternative A2 – No Comments written down.

Hillary Wallis – Selected Alternative A1 – Drop off in excellent spot for dropping of elderly and food & ice chests when families enjoy the covered picnic area. One way feels safer for children’s area, but if it affects traffic on Taylor Road then not a good idea. Quaint look for downtown would be good.

Jennifer Knisley – Selected Alternative A1 – No drop off parking.

Pat Miller – Selected Alternative A2 – Need to reserve new parking for customers or park users.

Paulette Emert – Selected Alternative A1 – No Comments written down.

Nancy Beck – Selected Alternative A2 – Customer parking available.

Thomas Seth – Selected Alternative A1 – Eliminate drop off area in middle of parking lot.

Total Voting:

Alternative A1 – 8

Alternative A2 – 5

Alternative B1 – 0

Alternative B2 – 0

DOWNTOWN PARK – DISCUSSIONS WITH BUSINESSES ADJACENT TO PARK

Christensen's Saddle & Supply (652-4592)

5/25/10 – Spoke with Jamie Kolopos and they have 4-5 vehicles that currently park on Walnut Street against the building. She said that when the parking lot is built, her staff will park there to free up space for their customers. Would like the parking facility to be two-way traffic and paved.

Wells Fargo Bank (652-0423)

5/18/10 – Spoke to the Service Manager (Steven) and discussed the future improvements along the back side of their property. They do have one garbage bin for cardboard recycling and their 55 gallon tote is in the parking lot. I asked him his feelings about an access point to the back and he feels that it is a safety issue to his employees & the bank, and a safety liability having people walking through the parking lot. Wells Fargo owns the parking lot parcel. No employees park on Town property.

Nelthorpe & Sons (652-7902)

5/19/10 – Spoke with Cru Ginno regarding the back of his building. Currently 6-7 employees park their vehicles in the dirt area and 2 delivery trucks. Every two weeks, an 18-wheeler delivers appliances to the back of the building. Cru would like more room adjacent to the back door for deliveries and pick-ups. Nelthorpe's currently has a standard and cardboard 7 CY bins. One thought would be to set the two bins against the building. In order to do this, granite rock would need to be removed. The storage shed next to the building is for returns and damaged appliances. Without it, there would be appliances visible to the park. I asked him what he thought of a 10' access to the park through his property from Taylor. He doesn't want to remove the storage shed and there looks like there is not enough room for access. The rock outcroppings also restrict the access to Taylor Road. Cru also would rather have the road two-way rather than one-way.

Owner of Subway/Simply Portraits/Wild Chicken Building (Erik Petersen -774-3115)

5/13/10 – Perry & I met with Erik Petersen owner of the building. He would like to relocate his garbage bins off the property and re-configure the parking stalls to parking to the side of his building and not Nelthorpe. We discussed location of his two bins and they could be location next to the existing parking stalls along the north of the building. Erik believes roughly 6 employees from Subway, 5 from the Wild Chicken and 3 from the Photography shop park in the back on Town property.

Subway (652-7186)

5/18/10 - Spoke to shift supervisor and he said that all their employees (7-8) try to park in the Depot parking lot to leave space for customers.

Simply Portraits (652-5600)

5/18/10 - Spoke to Tina Raibley owner. She has 1-2 vehicles that may park in between Nelthorpes and their shop or in the back where the future park will be.

Wild Chicken (652-3332)

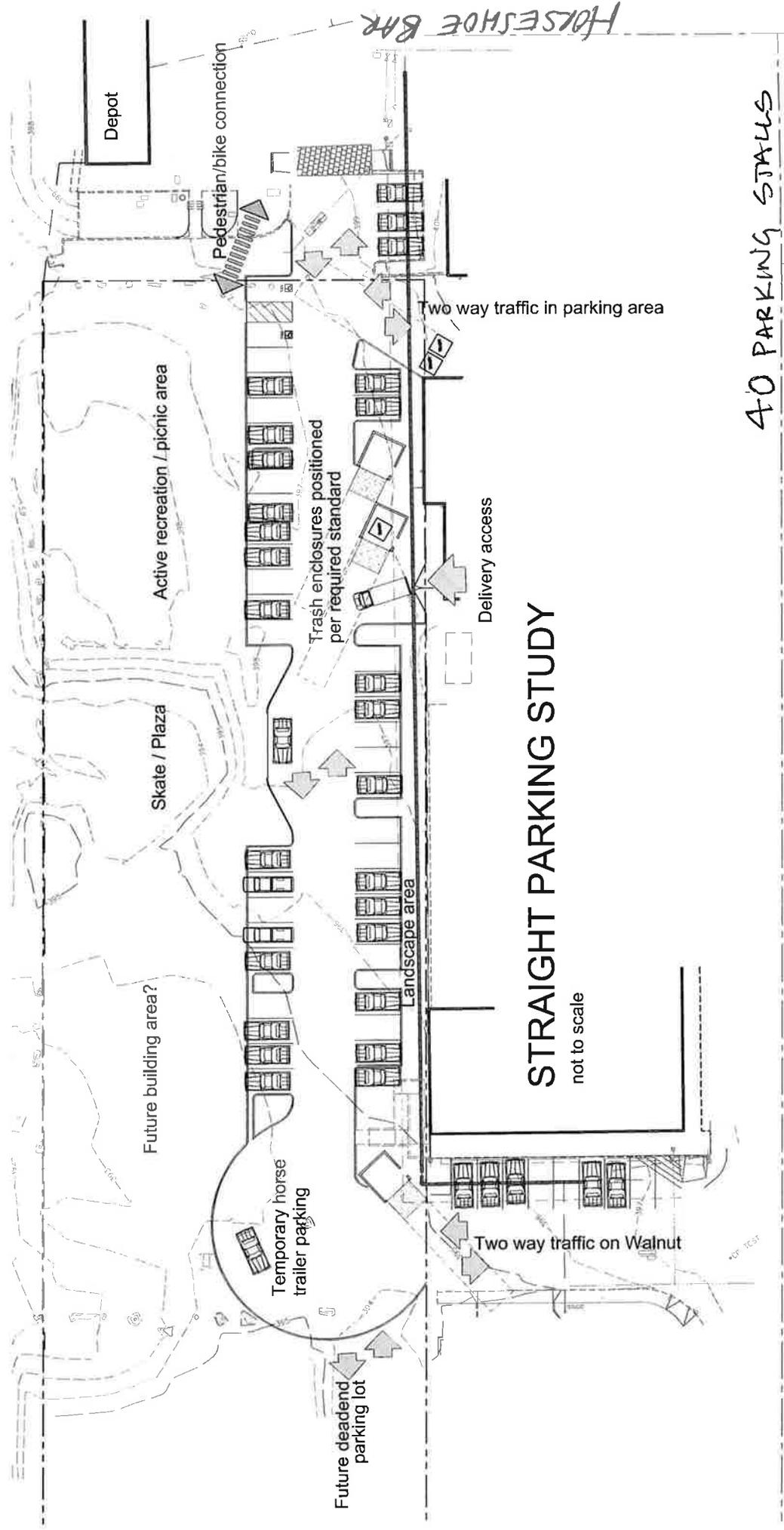
Did not have a chance to meet with the business owner, and therefore estimating dirt area parking from building owner discussion (5 employees). From past observations, 4 - 5 customer cars park in the dirt area. The customers will stay from 10 minutes to two hours.

Abuelos Mexican Food(652-5433)

5/18/10 - Spoke to one of the workers and he said that their staff of 4 to 5 and park in the Abuelos parking lot.

TOTAL +/- 24 Employee and Customer Vehicles may park in the future parking facility.

ALT A1 (2-way)



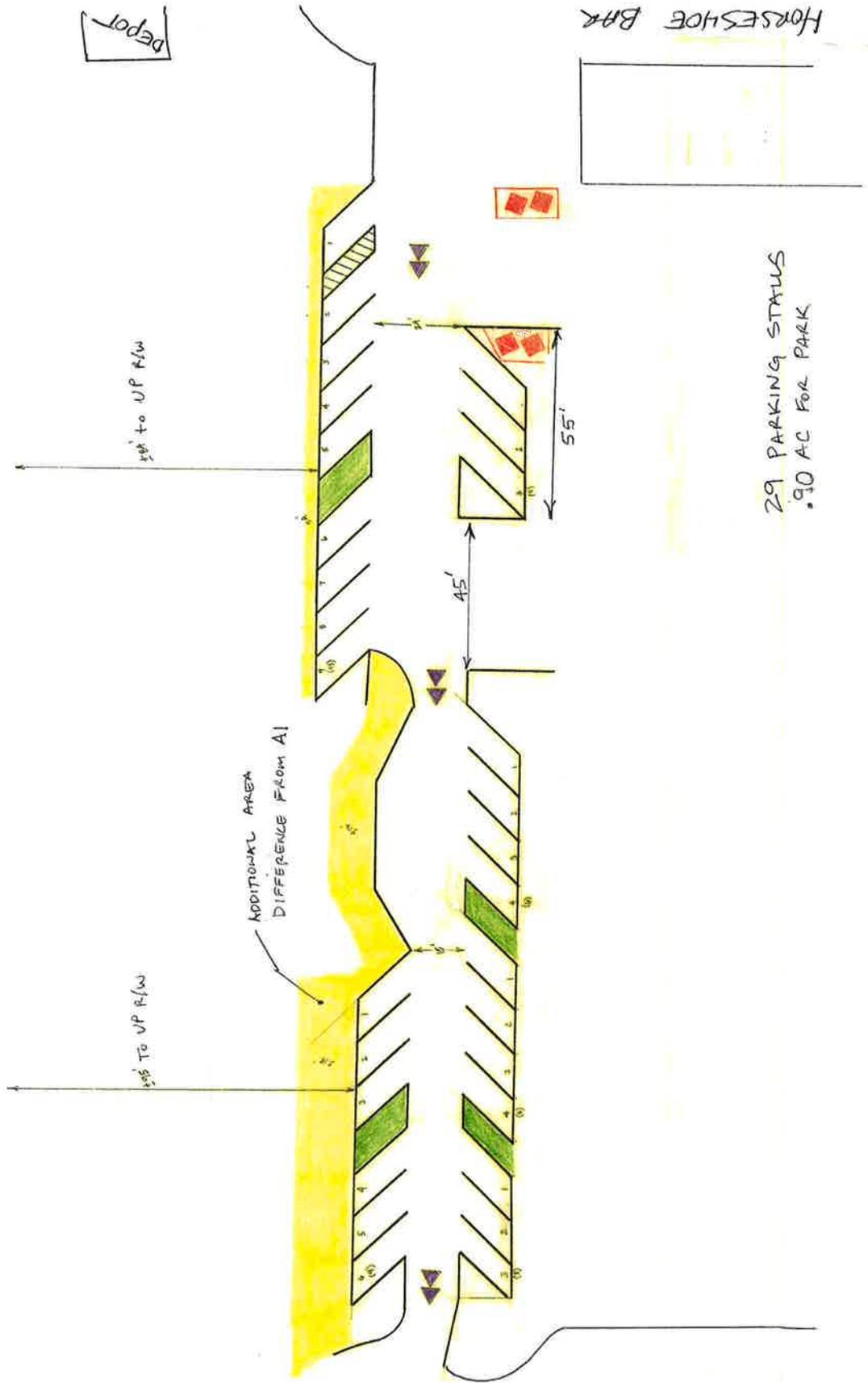
STRAIGHT PARKING STUDY

not to scale

40 PARKING STALLS

.77 AC FOR PARK

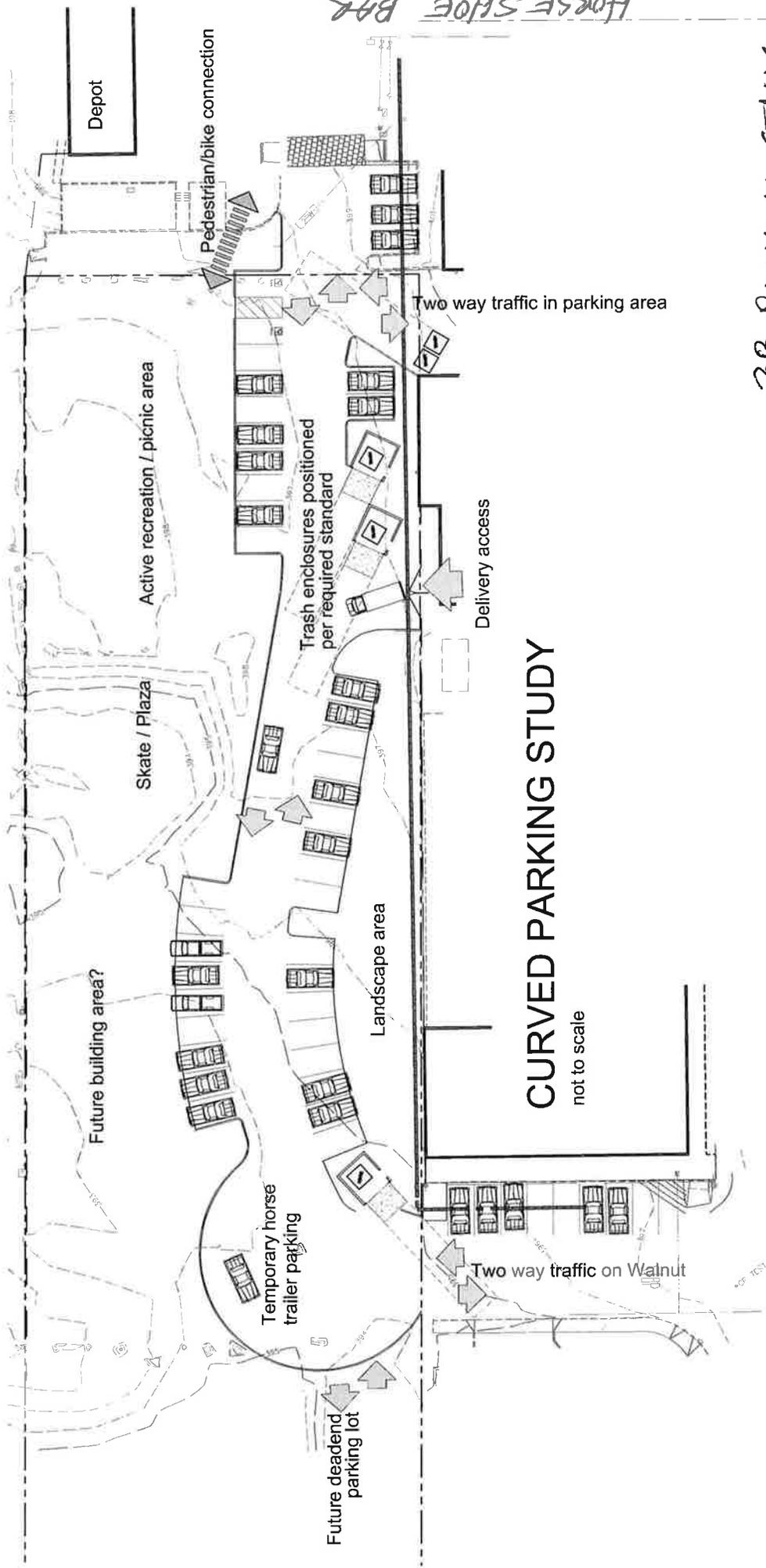
ALT A2 (ONEWAY)



29 PARKING STALLS
.90 AC FOR PARK

NOT TO SCALE

ALT B1 (2-way)

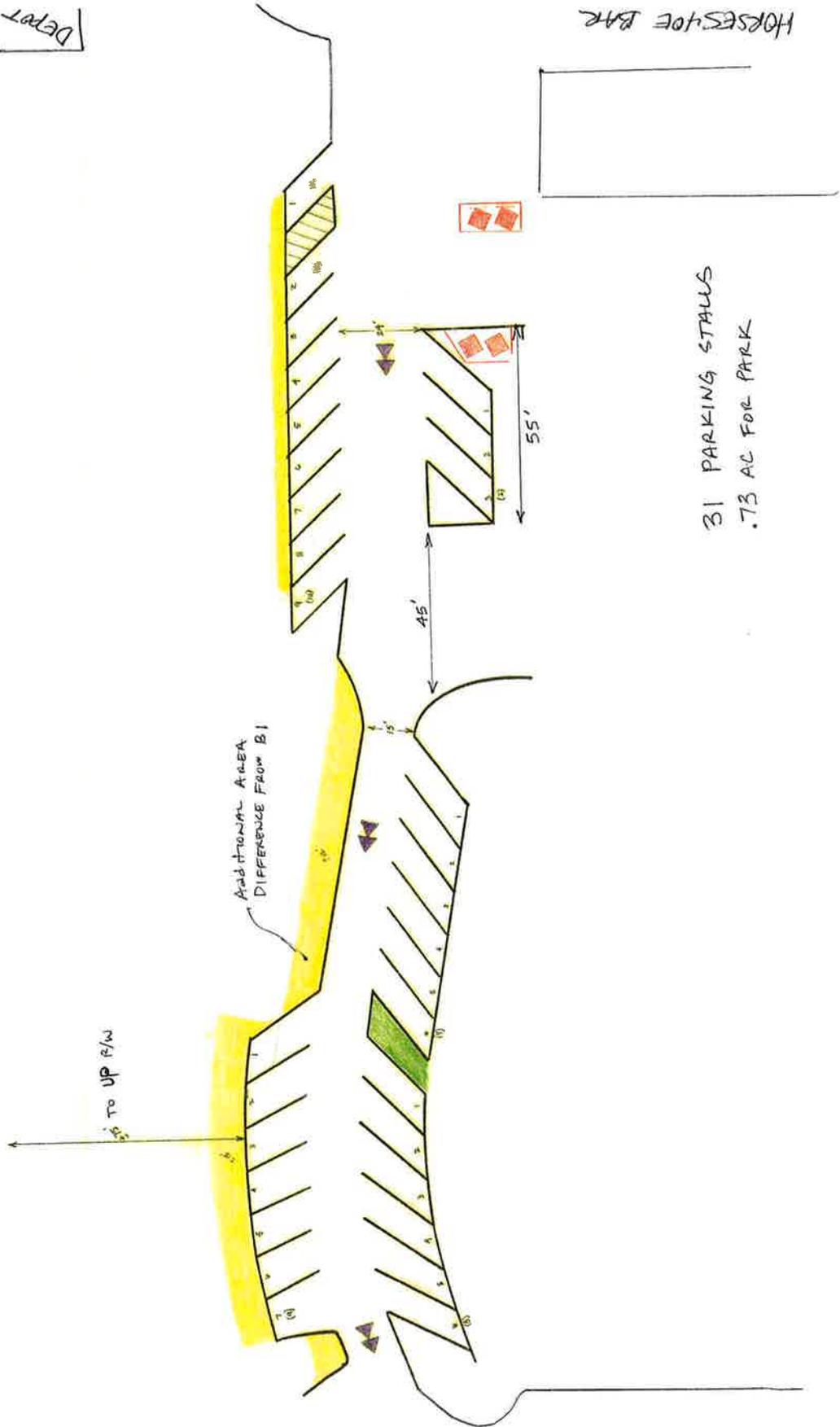


38 PARKING STALLS

± .66 Ac For PARK

ALT B2 (one way)

DEPT



31 PARKING STALLS
.73 AC FOR PARK