

City of Placerville

MEMORANDUM

DATE: December 1, 2016

TO: City Council

FROM: Randy Pesses, Director of Public Works

**SUBJECT: PLACERVILLE STATION II PARK-AND-RIDE FACILITY,
STATUS REPORT**

RECOMMENDATION:

That the City Council;

1. Review the status report on the design of the Placerville Station II Park-And-Ride Facility, the summary of public comments received at the community outreach meeting and the Planning Commission meeting, and the recommendations from the City of Placerville Planning Commission.
2. Provide Council input and direction to staff with respect to the preferred design configuration for the Park-and-Ride Facility, and the section of the El Dorado Trail that traverses the Placerville Station II property.

BACKGROUND:

Placerville Station has been owned and operated by the City of Placerville since the completion of the facility (Phase I) in 2001. The Placerville Station has sometimes been referred to as the “Park and Bus” Facility. The existing Phase I facility includes approximately 55 parking spaces, restrooms, a covered shelter, electric vehicle charging stations, and other amenities. The Phase I facility is a transit center that supports El Dorado Transit services, as well as a parking facility that supports users of the El Dorado Trail.

Placerville Station Phase II will occur on the 1.83-acre parcel located immediately south of the existing Phase I facility, on the northwest quadrant of the intersection of Locust Avenue and Mosquito Road. An interim Phase II expansion was completed in 2006 on this parcel to provide additional parking to support a new downtown shuttle transit service. That service was urgently needed to compensate for a loss of downtown parking associated with the Highway 50 Ops project. Local funds were used to construct a temporary parking facility for use by transit riders prior to the design and construction of the Federally-funded Phase II project.

On April 27, 2010 the City entered into a Consulting Services Agreement with Omni-Means for the purpose of providing engineering design services for the final improvements to Placerville Station Phase II. The primary components within the scope of Omni-Means services are as follows:

- Minor realignment of and improvements to, Mosquito Road and Locust Avenue for the purpose of improving traffic operations in the vicinity of the Highway 50 on- and off-ramps (See Figure 2 of Omni-Means proposal).
- Utility relocation undergrounding through the project from the southeast corner of Locust and Mosquito to just north of the El Dorado Trail on the east side of Mosquito Road.
- A permanent and safe bicycle and pedestrian connection to the El Dorado Trail to connect to the existing Class I facility, which currently terminates both immediately north and south of the site.
- Consideration of relocating the existing caboose and pavers from their current location at Spring Street and Highway 50 to the Park and Ride facility.
- Design for ADA accessibility
- Location and utility extensions for future water, sewer, electric and telephone services.
- Parking accommodations for tour buses and recreational vehicles.
- Low energy, non-glare lighting for pedestrian and parking areas.
- Landscaping that utilizes water conservation methods and incorporates native, drought-tolerant plantings.

DISCUSSION:

Omni-Means began work on the project immediately upon execution of the Consulting Services Agreement. Preliminary site plans, landscaping plans, and traffic operations plans to detail the improvements to Mosquito Road, Locust Street, and the Highway 50 on/off ramps were prepared for presentation at a community outreach meeting held on May 12, 2010. The meeting was well attended by the public, and City staff and Consultants recorded a list of 23 questions and comments. The detailed list of questions and staff response are attached to this memo.

On Tuesday, May 18, 2010 the Placerville Planning Commission considered the Placerville Station II Project as a hearing for a "Conditional Use Permit". At that hearing seven members of the public addressed the Planning Commission concerning the project and almost all comments were focused towards the "El Dorado Trail" component of the Park-and-Ride facility. Representatives from "Friends of the El Dorado Trail" were primarily concerned that the project should not only include a 10 to 12 foot wide asphalt Class I bike path, but should also include a 4 foot wide decomposed granite pathway (4' soft path) for equestrian use. In addition, these representatives requested that a portion of the parking lot remain unpaved and designated for horse trailer use because it is more

beneficial for horse owners to load and unload their horses in areas that are unpaved. Public Works Department staff advised the representatives and the members of the Planning Commission that this project was being funded with Federal funds specifically for the purpose of developing a Park-and-Ride facility, to be utilized by commuter buses, carpools, and van pools. It is for the purpose of providing an alternative to the single occupant automobile and thereby reducing overall congestion on the region's highways. In fact, the Federal appropriation request that provided the funds for this project was from the Federal Transit Administration "Bus and Bus Facilities Account." The description of that account is as follows:

Bus and Bus Facilities: this program funds the purchase of buses and bus facilities. Included in this are: Intermodal facilities, bus shelters, signage, maintenance and administrative facilities, park-and-ride lots, acquisition and demolition of property for transit use, fare boxes and equipment.

With that stated purpose in mind, staff was unable to recommend any configuration of the Park-and-Ride facility that included an unpaved component for the benefit of horse trailer use.

At the conclusion of the hearing the Planning Commission took action to approve the project with the following list of five conditions:

- A. A final size, site and species-specific landscaping plan shall be submitted to the Planning Commission for review and approval.
- B. A bike locker shall be added to the site plan before submission to City Council.
- C. Staff shall provide to City Council complete responses to all inquiries and concerns raised at the public workshop held regarding this project.
- D. Staff shall work to implement a multimodal trail at the project site to the greatest degree possible.
- E. The Commission recommends that City Council entertain other options for intersection realignment at the site, including a bisected parking arrangement.

Since the issues discussed in both, the public outreach and the Planning Commission meeting effect the final design of the project, it is important that these issues be brought forward for consideration by the City Council. A determination whether inclusion of the requested modifications result in benefits to the community that exceed the overall cost to the utility of the final project, in terms of both utilization of the project site for its intended use, and overall financial cost of the project.

An example of this is; the inclusion of the 4 foot soft path adjacent to the asphalt bike path. One of the first orders of work engaged in by the Consultant was to obtain accurate topographic and boundary survey information for the project site. The Consultant

immediately found that once the proposed improvements to Mosquito Road, Locust Avenue, and the Hwy. 50 ramps were put in place, the remaining land area available for the parking lot was extremely limited. The resulting parking lot design included a 6 foot wide landscape area adjacent to the Mosquito Road frontage, a 10 foot wide Class I bike path intended to be a component of the El Dorado Trail, and an 8 foot wide bio swale to provide storm drainage to the site as well as the water quality improvements required under the City's Storm Water Management Plan. The parking lot then consists of a tier of parking stalls, a 23 foot wide drive aisle, a double tier of parking stalls with a bio swale/landscape area down the middle, another 23 foot wide drive aisle, and then a final tier of parking stalls adjacent to the base of the cliff, with a small landscape area along the edge of the parking lot. With the inclusion of the 4 foot soft path there is insufficient room remaining to incorporate the bio-swales for storm drainage and water quality purposes and still have the parking lot configuration as described above. The inclusion of the 4 foot soft path results in the elimination of the bio-swale, and substituting a piped storm drain system with a subsurface water treatment vault at the downstream end of the parking lot before the storm drain water is discharged into Emigrant Ravine Creek. The water treatment vault is necessary to remove sediments, hydrocarbons, litter and other debris from the parking lot storm water prior to its discharge into a natural watercourse. The other alternative would be to eliminate one tier of parking from the center row of parking stalls thereby making it a single tier rather than a double tier of parking. This modification effectively renders the inclusion of RV or tour bus parking impractical in this location.

It should be noted, that the City's adopted "Nonmotorized Transportation Plan" does not include any discussion of equestrian facilities, nor does it show the inclusion of a 4 foot soft path adjacent to the paved Class I bicycle/pedestrian facility.

The inclusion of a piped storm drain system with the subsurface water treatment vault not only has a higher construction costs than the bio-swale alternative, there are also increased operation and maintenance costs associated with the water treatment vault.

Item "E" of the Conditions of Approval stems from the desire of the Commission to see the realignment of Mosquito Road into the continuous thoroughfare, with the Hwy. 50 ramps terminating at a stop controlled intersection that tees into the side of the realigned Mosquito Road. This modification would completely alter the focus and the scope of this project. To move in this direction would place at risk the grant funds assigned to this project. In addition, our Consultant briefly analyzed the request and identified a number of serious practical and operational problems associated with the proposal that could ultimately result in the project becoming a complete interchange reconstruction rather than a parking lot expansion. Attached to the staff report is a copy of the technical memo prepared by Omni-Means to address the issues associated with this proposal.

With respect to the balance of the Planning Commission's proposed Conditions of Approval, items A, B, and C can be readily complied with, and will be incorporated into the project development process. Condition of Approval item "D" relates to the issue of the 4 foot soft path and is one of the primary issues for the City Council to consider this

evening. City Council direction on this matter will guide staff and our Consultants in the balance of our project development.

STAFF RECOMMENDATIONS:

Based upon the points raised in the Technical Memorandum provided by Omni-Means, it is clear that too many practical problems exist with the Mosquito Road realignment contemplated in Planning Commission Condition of Approval "E", and it is recommended that no further consideration be given to that alternative.

It is recommended that no provisions be made to allow for horse trailer parking either paved or unpaved, since the primary purpose, and the source of funding, for this facility is to relieve traffic congestion on the regions highways, not a recreational staging area. To incorporate these facilities would clearly place some, or all, of the grant funding at risk.

With respect to the inclusion of the 4 foot soft path, the elimination of the bio-swale, or the elimination of one tier of parking stalls is a question of community priorities, and as such staff and Consultants would look to the City Council to provide guidance in that regard.

FISCAL IMPACTS:

There are no direct fiscal impacts associated with this action. Indirect fiscal impacts could result from increases in design, and/or construction costs associated with direction provided by the City Council.

Prepared by:

Reviewed for Fiscal Impact by:

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Approved for Submittal to City Council:

John Driscoll, City Manager/City Attorney