6.0 Circulation and Parking

6.1 Introduction

Downtown Roseville is readily accessible from the Interstate 80 (I-80) corridor. Access can be attained from I-80 corridor by taking the Riverside Avenue, Douglas Boulevard or Atlantic Street exits. From any of these exits, the Downtown can be accessed in less than 1.5 miles. Downtown Roseville is also accessible via State Route Highway 65. Washington Boulevard provides a direct link from this state highway to the Downtown. This ease of access has positioned the Downtown as a key location for transit related opportunities.

There are several significant transit related facilities that are located within the Downtown Specific Plan area. Along Vernon Street is one of the City's main bus transfer points. There are multiple bus routes contained within the Specific Plan area that link this transfer facility to other areas of the City and key Downtown facilities such as the multi-modal facility/train Depot in Historic Old Town and the Park and Ride lot located in Saugstad Park. The multi-modal facility provides a link between local transit bus lines and the existing Amtrak rail station. From the Amtrak station it is possible to access the Capital Corridor route. This route has one daily trip between Auburn and the Bay Area, including a stop in Roseville. Roseville Transit also operates a commuter bus service, with stops at the Historic Old Town multi-modal facility and Saugstad Park. This program provides a commuter shuttle to and from downtown Sacramento during peak commute times.

6.0 Circulation and Parking

Within Downtown Roseville, there is an existing interconnected grid of streets that lends itself to promoting a balance between pedestrian and vehicular traffic. The Downtown is a relatively compact area designed around a pedestrian-scaled block system, with civic uses, transit facilities, entertainment venues, recreational uses and residential neighborhoods, all within walking distance. The existing environment can be improved upon with the incorporation of improvements that are designed to calm traffic.

The railyard is a major impediment to all forms of travel, pedestrian, bicycle and vehicular. Presently, the Washington Boulevard undercrossing is the only roadway connection that links the Historic Old Town area and the Vernon Street Area. The other key issue associated with vehicular traffic is the impact that 1-80 traffic has on the Downtown. Due to the connection from Atlantic Street to Riverside, through the Downtown, during peak traffic times on I-80 Vernon Street, Washington Boulevard and Sierra Street become avenues for cut-through traffic.

The Specific Plan envisions future transportation and parking improvements with the following:

- *Streetscape designs that improve the pedestrian environment, including wider sidewalks, pedestrian amenities and landscaping;*
- *Street sections that slow traffic and improve pedestrian safety by narrowing streets, providing curb extensions at intersections, installing mid-block crossings and traffic control devices for the pedestrian;*
- *Reconfiguration of street edges to provide angled parking and parallel parking;*
- *New public parking garage(s) located based on the forecasted demand; and*
- *The expansion of transit and bicycle facilities.*

Based on the aforementioned, this section describes the existing and planned circulation system and parking for the Downtown Specific Plan area. The plan establishes policies for pedestrians, alternative transportation facilities, transit routes, vehicle traffic, and parking within the Downtown Specific Plan area.

6.2 Circulation

CP Goal 6.2: Improve connectivity and the pedestrian environment within Downtown and its surroundings.

The circulation system takes advantage of the historic grid street pattern to disperse traffic over multiple routes and to create a convenient and walkable environment. The circulation system in Downtown is reflective of the classifications established by the City of Roseville General Plan. The functional classifications include arterials, collectors and local streets (illustrated in Exhibit 6.1, Roadway Network). The functional classifications range from primarily providing for mobility (arterials) to primarily providing for land access (local) within the Specific Plan Area.

Intersection of Riverside and Vernon

Arterial Streets:

There are six streets within the Specific Plan Area that fall under the classifications of arterial streets. They are described as follows:


Intersection of Douglas and Judah

Riverside Avenue - Riverside Avenue is an arterial roadway beginning at the Vernon Street/Douglas Boulevard intersection and extending south to I-80. South of I-80, Riverside Avenue becomes Auburn Boulevard and continues south through the City of Citrus Heights. North of Darling Way, Riverside Avenue is a two-lane arterial. South of Darling Way, it is a four-lane arterial. It is located outside of the Specific Plan area, but is a primary vehicular access to Downtown.

Douglas Boulevard - Douglas Boulevard is an arterial roadway beginning at Folsom Lake and extending west to the Union Pacific Railroad in Downtown Roseville. Douglas Boulevard provides direct access to the Downtown Specific Plan area from I-80 and primarily serves retail/office development though the City of Roseville. In the Downtown Specific Plan area, Douglas Boulevard is a two-lane arterial, west of Judah Street, and a four-lane arterial east of Judah Street.

Exhibit 6.1 - Roadway Network

Vernon Street - Vernon Street is generally a two-lane east-west arterial through the Downtown Specific Plan area. It begins at Cirby Way and extends northward, through Downtown Roseville, to its terminus at Atlantic Street. Within the Downtown core, the roadway services retail, office, personal service and civic uses by providing access to angled parking spaces adjacent to these businesses/facilities.

Existing Atlantic Street between Taylor and Vernon Streets

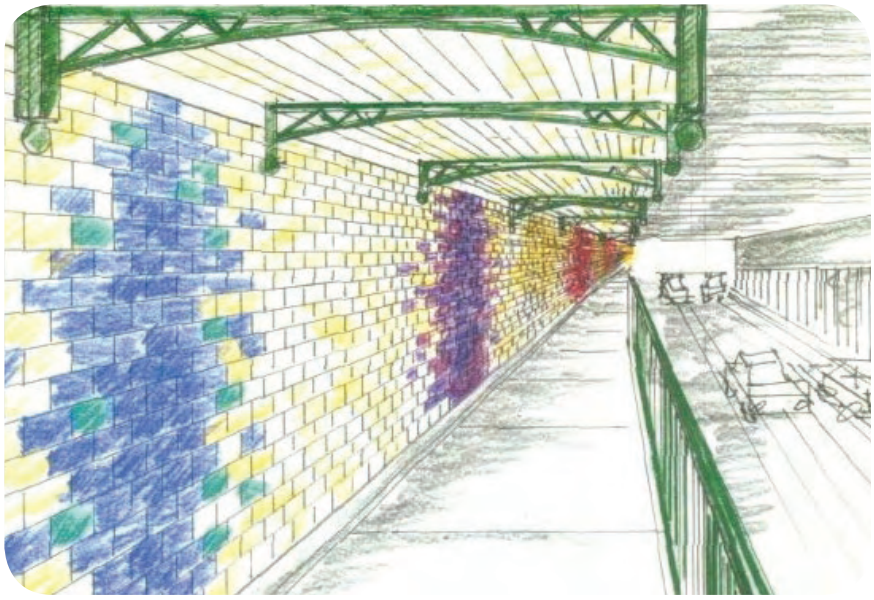
Atlantic Street - Atlantic Street provides local circulation within, and access to, Downtown Roseville extending from Taylor Street to I-80 where it becomes Eureka Road. Atlantic Street is comprised of two distinct segments. Within the Downtown core, between Taylor Street and Vernon Street, the roadway provides two-lanes and on-street parking. From Vernon Street to I-80, Atlantic Street is generally divided with four travel lanes and bike lanes.

Main Street residential area

Main Street - Main Street extends from Lincoln Street westerly to Foothills Boulevard. This roadway generally provides two-lanes and direct driveway access to residential property along its length. Extending into the Historic Old Town district, it provides access to a variety of businesses. It also provides parallel parking opportunities.

Washington Boulevard - Washington Boulevard is a four-lane divided arterial roadway that begins in Downtown Roseville at Oak Street and extends northward to Blue Oaks Boulevard. This roadway provides the only grade-separated railroad crossing within the Downtown core in the form of the Washington Boulevard undercrossing .

Washington Boulevard undercrossing



Collector Streets:

Incorporated into the street system are a series of collector streets. Collector streets generally link local residential streets and commercial/ office parking areas with the arterial roadways. They are typically designed with a 54 to 60 foot wide right-of-way and contain two lanes with parallel parking adjacent to the abutting property line.

6.0 Circulation and Parking

Existing alley

Trees creating shade promote the pedestrian environment

Recently completed pedestrian improvements

Within the Downtown Specific Plan Area, the following streets fall under this classification: Judah Street, Oak Street, South Grant Street, Sutter Avenue, Folsom Road, and Lincoln Street.

Local Streets: Local Streets provide a grid circulation network within the Specific Plan area. The right-of-way of local streets in the Specific Plan Area is generally, 55 feet and parking is permitted on both sides of the street in most locations.

Alleys: The Specific Plan area includes a series of alleys that provide direct access to the rear of commercial and residential uses. For the commercial properties on Vernon Street, Oak Street, Main Street, Church Street, and Pacific Street, these alleys provide access to parking, rear building entrances, emergency access, garbage collection, and serve as utility easements. Alleys are generally narrow with 12 to 14 feet of pavement. The right of way is generally 20 feet in width.

Within the Specific Plan Area there are nine separate roadway constraints that have been identified. These are represented in the attached Exhibit 6.2. The railroad and I-80 traffic diversion create two of the biggest constraints. The railroad limits the connectivity to two primary access routes, the Washington Boulevard undercrossing and the Yosemite at-grade crossing. I-80 traffic during the peak hours contributes significantly to the intersection degradation and roadway queing issues that are associated with locations 2 and 4-8 of the constraints map.

The policies of the Specific Plan recognize that the primary route; Lincoln Street to Oak Street, to Washington Boulevard; needs to remain as a primary vehicular route. They also look to promote a pedestrian environment that places housing in close proximity to jobs and transit in order to reduce localized impacts. In order to significantly reduce impacts, it has been noted that a fix to the I-80 corridor will reduce pass through trips by approximately 20%. Improvements to I-80 are currently underway and, once complete, should result in a reduction of trips through the Downtown.

Policy 6.2.1: Encourage a pedestrian orientation within the circulation system.

Pedestrian travel is emphasized in the Specific Plan Area. This can be achieved by reducing the street right-of-way and utilizing the excess pavement currently reserved for vehicular travel. The pedestrian realm can also be enhanced through the construction of streetscape improvements. Streetscape designs


legend
east-west access route
sutter/lincoln east-west access route
railroad congestion
Circulation Constraints
1. East-West Access Route
2. Washington Blvd/Main Street Intersection (traffic signal)
3. Railroad Congestion
4. Vernon Street/Lincoln Street Intersection (traffic signal)
5. Lincoln Street/Oak Street Intersection (all-way stop)
6. Washington Blvd/Oak Street Intersection (traffic signal)
7. Sutter Ave/Lincoln Streets East-West Access Route
8. Riverside Avenue/Douglas Blvd Intersection (traffic signal)
9. I-80 Congestion
Union Pacific
Washington Undercrossing (ROW)
royer park
saugstad park
ALL AMERICA CITY BL
STANFORD AV
PAPAYA AL
PLEASANT ST
MANGO AL
GROVE ST
GUAVA AL
LOS VEGAS AV
ALTA AV
WASHINGTON BL
LINCOLN ST
SAN JUAN AV
MANZANITA
SIERRA BL
ROSEVILLE ST
PLACER ST
SHASTA ST
TAHOE AV
YOSEMITE ST
CIRCUIT DR
BERKELEY AV
HIGH ST
PACIFIC ST
OAKLAND AV
BIRCH ST
ASH ST
CEDAR ST
DURANTA ST
ATLANTIC ST
S GRANT ST
TAYLOR ST
VERNON ST
REPUBLICAN AL
PARK DR
COLUMBIA AV
MARILYN AV
EVELYN AV
S LINCOLN ST
NEVADA AV
OAK ST
STELLA AL
JUDAH ST
ROYER ST
GOPHER GULCH AL
DOUGLAS BL
BULJAN DR
BONITA ST
BING AL
WILLOW AV
THIRD ST
RAINIER AL
CLINTON AV
SUNBURST AL
EARL AV
JUBILEE AL
IRENE AV
B ST
C ST
CHERRY ST
HILLCREST AV
0 250 500 1,000
Feet

Examples of pedestrian level improvements

should include the widening of sidewalks, street trees in tree wells, pedestrian-scaled lighting, street furniture and other urban design features.

Policy 6.2.2: Designate the Downtown Plan area as a pedestrian district per the City's General Plan.

The City's General Plan includes a Pedestrian District designation whose description is to place a greater emphasis on the pedestrian rather than the automobile. This district would focus on mobility opportunities that would create a pedestrian friendly area with increased walkability. The General Plan also specifies that intersections within the Pedestrian District are excluded from the City's Level of Service (LOS) policy requirement of intersection function of LOS C or better during evening peak traffic hour.

The roadway improvements that have been designed for the Downtown Specific Plan comply with the intent of Pedestrian District area and it is recommended that the City implement a pedestrian overlay zone over the entire Downtown Specific Plan area. This overlay zone acknowledges that alternative modes of travel are more desirable in the Downtown Specific Plan area than maintaining LOS C for vehicles. This approach will provide smaller intersections within the plan area, and will help to promote alternative modes of transportation within the Downtown Specific Plan area.

Strategy 6.2.2a: Develop specific improvements to allow an effective vehicular traffic flow through Downtown, but give the pedestrian priority.

The Downtown Specific Plan land use will increase traffic and increase congestion in the Downtown. This increase in traffic may be beyond the City's adopted level of service standard. Since the Downtown Specific Plan will primarily rely on existing roadway infrastructure in the Downtown Specific Plan area, several circulation enhancements have been identified to improve capacity of the local infrastructure, specifically at the intersection level. Peak period congestion will be greatest on the following segments:

- *Washington Boulevard, between Main Street and Oak Street ; and*
- *Oak Street, between Grant Street and Lincoln Street.*

The Downtown Specific Plan provides a vehicular capacity emphasis on these corridors versus a pedestrian or alternative transportation mode.

As part of the Specific Plan, the roadway system has been evaluated to promote an acceptable level of vehicle traffic to circulate through the area. Where there were conflicts between traffic level improvements and pedestrian level improvements, the pedestrian was given a higher priority. The existing circulation system has been reviewed with this concept at the forefront. As part of the evaluation of the existing circulation system, several improvements have been recommended.

Extensive improvements have been completed at the Washington Blvd./Main St intersection

6.0 Circulation and Parking

The following provides an overview of the improvements that are expected to be implemented over the duration of the Plan. This is not a comprehensive list, as the various roadways may have several different configurations depending on where they are located. For example, Oak Street has three separate designs based on the intended adjacent land use and the specific traffic needs dictated by the Plan.

A comprehensive set of streetscape and sections is provided in Chapter 6 of the **Downtown Code**. The following provides street sections as follows:

Vernon Street Area

- Atlantic Street (Arterial Street)
- Vernon Street (Arterial Street)
- Douglas Boulevard (Arterial Street)
- Oak Street (Collector Street)
- Judah Street (Collector Street)
- South Grant Street (Collector Street)
- Typical Downtown Residential Street (Local Street)
- Taylor Street (Local Street)
- Typical Downtown Commercial Street (Local Street)

Historic Old Town Area

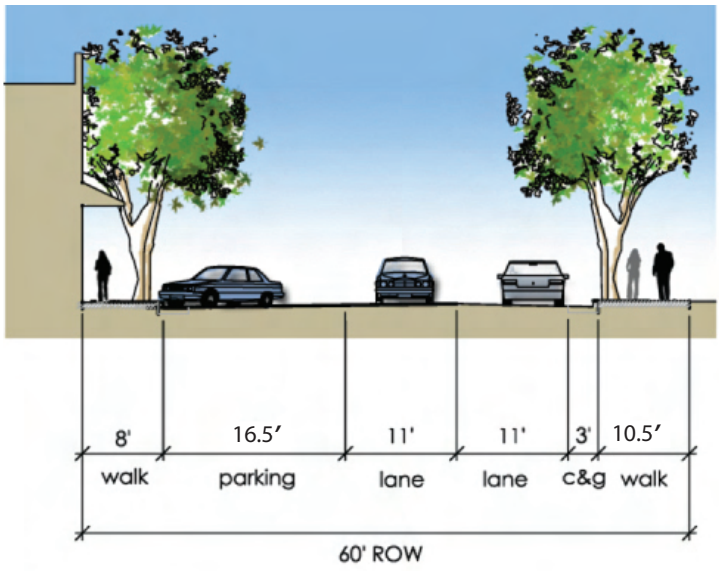
- Washington Boulevard (Arterial Street)
- Main Street (Collector Street)
- Church Street (Local Street)
- Lincoln Street (Local Street)
- Pacific Street (Local Street)
- Residential Street (Local Street)

Atlantic Street Corridor (Arterial Street)

The Atlantic Street corridor is anticipated as an alternate route to Vernon Street and will act as a bypass to circulate traffic around events scheduled within the heart of Downtown. The planned improvements will accommodate both vehicular traffic and activate the area as a pedestrian destination.

The improvements associated with this street segment are as follows:

- *The Extension of Atlantic Street to Judah Street (refer to Exhibit 6.3);*
- *Additional angled parking will be provided on the south side of Atlantic Street (Figure 6.1); and*
- *Realignment of the Atlantic Street/Vernon Street intersection to better facilitate vehicular movements.*



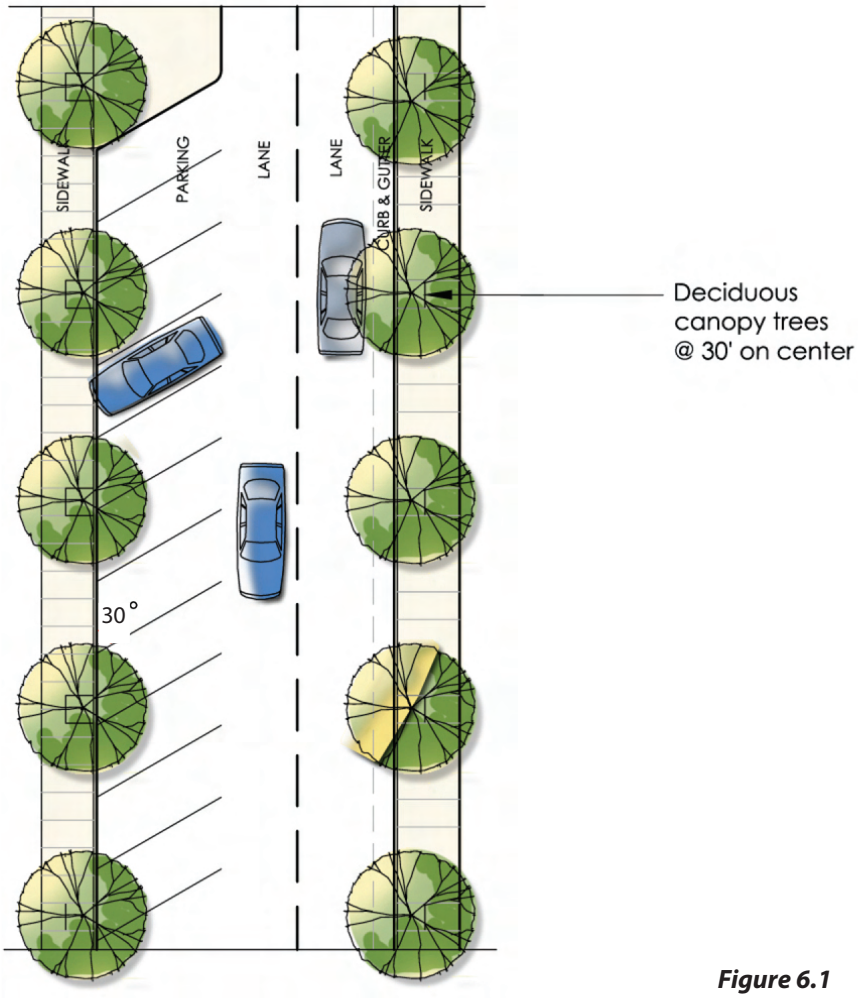


Figure 6.1

Exhibit 6.3 - Extension of Atlantic St to Judah St

VERNON STREET AREA

Atlantic Street Promenade

LEGEND

- Site Improvements
- Parking Counts (Total Parking: 67 spaces)
- 4 Mid-Block Pedestrian Crosswalk
- 5 Rail Yard Overlook

PROPOSED SITE IMPROVEMENTS

1. Angled Parking on the South Side of Atlantic St. (60 degree angle, 18' depth)
2. Pedestrian Promenade
3. Enhanced Pedestrian Crosswalk at Intersection with Special Paving and Traffic Bulb-Out

Atlantic Street

Alignment of Atlantic Street will be shifted to the south to provide an enhanced pedestrian facility north of the roadway. (Figure 6.2)

Enhanced pedestrian facilities will be provided through the corridor including street furniture, fencing and landscaping. (Figure 6.3 Rendering Atlantic Street Promenade)

Figure 6.2

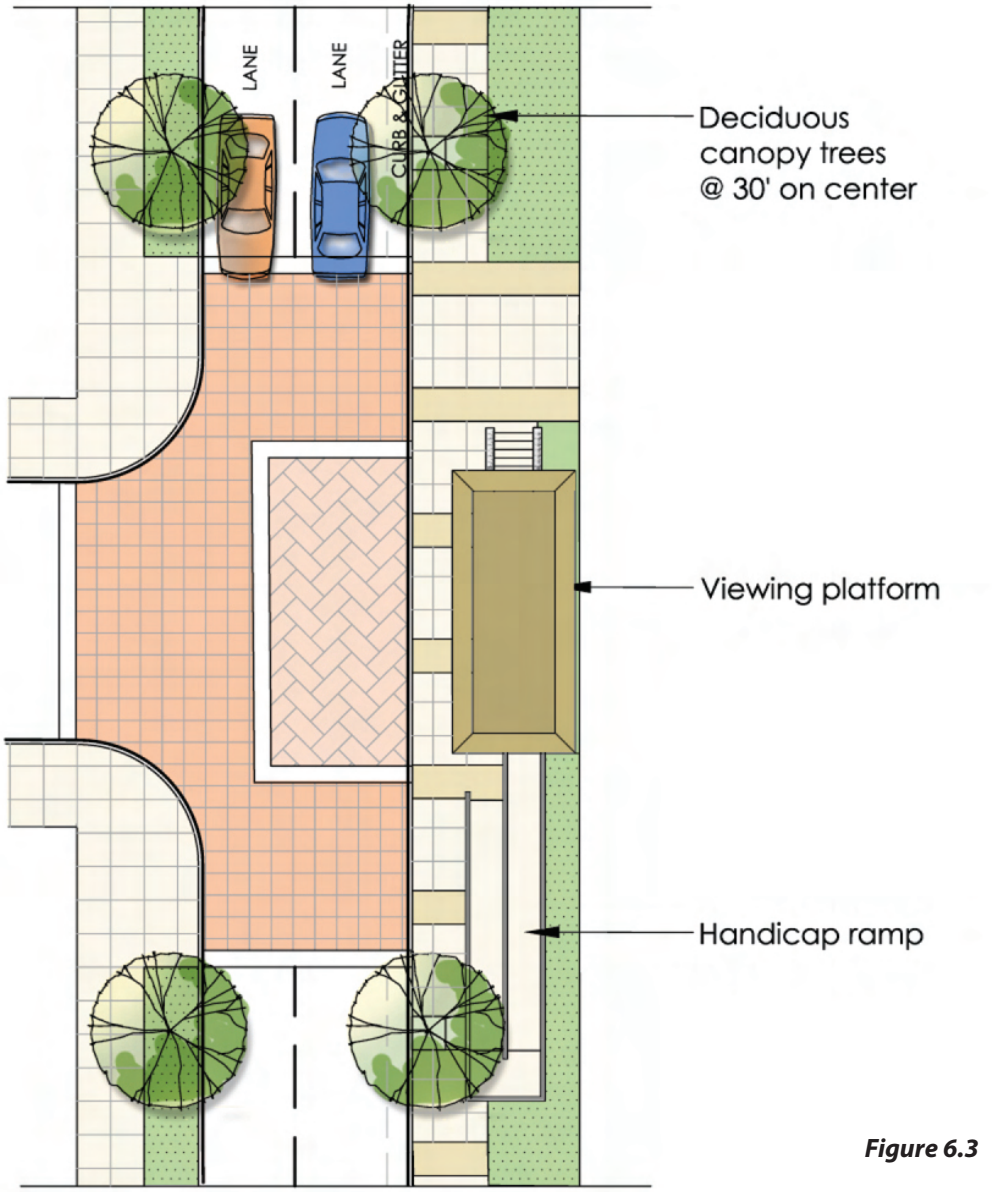


Figure 6.3

Vernon Street (Arterial Street)

In the late 90's the City invested approximately 9 million dollars in a streetscape design for Vernon Street. The streetscape design included the construction of bulb-outs, mid-block crossings, intersection improvements and landscaping throughout the majority of the corridor.

The street was also formally narrowed from the previous configuration of the four (4) thru-lanes with parallel parking to a two lane roadway with diagonal parking. With the implementation of these improvements, the City has created the physical improvements necessary to create a pedestrian oriented Downtown.

The Specific Plan does not intend to change the current street configuration. It will remain a two (2) lane street with diagonal parking, as shown in Figure 6.4. There is one significant improvement that is proposed to the street segment which is located at the corner of Vernon Street and Lincoln Street.

- *With the relocation of Fire Station number one to the intersection of Oak Street and Lincoln Street, fire vehicle apparatus will be utilizing a different response route. This route will require that the bulb-out be modified to allow west bound trucks on Lincoln Street to make a right-turn onto Vernon Street (Exhibit 6.4).*

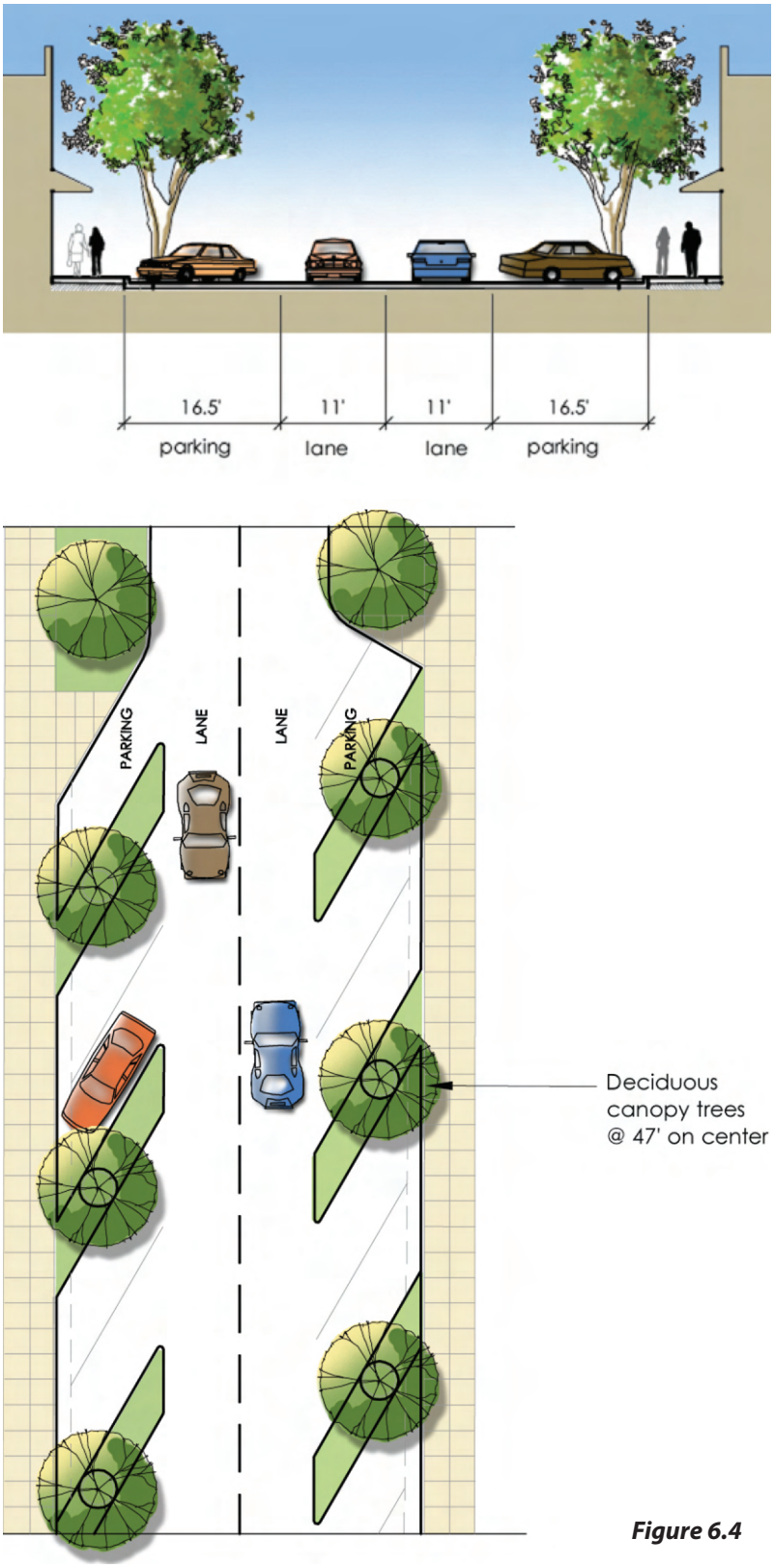
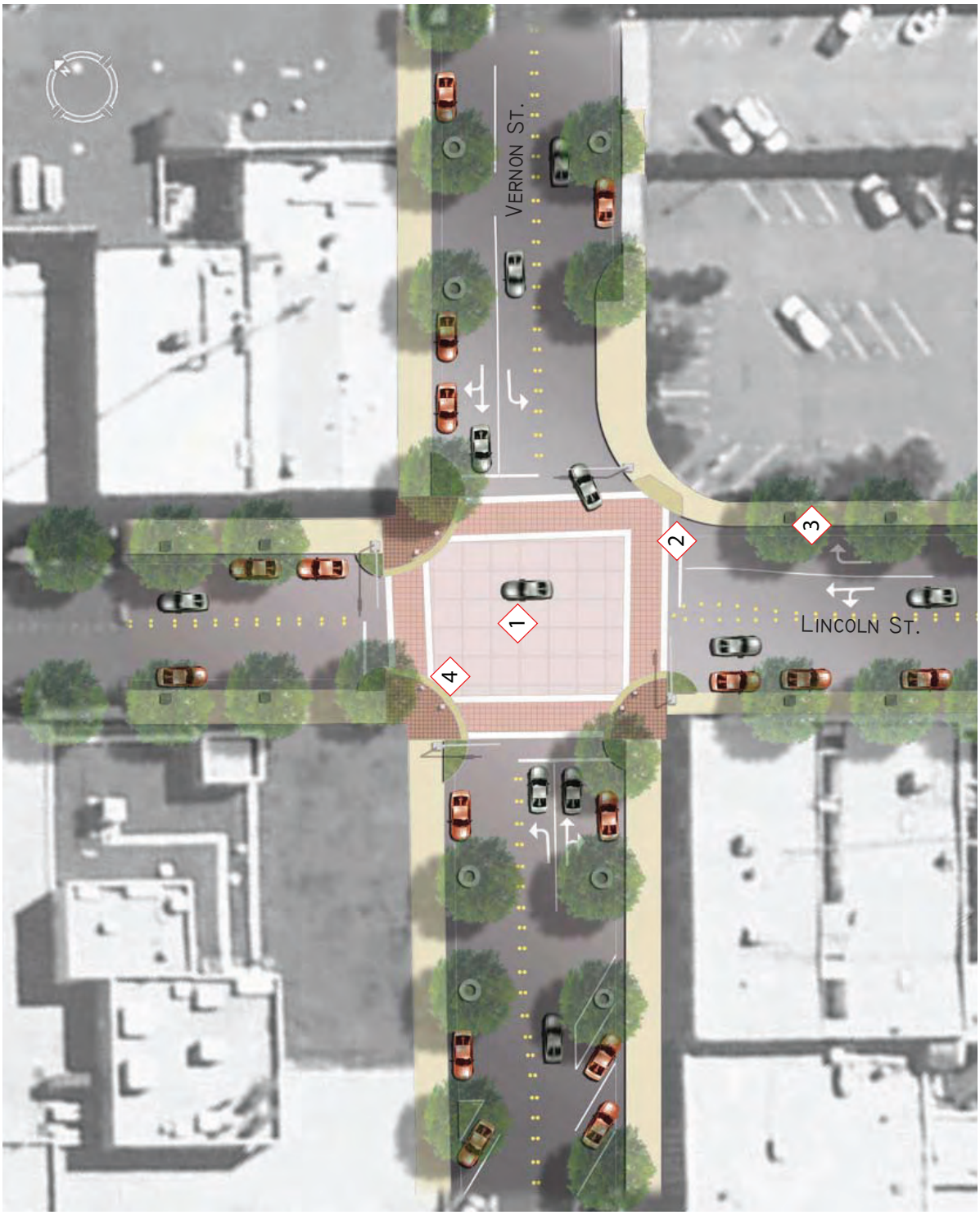


Figure 6.4

Exhibit 6.4 - Vernon and Lincoln Streets Proposed Improvements

1. Intersection and crosswalk with decorative paving
2. Bulb-out modified on Lincoln Street improve vehicular level of Service
3. Parallel parking removed on Lincoln Street near the intersection to accommodate a right-turn land
4. Bollards at corners

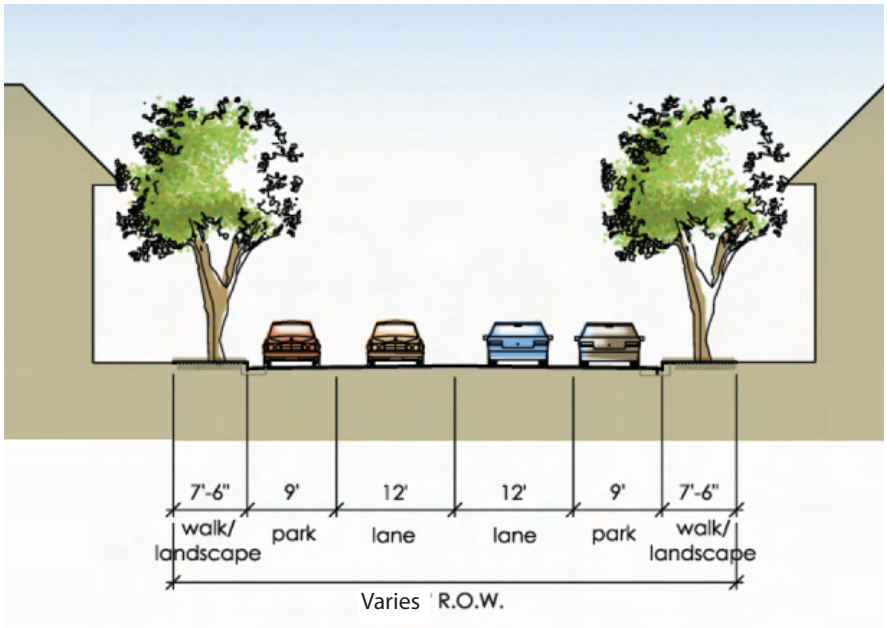
NORTH



Douglas Boulevard (Arterial Street) Between Vernon and Judah Streets

Douglas Boulevard is one of the main connections between the Downtown and Interstate 80. The street changes dramatically as it enters the Downtown Specific Plan area at the intersection of Park Drive and Douglas Boulevard as a high capacity arterial consisting of 4 travel lanes and a center turn lane. As the roadway progresses westerly, it narrows to two through lanes with parking aisles on either side. This is the predominant configuration as it progresses from Judah Street to the intersection of Vernon Street.

Commercial land use at a higher intensity than what currently exists has been anticipated as part of this Specific Plan. The form based requirements associated with the Plan require that the future development front onto Douglas Boulevard, creating a street scene that is more pedestrian in nature. Future projects will provide a wider sidewalk at the back of curb, and incorporate tree wells with grates. This will ultimately provide the look and appeal as entry to the Downtown that is promoted by the Vision and the Specific Plan.



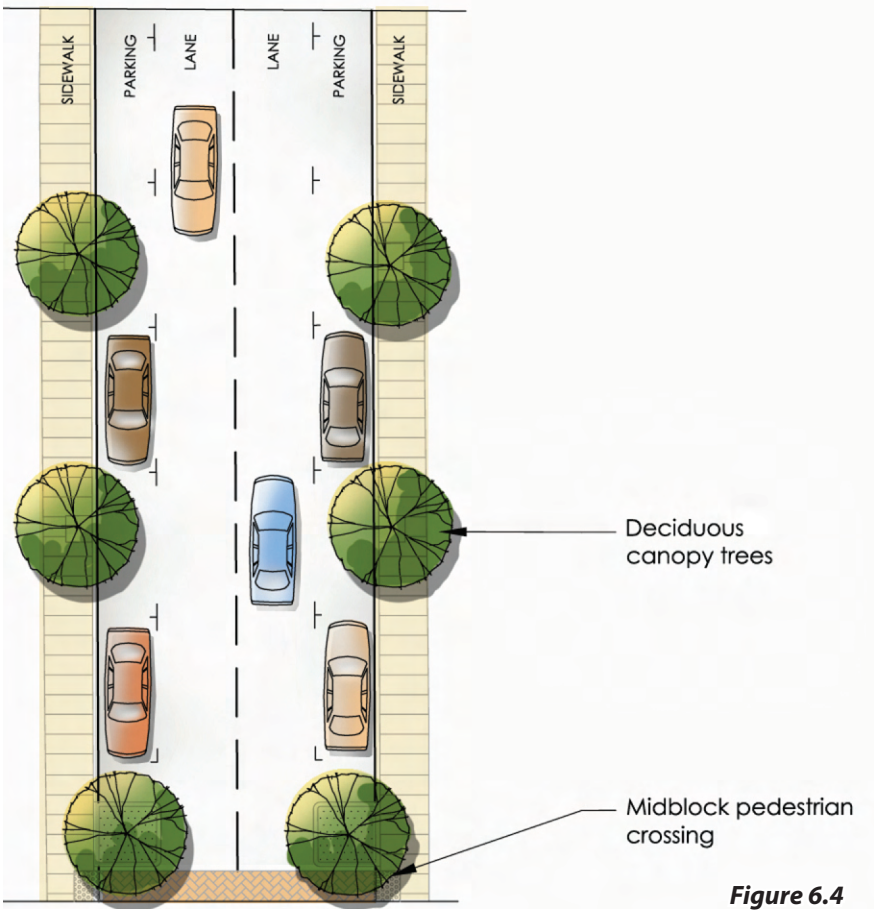


Figure 6.4

Oak Street Corridor (Arterial Street)

Oak Street acts as a collector street directing traffic from the arterials through the undercrossing on Washington Boulevard. In order to accomplish the balance between vehicular travel and an enhanced pedestrian environment, the following modifications are proposed:

- *Vehicular capacity enhancements are proposed throughout the corridor, specifically on the southern end of Oak Street. These enhancements would consist of a re-alignment of Oak Street with Earl Street as part of a future development project. This improvement would be property owner initiated, as a benefit to an overall project design. Accompanying the realignment of Oak Street would be the closure of Pratt Street, part of Oak Street, and Bulen Street between Douglas Boulevard and Oak Street (Figure 6.5).*

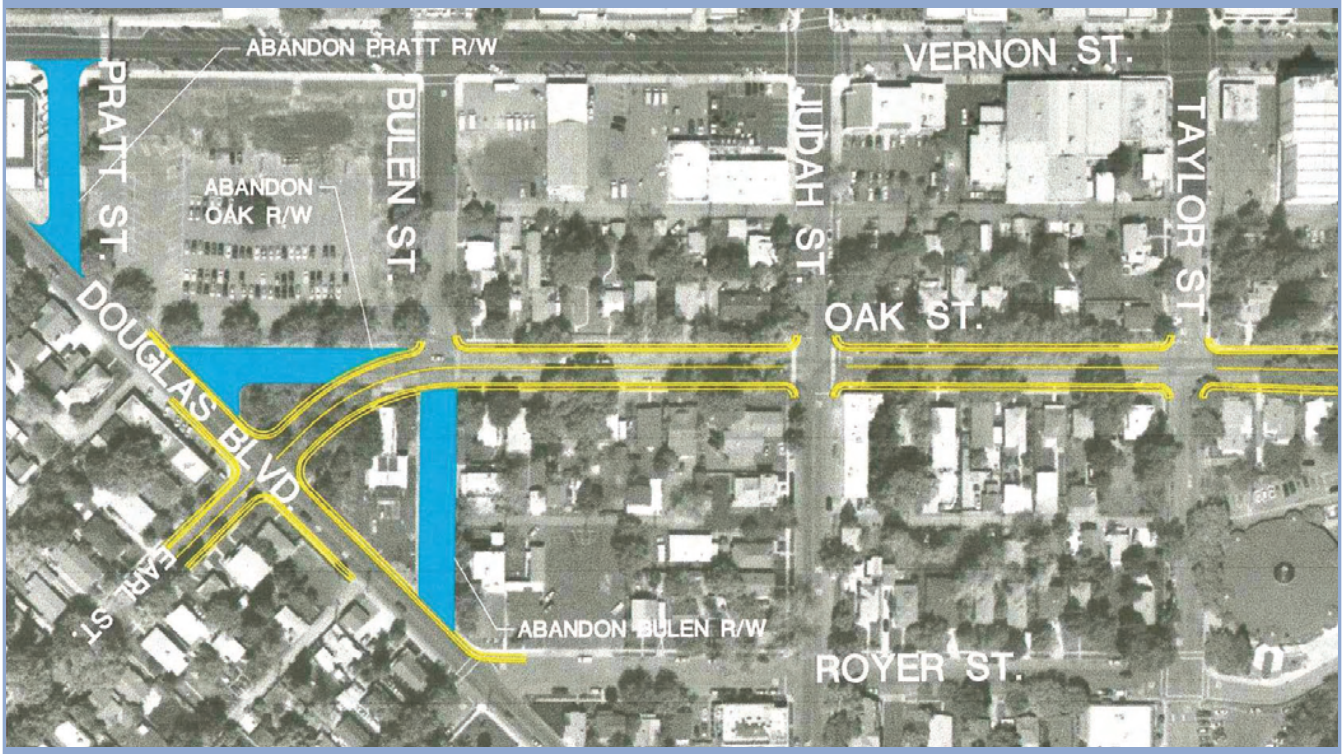


Figure 6.5

Oak Street Corridor (Arterial Street)

- *The improvements will include implementation of two potential mid-block pedestrian crossings in the Oak Street road segment between Lincoln Street and South Grant Street (Figure 6.6).*

Mid-block crossings and street configuration

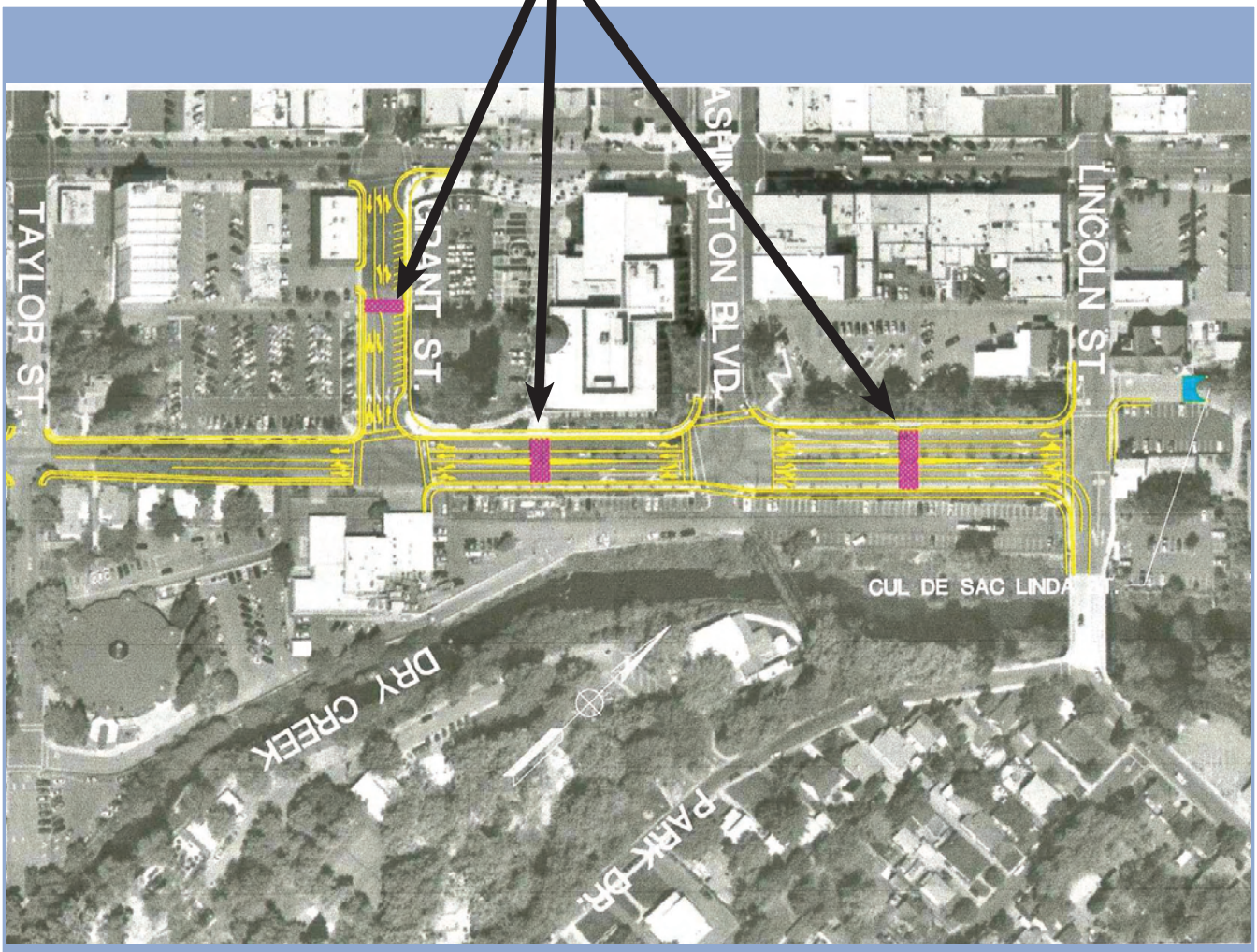


Figure 6.6

Oak Street

Oak Street changes in configuration as it progresses from Douglas Boulevard to Lincoln Street. The street sections that have been designed are in correlation with the need to circulate traffic to the Washington Blvd. undercrossing. They also have been designed to improve circulation at key intersections.

Figure 6.7 provides the first segment of this roadway as it extends from Douglas Boulevard to Taylor Street. The sidewalks have been separated to maintain a pedestrian feel and operation as the street progresses through the Bungalow District.

As reflected, Oak Street is intended to provide two (2) lanes of traffic with parallel parking, and separated sidewalks. This reflects the existing improvements for the majority of this roadway. The section changes dramatically as the street dynamics and surrounding uses change north of Taylor Street.

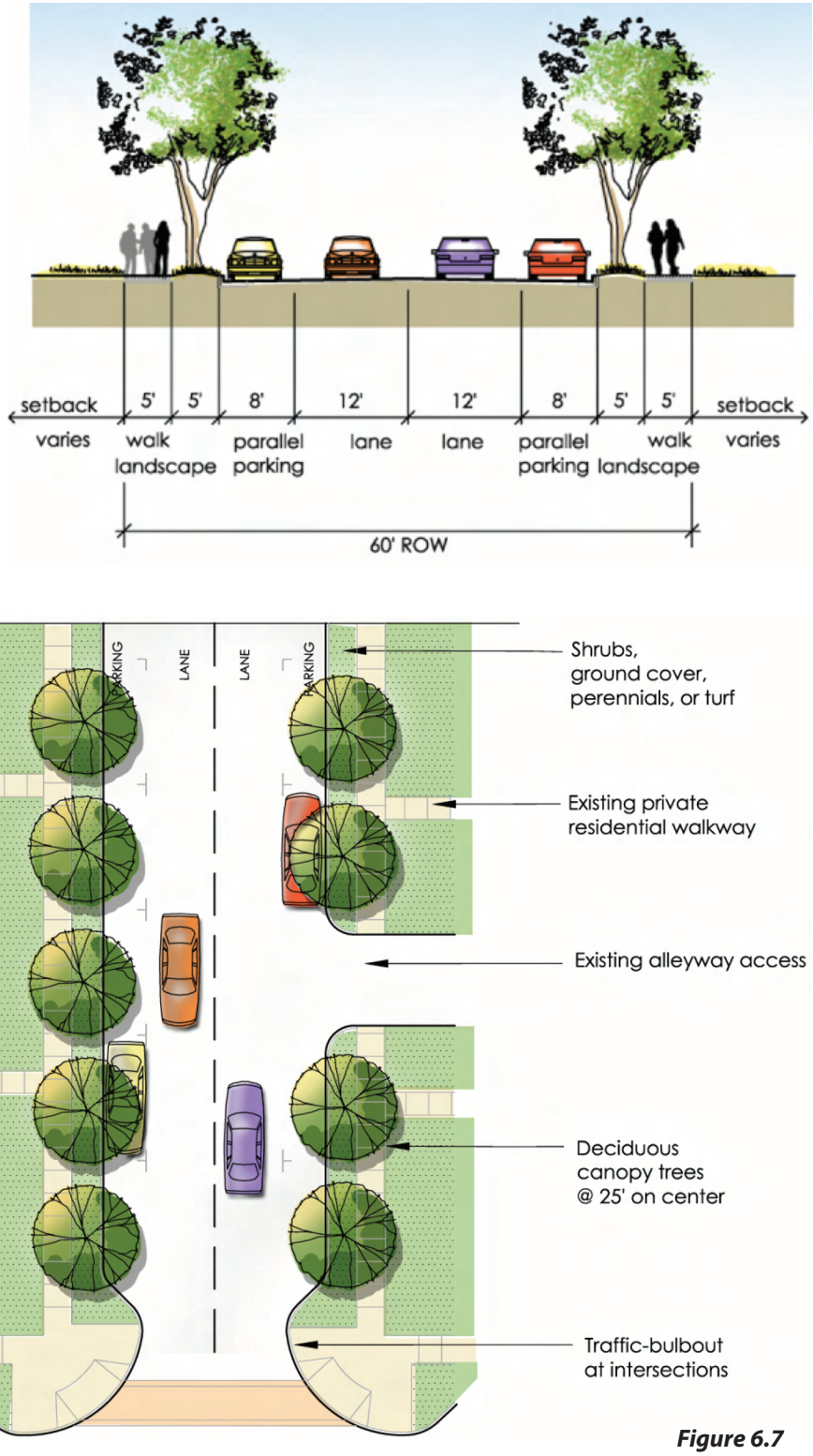


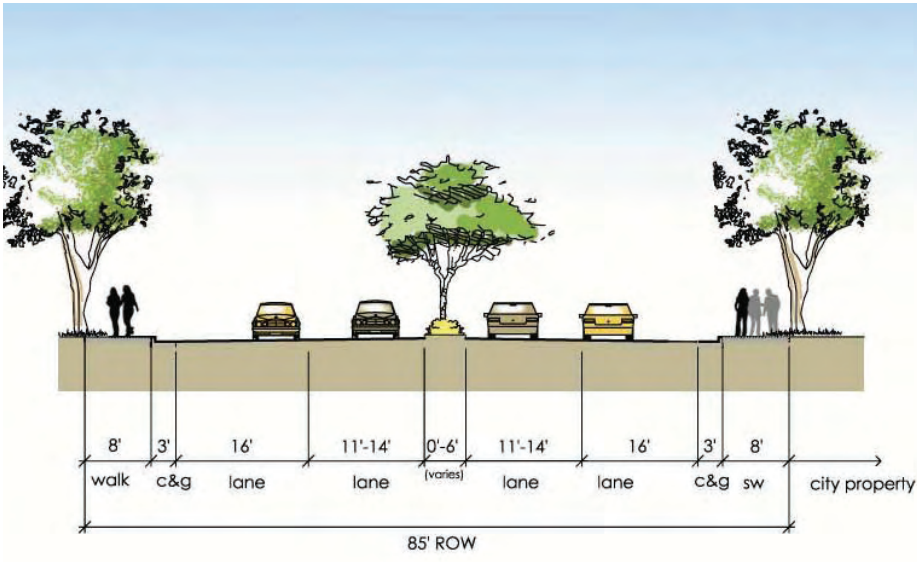
Figure 6.7

Oak Street - Grant Street to Washington Boulevard

As the street traverses from Grant Street to Washington Boulevard, parking is reduced or eliminated (Figure 6.8).

This is necessary to facilitate west bound traffic through the underpass. Ultimately, the development of the current City parking areas adjacent to Dry Creek will require the reconfiguration of the intersection of Oak Street and Washington Boulevard.

A conceptual design of this future improvement is provided in Exhibit 6.5. From this intersection, the roadway has been designed to have five (5) lanes of traffic as represented in Figure 6.8. This allows for dual right turn lanes to be constructed from Washington Boulevard to Lincoln Street, as represented in Exhibit 6.6.



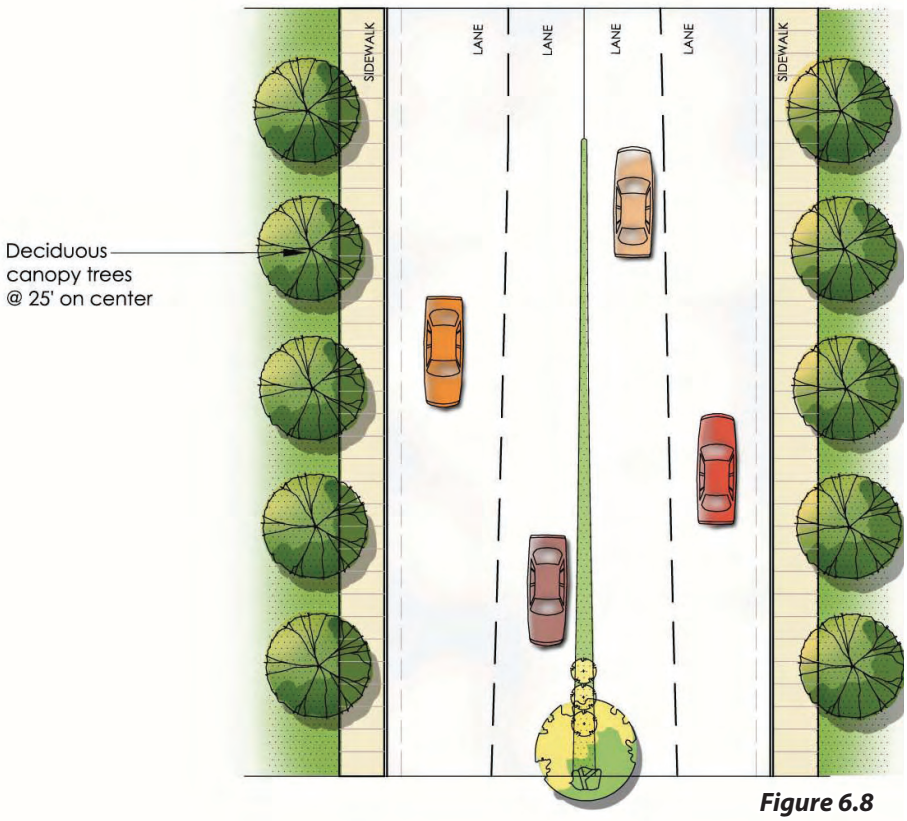


Figure 6.8

Exhibit 6.5 - Oak Street and Washington Blvd. Proposed Improvements

Exhibit 6.6 - Oak Street and Lincoln Street Proposed Improvements

Exhibit 6.7 -Oak Street and Grant Street Proposed Improvements

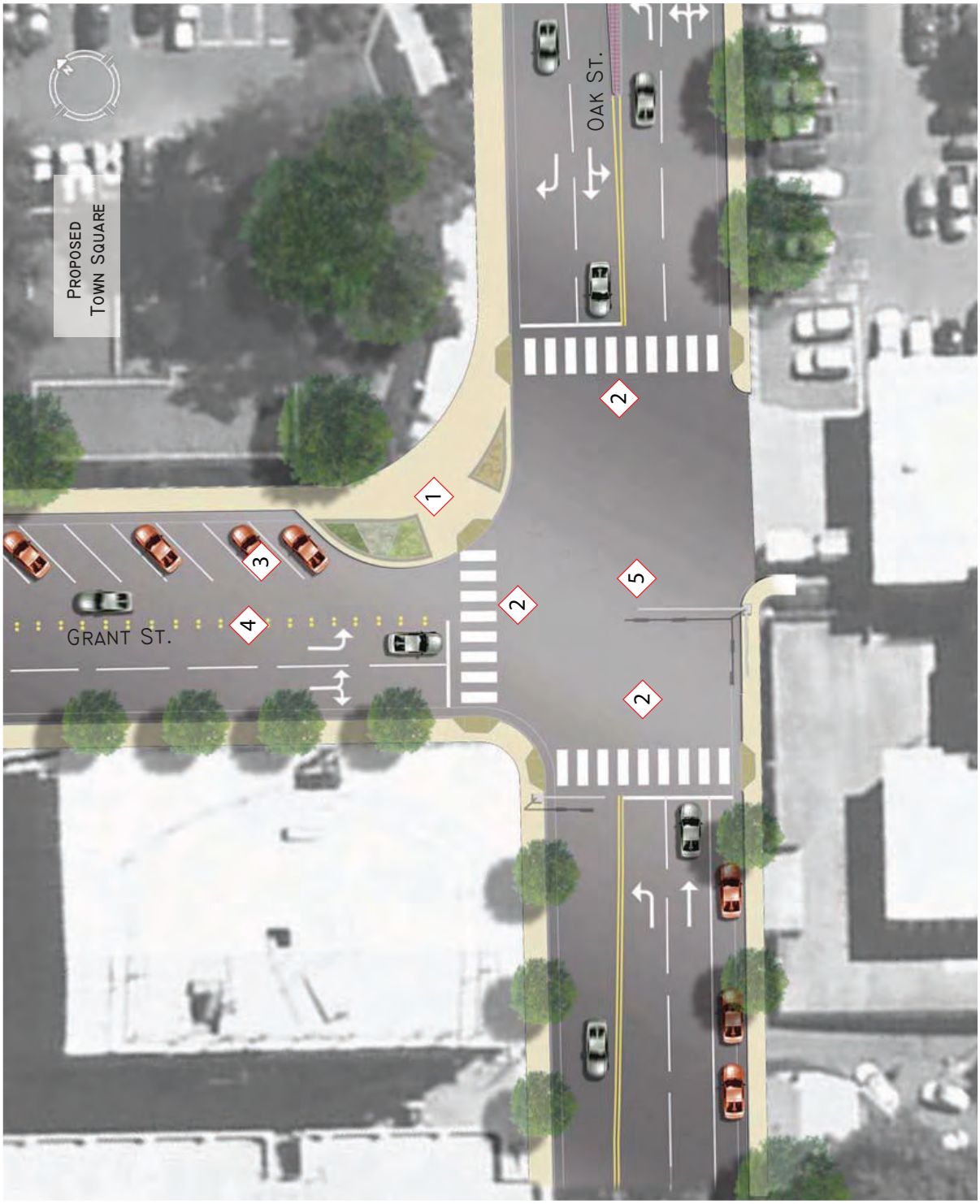


Exhibit 6.8 - Vernon Street and Grant Street Proposed Improvements

Judah Street - Between Oak Street and Douglas Blvd. (Collector Street)

On the east side of Oak Street the street section becomes more residential in nature. The sidewalks become detached and support a planting strip (Figure 6.9).

The primary reason for this section is to maintain the existing look and feel of the Bungalow District. The district is enhanced by the existing planting strips and the large shade trees that are incorporated into the planting strip.

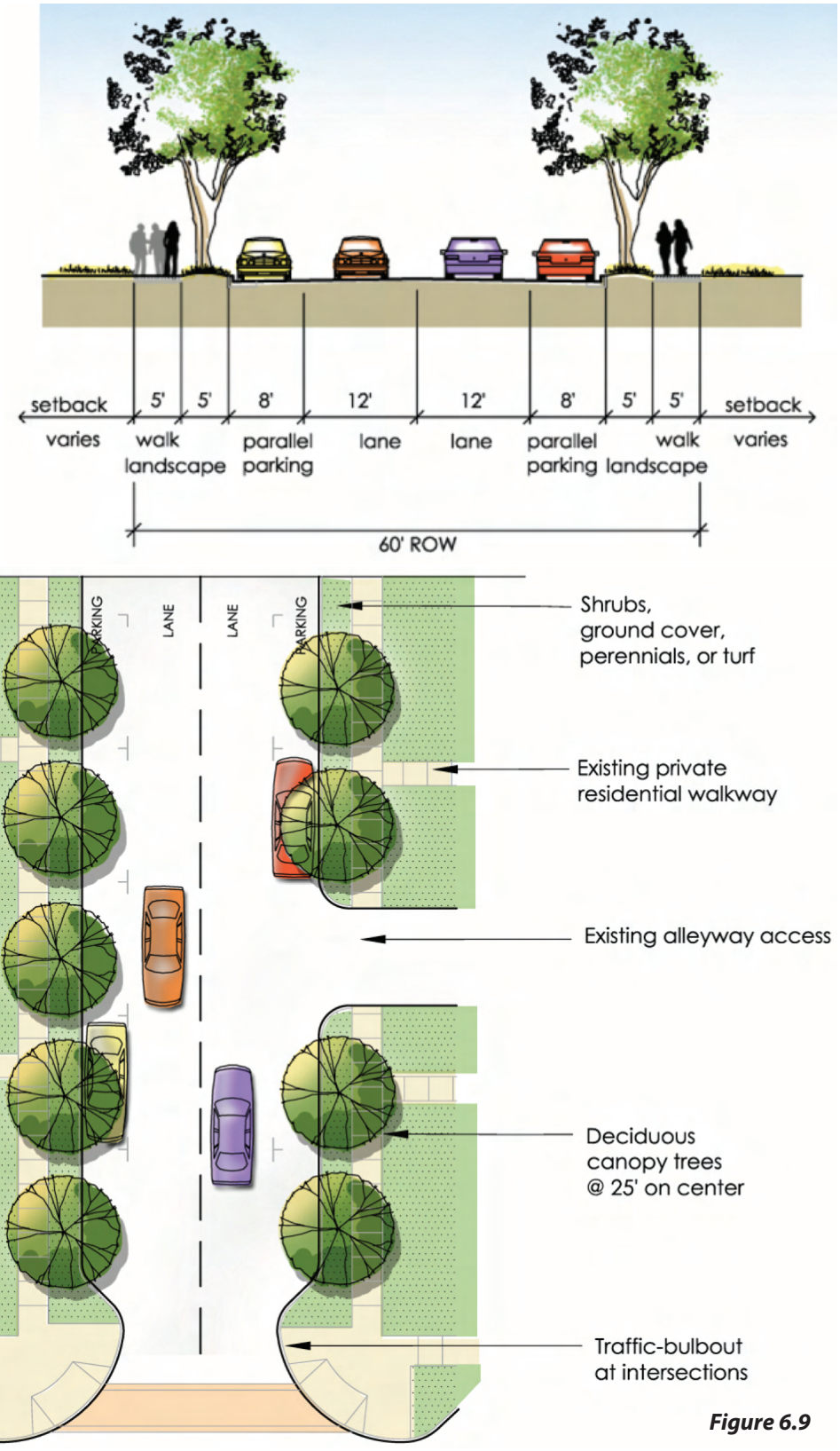
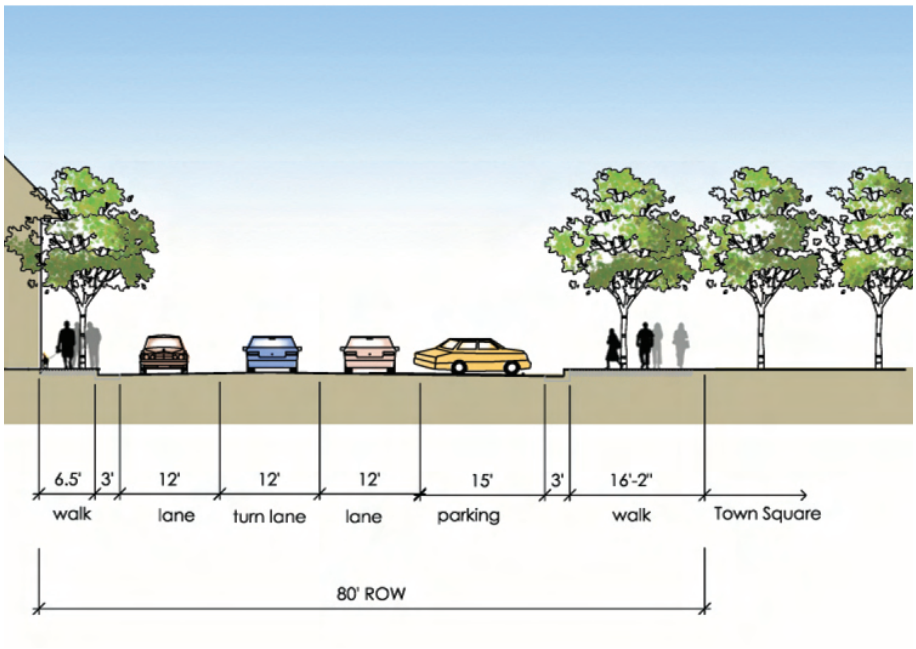


Figure 6.9

South Grant Street (Collector Street)

South Grant Street has been envisioned as a convertible street. This street directly abuts the Town Square. This relationship provides the opportunity for the activities in the Town Square to spill over into this street section. To promote this interaction, the following improvements are being proposed:

- *Narrowing the current four (4) lane street section to a two (2) lane with center turn lane (Figure 6.10);*
- *Encouraging angled parking on the north side of the street adjacent to the Town Square;*
- *Implementation of a mid-block pedestrian crossing. The crossing will need to be implemented concurrent with driveway closures or relocations on Grant Street;*
- *Appropriate pedestrian crosswalks at intersections and pedestrian sidewalks throughout the corridor; and*
- *Construction of the appropriate intersection improvements is represented in Exhibit 6.7 for the intersection of S. Grant Street and Oak Street, and in Exhibit 6.8 for the intersection of S. Grant Street and Vernon Street.*



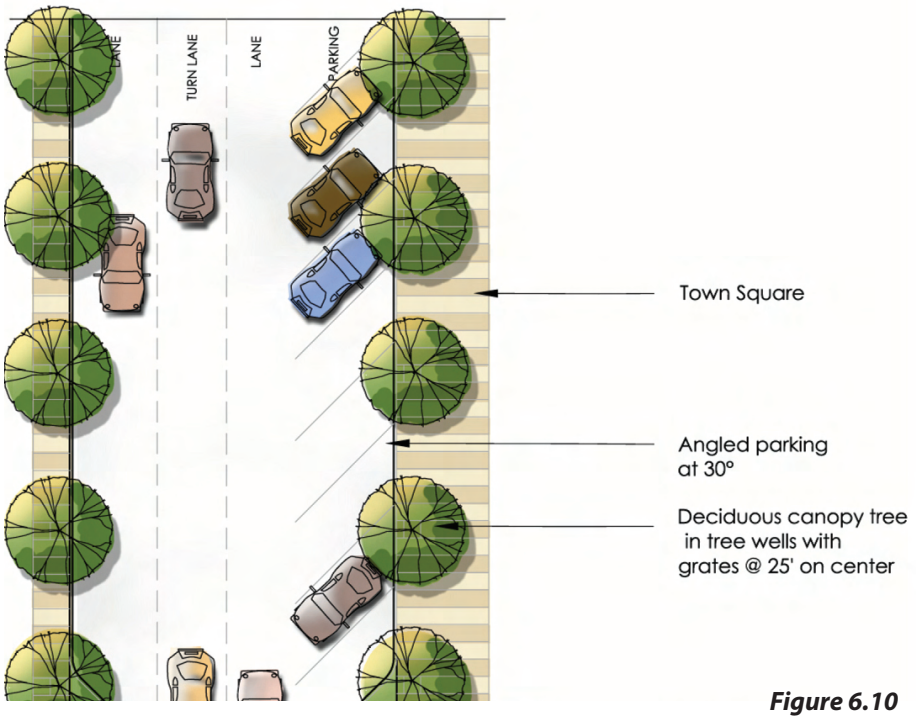
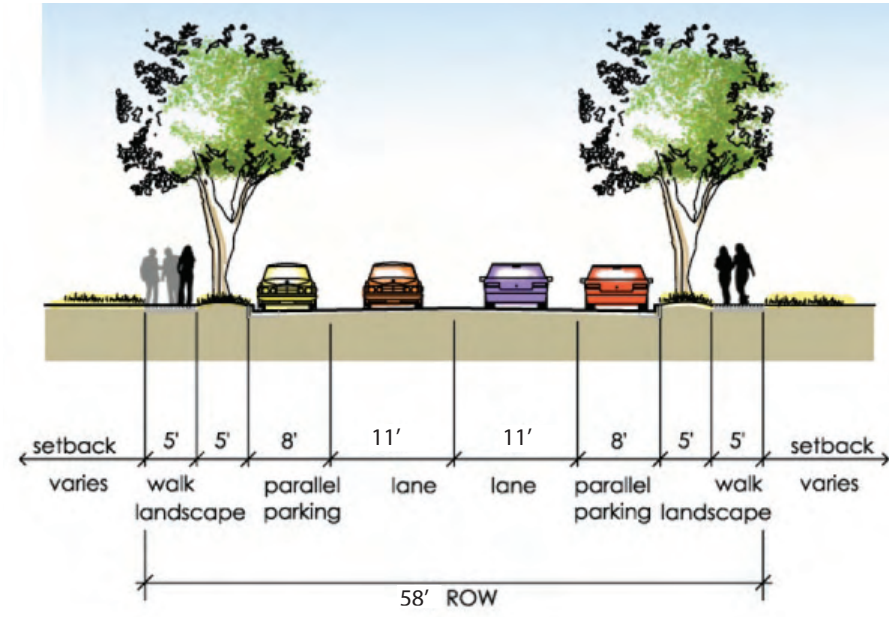


Figure 6.10

Typical Downtown Residential Street (Bulen and Pratt Streets)

Adjustments to the street sections may be required on an individual basis due to the lack of right-of-way. The intent will be to provide for separated sidewalks in the areas that are east of Oak Street, where it is appropriate.

To support the pedestrian environment in this area, future streetscape projects will utilize pedestrian improvements,where possible. These could include, but not be limited to, bulb-outs at the intersections, angled parking, enhanced pavement, themed lighting fixtures and additional landscaping (Figure 6.11).



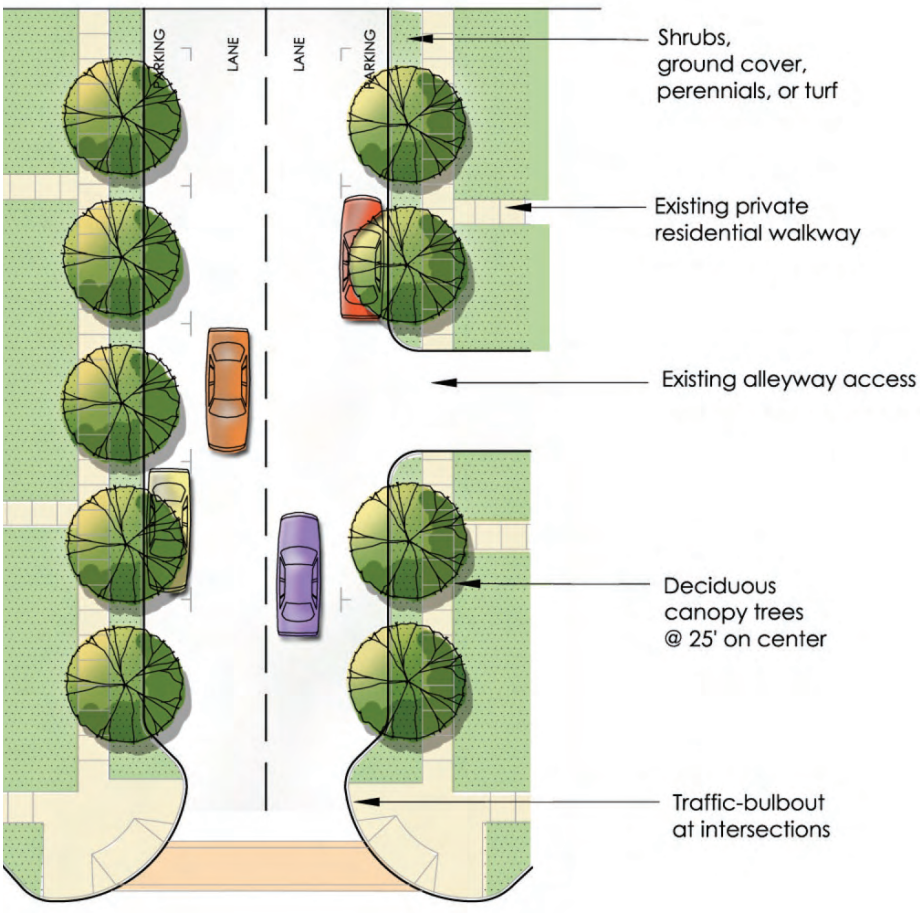


Figure 6.11

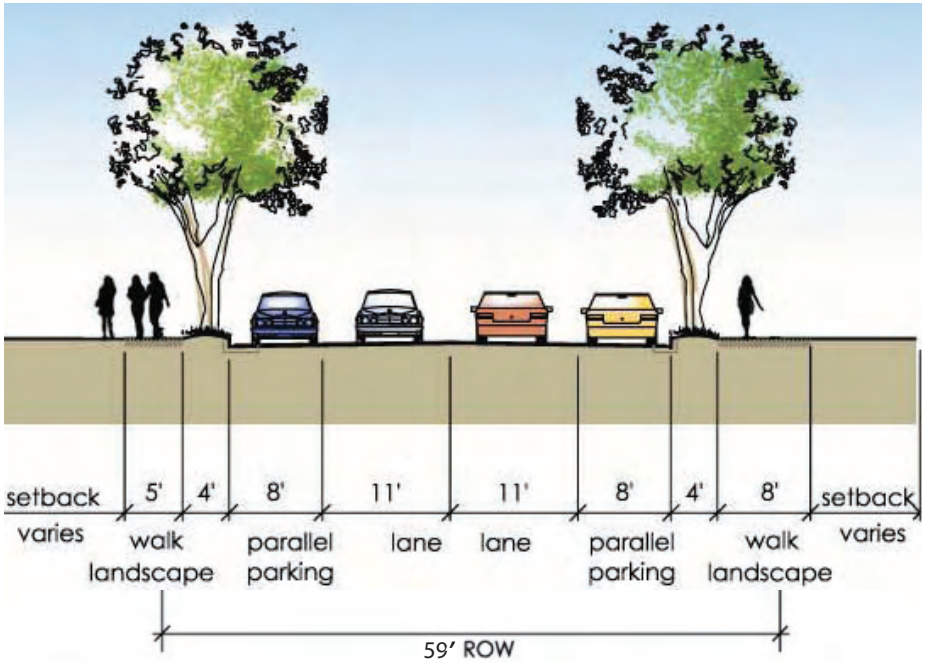
Taylor Street (Local Street)

Taylor Street has a 56 foot wide right-of-way and has been identified as a local street. This street currently functions differently depending upon the land use that is adjacent to it.

In the segment extending from Atlantic Street to Oak Street, the land use is primarily commercial. The Specific Plan anticipates that this segment will remain much as it is today and looks to encourage the pedestrian environment with wider sidewalks that will ultimately be adjacent to commercial uses.

The segment of Taylor Street that extends from Oak Street east to Royer Street maintains the same right-of-way, but shifts the sidewalk away from the back of the curb creating a four (4) foot wide planter strip. (Figure 6.12) This change in the sidewalk pattern is driven by the existing condition in this area which is very similar. It also reflects more of a residential treatment as the street transitions into the Vernon Bungalow District.

This segment has the Bungalow District on one side and future commercial development on the other side. Therefore, an 8′ walk is being proposed on the side adjacent to the Dry Creek District.



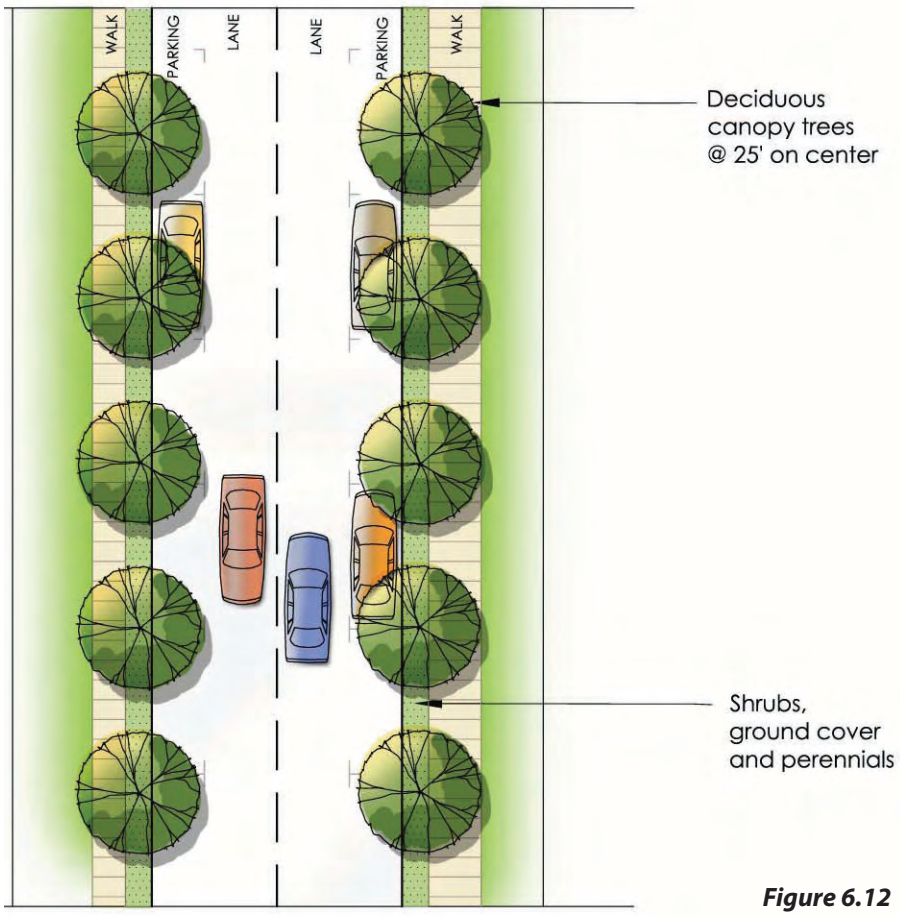


Figure 6.12

Typical Downtown Commercial Street (Local Street) (Lincoln, S. Grant, Taylor and Judah Streets)

Oak Street will act as the dividing line between the future commercial and/or residential street section. On the west side of Oak Street future improvements will reflect the street section shown in Figure 6.13.

This section is reflective of a more commercial street section that then leads into the Vernon Street District. This district has a higher development intensity and, therefore, reflects a more commercial street section.

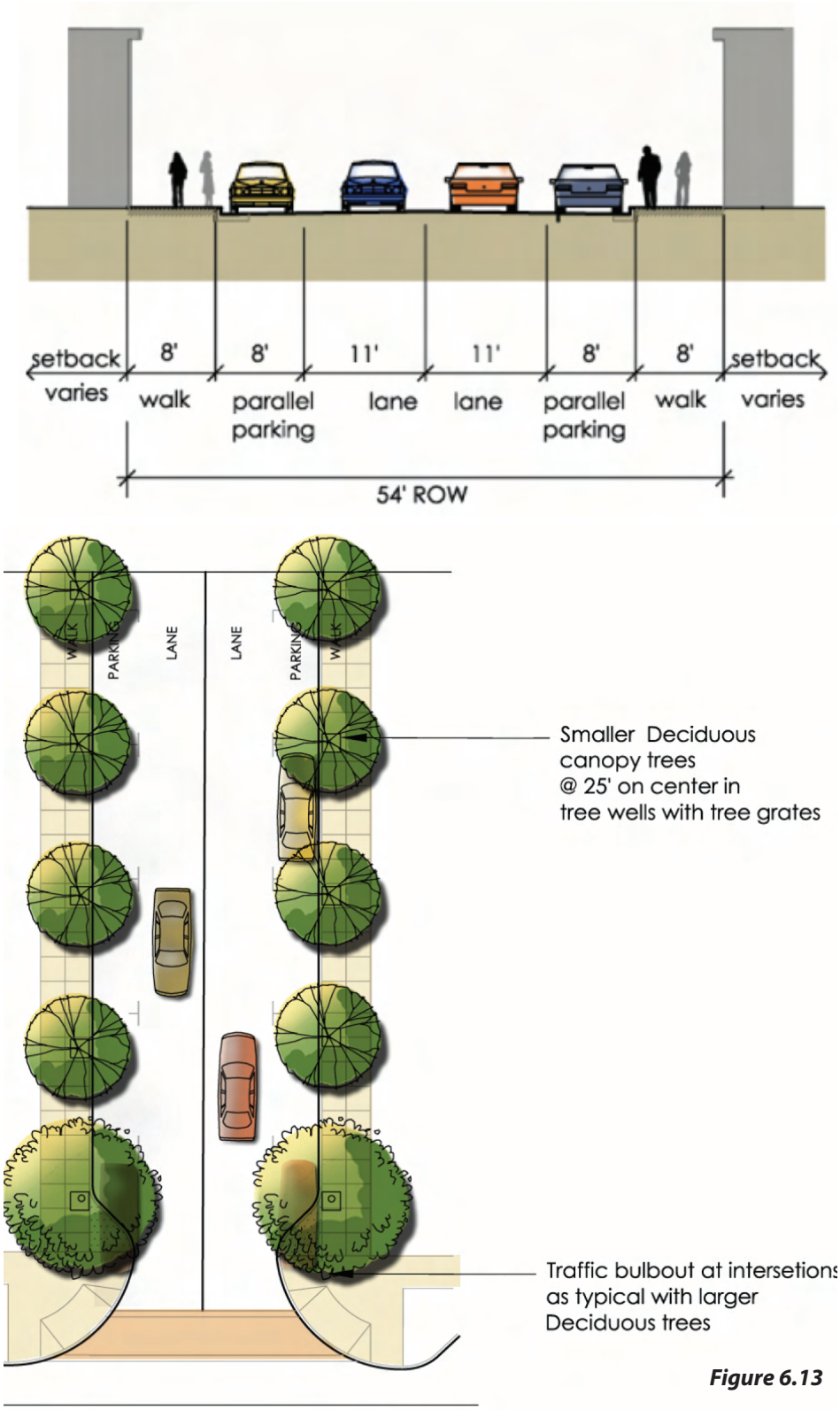


Figure 6.13

HISTORIC OLD TOWN AREA

In the Historic Old Town area of the Specific Plan, the City has recently invested in significant improvements to the internal streets of the area (Main Street, Church Street, Lincoln Street and Pacific Street). Improvements to these streets have resulted in the creation of a walkable pedestrian environment. These improvements include mid-block crossings, bulb-outs, period lighting, angled parking, plaza areas, street furniture and landscaping. Although a portion of Washington Boulevard was included in these improvements, the portion north of Main Street has yet to be improved. As part of the Specific Plan, the following future improvements are proposed:

- *Planned streetscape improvements to Washington Boulevard including widening the sidewalks on both sides of the street and providing streetscape enhancements in the terms of lighting, street furniture and limited landscaping;*
- *Median modifications on Washington Boulevard to focus left-turn movements at the Pleasant Street intersection;*
- *Intersection improvements to Pleasant Street/Washington Boulevard, and Lincoln Street/Washington Boulevard, including an enhanced pedestrian crossing and installation of a traffic control signal;*
- *Way-finding signs within the Historic District to access the Washington Boulevard undercrossing; and*
- *Modification to the Washington Boulevard underpass to widen the existing walkway to accommodate bicycle traffic.*

Extensive pedestrian level improvements have been completed in the Historic Old Town area

Washington Boulevard (Arterial Street)

Similar to Oak Street, the configuration and design of Washington Boulevard changes as it progresses west from the Oak Street intersection. This roadway is a major arterial providing traffic flow from the east side of the Union Pacific Railroad tracks to the west side of Roseville.

There are several existing intersections along this frontage. With the recent completion of the Historic Old Town infrastructure and streetscape project, the intersection improvements at Washington Boulevard and Main Street were completed. The Specific Plan anticipates modifications to two other intersections on this roadway segment.

The first of these intersections is Washington Boulevard and Pleasant Street. Although currently unsignalized, the Specific Plan calls for this intersection to be utilized as a pedestrian conduit between the surrounding residential neighborhood and the commercial uses fronting onto Washington Boulevard. As part of a future streetscape project, elements such as bulb-outs, landscaping, themed lighting, street furniture and enhanced crosswalks could be installed to make this intersection more pedestrian friendly (Exhibit 6.9).

The final intersection improvement would occur at Washington Boulevard and Lincoln Street. This intersection would also be signalized in the future. The intent would be to provide better alignment with All American City Boulevard and Lincoln Street. Similar improvements to those that would be installed as part of the Pleasant Street intersection could be integrated into the ultimate design (Exhibit 6.10).

Exhibit 6.9 - Washington Bl. and Pleasant St. Proposed Improvements

Exhibit 6.10 - Washington Bl. and Lincoln St. Proposed Improvements

1. Crosswalk marked with diagonal stripes to increase driver awareness
2. Crosswalk marked with transverse stripes
3. Channelized right turn with push-button pedestrian crossing and refuge island
4. Additional right-turn lane
5. Pedestrian island
6. Bike lane and parallel parking
7. Bike lane
8. Bulb-out on All America City Boulevard
9. New signalized Intersection
10. Bus shelter
11. Public art and rain garden
12. Central divider with vertical curb

North

Washington Boulevard Underpass

The first segment of this roadway is represented in Figure 6.14. This roadway section is taken just prior to entering the underpass.

As proposed, this section would not change from the existing conditions, with the exception of the pedestrian walkway being extended by another 2 feet in width. This extension would then allow for bicycle and pedestrian traffic to occur within the underpass.

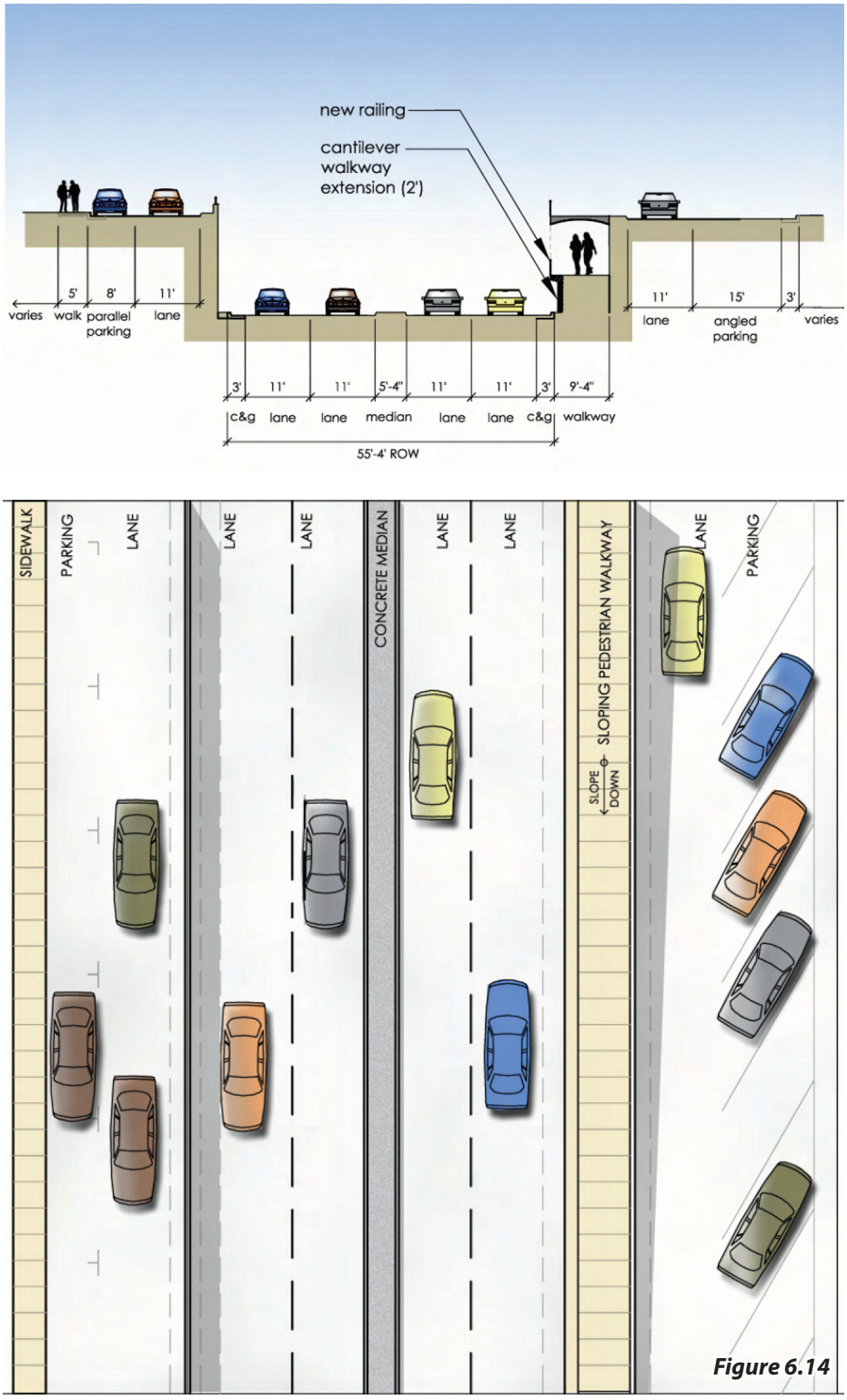
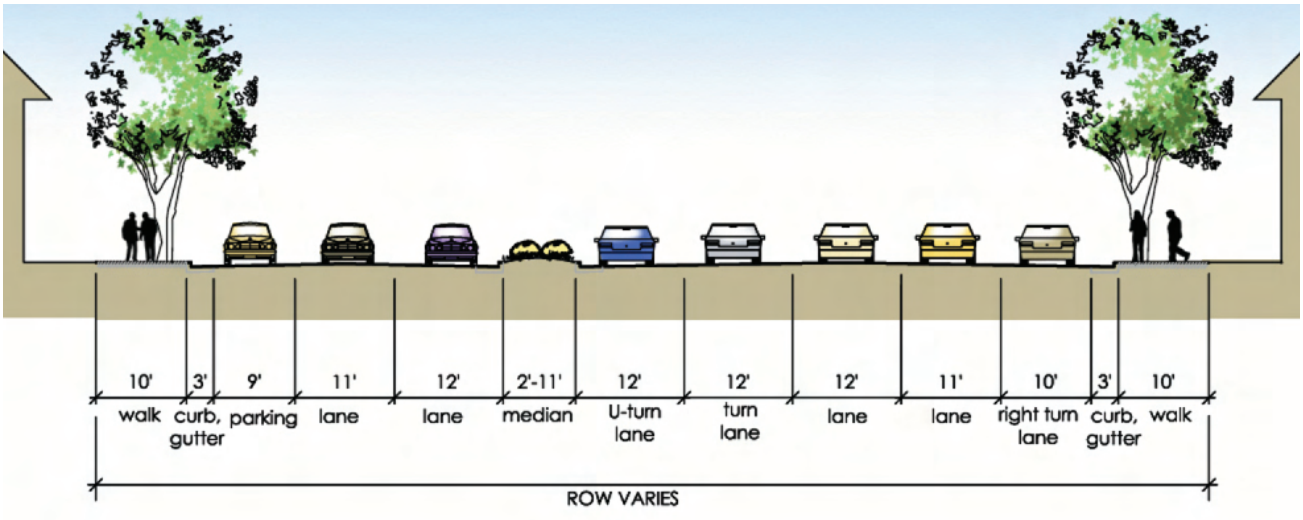


Figure 6.14

*Washington Boulevard - Between Underpass to Main Street**

*Note: No sidewalk proposed east of Church Street due to steep slopes



The next segment is the underpass to Main Street (Figure 6.15). As part of the recent Historic District improvement project, the median was narrowed and reconfigured to accommodate a separate "U-turn only" lane. This section would not change from how it exists today.

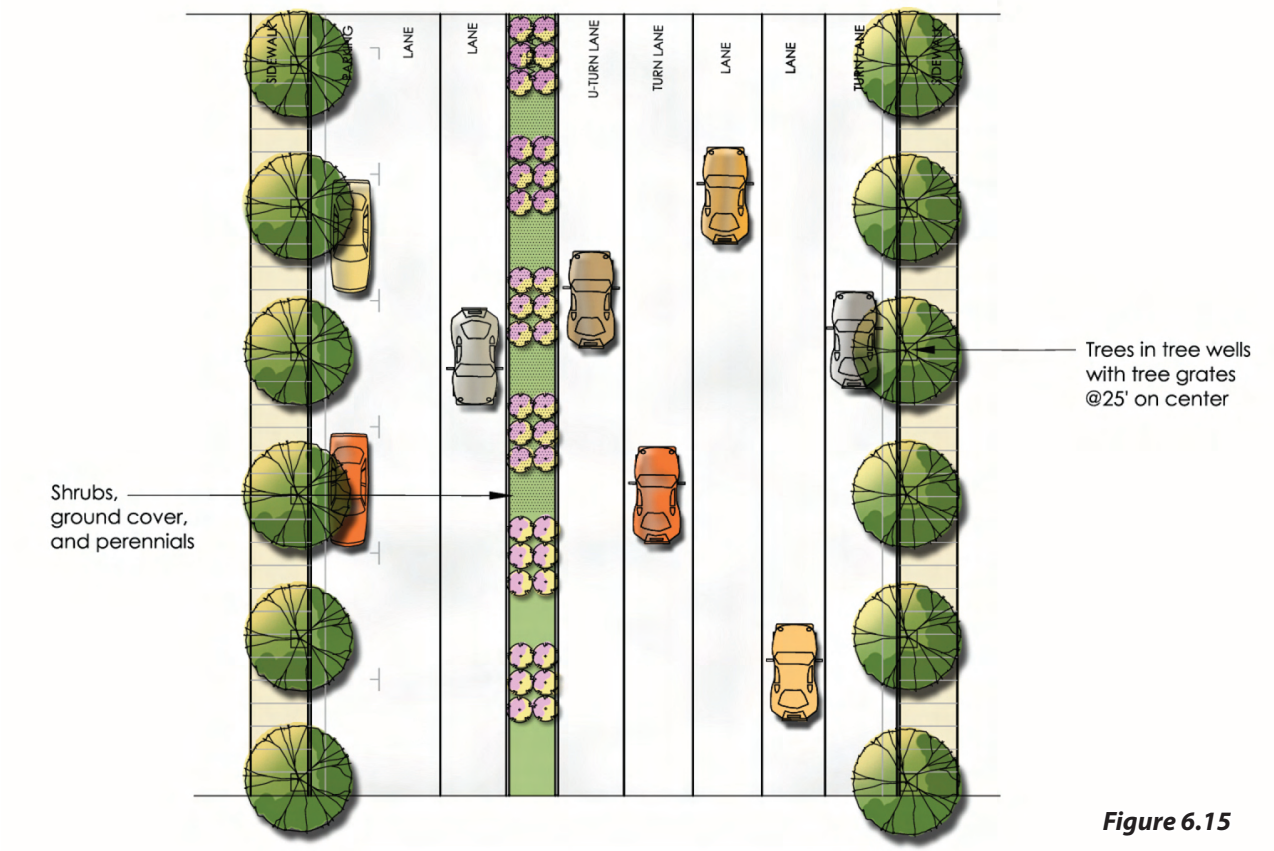
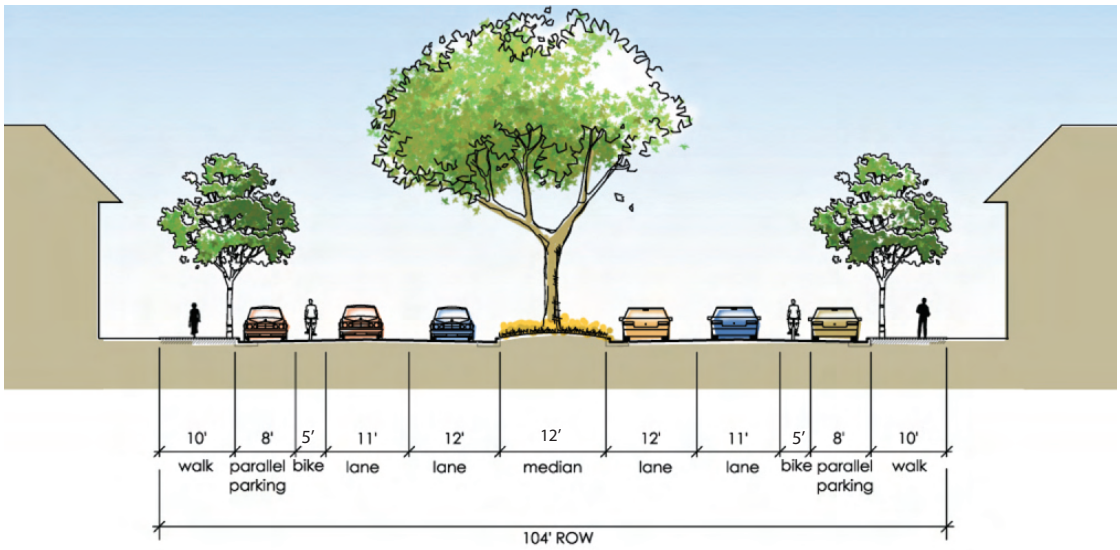


Figure 6.15

Washington Boulevard - Between Main and Lincoln Streets



The final segment extends from Main Street to Lincoln Street. This section reflects a more commercial interface with the uses along this street (Figure 6.16). Wider sidewalks (10 feet) with tree wells and covered grates are proposed along this portion of the Boulevard.

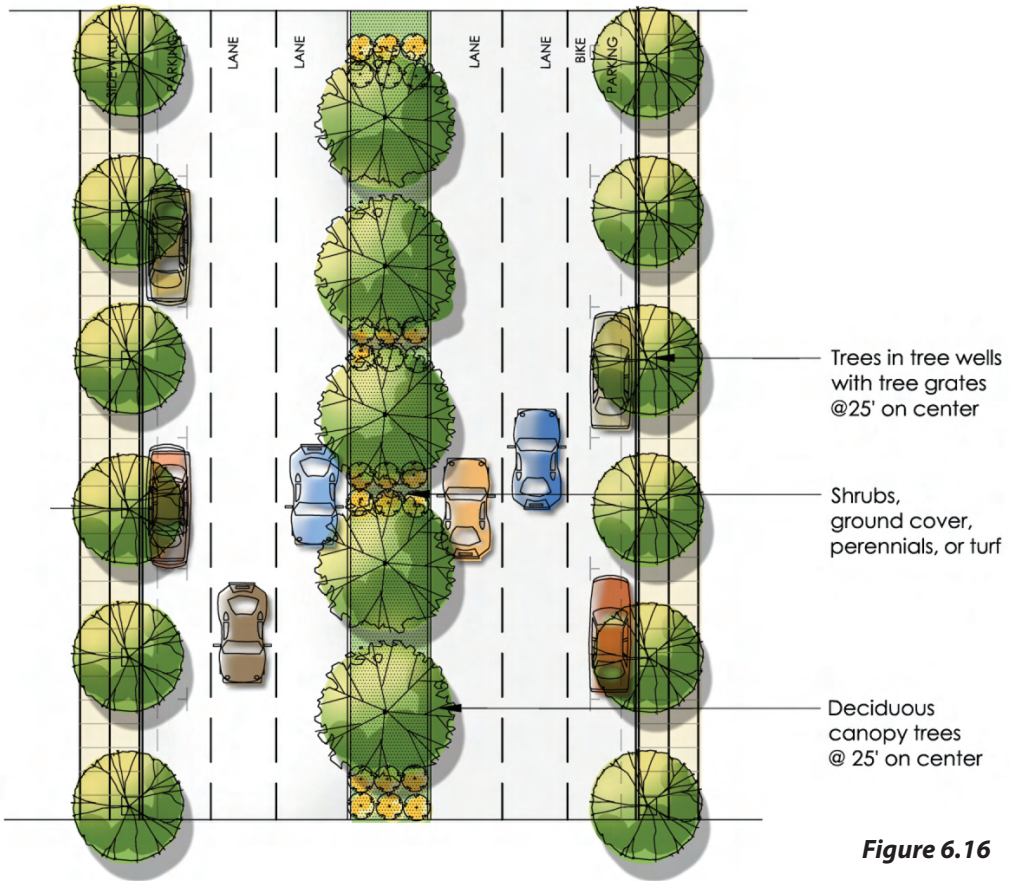
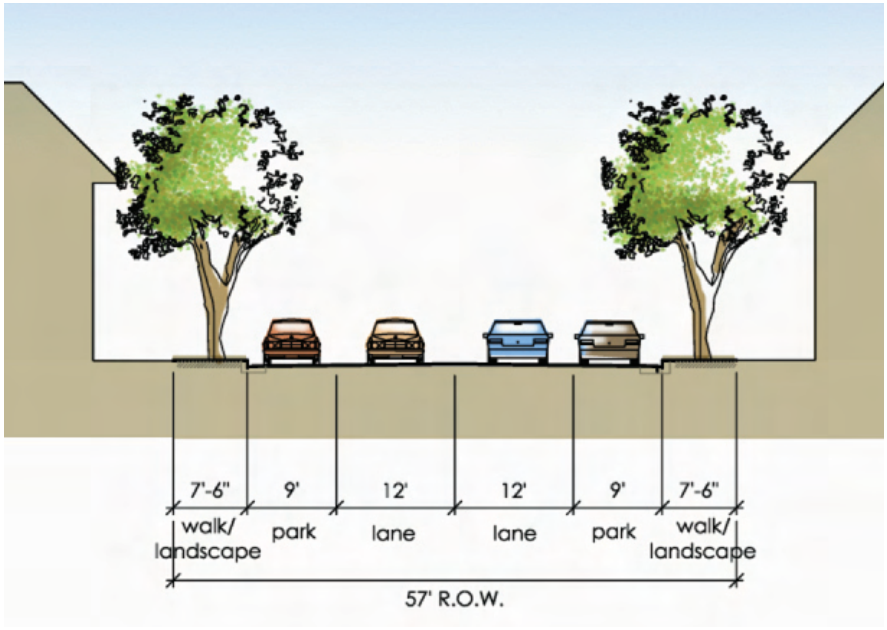


Figure 6.16

Old Town Commercial District Streets

With the recent completion of the Historic District streetscape and infrastructure project, Main, Lincoln, Church and Pacific Streets have all been upgraded. It is not anticipated that the configuration of these streets will be substantially altered.

The following provides a brief discussion regarding the improvements that have been implemented, to date.



Main Street (Collector Street)

Main Street provides a central point of access to the Old Town Commercial District. Due to the existing right-of-way width, the roadway is configured into a two lane road with adjacent parallel parking lanes.

Based on the existing building locations, the sidewalks have been set at 7'6" and accommodate tree wells that support deciduous street trees (Figure 6.17).

Pedestrian elements such as bulb-outs, enhanced paving and mid-block crossings have been added to slow traffic speeds and promote the pedestrian over the vehicle.

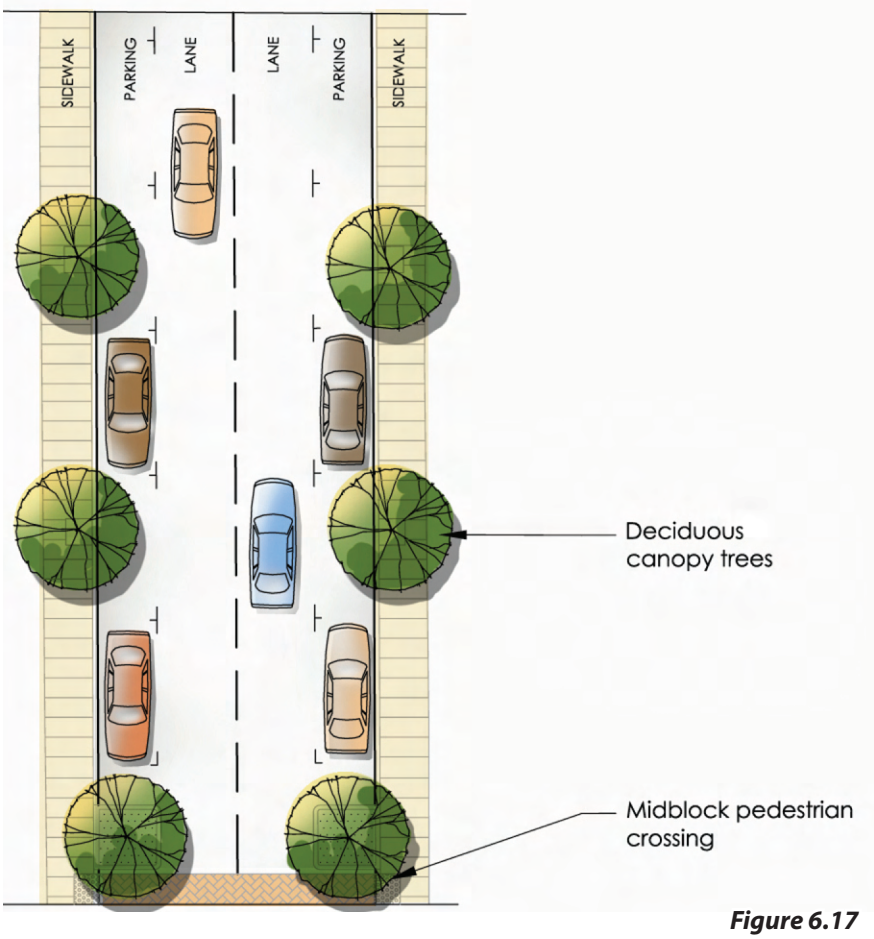


Figure 6.17

Church Street
Between Washington Boulevard and Lincoln Street (Local Street)

Church Street also provides a point of access from Washington Boulevard into the district. Due to the right-of-way having a width of approximately 74 feet, angled parking has been constructed.

The construction of angled parking allows for the creation of landscape planters that then frame the parking spaces and create interest (Figure 6.18).

This, in combination with bulb-outs, narrows the feel of the street and acts to slow traffic through this segment of the district.

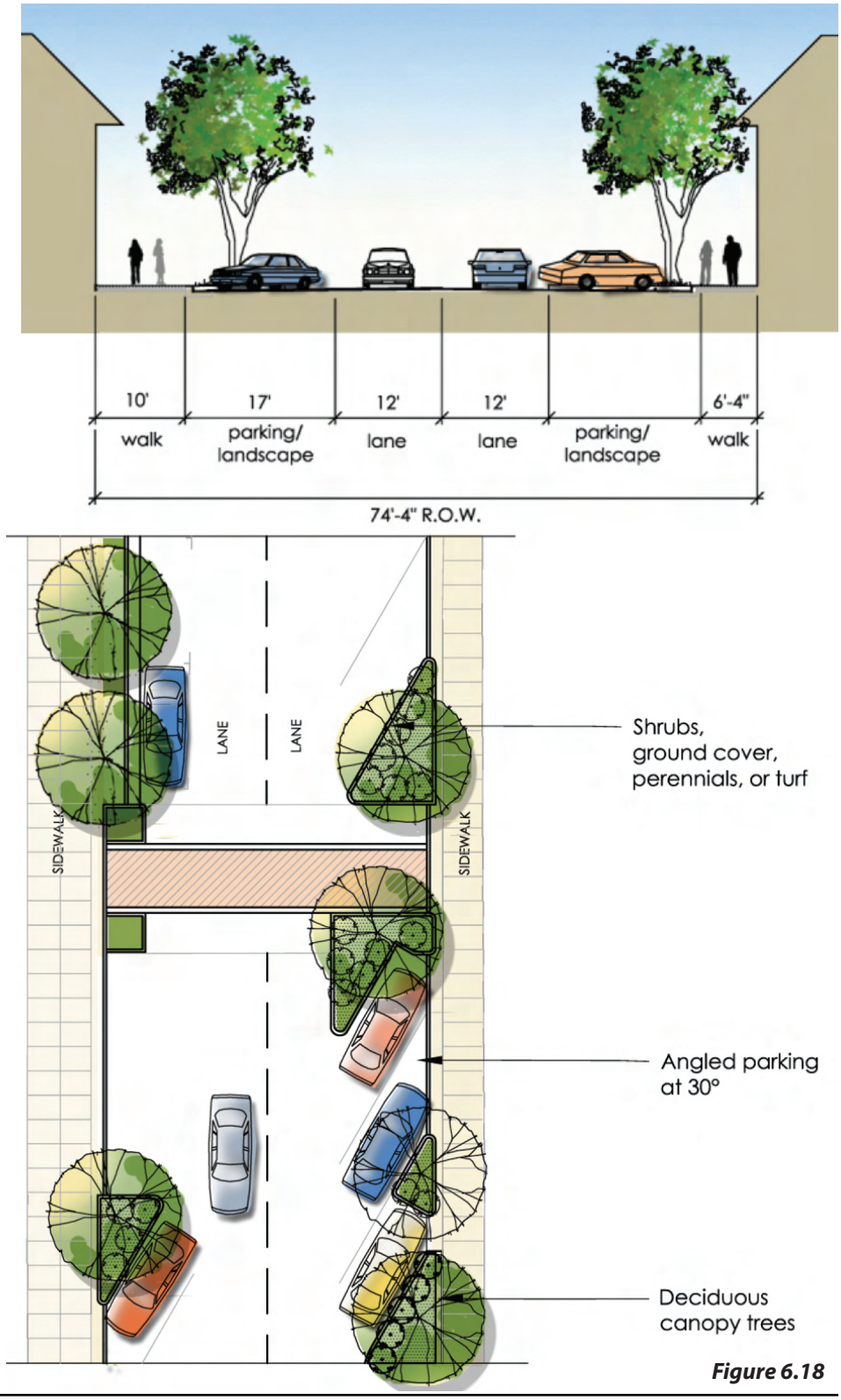


Figure 6.18

Lincoln Street - Between Pacific and Main Streets (Local Street)

The angled parking along Church Street then integrates well with the same treatment along Lincoln Street. The added benefit of this treatment is the creation of additional parking that then fronts onto the commercial spaces located adjacent to this roadway (Figure 6. 19).

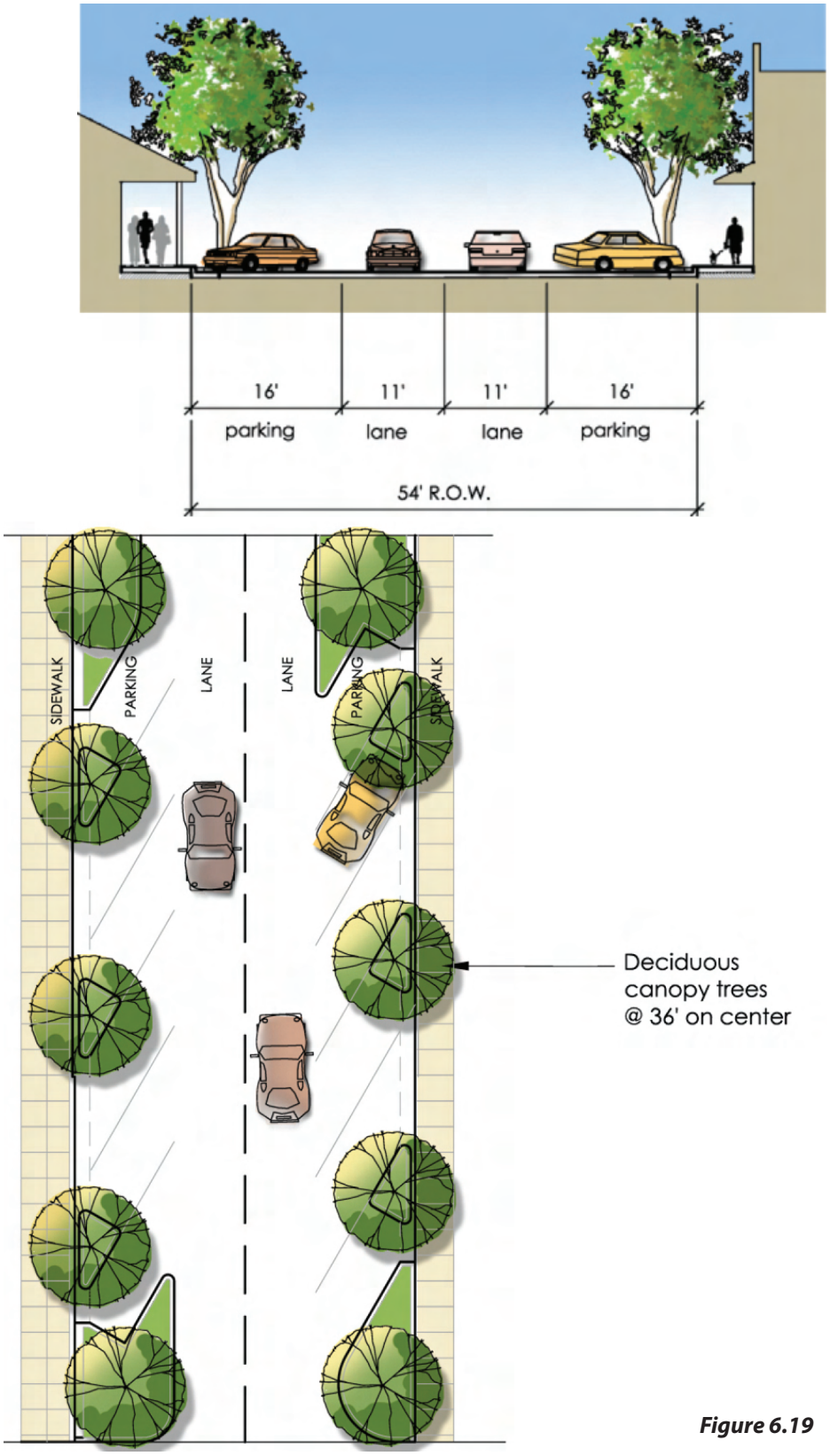


Figure 6.19

Lincoln Street
Between Valencia Alley and Washington Boulevard (Local Street)

The section of Lincoln Street between Valencia Alley and Washington Boulevard offers the opportunity to assist in the parking needs for the district and provide a beatification/ screening of the adjacent Union Pacific facilities (Figure 6.20).

By creating angled parking on the south side of the street, the undeveloped parcel adjacent to the street can support additional development.

Similar to Pacific Street, a future streetscape enhancement project would provide landscaping to buffer the tracks on the north side of the street through this area.

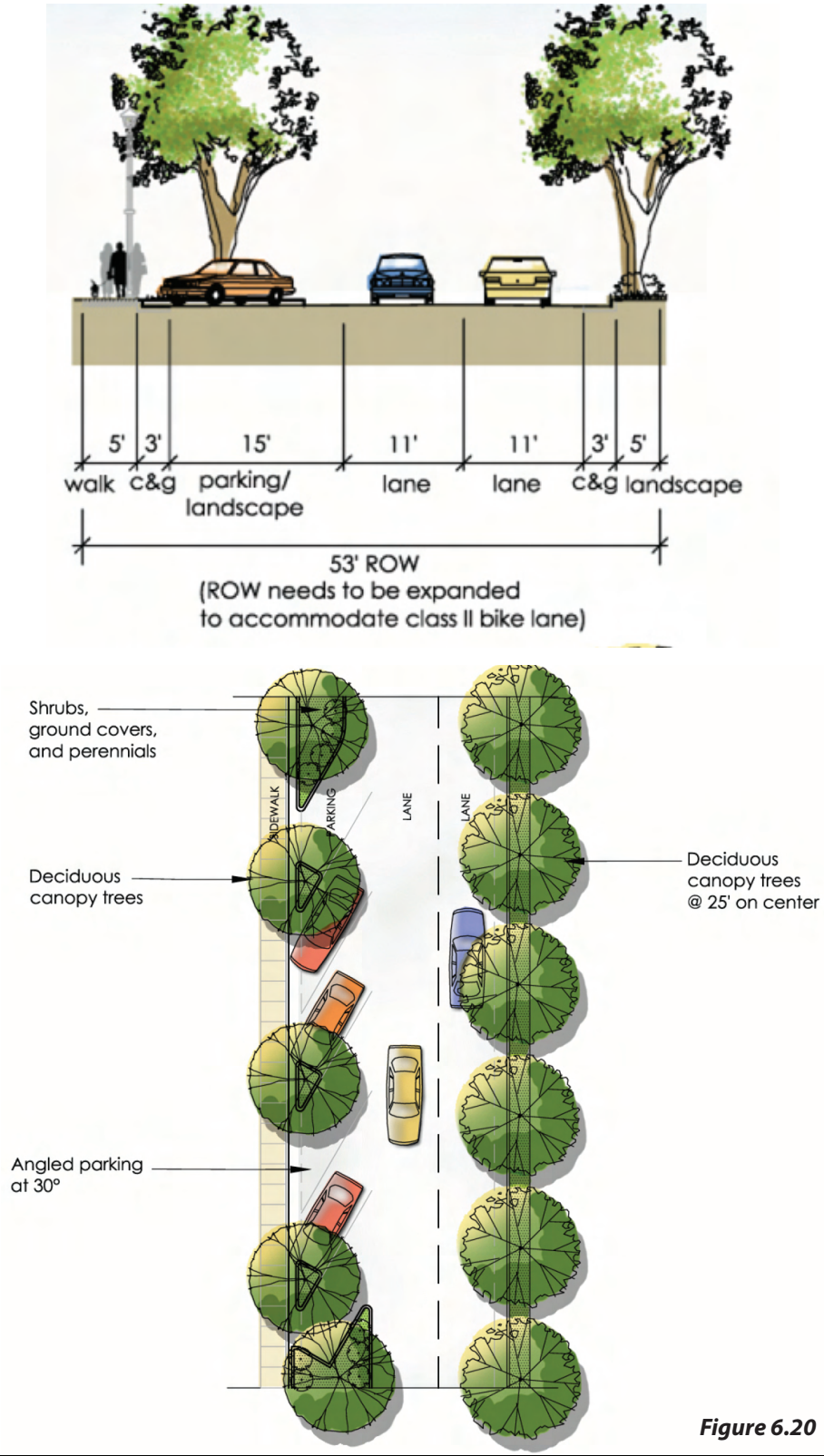


Figure 6.20

Pacific Street
Between Washington Boulevard and Lincoln Street (Local Street)

Pacific Street is bordered with development on one side and the Union Pacific Railroad on the other. Due to the limited right-of-way width, parallel parking is utilized instead of diagonal parking, similar to Main Street. To provide a softer edge to the railroad side of the street, the City has installed landscaping (Figure 6.21). This in conjunction with an upgraded fence, has significantly changed the look and feel for this street section.

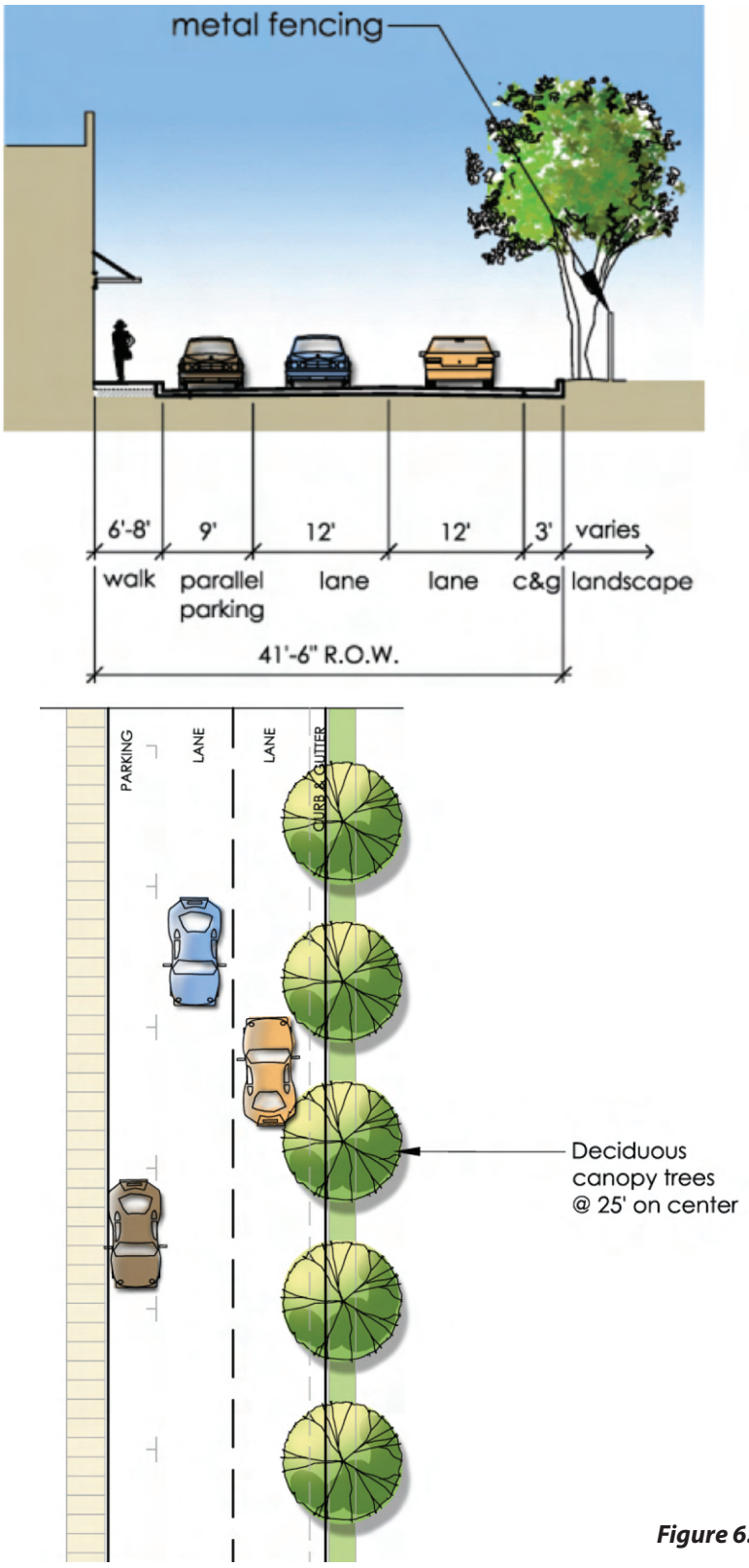


Figure 6.21

Residential Street (Local Streets) - Pleasant, Grove, Placer and Elefa

The residential streets within the Historic Old Town planning area have separated sidewalks with planter areas adjacent to the back of the curb (Figure 6.22). These planters, similar to the Vernon Bungalow District, create the opportunity to plant deciduous shade trees. This tree canopy provides a sense of character for the neighborhood, as well as, a shade canopy.

Future streetscape improvements would be limited to the installation of bulb-outs at the intersections to promote slower traffic and a better pedestrian experience.

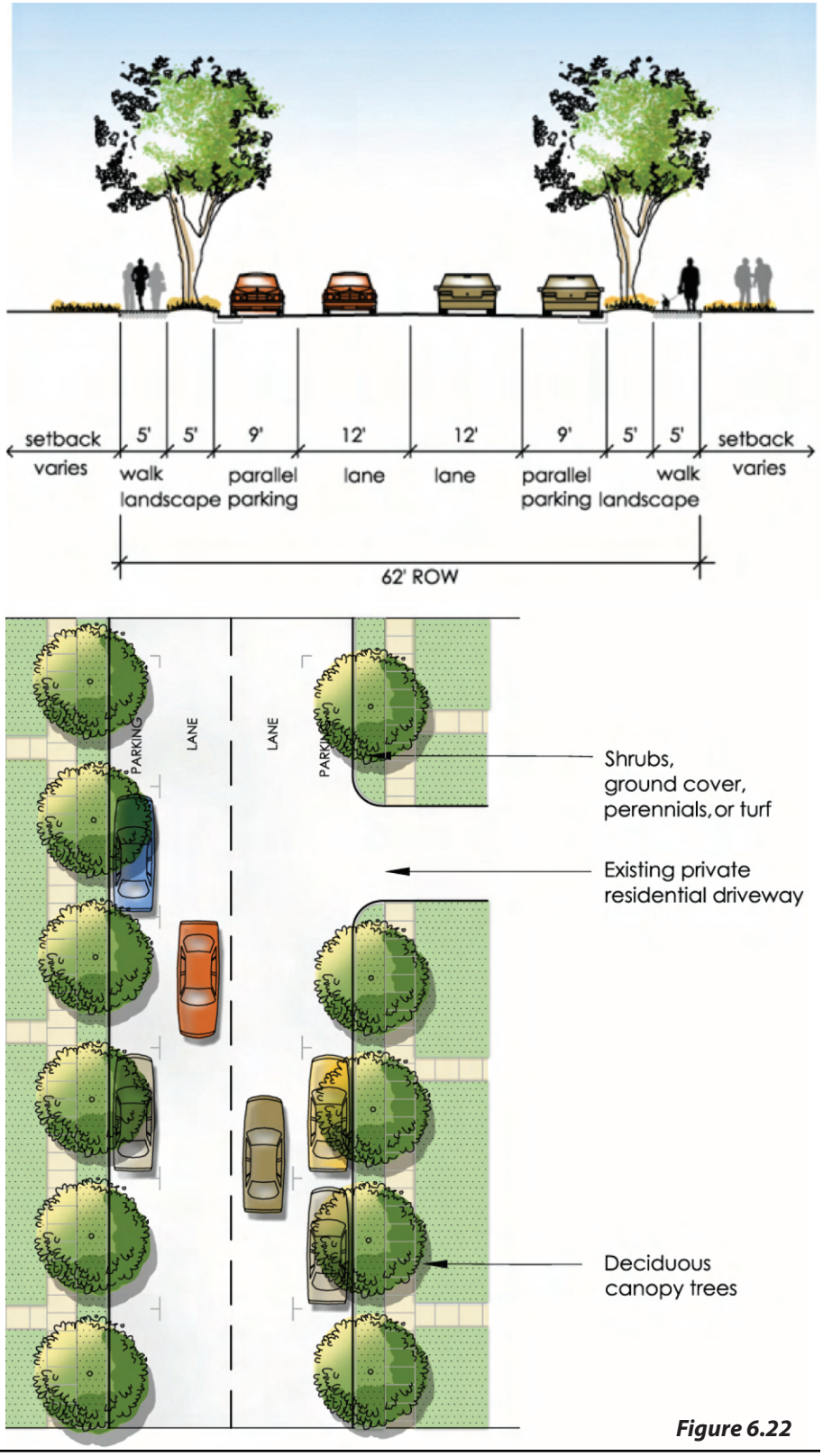


Figure 6.22

Strategy 6.2.2b: Promote pedestrian connectivity and walkability throughout the Plan through the future construction of physical improvements.

Within the Downtown, the pedestrian realm of the streets will be enhanced through appropriate streetscape design. This design will include such elements as widening of sidewalks, street trees in tree wells, pedestrian scale lighting, street furniture, and other urban design features. (Figure 6.23) There will also be other critical physical improvements that improve the connectivity on a pedestrian level between the three major planning areas (Historic Old Town, Vernon Street and Royer/Saugstad Park).

The railroad acts to separate Historic Old Town from the Vernon Street area and Dry Creek is a physical impediment that separates Vernon Street from the Royer/Saugstad Park area. Improvements that are critical to overcoming these physical challenges and meeting the intent of Goal 6.1 and Policy 6.1 are summarized on the following pages.

Figure 6.23

Railroad – Currently, the access from the Historic Old Town district is provided via an undercrossing beneath the railroad. Recently constructed improvements for this undercrossing, such as improved lighting and visual amenities, will significantly improve the pedestrian environment of the undercrossing. These enhancements provide for a much improved pedestrian experience when crossing from one area of the plan to the other.

In addition to the undercrossing, the community has identified the desire to construct a pedestrian overcrossing over the railroad yard. Although this improvement has been identified as a desired improvement, it has a significant cost associated with its future construction. In order to bring this facility to reality, and not sacrifice other amenities that are competing for funding, future funding will be sought by the City through available state and federal transportation funding resources.

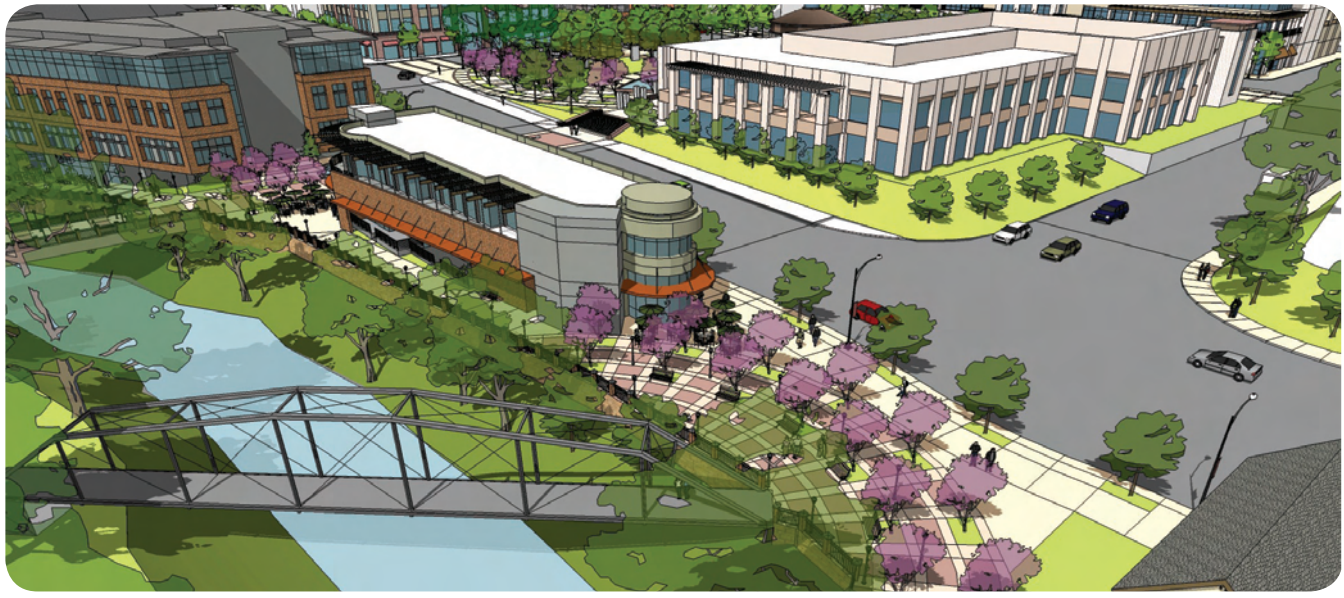
The railroad ia a significant impediment to connectivity

An earlier concept for a pedestrian crossing

Figure 6.24
Potential pedestrian enhancements along Dry Creek

Dry Creek – The Specific Plan looks to facilitate pedestrian travel from the Vernon Street Corridor to Royer and Saugstad Parks with the construction of a new bridge linking the Town Square, re-orientation of the existing Icehouse Bridge and reconstruction of the existing Library Bridge. By creating new access points to the parks, the activities and events that are held in the parks will have better pedestrian access to facilities, businesses and commercial uses within the Vernon Street District. (Figure 6.24)

Creek walk - As part of the pedestrian experience, the plan is proposing the construction of a "Creek walk" adjacent to the west side of Dry Creek. This pedestrian amenity will provide a pedestrian experience adjacent to the creek that does not currently exist. This improvement will provide a pedestrian path that will meander along the creek corridor from Douglas Boulevard to the relocated Icehouse bridge. It will become an amenity for businesses and residential uses within the Dry Creek Mixed-Use District and facilitate better pedestrian access to the future commercial uses in this district. It will also provide for access to future restaurant uses that can incorporate outdoor seating which fronts onto the creek.



Atlantic Street Promenade The west side of Atlantic Street adjacent to the railyard is envisioned to become a future pedestrian promenade. This facility will provide historical information on the railroad facilities and potential viewing platforms integrated into an attractive streetscape. *(Figure 6.25)*

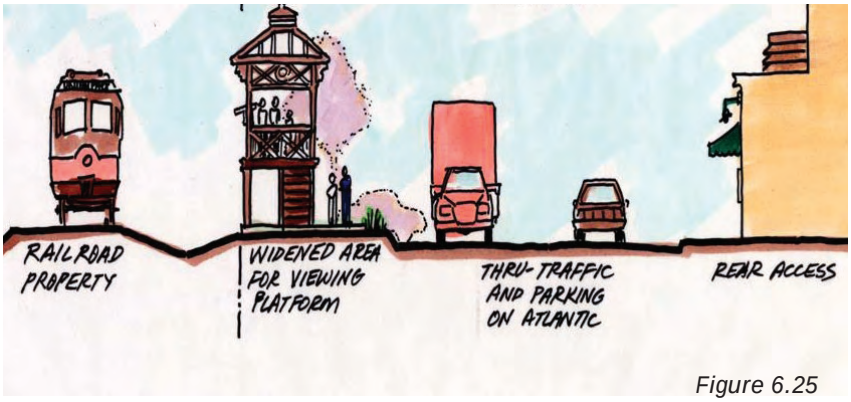


Figure 6.25

Alleys – As part of the Historic Old Town District, the alleys have been recently upgraded to provide for use as both vehicle access and pedestrian access. In the block bounded by Church, Lincoln, and Pacific Streets, the alleys have been enhanced as part of the streetscape project. The undeveloped land area in the center of the block provides the opportunity for a dual use pedestrian plaza and delivery access area (Figure 6.26).

As part of the Specific Plan, the City will seek to acquire and improve this area in order to facilitate the opportunity for outdoor dining and entertainment in the heart of the Historic Old Town.

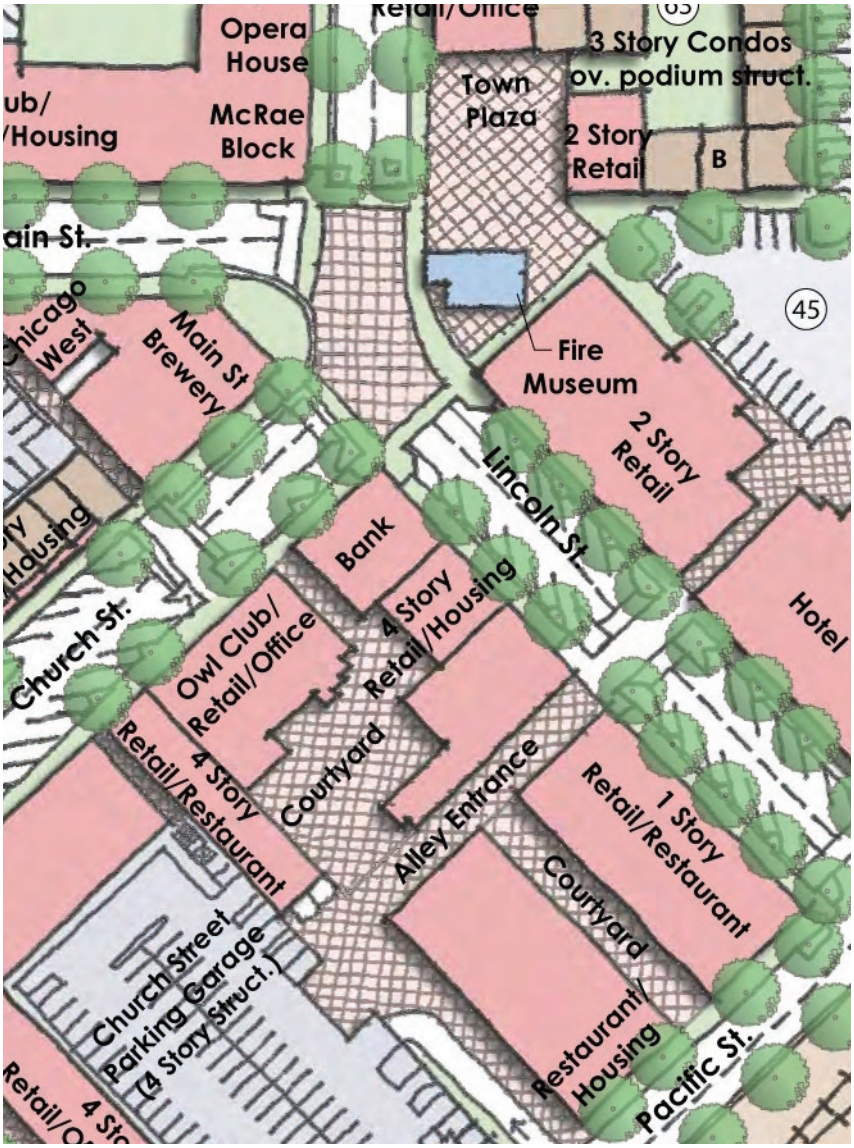


Figure 6.26

Policy 6.2.3: Pedestrians shall cross no more than five travel lanes at intersections within the Downtown.

Roadway widths are a critical component of a pedestrian focused circulation system. In order to minimize the distance a pedestrian has to travel to cross a street, the Specific P0lan will restrict the number of travel lanes to no more than five. As previously discussed, there are main arterial roadways where this may not be possible to achieve because of the vehicular travel demands. This policy will be implemented except on the following corridors, where vehicular travel is expected to be congested:

- *Washington Boulevard, between Main Street and Oak Street; and*
- *Oak Street, between Grant Street and Lincoln Street.*

Additionally, the City shall provide adequate pedestrian crossing times at all signalized intersections and, where appropriate, consider enhancements at pedestrian crossings (high visibility crosswalks, bulbouts at intersections, mid-block crossings, etc.) to the satisfaction of the City's Public Works Department.

Examples of existing mid-block crossings where pedestrians only cross 2 lanes of traffic

6.3 Bicycle Circulation

CP Goal 6.3: Facilitate bicycle access to the Downtown and facilities within Royer and Saugstad Parks.

Bicycle travel is a viable form of transportation in Downtown Roseville. A quick way to make moderate length trips in Downtown, bicycling reduces traffic and demand for parking. Because of Downtown's proximity to recreational facilities within Royer and Saugstad Parks, people will want to travel through and within the Downtown to access these amenities. The street network and street design provide slower, traffic calmed environments where bicyclists can safely share streets with automobiles.

Policy 6.3: Implement bicycle facilities consistent with the City's Bicycle Master Plan.

The City has recently completed an update of the Bicycle Master Plan. The plan has identified several improvements that are incorporated into the Specific Plan. Significant new facilities that are being incorporated into the Specific Plan include the following (refer to Exhibit 6.11):

- *New bicycle lockers at key points within the plan area;*
- *Realignment of the Icehouse bridge facilitating a better connection to the Royer to Harding Class I bike path and the Greater Dry Creek Greenway Trail System;*
- *Construction of the bike path from the Icehouse bridge underneath the Lincoln Street bridge and tying into the Royer to Harding Class I bike trail;*
- *Expansion of the Washington Boulevard undercrossing pathway to accommodate both pedestrian and bicyclist;*
- *Installation of Class II Bike lanes on portions of Washington Boulevard; and*
- *Installation of wayfinding signs, including on Class III bike routes.*

Through the implementation of these measures, bicycle access will be a viable mode of travel helping to offset vehicular trips within the Downtown.


legend
existing locker
proposed lockers/bike room
existing bicycle facilities
class I bike path
class II bike lane
class III bike route
proposed bike facilities
class I bike path
class II bike lane
class III bike route
Washington Undercrossing (ROW)
Union Pacific
royer park
saugstad park
ALL AMERICA CITY BL
STANFORD AV
LAWTON AV
ELEFA ST
PAPAYA AL
PLEASANT ST
MANGO AL
GROVE ST
GUAVA AL
MAIN ST
LINCOLN ST
ROSEVILLE ST
VALENCIA AV
SAN JUAN AV
ENCINAL AV
MANZANITA AV
SIERRA BL
SHASTA ST
TAHOE AV
WASHINGTON BL
PLACER ST
CHURCH ST
PACIFIC ST
ATLANTIC ST
VERNON ST
JEFFERSON ST
LINDA DR
WALNUT ST
BERKELEY AV
CIRCUIT DR
OAKLAND AV
BIRCH ST
ASH ST
CEDAR ST
DURANTA ST
SUTTER AV
PARK DR
S LINCOLN ST
NEVADA AV
DONNER AV
BEN EZRA AV
CLAIBORNE AV
DOUGLAS BL
REPUBLICAN AL
JUDAH ST
OAK ST
TAYLOR ST
ROYER ST
STELLA AL
BUREN ST
RATT ST
TOPHER GULCH AL
RIVERSIDE AV
SECOND ST
THIRD ST
BONITA ST
CHERRY ST
RAINIER AL
CLINTON AV
SUNBURST AL
EARL AV
JUBILEE AL
IRENE AV
BING AL
WILLOW AV
BARJO AL
BULJAN DR
FRANKLIN ST
FOWLER LN
CASTLE CT
KEEHNER AV
BONNY KNOLL RD
CAMELIA AV
LORRAINE AV
KING RD
MELROSE AV
LINWOOD AV
HILLCREST AV
MAPLE DR
SUNSET DR
MARILYN AV
MACIEL AV
EVELYN CT
COLUMBIA AV
EVELYN AV
SHARON WY
ZOLA AV
ESTATES DR
ESTATES CT
0 250 500 1,000
Feet

Strategy 6.3.1a: Minimize user conflict on the Class 1 Bike Trail adjacent to Dry Creek

The Class I bike path is proposed along the banks of Dry Creek and includes the crossing into Royer Park at the Icehouse Bridge. The path will traverse several major pedestrian focal points including the park cafe on the north side of the re-aligned Icehouse Bridge, the creek inspired plaza on the south side of the proposed Downtown Bridge and the Library Bridge. Since bicyclists travel at a greater speed than pedestrians, there is a potential for conflict. In the vicinity of the two plazas, the proposed path width is wider than the City's minimum standard width. Additional design elements should be considered when designing these facilities. This may include routing the trail underneath the Downtown Bridge, designating separate right-of-way for bicycles and pedestrians through striping, fencing, differing pavement materials/colors, and/or signs, etc. Within Saugstad Park, the golf course may also necessitate special fencing to shield trail users from errant golf balls.

6.4 Transit

CP Goal 6.4: Establish Transit as an attractive alternative to automobile use within the Downtown.

Currently, the City of Roseville Transit provides transit services to the Downtown Specific Plan area with a major transit transfer location on Vernon Street, adjacent to City Hall. Available transit services include twelve fixed bus routes, commuter service to downtown Sacramento, Dial-a-Ride and paratransit. Existing and potential bus routes are presented in the attached Exhibit 6.12.

Policy 6.4.1: The City will, as feasible and warranted, enhance transit service in Downtown.

The City of Roseville operates transit service within the City, and coordinates transit service and facilities with the planning of transit oriented development. Roseville Transit has made fixed route service to Downtown a priority, with 9 of the 14 existing routes servicing Downtown. As Downtown continues to develop, the City may choose to further enhance transit service into Downtown Roseville.

Strategy 6.4.1a: Utilize a soft-tired trolley system to promote connectivity and an alternative mode of travel.

In addition to the existing and proposed bus transit routes in the Downtown Specific Plan area, potential routes have been identified for a soft-tired trolley system in the Downtown Specific Plan area (Exhibit 6.12). The trolley would service the Downtown Specific Plan area. To accommodate this service, additional bus turnouts may be required. These future turnouts will require the


legend
bus stop
transfer station
transfer station (special event)
existing bus routes
potential bus routes
potential trolley routes
CARMEL AV
EL DORADO AV
ENCINAL AV
SAN JUAN AV
ALL AMERICA CITY BL
LOS VEGAS AV
NILES AV
STANFORD AV
LAWTON AV
LOMITAS AV
WASHINGTON BL
LINCOLN ST
VALENCIA AV
MANZANITA AV
SHASTA ST
SIERRA BL
ROSEVILLE ST
ELEFA ST
PAPAYA AL
PLEASANT ST
MANGO AL
GROVE ST
GUAVA AL
HILL AV
PLACER ST
MAIN ST
ALTA AV
N GRANT ST
COCONUT AL
HIGH ST
AVOCADO AL
CHURCH ST
PACIFIC ST
CIRCUIT DR
BERKELEY AV
OAKLAND AV
ASH ST
BIRCH ST
CEDAR ST
DURANTA ST
ELM ST
Union Pacific
Washington Undercrossing (ROW)
S GRANT ST
VERNON ST
TAYLOR ST
JUDKINS ST
BULLEN ST
PRATT ST
REPUBLICAN AL
OAK ST
LINDA DR
JEFFERSON ST
WALNUT ST
ALMOND ST
BRITTAIN ST
BRANSTETTER ST
DOYLE ST
THOMAS ST
ALOLA S
BERNICE AV
NANCY WY
MARILYN AV
MACIEL AV
SUTTER AV
ELLYN AV
COLUMBIA AV
ZOLA AV
ESTATES DR
STELLA AV
ROYER ST
GOPHER GULCH AL
PARK DR
royer park
S LINCOLN ST
NEVADA AV
DONNER AV
FOLSOM RD
BEN EZRA AV
CLAIBORNE AV
DOUGLAS BL
RIVERSIDE AV
SECOND ST
THIRD ST
IRENE AV
WILLOW AV
BARJO AL
BULJAN DR
FFRANKLIN ST
FOWLER LN
KING RD
CASTLE CT
KEEHNER AV
BONNY KNOLL RD
CAMELIA AV
MELROSE AV
LORRAINE AV
BONITA ST
saugstad park
RAINIER AL
CLINTON AV
SUNBURST AL
EARL AV
JUBILEE AL
BING AL
CHERRY ST
HILLCREST AV
0 250 500 1,000
Feet

loss of some off-street parking. This will need to be identified as part of a future analysis. It is recommended that when the entire Downtown Specific Plan area achieves a 0.75 floor-area-ratio (FAR), or when conditions otherwise warrant, that the City and Downtown businesses cooperate on the preparation of feasibility studies to identify options for routing and funding this shuttle service.

Policy 6.4.2: Promote the use of transit in new developments by requiring the installation of transit facilities, where appropriate, along transit routes.

New development situated on or near transit routes will be required to provide convenient pedestrian connections to transit stops and, as appropriate, transit facilities such as; bus stops, shelters, benches, lighting, signs, concrete bus pads, bike parking and other transit stop amenities.

Policy 6.4.3: Provide sufficient infrastructure to promote existing and future transit use within Downtown.

Transit facilities are positioned and developed based on demands created by development. Future routes and bus vehicles are dependent on being able to efficiently navigate through the Downtown. Additionally, ample space is necessary for the loading and off-loading of passengers. The development of infrastructure in the Downtown that allows for the transit service to function efficiently is critical to promoting its use.

Policy 6.4.4: Promote the use of transit for special Downtown events.

The City will continue to support the use of transit to special events such as Downtown Tuesday Nights. Special events that result in street closures Downtown will require advance coordination with Roseville Transit, including the designation of alternative or temporary transit stops, as necessary.

Strategy 6.4.2a: For existing and future transit routes and facilities, use City standards to ensure appropriate turning radii for transit vehicles and waiting areas for transit riders.

As future development occurs, the proposed improvements, and associated streetscape and roadway improvements will be reviewed by the Public Works Department to ensure that transit operations are designed to maximize efficiency, and that they meet minimum design standards, including accessibility.

6.5 Transportation Demand Management

CP Goal 6.5: Utilize land use concepts, transportation options, parking strategy and special programs to reduce single occupant vehicle trips.

Transportation Demand Management (TDM) is the application of strategies and policies to influence traveler behavior with the aim of reducing automobile travel demand and, in particular, single occupancy vehicle trips. The purpose of TDM is to reduce traffic congestion, improve air quality, and reduce or eliminate the need for costly new streets or of widening existing streets. The Downtown Specific Plan's TDM strategies focus on four areas.

1. Providing a mixture and intensity of land uses in close proximity to each other that facilitate walking and bicycling and "internalize" trips;
2. Providing infrastructure that supports a range of transportation options, including roadways, pedestrian walkways, bikeways, bikeway support facilities such as bike parking and showers/changing rooms, transit, and multi-modal stations that make alternative transportation options safe, comfortable and convenient;
3. Adopt a Parking Management Plan; and
4. Educating Downtown employees on the options available for alternative transportation and encouraging their use through incentives and other special programs.

Policy 6.5.1: Education and encouragement of alternative transportation through Transportation Systems Management (TSM) program.

At a minimum, large employers or employment sites that qualify as a "Major Common Work Location" per the City's TSM Ordinance shall prepare a TSM plan and enter into a TSM agreement. If funding is available, and if there is sufficient support, the City may explore options with Downtown business owners to create an area-wide TSM program. Preferential carpool parking will be provided in municipal parking lots/garages.

Parking structures are a key element to promoting single trip parking

Promote a "Park Once" mind set in Downtown

Good pedestrian circulation from parking to surrounding uses supports the park once idea

6.6 Parking

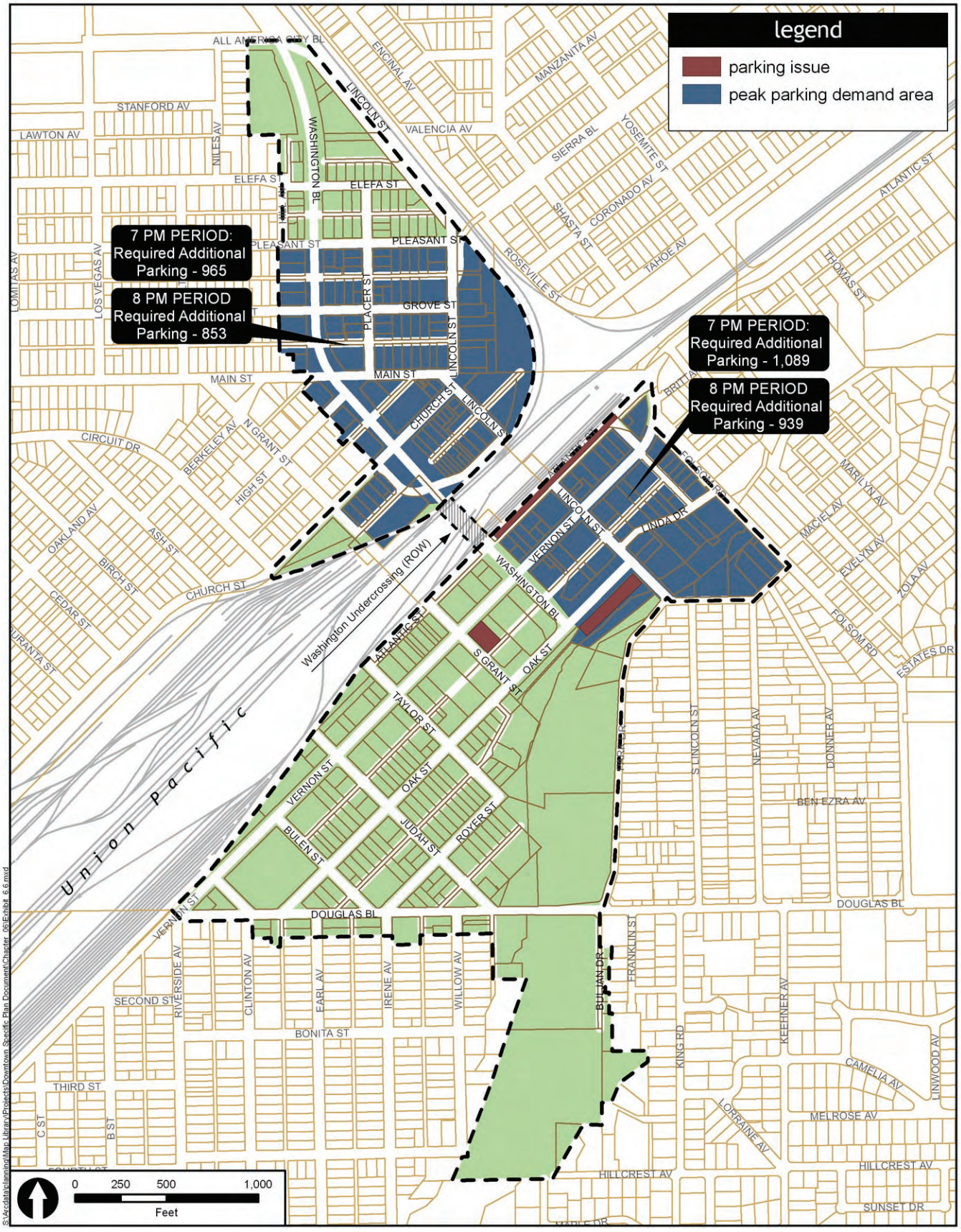
CP Goal 6.6: "Park Once" in Downtown

Parking is a fundamental component of any downtown. Unlike suburban areas, the denser, more compact mixed-use nature of the Downtown is not conducive to private parking corresponding to every building. Typical lot sizes in the Downtown make it infeasible for many existing buildings to provide on-street parking that is not "shared" in some way, and numerous private parking lots fronting streets would lead to an auto-oriented and less walkable downtown. Like most traditional downtowns, Roseville's Downtown, relies on public parking, both on-street and in municipal parking facilities.

A guiding principle for vibrant and viable downtowns is to promote parking once and walking to multiple destinations. This concept of shared parking not only reduces traffic congestion and excessive circulation, but it increases pedestrian activity. In order to promote this concept, the Specific Plan provides a long-term approach to adequately addressing the parking demands of existing and new development through a strategy of public investment. Key to the strategy is the premise that public resources (on-street parking and parking structures) will be utilized to reduce on-site parking requirements. The strategy is summarized as follows:

- *Increase the effectiveness of the existing parking supply;*
- *Plan for and strategically locate new parking facilities;*
- *Establish funding mechanisms to finance the parking program;*
- *Enforce Downtown parking regulations; and*
- *Establish parking rates that reflect a pedestrian-oriented urban environment.*

This section states goals and policies to provide parking in the Downtown Specific Plan area, which adequately serves parking demands and advances the principles included in the Downtown Roseville Visioning Project.


legend
parking issue
peak parking demand area
7 PM PERIOD: Required Additional Parking - 965
8 PM PERIOD Required Additional Parking - 853
7 PM PERIOD: Required Additional Parking - 1,089
8 PM PERIOD Required Additional Parking - 939
Washington Undercrossing (ROW)
Union Pacific
ALL AMERICA CITY BL
STANFORD AV
LAWTON AV
NILES AV
ELEFA ST
WASHINGTON BL
LINCOLN ST
ENCINAL AV
VALENCIA AV
MANZANITA AV
SIERRA BL
YOSEMITE ST
CORONADO AV
SHASTA ST
TAHOE AV
ROSEVILLE ST
ATLANTIC ST
THOMAS ST
PLEASANT ST
PLACER ST
GROVE ST
MAIN ST
CHURCH ST
LOMITAS AV
LOS VEGAS AV
CIRCUIT DR
BERKELEY AV
N GRANT ST
HIGH ST
OAKLAND AV
ASH ST
BIRCH ST
CEDAR ST
URANIA ST
CHURCH ST
BRITTA
LINDA DR
VERNON ST
MARILYN AV
MACIEL AV
EVELYN AV
ZOLA AV
FOLSOM RD
ESTATES DR
S GRANT ST
OAK ST
TAYLOR ST
JUDAH ST
ROYER ST
BULEN ST
S LINCOLN ST
NEVADA AV
DONNER AV
BEN EZRA AV
DOUGLAS BL
FRANKLIN ST
BUCHANAN DR
KEEHNER AV
KING RD
CAMELIA AV
LINWOOD AV
LORRAINE AV
MELROSE AV
HILLCREST AV
SUNSET DR
MAPLE DR
SECOND ST
THIRD ST
RIVERSIDE AV
CLINTON AV
EARL AV
IRENE AV
WILLOW AV
BONITA ST
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B ST
0 250 500 1,000
Feet
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Under a shared parking arrangement, individual retail, office, personal service, restaurant or other uses cannot reserve nearby parking spaces for their specific clientele; however, this concept reduces the number of off-street spaces required to meet parking demands within the Downtown area.

Policy 6.6.1: Provide adequate parking supply for the Specific Plan area, as a whole.

Adequate supply of parking in Downtown is necessary to maintain commercial viability and to facilitate economic growth. Providing enough spaces to satisfy peak parking demand throughout Downtown means that residents, employees, and visitors can access land uses without concern of whether parking would be available.

To identify the current and future parking demand, Fehr and Peers has performed a focused parking analysis. This analysis identifies the issue areas under the current built environment (Exhibit 6.13). They have also identified the future needs where the plan reaches full buildout.

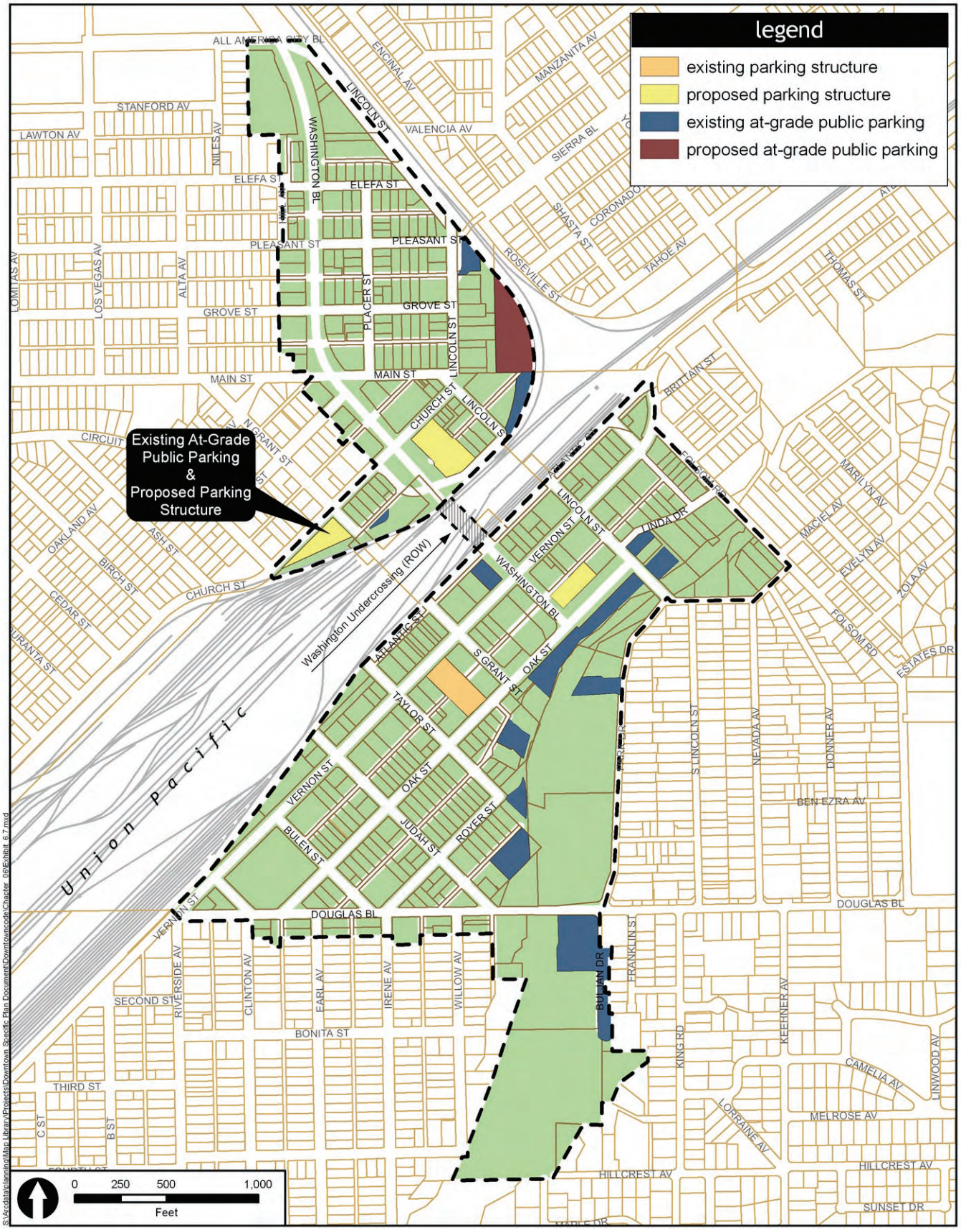
The areas that require additional parking have been identified in Exhibit 6.13. What is being shown in this exhibit is that future demand in Historic Old Town is underserved by approximately 1,000 spaces. The north end of the Vernon Street area is also projected to have a shortfall of approximately 1,100 spaces. It is important to note that these shortfalls reflect a full buildout scenario.

To satisfy this shortfall, the City will need to create additional public parking through the construction of garages and at-grade parking. This shortfall can also be satisfied through the construction of on-site parking with new development.

Policy 6.6.2: Promote shared parking concepts within the Downtown core.

The way in which parking demand is satisfied can be approached differently in Downtown than in more suburban locations. The denser, mixed-use nature of a downtown is not conducive to private parking corresponding with every building. Typical lot sizes in Downtown make it infeasible for many buildings to provide parking that is not "shared" in some way. Furthermore, the compact mix of uses in Downtown suggests that some visitors would access multiple destinations in a single auto trip and that adjacent land uses may generate trips at different times. All of these factors make the concept of shared parking viable in Downtown.

Shared parking is a concept in which different land uses share the same parking facilities. Under a shared parking arrangement, individual retail, office, personal service, restaurant or other uses


legend
existing parking structure
proposed parking structure
existing at-grade public parking
proposed at-grade public parking
Existing At-Grade Public Parking & Proposed Parking Structure
Washington Undercrossing (ROW)
Union Pacific
ALL AMERICA CITY BL
LINCOLN ST
ENCINAL AV
MANZANITA AV
STANFORD AV
LAWTON AV
NILES AV
WASHINGTON BL
VALENCIA AV
SIERRA BL
ELEFA ST
PLEASANT ST
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BRITTAIN ST
CIRCUIT
N GRANT ST
OAKLAND AV
ASH ST
BIRCH ST
CEDAR ST
CHURCH ST
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BEN EZRA AV
ROYER ST
JUDAH ST
BULEN ST
DOUGLAS BL
VERNON ST
FRANKLIN ST
BURTON DR
WILLOW AV
IRENE AV
EARL AV
CLINTON AV
RIVERSIDE AV
SECOND ST
BONITA ST
KING RD
KEEHNER AV
LINWOOD AV
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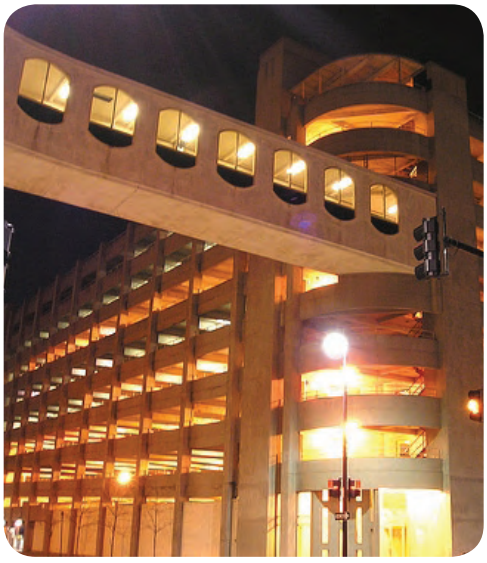
Feet



cannot reserve nearby parking spaces for their specific clientele; however, this concept reduces the number of off-street spaces required to meet parking demands within the Downtown area. Shared parking works best for uses that demonstrate lower parking demand, have different peak parking demand times, and which are located within 400 feet of the shared parking facility. An example of this concept is sharing office parking (which traditionally peaks at 10:00 AM) with residential parking (which traditionally peaks in the late evening). This concept promotes efficient utilization of parking facilities. This policy establishes the City's commitment to implementing shared parking concepts in the Downtown Specific Plan area.

Strategy 6.6.2a: Establish a parking in lieu fee to develop and construct public parking garages.

The shared parking concept allows for on-site parking to be satisfied through the construction and use of public garages. In order to construct these facilities, the City will need to establish a revenue source. The Plan will allow an in lieu parking fee to be paid for development projects. This would be a fee paid to the City by developers to be used in constructing shared parking facilities within the Specific Plan area that would satisfy their parking requirement. Exhibit 6.14 shows shared parking infrastructure which would satisfy anticipated Downtown parking demands. This approach is consistent with the premise that the private off-street parking will be satisfied through shared public facilities.

Strategy 6.6.2b: Develop and implement a Parking Management Plan (PMP) to manage parking supply and demand in the Downtown area.

With the Downtown, on street parking is intended to serve the short-term needs of ground floor businesses and patrons. Time restrictions are necessary to ensure parking turnover and to avoid long-term employee parking. In order to facilitate the parking turnover, a Parking Management Plan (PMP) should be developed and adopted by the City that establishes the following:

- *The PMP will meter and time restrict, as appropriate, on-street parking facilities to encourage use of off-street parking facilities (and encourage pedestrian and bicycle activity). Parking meters will be set to maintain 75 percent to 80 percent occupancy rates; and*
- *Monitor parking garages and, if occupancy rates exceed 85 percent, consider metered parking at those locations.*

It is important to provide adequate, but not excessive, supply of parking in the Downtown area. A good rule of thumb is to provide about 15 percent more parking than is required to accommodate turnover during a period of peak parking demand. The City's PMP will recommend actions to ensure that parking supply in Downtown is not under- or over-utilized. These actions include constructing the recommended shared off-street facilities, setting rate structures for new on-street parking meters, and implementing intelligent transportation system (ITS) technologies to monitor and better manage the downtown parking supply.

Metering and time restricting on-street parking in the Downtown can also help ensure that adequate parking is available to those who want to use it. Implementation of the City's PMP and actions like metering on-street parking locations would help maintain a viable and vibrant downtown, by minimizing traffic congestion related to excess circulation, ensuring that on-street parking is available for those who want to use it, and increasing street-level pedestrian activity.

Parking meter bicycle racks provide convenient, conspicuous bicycle parking and promotional opportunities

Example of solar parking meter

Strategy 6.6.2c: Reduce the on-site parking requirements directing parking to public facilities.

One of the strategies for encouraging development in the Downtown is to reduce the on-site parking requirements. The reason for reducing the on-site requirements is to jump start redevelopment and revitalization by reducing the overall development costs. The City's Zoning Ordinance currently establishes individual parking requirements based on individual use types. The major parking reduction concepts of the Downtown Specific Plan are as follows:

- *Commercial uses have a flat rate of 1 space per 500 square feet of building square footage;*
- *Residential uses have been reduced but, at a minimum, will provide 1 space per unit on-site, additional parking requirements can be satisfied through payment of an in lieu fee;*
- *Restaurant uses in defined districts are exempt from providing on-site parking; and*
- *Existing buildings that are not expanding, but will be occupied by a permitted use type are not required to provide additional on-site parking.*

The reduced parking requirements assist in meeting both the goal of redevelopment and not "over parking" the Downtown. These reductions are also part of an incentive package meant to encourage re-investment in the Downtown.

Policy 6.6.3: To the extent feasible, design parking facilities to blend in with the character of Downtown.

The purpose of the Specific Plan is to revitalize Downtown, while maintaining the unique character of the Vernon Street and Historic Old Town districts. The design of parking structures and other facilities can help reinforce the character of Downtown and make streets more desirable for pedestrians. To achieve this desired effect, parking structures should incorporate architectural treatments that are similar in scale, material, and color to adjacent buildings and screen facilities from public view with landscaping and/or architectural design. Designing parking facilities to match surrounding buildings in scale, material, and color as well as shading parking facilities from the street with landscaping and/or buildings will help achieve this goal. Standards for the design of these facilities are included in the accompanying **Downtown Code**.

Parking facilities should be located where parking demand is highest to minimize intrusion into neighborhoods

Policy 6.6.4: Provide direct pedestrian and bicycle access to and from parking facilities.

In order to facilitate alternate modes of transportation within the Downtown, future garages should provide bicycle parking (such as racks, bike rooms and lockers). To emphasize pedestrian and bicycle modes of travel within Downtown, parking lots and garages should include features that facilitate the transition from automobiles to walking and cycling. These features may include pedestrian pathways from parking areas to public sidewalks to minimize pedestrian-automobile conflicts, the

provisions of separate parking facility entry ways for bicycles and pedestrians, the provision of secure bicycle parking facilities (i.e., racks, rooms and lockers), as well as signage and lighting to make entry ways visible and clearly defined.

Policy 6.6.5: To the extent possible, minimize traffic intrusion from Downtown into the surrounding neighborhoods.

As the Downtown becomes more vibrant and parking becomes a commodity, there is an increased risk of spillover into adjacent neighborhoods to avoid parking charges or having to walk further. The following measures are included in the Specific Plan to help execute Goal 6.6.3 and Policy 6.6.4:

- *Establish and enforce on-street parking restrictions within the neighborhoods to reduce the impact and reserve spaces for residents and their visitors;*
- *Provide wayfinding signs to direct traffic to/from parking facilities using major roadways. Do not direct traffic through the adjacent neighborhoods;*
- *Consider implementing on-street parking restrictions to prevent spillover parking in adjacent residential areas as identified as part of the approved Parking Management Plan; and*
- *To minimize intrusion into the neighborhoods, parking facilities should be located where parking demand is highest (i.e., in areas that generate significant employment or retail trips). These areas have been identified by the parking model for the Downtown. This would reduce the desirability of on-street parking in adjacent neighborhoods.*

Regardless of the adequacy of the short- and long-term parking supply, there will always be some people who would prefer to park for free on neighborhood streets rather than pay to park in downtown parking facilities. Implementing on-street parking restrictions (e.g., parking permit areas) in neighborhoods adjacent to the Downtown area would eliminate parking spillover by reserving these spaces for residents and their visitors. The mechanism for formalizing these parking provisions will be the approval of a parking management plan.