

# **TOWN OF PARADISE**

## **SPECIAL MEETING AGENDA**

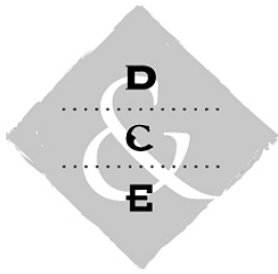
### **JOINT MEETING OF THE THE PARADISE REDEVELOPMENT AGENCY BOARD OF DIRECTORS AND THE REDEVELOPMENT CITIZENS' ADVISORY COMMITTEE**

**Tuesday, November 3, 2009**

**Paradise Town Hall, 5555 Skyway, Paradise, CA – Town Council Chambers  
4:00PM**

1. Call to order
2. Status Report by Executive Director
  - a. California Redevelopment Association lawsuit against the State of California
  - b. Status report on RDA Non-Housing and RDA Housing Funds
  - c. Business Expansion – City Shoes
  - d. Status of Design Guidelines/Standards, Signage regulation changes
3. Presentation by DCE of the Downtown Capital Improvements Master Plan for final review by the Committee and the RDA Board of Directors
4. Other Business
5. Adjournment

*If you have any questions regarding this agenda, or if you need a special accommodation under the Americans With Disabilities Act to participate, you may call the Town Manager at 872-6291 at least forty-eight (48) hours in advance of the meeting.*



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MEMORANDUM

DATE October 21, 2009  
TO Paradise Redevelopment Agency  
Citizens Advisory Committee  
FROM John Hykes, DC&E  
RE **Downtown Capital Improvements Master Plan**

*This memo briefly summarizes the Downtown Capital Improvements Master Plan prepared for the Paradise Redevelopment Agency.*

The Master Plan provides Downtown Paradise with a cohesive streetscape environment, pedestrian sidewalks and a concept that emphasizes the major arterials as gateways to the Downtown core.

- ♦ **Almond Street (South).** Almond Street is treated as a wide boulevard with a center median strip, sidewalks and street tree wells on either side. Almond Street functions as a gateway thoroughfare. An 8' wide center median strip accommodates large conifer trees, providing a vertical element signifying the heart of the Downtown and leading to the new Civic Center from Fir Street and Pearson Road. Accommodating 5' dedicated Class II bike lanes on this portion of Almond Street invites bicyclists through the heart of Downtown, while also maintaining a necessary width for fire truck and emergency access adjacent to the planted median.
- ♦ **Almond Street (North).** At the north end of the study area, Almond Street maintains the existing configuration for travel lanes maintaining the rural character of the street. An open swale on the west side treats storm water, while maintaining access to driveways without significant grade changes or costly infrastructure. The street is improved for pedestrians by separated 10' multi-use pathways meandering and jogging through the heavily forested tree canopy representative of the Downtown area today.
- ♦ **Pearson Road.** Pearson Road remains a 4 lane arterial utilizing the entire right-of-way for improvements. The improvements are focused on the widening of the curb to curb on the south side of the street from Almond to Skyway. The addition of parallel parking and an 8.5' sidewalk on the south side of the street mirror the recent improvements on the north side east of Foster. (*Steep grades at the edge of existing pavement on the south side of the street require the inclusion of a retaining wall to gain the additional curb to curb width for parallel parking.*) Along Pearson Road the parking lane is reduced intermittently on the south side to accommodate a 6' median to function as a gateway at Skyway and a traffic calming measure at the Fir Street intersection.

Stormwater is slowed and captured in permeable paving located in the parallel parking lane.

- ◆ **Civic Center. The Preferred** Alternative incorporates the current conceptual design developed for the Town of Paradise into the newly proposed streetscape designs for Birch Street and Almond Street. The approximate dimensions of the building footprint, parking lot and site improvements were based on the existing illustrative concept and have been included in the plan with driveway curb cuts for access.
- ◆ **Black Olive Drive.** The concept design for the new Civic Center removes access on Black Olive Drive. The preferred alternative proposes a Class I Bike Lane connection through the proposed Civic Center plaza providing a direct connection to Paradise Memorial Park. Black Olive Drive to the south incorporates a new drop-off in conjunction with the existing park entry, and to the north a cul-de-sac turn-around and drop off provide access and additional parking at the corporation yard.
- ◆ **Birch Street.** Birch Street is envisioned as a pedestrian thoroughfare with wide sidewalks and street trees. The existing topography and focal point of the Paradise Memorial Park entry to the east make this an ideal pedestrian connection from Skyway to the heart of the new Downtown and Civic Center. Stormwater is slowed and captured in permeable paving located in parallel parking
- ◆ **Fir Street (West).** Fir Street functions in a similar manner to the existing condition, though the diagonal parking is formalized. Diagonal parking stalls on both sides of the street are constructed with a permeable pavement and in conjunction with the buffer between parking stall and travel lane which has a dual function as a valley gutter, collects storm water for a green streets element of the Downtown. Tree well islands at the intersection and adjacent to parking stalls collect the storm water run-off for retention and treatment before entering new and existing storm drain infrastructure. Sidewalks are separated only by wheel blocks highlighting a rural character and ultimately reducing the need for traditional curbs.
- ◆ **Fir Street (East).** Fir Street to the east is re-configured to incorporate an obvious connection to from Almond Street to the Paradise Memorial Trail with a Class II Bike Lane. Parallel parking with permeable pavement for storm water treatment and traditional sidewalks are proposed.
- ◆ **Vehicular/Pedestrian Alleyways.** An existing alleyway between Pearson Road and Birch Street is highlighted as a Downtown amenity. Narrow and columnar street trees separate pedestrians from vehicular traffic and call attention to the alley. Each alley works to take one-way vehicular traffic off of Almond Street and away from the Downtown core. Each alley will access existing parking lots located at the interior of the blocks and in the future provide rear access to new commercial developments.
- ◆ **Foster Road Slip Lane Closure.** The southern portion of Foster Road is improved in a similar fashion as the existing northern portion with wide pedestrian sidewalks and parking on both sides. As proposed in the Skyway Corridor project, the right-hand slip lane is removed to provide better pedestrian access at Skyway.

### **Effect on Alternative Modes**

These following sub-sections discuss the benefits or disadvantages the Downtown Capital Improvements Master Plan poses to pedestrians, bikes, and parking in the Master Plan area.

- ◆ **Pedestrians.** The preferred alternative provides for a complete and interconnected pedestrian system, and contains design features that buffer pedestrians from traffic (e.g., separated sidewalks on Almond Street), enhance pedestrian crossings (e.g., raised crosswalk on Almond Street), create additional access (e.g., Class I bike path on Black Olive Drive in front of new Civic Center Plaza), provide shorter crossing distances at intersections (e.g., bulbouts), and provide wider sidewalks (e.g., 8-10' sidewalks throughout the study area where feasible) to accommodate more and safer pedestrian foot traffic in the Downtown area.
- ◆ **Bicycle Amenities.** The preferred alternative incorporates additional bikeways in the Downtown area capitalizing on the Paradise Memorial Trail. The preferred alternative proposes a new Class I path on Black Olive Drive through the new Civic Center Plaza and the existing Class II bike lanes on Black Olive Drive are improved. Additionally, the preferred alternative provides new Class II bike lanes on Almond Street between Pearson Road and Fir Street and a separated 10' multi-use path on both sides of the street between Fir Street and Elliot Road. A Class II striped bike lane on Fir Street connects to the Paradise Memorial Trail from Almond Street to Black Olive Drive. Additionally, Class III Bike Routes are dedicated on Pearson Road between Skyway and Black Olive Drive with appropriate markings and signage. Bicycle racks have been incorporated into the street furniture palette throughout the study area to accommodate bicyclists visiting the Downtown.
- ◆ **Parking.** The proposed preferred alternative formalizes on-street parking through a mix of parallel and diagonal parking in the Downtown area. By formalizing the on-street parking through striping, the available space for parking is more efficiently used and Downtown patrons will more easily identify the next available parking stall. Parking in the downtown area is formalized by a mixture of parallel and diagonal parking. Portions of Birch Street and Fir Street both feature diagonal parking which will increase the amount of parking on the side streets. The proposed diagonal parking can increase the number of parking stalls by up to 50 percent over parallel parking depending on the angle of the stall and location of adjacent driveways. However, diagonal parking has historically resulted in greater collision rates due to motorists backing into the flow of traffic and the lack of driver visibility of on coming traffic. The proposed diagonal parking design incorporates a four-foot buffer separating the travel lane and parking which may reduce the conflicts associated with traditional head-in angle parking. The proposed buffer may improve driver visibility of on coming traffic and bicycles, and provide room to initiate the parking maneuver outside of the travel lane.

### **Streetscape Palette**

Significant efforts have been made in the determination of a streetscape palette for the Downtown area of Paradise. Introduction of these elements in the Downtown area are evident on the north side of Pearson Road, the intersection of Fir Street and Skyway, and the improvements on Black Olive Drive adjacent to the park. This Master Plan adds to these selections and solidifies the Town's approach to a cohesive streetscape palette. The following elements are represented in the Master Plan.

- ◆ Crosswalks: Continental Crosswalk Striping for high visibility pedestrian crossings.
- ◆ Decorative Paving. Decorative pavers are envisioned at all bulbout corners, the pedestrian alleyway, and small plaza spaces within the plan area. Further design development will identify the exact manufacturer and style. However, it is envisioned that the decorative pavers will be taupe or tan color palette.
- ◆ Permeable Paving. Permeable pavers are envisioned within the parking lanes to handle the first flush of stormwater. Further design development will identify the exact manufacturer and style. It is envisioned that the permeable pavers will be of an interlocking design, similar to the Ackerstone Aqua Via in a complementary buff brown color palette.
- ◆ Tree Grates. D&L Foundry, 3X3 grate, O-8657- to match existing tree grates
- ◆ Bike Racks. PW Athletic, I605-42 4 ½" and I608-0- to match existing bike racks
- ◆ Trash Cans. Quick Crete Q5-5C265I5DW custom, C3 latte, t7 acid, standard gloss, steel door brown one side, standard drain hole- to match existing trash cans
- ◆ Benches. Quick Crete, Victoria QVIC84B, c3 Latte, t7 acid, standard gloss- to match existing benches
- ◆ Pedestrian Lights. Sternberg, 5200, verde green, 100-watt HPS cutoff, 18' H, 5" diameter, tapered fluted pole, 20" base, 3" diameter single candy cane arm, 2 banner arms at 37" apart- to match existing pedestrian lights
- ◆ Gateway Elements. DC&E has design gateway elements for the Master Plan and will present that during the Final Master Plan review meeting. Gateway elements of columns and benches have been designed to match the aesthetic of the streetscape palette for the Town of Paradise.

### **Preliminary Traffic Analysis**

Fehr & Peers will complete an evaluation of the Downtown Capital Improvements Master Plan for in the Town of Paradise, CA. Due to scheduling conflicts the qualitative evaluation has not been completed prior to the presentation of the preferred alternative. However, the previous analysis of the prepared Alternative #1 from the conceptual alternatives development evaluated the changes to roadway and intersection levels of service (LOS) and discussed the benefits to pedestrians, bicyclists, and parking resulting from the proposed alternatives. From a traffic operations perspective, the Master Plan is very similar to the Alternative I. The Master Plan features a variety of streetscape concepts that intend to improve the aesthetics, emphasize walking and biking, delineate on-street parking, and create a cohesive downtown setting. The Master Plan maintains the existing number of travel lanes, will not alter traffic operations at intersections and will not adversely influence the Downtown roadways and intersection LOS.



**MARK THOMAS & COMPANY, INC.**  
*Providing Engineering, Surveying and Planning Services*

# Memorandum

**To:** John Hykes, DC&E

**File:** 58-0299

**From:** Matt Brogan

**Date:** October 21, 2009

**Re:** Town of Paradise Downtown Master Plan – Infrastructure Improvements

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The purpose of this memo is to document the status of the Infrastructure Analysis portion of the Downtown Capital Improvement Master Plan for the Town of Paradise. Mark Thomas & Company (MTCO) has been working with DC&E during the development of the plan to review the Roadway and Civil portions of the designs. This has included the roadway layouts, sidewalks and pedestrian crossings, the storm drain system, and underground/overhead utility facilities. MTCO and DC&E conducted a meeting with Town Engineering Staff on August 18, 2009 to review and gather input regarding the layout of elements and confirm the overall design approach. In addition, MTCO has coordinated with Kennedy-Jenks (KJ) for the development of the proposed water system upgrades included within the project. The following sections provide a brief summary of our analysis.

## **Roadway Layouts/Designs**

In general, the majority of the roadways within the downtown area remained unchanged, and no new widening of curb to curb sections were included. The proposed lane configurations throughout the project area were reviewed and the inclusion of bike lanes and medians were included where appropriate. The proposed roadway sections are as follows:

- Pearson Road – two 12 foot through lanes in each direction with an 8 foot parking area on each side of the roadway in between each intersection. Sidewalks are also proposed on both the north and south sides of the roadway; the north side will have a width of 7.5 feet, and the south side will have a width of 8.5 feet. Raised medians are included at the intersections of Skyway and Foster Road, and a retaining wall is to be constructed along the south side of the roadway for the area east of Skyway.
- Almond Street (Pearson Road to Fir Street) - one 15 foot lane, a 5 foot bike lane, and 8 foot parking areas in each direction. An 8 foot raised center median and 8 foot sidewalks are also provided. The raised median will include breaks for a raised pedestrian crossing,

turning movements into the proposed Civic Center location, and for an existing parking lot just south of Fir Street.

- Almond Street (Fir Street to Elliott Road) – one 12 foot lane with two foot shoulders in each direction. A proposed 10 foot multi use path will be constructed. This will be detached from the roadway, with a varying width landscaped area located between the roadway and path. A number of existing driveways exist at this location, and the access to these parcels via these driveways has generally remained the same.
- Birch Street (Almond Street to Foster Road) – one 12 foot lane with an 8 foot parking area in each direction. A 10 foot sidewalk and 10 foot landscape area is included on each side of the roadway.
- Birch Street (Almond Street to Black Olive Drive) – one 12 foot lane in each direction with diagonal parking on the south side with parallel parking on the north.
- Fir Street (Almond to Skyway) – one 12 foot lane with 16 foot diagonal parking in each direction. An 8 foot sidewalk is included on each side of the roadway.
- Fir Street (Almond to Black Olive Drive) – one 12 foot lane in each direction with parallel parking, 10' sidewalks and a 5' bike lane.
- Elliott Road - one 12 foot lane in each direction. A 10 foot sidewalk and parking improvements are proposed on the south side of the roadway. The parking will end approximately 200 feet east of the Skyway intersection, when the through lanes will shift to the south in order to align the roadway with the section of Elliott Road west of the intersection.
- Foster Road – one 12 foot lane with an 8 foot parking area in each direction. New 8 foot wide sidewalks are proposed from Pearson Road to Birch Street, while the existing sidewalks will remain from Birch Street to Skyway. The intersection of Foster Road and Skyway will also be modified to remove the right turn “slip lane” onto northbound Skyway. Finally, the southern leg of the Pearson Road intersection will be widened to accommodate a right turn lane and pedestrian refuge island.
- Black Olive Drive (Willow Street to Fir Street) – one 12 foot lane with 8 foot parking area in each direction including several bulbouts accommodating utilities and street trees. A number of existing driveways exist in these locations, and the access to these parcels via these driveways has generally remained the same.
- Black Olive Drive (Fir Street to Cedar Street) – one 12 foot lane with 5 foot bike lane is included in each direction. Parallel parking is provided on the west side of the street, and diagonal parking is included on the east side of the street (adjacent to the park). New 8 foot sidewalks are also included in each direction. It is assumed that this segment of roadway will be required to be upgraded if the current Civic Center plan is not implemented, and the 30% construction documents will include improvements for Black Olive Drive, Birch Street and Almond Street that do not include the new Civic Center.

Bulbouts have been included at the intersections along Almond Street and Black Olive Drive. These bulbouts are intended to shorten the overall roadway crossings and to enhance the pedestrian environment. Turning movements were reviewed at each of the intersections that included bulbouts. As a basis for our designs, we assumed that heavy truck traffic would not frequently be traveling along the “internal” roadways within the downtown area and that this traffic would generally be restricted to Skyway and Pearson Road. Therefore, the basis for

the bulbout designs was to ensure that a bus be able to adequately make the turning movement.

### **Pedestrian Enhancements**

As noted above, the majority of the sidewalks within the downtown area will be upgraded with the proposed roadway improvements, and bulbouts will be constructed at select intersections to upgrade and enhance the pedestrian environment. In addition, an enhanced pedestrian “alleyway” is proposed for an area between Pearson Road and Birch Street. The existing alleyway in this location will be upgraded from Black Olive Drive to Foster Road and will include a new connection to Black Olive, a raised crossing of Almond Street, and enhancements to the alleyway to bring it to current ADA standards.

### **Drainage Improvements**

MTCO has developed a preliminary drainage plan for the downtown area. This plan is based upon the current project designs and the “Existing Drainage Conditions” memo that was prepared in February of 2009. Generally, the drainage systems have been upgraded in the project area to include new drainage inlets, storm drain pipes, and roadside ditches. The layout of the proposed drainage improvements is as follows:

- **Drainage System 1 – Almond Street** – Drainage along the north end of Almond Street will sheet flow from the existing roadway into a series of roadside ditches located on the outside edge of the roadway. The ditch flow will continue south along Almond Street and will include several culvert crossings of existing/proposed driveways. Storm water will enter into a formal storm drain system at Fir Street; storm water from the east end of Fir Street will also tie into this system. It will then be conveyed via storm drain pipe into the proposed rain garden at the west end of Fir Street. The storm water will be treated at this location and discharged into the existing system on the south side of Fir Street.
- **Drainage System 2 – Black Olive Drive** – Drainage from the north end of Black Olive Drive will be conveyed via curb and gutter into a formal storm drain system that begins at Fir Street. A series of inlets and storm drain pipe will carry the storm water to the south side of Cedar Street. The water will then be discharged into a roadside ditch, where it will be treated before discharging into the existing system at the northeast corner of Black Olive Drive and Birch Street.
- **Drainage System 3 – Almond Street** – Drainage will be conveyed via new curb and gutter starting at Fir Street. This will tie into a formal storm drain system on the north end of Cedar Street and continue south to Birch Street. The proposed system will continue west on Birch Street until it discharges into the existing storm drain system approximately 100 feet west of the Birch Street and Foster Road intersection. This system also includes a segment of storm drain along the east side of Foster Road from Pearson Drive to Birch Street.



The proposed alleyway between Pearson Road and Birch Street will sheet flow into the adjoining roadway curb and gutter, and the proposed improvements along Pearson Road will drain into the existing system along the north side of the roadway.

As identified above, MTCO has proposed areas for potential storm water treatments. In addition to the proposed rain gardens/storm water planters along the north and south sides of Fir Street, permeable pavement is proposed within the parking areas along Almond Street, Birch Street, and Fir Street and a bio swale is proposed along the east side of Black Olive Drive between Cedar Street and Birch Street.

## Utility Improvements

MTCO has identified the existing utility facilities within the downtown area. This includes overhead electric and telephone lines and underground gas facilities. We have coordinated the proposed improvements with DC&E in an attempt to minimize the total amount of utility conflicts generated by the project. As a result, the majority of overhead utility pole locations have been maintained without conflict with the new improvements. This has been done by maintaining pole locations at the back of new sidewalks and strategically placing proposed improvements (such as landscape planters and bulbouts) to maintain existing pole locations. There are some areas where pole conflicts could not be avoided, but it is anticipated that these poles can be relocated to accommodate the proposed improvements. These existing locations, along with a proposed area for relocation, will be identified in the 30% plans.

Kennedy-Jenks also prepared an analysis of the existing water system and potential upgrades. Water system improvement requirements were determined from input from the Paradise Irrigation District. Water system pipes that were determined to be outdated material or beyond their design life are proposed to be replaced. In addition, pipes that were determined to be undersized are also proposed to be replaced. For a more detailed description of the water system assessment and design criteria see the letter report titled, Paradise Irrigation District Water System Analysis (K/J, February 27 2009).

The following water system improvements summarizes the pipes proposed be replaced:

- Install new 12" waterline in Pearson Road from Skyway to Black Olive Drive
- Install new 12" waterline in Elliott Road from Skyway to Almond Street
- Install new 12" waterline in Almond Street from Pearson Road to Birch Street & from Willow Street to Elliott Road
- Install new 8" waterline in Almond Street from Birch Street to Willow Street
- Install new 8" waterline in Black Olive Drive from Cedar Street to Willow Street
- Install new 8" waterline in Willow Street from Black Olive Drive to Almond Street
- Install new 8" waterline in Birch Street from Black Olive Drive to Almond Street





# Downtown Capital Improvements Master Plan

## Paradise Redevelopment Agency

October 27, 2009