

# Mill Site Reuse Plan

## Multi-Modal Circulation, Streetscape and Stormwater

City Council

May 29, 2018

# Goals

- **Obtain community input & Council direction**
- Brief overview of existing transportation challenges
- Provide initial direction regarding transportation policies and framework
  - Which transportation map/plan is preferred? Is anything missing from the transportation plan/map?
  - Should the Mill Site have more stringent/different road and sidewalk standards than the rest of town?
  - Do you have specific feedback regarding policy language?
    - Issues that staff has not identified that should be addressed with new policy language
    - Changes to existing policy language
    - Elimination of policies

# Existing Access Conditions

- Main Street is congested and provides primary North-South connection through town
- Oak Street connection difficult due to Pond 5
- Primary entrances at redwood and Cypress, both are signalized
- No access feasible between Maple Street and Walnut Street. This precludes extension of the City's grid
- Caltrans will not allow access at Noyo Point Road or South Street extension, due to safety concerns
- Coastal Trail access at Elm and Cypress Streets, possible access at Alder Street.

Mill Site Reuse Plan - Existing Multi-modal Conditions





# Existing Site Roads / Multi Use Trail

Existing Roads



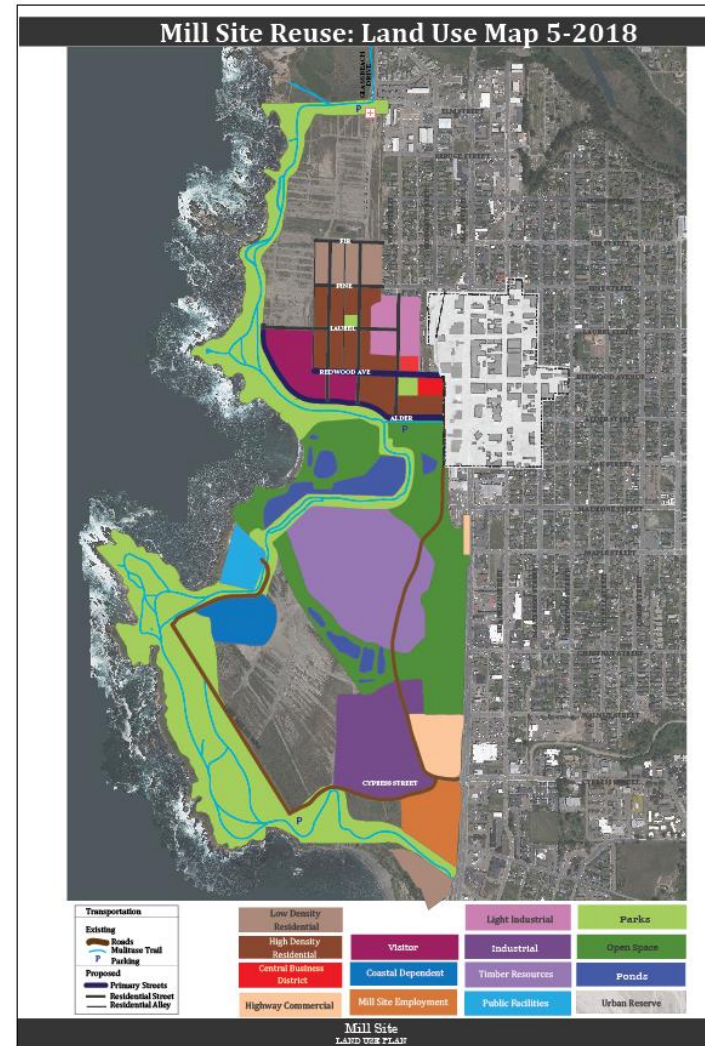


# Street System Alternatives

## Road Diet Alternative



## Full Road Alternative



# What street system is preferred?

Alternative 1 – Road Diet – Includes only “double-loaded” streets, which have developable land on either side of the street. (Attachment 2)		Alternative 2 – Road Alternative – Includes single loaded roads along the coast & more roadway connections. (Attachment 3)	
Advantages	Disadvantages	Advantages	Disadvantages
Significantly lower infrastructure costs overall	Fewer roads may lead to more congestion	Better circulation options, may result in less congestion	Significantly higher infrastructure costs
Lower road maintenance costs to the City once the roads are dedicated to the City	Less convenient delivery access for future businesses	More convenient delivery access	Higher road maintenance costs
No roads located adjacent to the coastal trail, which may increase the sense of serenity on the trail	More internal private circulation on some properties to meet circulation needs.	Better emergency vehicle access and evacuation routes	Roads located next to coastal trail will result in noise and fumes
More of the site would be dedicated to specific land uses and less would be dedicated to infrastructure	Less on-street parking	More on street parking	Less property for specific land uses
Less impervious surface			More impervious surfaces

# Is anything missing from the transportation map?

Do you want to require an Elm Street Connection?

- May be difficult to require of future developers
- Would be costly as there would be no development allowed on either side of the road
- Would improve circulation and provide another alternative route to our congested Main Street.

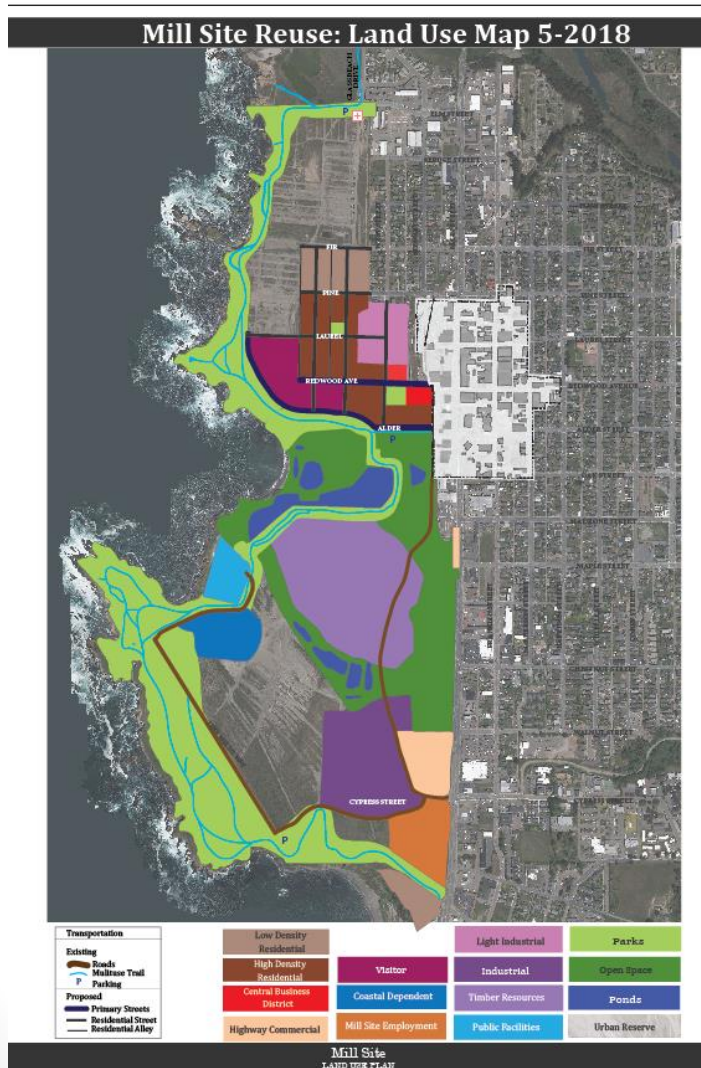
Do you want to define street layout on the south side of the site like it has been defined in the central portion of the site?

- May be required by Coastal General Plan Policy LU-7.2b
  - Identify adequate connections for existing and future infrastructure such as roads, utilities, and coastal access to surrounding developed and undeveloped areas, including extending the street grid onto the site and ensuring vertical public access ways to the coastal trail are provided through the planning area;
- Difficult to achieve as the only entrance route is at Cypress
- Would result in split zoned blocks and future property owners may want larger parcels
- Would increase development costs
- would not take advantage of existing site roads.
- If this approach is preferred, staff recommends that the zoning areas for the southern district be modified as illustrated in the next slide.



# More Road Alternatives

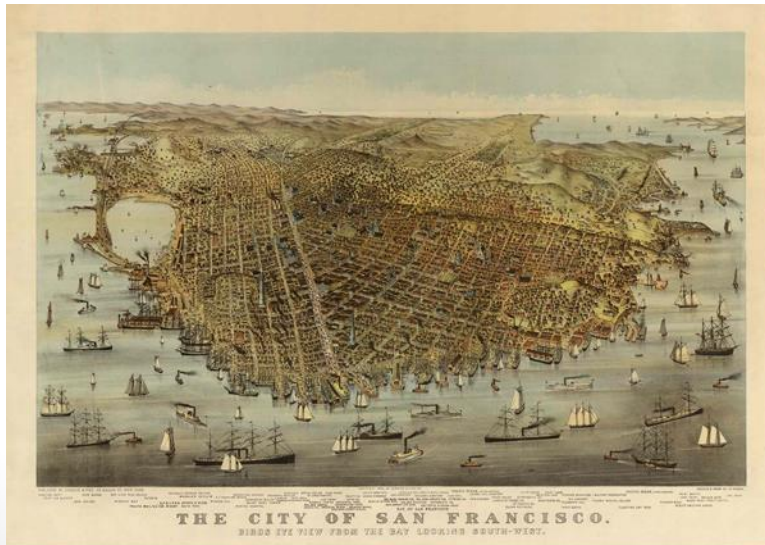
## Elm Street Extension & South Grid





# Key Multimodal Insights

- Street right of ways are the most long lived portion of an urban environment.



# Key Multimodal Insights

- *Street design and connectivity have huge impacts on quality of life.*
  - *Walkability and health*
  - *Public space and community*
  - *Transportation costs and ease of access*



# Planning Commission Recommendations

1. Prefers the full road alternative for better connectivity and more transportation choices.
2. Recommends that the City require compliance with existing City street standards. Don't require wider streets on the Mill Site than the City currently offers.
3. Commission prefers to use existing roads on the south side of the site and leaving future road development flexible.
4. Overall the Planning Commission recommends "is encouraged" over "shall" language throughout the policy language.
5. Specific Policy Recommendation:
  - Policy MM-15. Multi-Use Trail Along Highway 1 *As feasible, a 12 foot wide multi-use trail with a 5 foot wide vegetated buffer* shall be developed along the western edge of the Mill Site from Noyo Point Road to Madrone Street and offered in dedication to the City of Fort Bragg at the time that the associated parcels are developed.



# Street & Bicycle Policies:

## Street Policies support or require the following

- Complete Streets
- Right of way dedication to the City
- Connectivity and Connections
  - Roadway connectivity, multimodal connectivity, alleys, block size, continuation of existing City grid.
  - Street connections at Spruce, Bush, Fir, Pine, Redwood, Oak Alder & Cypress
- Use existing City Street Standards
- Gateways at Cypress and Redwood
- Cypress Street bridge for creek daylighting
- Prohibit gated communities

## Bicycle Policies support or require the following

- Bike friendly streets
- Bike path connections to the coastal trail
- Multiuse trail along highway 1
- Bike lanes on Redwood Street extension



# Pedestrian Circulation Policies

## Pedestrian Policies

- Traffic calming measures
- Cross walk design and street safety
- Bulb outs
- Pedestrian oriented buildings
- Pedestrian connectivity
- Transit services



# Parking Policies



- Park once district
- Parking policy focused on availability
- Shared parking
- Reduced parking
- Parking to accommodate coastal access
- Parking Management Plan

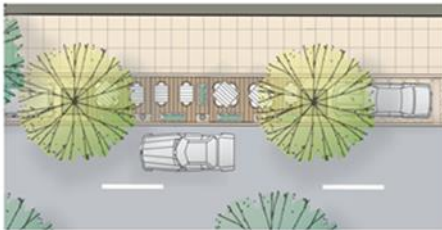


# Streetscape Design Policies

- Place making streetscape
- Pedestrian originated streetscapes
- Street furniture & art
- Lighting
- Flexible parking lanes



## 'FLEX' LANES FOR PARKING & CAFÉ/ RESTAURANT SEATING



### Detail Plan

- Trees, movable bollards, & planters define café area
- Removable platforms accommodate tables & chairs
- Allow more space for pedestrians



### Example:

- Castro Street, Mountain View



# Stormwater Management - in Streets

## Stormwater Management Policies

- Low Impact Development
- Runoff minimization
- Stormwater systems at the Coastal Trail and the Mill Pond
- Use of native landscaping
- Swales
- Rain gardens
- Permeable paving
- Soil matrix



*Swales are linear depressions adjacent to the streetscape that can detain and convey stormwater along their length.*

# Comments & Additions

- Provide initial direction regarding transportation policies and framework
  - Which transportation map/plan is preferred? Is anything missing from the transportation plan/map?
  - Should the Mill Site have more stringent/different road and sidewalk standards than the rest of town?
  - Specific feedback regarding policy language.