


Staff Report

To: Mayor Bellamy and City Council Date: 8/28/07
Via: Gary Jackson, City Manager 
From: Ken Putnam, PE, City Traffic Engineer
Subject: Traffic Calming along Maxwell Street to Minimize Truck Traffic

Summary Statement: The consideration of a resolution approving traffic calming devices along Maxwell Street to minimize truck traffic.

Review: Greenlife Grocery is currently served by two loading dock areas, one with a direct access onto Maxwell Street and one with access on-site. Although, the larger trucks that use the on-site loading dock area arrive and leave via US 25 (Merrimon Avenue), they typically use part of Maxwell Street to maneuver into position. In addition, the smaller trucks that access the loading dock area with the direct access onto Maxwell Street typically stage along Maxwell Street to wait their turn to maneuver into the loading dock area. Some of the drivers of these trucks will go ahead and unload before they can maneuver into the actual loading dock area.

A conceptual traffic calming plan has been prepared to minimize truck activity along Maxwell Street. It should be noted that if this plan is approved to move forward to the design and construction stages, it will be crucial to accommodate emergency (*fire and ambulances*) vehicles as well as sanitation vehicles (*private and city*).

The conceptual plan includes four options; specifically, a "*blocking*" option and three "*restricting*" options. These options are further described as follows:

1. The "*blocking*" option is the most restrictive since it would revise the existing access point onto Maxwell Street to serve right turn egress movements only and it would prevent the larger trucks from using Maxwell Street to maneuver into the on-site loading dock. Although the smaller trucks would still be able to use Maxwell Street to gain access to the loading dock area that has direct access onto Maxwell Street, their movements would be restricted due to the proposed islands. The estimated cost to construct this option with City Forces is \$35,000 to \$40,000.
2. Option A, which is one of the "*restricting*" options, would enable the larger trucks to use Maxwell Street to maneuver into the on-site loading dock but it would prevent these trucks from using Maxwell Street to enter or leave the immediate area. The effect on the smaller trucks trying to access the loading dock area with direct access onto Maxwell Street would be the same as in the "*blocking*" option. The estimated cost to construct this option with City Forces is \$25,000 to \$30,000.
3. Option B, another "*restricting*" option, is very similar to Option A and it would produce the same results as Option A. It uses a different island treatment on the eastern end of Maxwell Street. The estimated cost to construct this option with City Forces is \$25,000 to \$30,000.
4. The third "*restricting*" option is the least restrictive and it simply uses additional on-street parallel parking to restrict truck traffic. The estimated cost to construct this option with City Forces is less than \$1,000.

Pro:

- Restricts (*minimizes*) truck traffic.

Cons:

- Hinders emergency vehicles.
- Hinders delivery trucks to existing homes.
- Impacts deliveries to Greenlife Grocery (*Does not eliminate deliveries along Maxwell Street*)

Recommendation: In an effort to restrict (minimize) delivery trucks from using Maxwell Street, staff recommends that the City Council approve a resolution to install traffic calming devices along Maxwell Street.

Attachments:

- (1) Resolution
- (2) Conceptual Drawings
- (3) Digital Photos

"BLOCK" CONCEPT

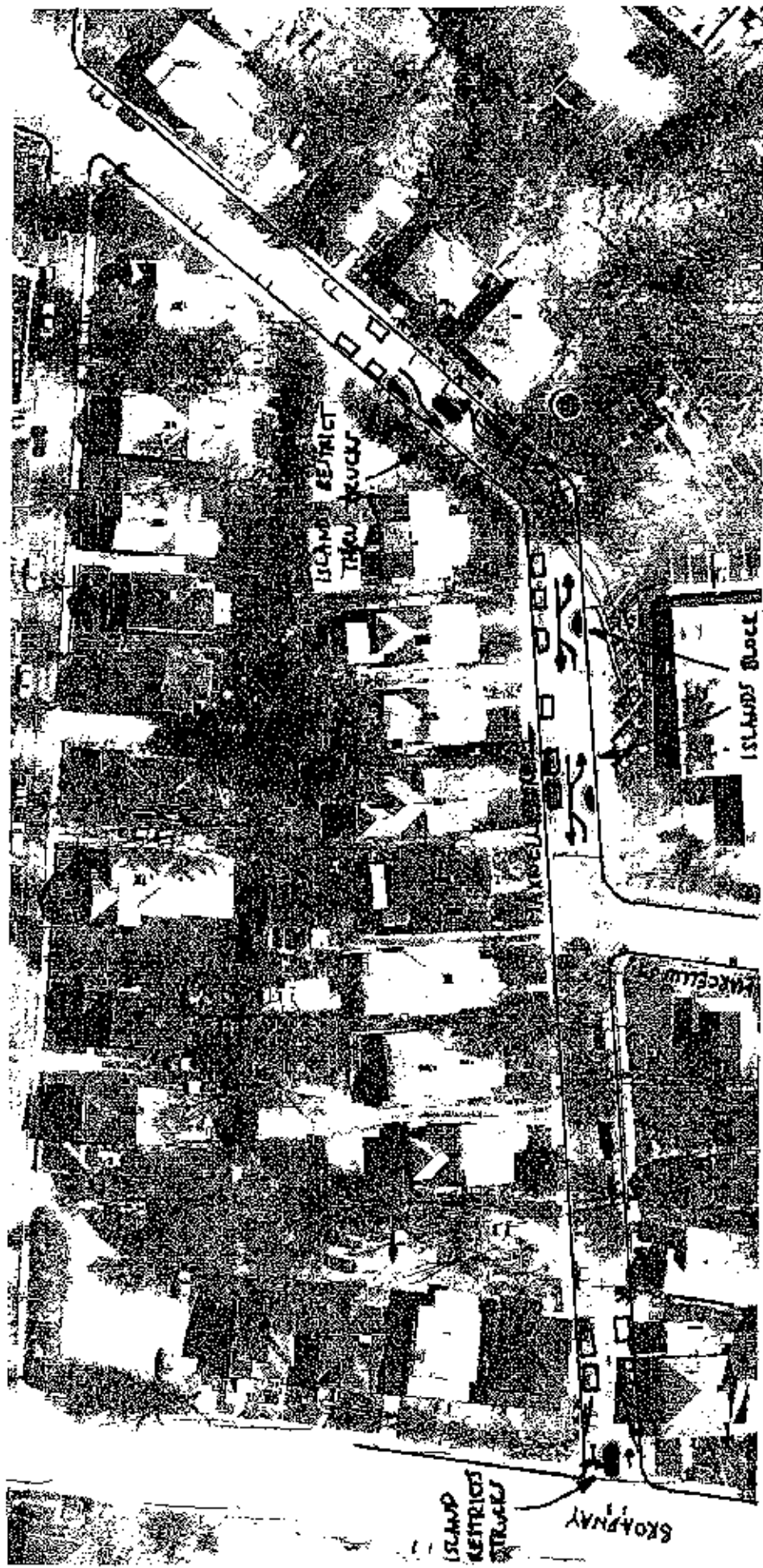
2 ↑



- TRAFFIC ISLAND
- PARKING
- xxx LOSS OF "JAKE" PARKING
- ISLAND RESTRICT TRUCKS
- ISLAND RESTRICT TRUCKS
- ISLAND BLOCK
- "LOADING OVERLAY"
- ISLAND AND TRUCKS OF DOVELOIN
- ISLAND RESTRICT TRUCKS

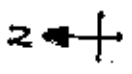
"RESTRICT" CONCEPT A

2 ↑



- TRAFFIC ISLAND
- PARKING
- LOSS OF "SAFE" PARKING

"RESTRICT" CONCEPT B



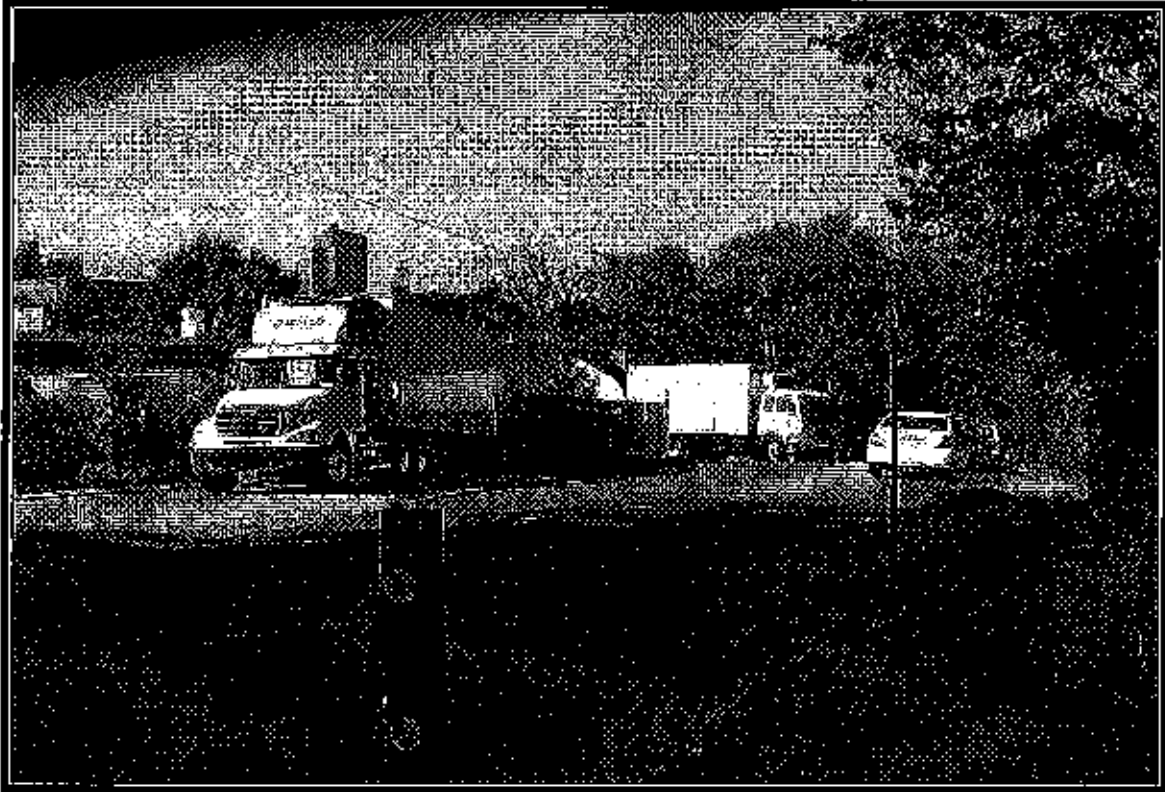
- TRAFFIC ISLAND
- PARKING
- LOSS OF "SAFE" PARKING



Maxwell Street Loading Dock Area



Maxwell Street Loading Dock Area



Leaving Maxwell Street Loading Dock Area



Leaving Maxwell Street Loading Dock Area



On-Site Loading Dock Area



On-Site Loading Dock Area



Memorandum

To: Mayor Bellamy and City Council
From: Shannon Tuch, Interim Director – Planning & Development *AA*
Date: August 28, 2007
Subject: Alternative Compliance for Green Life Grocery

In 2003 Green Life grocery submitted a request for Alternative Compliance (AC) in association with their original site plan to adaptively re-use the old A&P grocery located at 90 Merrimon Ave. At the time of application, the former landscape standards allowed for a staff review and approval of alternative landscape compliance as outlined in Sec. 7-11-2(b)(3) which states:

Alternative Compliance. The landscape requirements are intended to set minimum standards for quality development and environmental protection and are not intended to be arbitrary or inhibit creative solutions. Site conditions or other reasons may justify the need to request an alternative method of compliance with the landscape requirements. The planning and development director in consultation with staff and members of the tree commission, as necessary, may alter the requirements of this subsection as long as existing or added landscape features of the development site comply with the intent of this chapter. Requests for alternative compliance shall be accepted if one or more of the following conditions are met:

The section goes on to list a variety of site conditions that could be encountered on a site that would warrant consideration of AC including: topography, geologic features, existing natural vegetation, utility conflict, space limitations, unusually shaped lots, unique relationships to other properties, prevailing practices, adaptive re-use of an existing building, etc. It also describes the need for AC when, "site conditions make it unreasonable or meaningless to plant a buffer or meet other landscape requirements".

In the case of the Green Life grocery store, planning staff was faced with a condition that appeared to meet a number of these criteria including the adaptive re-use of an existing building, parking area, and loading dock; space limitations; and prevailing practices. As a result, staff reviewed and approved reductions to buffer requirements along the western and northern property lines of the site.

Western Side (Maxwell St.)

A 20-foot wide Type 'B' buffer was required along Maxwell St. Given the proximity of the building and loading dock to the edge, the ability to provide a full vegetated buffer was not feasible. The proposal included a separation of more than 20 feet from the edge of the structure to the street with the full amount of plantings placed against the building. Additionally, a 3-foot wide strip was maintained upon which six-foot tall, opaque privacy fence was installed. By right, the applicant had the opportunity to reduce the buffer width by 50% (from 20 feet to 10 feet, no AC required) with the installation of a fence. Given the site conditions and what would be allowed by right, amending the buffer requirements with the fence appeared reasonable and was further supported by Sec. 7-11-2(e) that states landscaping shall not interfere with the access and operation of any dumpsters, loading docks, outdoor

storage areas, and utility structures. Given this last statement, it can be argued that the site was compliant and no AC was necessary given the existing loading dock operation.

Northern Side (Long Side of Parking Lot)

A 25-foot wide Type 'C' buffer was required along a portion of this side where it was adjacent to an existing single family home. Again, given existing site conditions and space limitations, the buffer was reduced to approximately seven feet with a heavy evergreen buffer installed to afford the maximum buffering effect. Beyond the single family home, the adjacent use changed to a multi-family condition where the 25-foot Type vegetative buffer was fully installed along portions of the boundary with other portions reduced to approximately five feet with a pro-rated amount of plantings.

The rest of the site meets or exceeds the City's landscaping requirements. No variances were granted for any portion of this project.