

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

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RESOLUTION NO. _____

On the Motion of Supervisor
Seconded by Supervisor
The following resolution is adopted

RESOLUTION ADOPTING AMENDMENTS TO THE BEN LOMOND TOWN PLAN

WHEREAS, the Board of Supervisors, in 1990, adopted the Ben Lomond Town Plan to establish design and development guidelines for the Town of Ben Lomond and to guide and coordinate future public and private improvements within the Town Plan boundaries; and

WHEREAS, on June 16, 1997, an development application was submitted for the construction of a commercial/residential building on Assessors Parcel Number 077-104-o 1; and

WHEREAS, this property is located within the Ben Lomond Town Plan area and is designated as an area for expansion of the River Park and for the realignment of Mill Street, to meet the intent and objectives of the Town Plan; and

WHEREAS, on August 18, 1997, the County Parks and Recreation Commission recommended that the County Board of Supervisors decline to acquire the property for the purpose of expanding the Ben Lomond River Park; and

WHEREAS, on September 23, 1997, the Board of Supervisors, acting on the recommendation of the Parks and Recreation Commission, declined to proceed with the acquisition of the property for future expansion of the River Park; and

WHEREAS, the Ben Lomond Town Plan proposes a realignment of Mill Street, in conjunction with the expansion of the River Park, to connect with Highway 9, opposite Fillmore Avenue, in order to improve the vehicular and pedestrian safety on Highway 9; and

WHEREAS, the realignment of Mill Street has been found to be impractical due to the physical characteristics of the area; and

WHEREAS, the proposed improvements to the existing Mill Street, and Highway 9, and the intersection of the two roads, will be constructed in conjunction with improvements proposed by CalTrans and the Department of Public Works and will address the vehicular and pedestrian safety at this intersection by changing the intersection alignment and by providing curbs, gutters

and sidewalks along the entire frontage of the property, as well as constructing off-site improvements on the south side of Mill Street; and

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WHEREAS, an Mitigated Negative Declaration has been issued that addresses the potential environmental impacts of the project; and

WHEREAS, the Planning Commission conducted a public hearing on November 8, 2000, to consider the proposed amendments, and has adopted a Resolution recommending approval of the amendments to the Ben Lomond Town Plan, to eliminate the River Park expansion on the subject property and the realignment of Mill Street; and

WHEREAS, the Board of Supervisors has conducted a public hearing on the proposed Town Plan amendment.

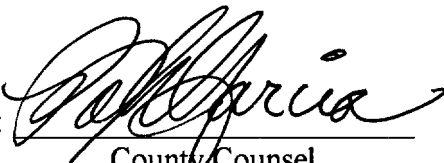
NOW, THEREFORE, BE IT RESOLVED THAT the Santa Cruz County Board of Supervisors approves the amendments to the Ben Lomond Town Plan (Exhibit A) and the Negative Declaration, incorporated herein by reference.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of _____ 2000, by the following vote:

AYES:	SUPERVISORS
NOES:	SUPERVISORS
ABSENT:	SUPERVISORS
ABSTAIN:	SUPERVISORS

Chairperson of the Board

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: 
County Counsel

1. Western Mill Street: New four-way intersection at Fillmore Ave. Redesign Intersection at Fillmore (See page 7) Highway 9 - page 10
2. Mill Street Promenade: Landscaped islands at Main Street (1) pedestrian improvements, additional landscaping. (See page 8)
3. Eastern Mill Street: New street section, pedestrian crossings, potential changes in traffic patterns. (See page 9)
4. Ben Lomond River Park: New Park entry (A), sidewalk, replace chain link fence. (See page 11)
5. River Walk: Pedestrian pathway and seating with access under bridge and eventual linkage to Park. (See page 12)
6. Highway 9 Improvements: New road section, pedestrian improvements, intersection improvements and additional landscape. (See page 15)
7. Village Entry Islands: Raised landscaped median islands with entry site. (See page 19)
8. Oak Street Intersection: Intersection improvements, shift parking, pedestrian crossing, and landscaping. (See page 14)
9. Main Street: Pedestrian and intersection improvements. (See page 18)
10. Sidewalk to Post Office: Sidewalk on the east side of Main Street from Highway 9, north to Post Office. Western Mill Street: Interim modifications to Mill Street to reduce vehicle speed and improve pedestrian safety. (see page 10)
11. Sidewalk to Post Office: Sidewalk on the east side of Main Street from Highway 9, north to Post Office.

Mill Street

The general goals identified in the workshop process for Mill Street include: (E) creating a more attractive pedestrian environment that is welcoming to shoppers and local residents, (B) developing a stronger functional relationship between Mill Street, the River Park and the San Lorenzo River, (3) provide additional parking and (D) reduce vehicular speed.

/Highway 9 Intersection

Mill Street Realignment

The possibility of realigning the west end of Mill Street to connect with Fillmore Avenue at State Highway 9 (see the Design Plan on page 11) was studied and received favorable support in the workshops. This proposal is a long-range goal due to the required negotiations with private property owners and should not inhibit the implementation of other proposals for Mill Street.

This proposed realignment of Mill Street would help to accomplish the following: (A) The street would appear less linear and would provide improved pedestrian amenities, (B) the River Park would be expanded and visibility between the park and the street would be improved, (C) the plan would provide additional parking and (D) a safer intersection with Highway 9.

Parking

In order to increase on-street parking and slow traffic, a one-way street system which incorporated angled parking was investigated. Since this approach gained only seven additional parking spaces and created additional circulation problems it was abandoned.

In general, parking on Mill Street should remain as parallel parking, except in front of the

River Park where angled parking is feasible. Wherever possible, adjacent parcels should take advantage of the incentives offered by the County Zoning Ordinance for shared parking facilities. This will improve the efficiency of on-site vehicle circulation and limit the number of access points onto adjacent streets, which decreases congestion, improves pedestrian circulation and allows more on-street parking.

Mill Street Promenade

The concept of a Mill Street Promenade was developed to make the Mill Street area more attractive for walking and shopping. Improved landscaping and pedestrian amenities are major goals for the Promenade.

A pedestrian and landscape focus can be provided at the intersection of Main Street and Mill Street by expanding existing sidewalks and adding landscaped areas and public seating. By adding these landscaped areas and widening sidewalks, the roadway is "choked down" and appears narrower, without actually reducing the width of the travel lane.

Choking the street down at this location provides improved pedestrian circulation, handicapped accessibility and it will also slow speeding traffic. See item (E), West Mill Street section, page 10.

The streetscape on Mill Street east of Main Street is dependent upon the planned expansion of "Ben Lomond Super" and the possible relocation of Park Hall. Development options for Ben Lomond Super could include a streetscape that would eliminate on-street parking from the north side of Mill Street and encourage wider sidewalks and increased landscaping. These changes would help create the "promenade" envisioned during the community workshops (see the concept sketch on page 9).

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West Mill Street

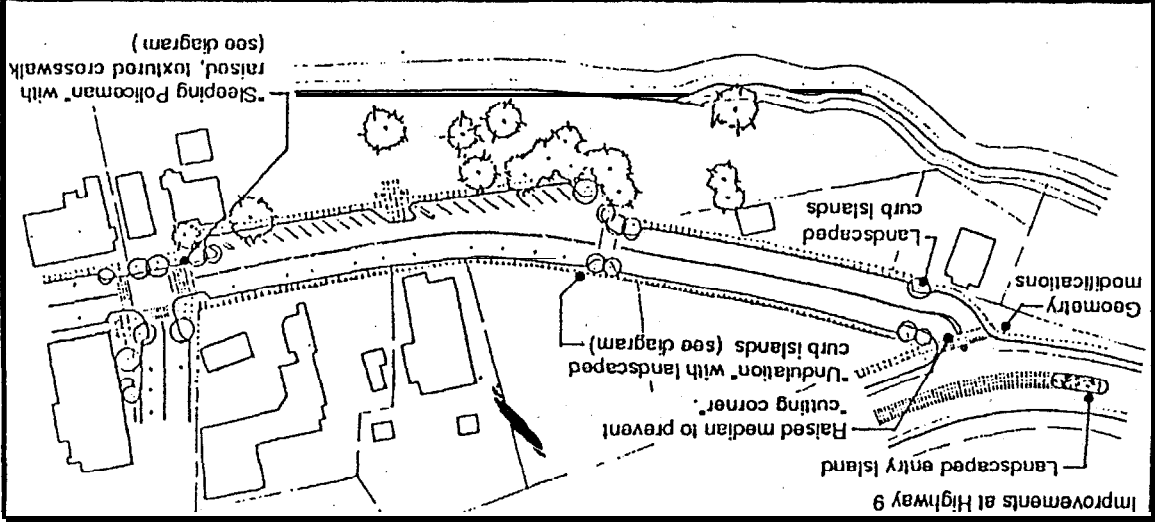
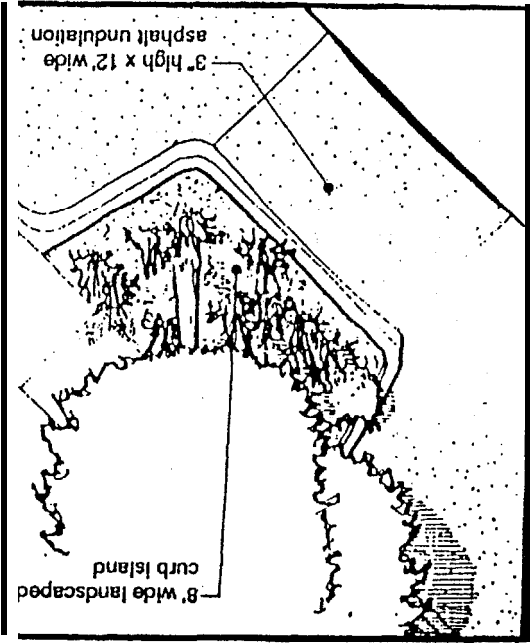
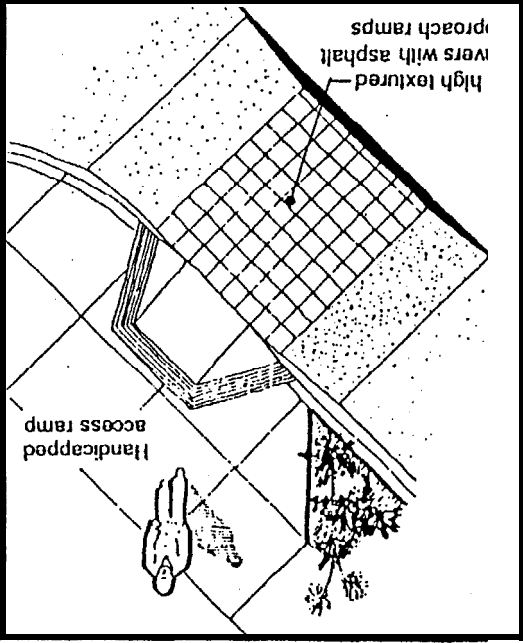
Traffic control devices are proposed for the western section of Mill Street to reduce the incidence of speeding autos using Mill Street to pass traffic on Highway 9 (see plan). These improvements could be installed fairly quickly and act as interim measures until the proposed realignment of Mill Street to Fillmore is implemented.

U Highway 9 Intersection: Modifications to the existing street geometry at the intersection of Highway 9 and the west end of Mill Street are proposed. These include:

- (1) Realignment of road geometry
- modifications to reduce speeding and provide improved safety for pedestrians, (2) installing a narrow median on Mill Street to prevent autos "cutting" across the opposite traffic lane, and (3) the installation of a landscaped median traffic island on Highway 9 north of the intersection to alert drivers to a change in traffic conditions and act as a Village entry (see page 18).

b) Undulation: An undulation in the road surface is proposed for Mill Street approximately halfway between Main Street and the Highway 9 intersection. This undulation would consist of a arched, raised area, 3 inches high and 12 feet long constructed across the roadway between two landscaped curb islands (see diagram). This installation will also limit the long straight view down Mill Street that currently contributes to the speeding problem.

(CONTINUED ON NEXT PAGE)
*Information on geometric features is contained in "Residential Street Design and Traffic Control" from the Institute of Transportation Engineers.



Sketch plan showing the proposed ~~interim~~ improvements on western Mill Street to slow vehicle traffic and improve pedestrian safety.

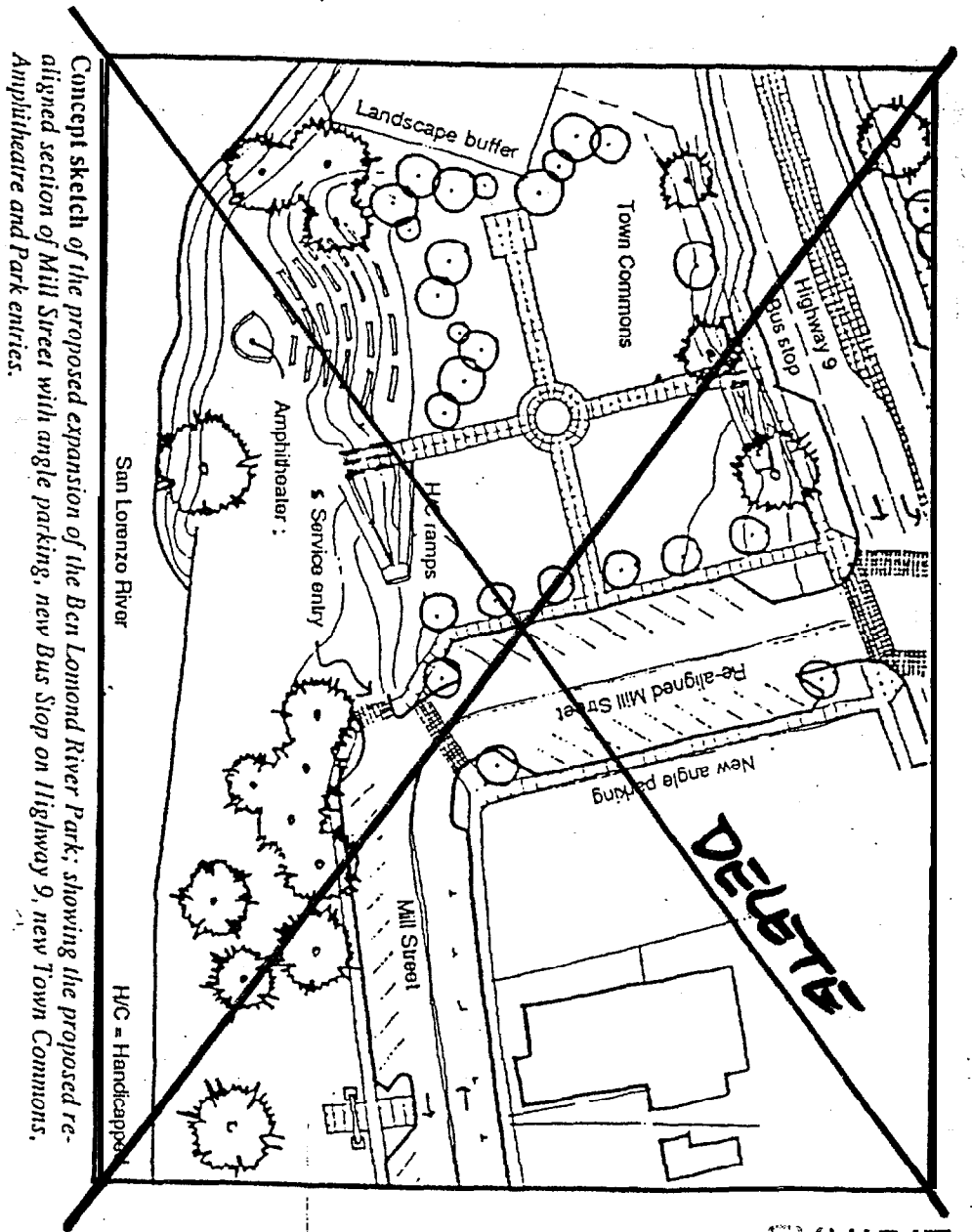
The Ben Lomond River Park

Workshop participants were supported the expansion of the existing River Park in conjunction with a re-alignment of Mill Street. An expanded River Park was seen as a way to provide an improved link between the river and the downtown area, and as a visual focus for the Mill Street Promenade.

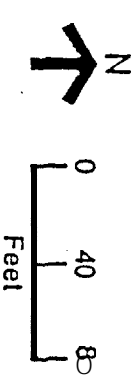
Workshops participants expressed concern about the existing visual appearance of the park and its ability to meet the needs of the Ben Lomond community (see the workshop section page 29). Many participants consider the existing chain link fences to be an eye-sore and in conflict with the image they have of their community.

River Park Recommendations

- a) **Fencing:** The existing chain link fence should be replaced with a green vinyl coated chain link fence in areas where visual access is required for security reasons and with redwood fencing in all other areas and adjacent to existing residences.
- b) **Entries:** Attractive Park entry areas should be developed which are constructed of light colored materials (for example, white or beige painted wood) compatible with the Mill Street promenade.
- c) **Hours:** Increased pedestrian activity along the Mill Street promenade should lead to an increase in the hours that the River Park is open to the public.
- d) **Community Input:** Before an expansion or major renovation of the River Park takes place, input from the Ben Lomond community should be obtained through a participatory Park Planning process.



Concept sketch of the proposed expansion of the Ben Lomond River Park, showing the proposed re-aligned section of Mill Street with angle parking, new Bus Stop on Highway 9, new Town Commons, Amphitheater and Park entries.



PAGE 10 CONTINUED...

c) **Raised crosswalk:** A raised crosswalk (or "sleeping policeman") is proposed as a part of the intersection improvements at Mill Street and Main Street. This raised crosswalk would consist of 4 inch high paving blocks with gentle transition ramps along each side.

The "sleeping policeman" would help to limit the number of motorists who currently ignore the stop sign at Main Street by requiring a slower speed to negotiate the raised crossing, and also provide improved handicapped access across Mill Street to the

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f) Street Lighting: Two alternatives to the existing lights on Highway 9 are suggested;

(1) using standard "cobra" head fixtures mounted on metal poles, with the whole assembly painted in dark green and maintained by a Business Improvement District (an example of this type is on Highway 101 through the Presidio in San Francisco), or

(2) unpainted "cobra" fixtures mounted on light finished tapered wood poles.

g) Crosswalk Pavers: Textured paving used on Highway 9 should meet the requirements set forth in the General Design Guidelines Section on page 24.

In addition, pavers used within the Highway 9 right-of-way must meet with Caltrans approval.

h) Handicapped Access: All public improvements to the Highway 9 road section should meet State Title 24 Handicapped Accessibility requirements and should follow the recommendations contained in the General Design Guidelines on page 24.

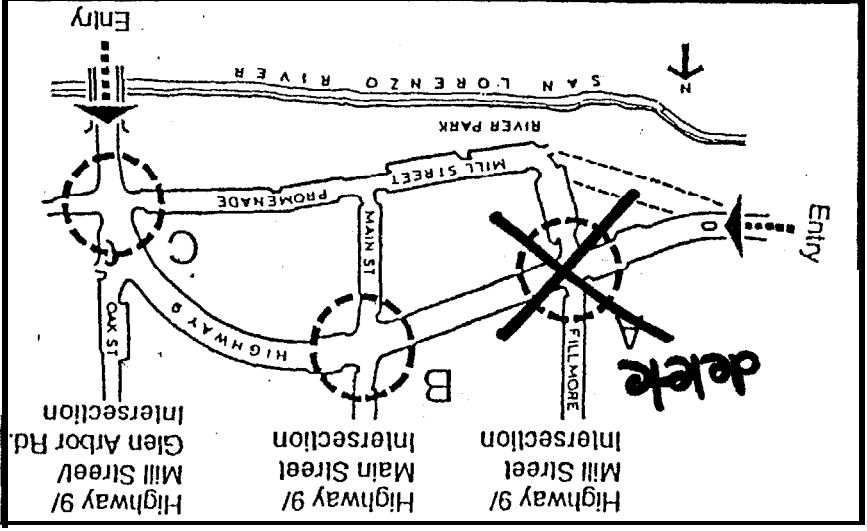
Highway 9 Intersections

In order to address concerns related to public safety on Highway 9, each of the three Village Center were analyzed (see diagram on this page).

Highway 9 / Mill Street

Intersection (A): Pedestrian and vehicular safety has been a problem at both intersection (A) and (C). The existing intersection of Highway 9 and Mill Street has sight distance problems, particularly exiting Mill Street on to Highway 9 in both directions, and is also extremely dangerous pedestrian crossing.

The proposed Highway 9 road section (see page 19) combined with the proposed intersection design (see attachment of Mill Street to Fillmore Ave. (see page 12) creates improved intersection geometry and sight distance. In addition, this re-assignment provides the opportunity to develop an entry island on Highway 9 west of the Fillmore intersection. This entry island would be a landscaped feature with a Ben Lomond town sign providing a sense of entry as well as alerting motorists that they are approaching the Ben Lomond Village Center (see the sketch on page 18). This improvement could be implemented prior to the re-assignment of Mill Street, in conjunction with the traffic measures for the existing Highway 9 and west Mill Street intersection discussed on page 10.



Circulation Key Map