



MASTER PLAN DESCRIPTION AREAS

MASTER PLAN

The master plan seeks to create a continuous linear park by reorganizing Lions Park, the ballfields, and parking to integrate a larger open green space, accommodate a broader local focus use, and provide more access at the creek edges accommodating ADA guidelines and multiple trail uses without conflict.

Providing traffic calming on 8th, 10th, and 11th, which could include tree lined streets, raised crossings, and narrowed roadways with wider parking areas, improves the vehicular access and pedestrian connections in the corridor. The plan includes a second entry to the park from 8th Street to alleviate some of the traffic on 10th. 10th Street is realigned to the north in Lions Park to minimize traffic conflicts at the creek edge and improve the park use areas near the creek.

The proposed cantilevered pedestrian connection between Parfet and Vanover extends the opportunities in the corridor to include the more passive spaces at Vanover. The plan also includes stronger connections to Downtown, including a pedestrian bridge east of Washington and street enhancements to 11th and Ford Street which will visually open up the corridor to encourage the connection to downtown.

The relocation of the History Museum to the south side of the Creek creates a strong relationship with History Park and provides more creek access on the north. The community gardens and the RV Park remain in their current locations adding a local focus to the plan without adding new activity centers.

The following pages describe these primary elements of the master plan by areas within the creek corridor. The plan is broken out into areas to describe the elements including: vehicular connections and parking, connected green, trails and creek, West Clear Creek, Central Clear Creek, and East Clear Creek.

VEHICULAR CONNECTIONS & PARKING

SECONDARY CONNECTION AT 8TH STREET

A secondary connection into the corridor is provided from 8th Street. This connection to 10th Street allows park visitors to enter or exit the park from the north, potentially reducing the amount of traffic along 10th Street. The secondary connection also allows visitors to the Golden Community Center to more easily locate the large parking lot to the south when the parking lot on the north side is full. This proposed roadway is steep due to grades and constraints of the Water Treatment Facility and will require some modifications to the existing layout of the community garden space. A sidewalk connection from 8th Street into the park should be provided to allow access to the Community Gardens from Lions Park and the north neighborhoods.

Renovation of the existing building at the north of the Water Treatment Facility (commonly referred to as the Blue Building) is possible for temporary use for Public Works office space. The secondary 8th Street connection should accommodate this use and provide the required access to the water treatment pond.

The secondary connection is a critical component to the realignment of 10th Street. The 8th Street connection should happen before or at the same time.

REALIGNMENT OF 10TH & MAPLE STREET

The current location of 10th Street bisects the most heavily used area of Lions Park and creates user conflicts with traffic and pedestrians. The realignment of 10th Street to the north provides more room along the creek edge and connects a large green space from the ballfields to the center of Lions park. To address parking and traffic concerns of the adjacent neighborhood, Maple Street shifts to the west to allow for a quiet park area buffer adjacent to the neighborhood with berms and vegetation. Parking would not be allowed until in front of the community center beginning approximately 100' from the neighborhood.

The angled parking spaces in Lions Park should be deep to allow for unloading and loading of gear. Pedestrian crossings should be provided at regular intervals to allow for a safe pedestrian environment. This boulevard approach slows traffic and creates a safer pedestrian and traffic environment.

8TH STREET IMPROVEMENTS

Due to the possible increase in traffic along 8th Street, traffic calming including planted bump-outs with parallel parking on both sides could be employed to narrow the road and slow down traffic. The improvements would make a more pedestrian oriented street and create a more attractive entrance to the corridor from the north.

10TH STREET BOULEVARD

Boulevard parking along 10th Street will help to narrow the street, improve street character, pedestrian safety and parking efficiency. Parking along 10th Street should be 45° angled parking along the south side of the street from Arapahoe to Maple Street. On the south side of 10th between Arapahoe Street and Washington Avenue there should be no parking due to police/fire access. Parallel parking should be provided along the north side of 10th Street, where the width of the street is too narrow to allow for angled parking. On the north side of the street between Cheyenne Street and the mid block of Maple and Illinois Street, 45° angled parking should be provided. Between Cheyenne Street and Washington Avenue, parallel parking should be located in front of the homes on the north side of 10th. Along 10th, a tree island bump out should be located approximately every six spaces.

11TH STREET IMPROVEMENTS

Traffic calming along 11th Street consists of 45° angled parking along the north side of History Park. The parallel parking should remain on the south side to minimize car lights into the houses. Both sides of the street should have planted bump-outs to provide traffic calming and a visual connection towards downtown.

FORD STREET IMPROVEMENTS

Ford Street improvements should include street trees and planted bump-outs. Redevelopment of properties along Ford Street should be considered to encourage pedestrian activity. A new pedestrian bridge connection at Jackson Street will create a stronger link to Ford Street and the downtown garages. Connections to downtown parking will alleviate parking congestions in the corridor.

ROADWAY MODIFICATIONS

The plan recommends changes to 8th, 10th, and 11th. Details of the roadway design will be addressed in final design. Detail modifications may be required based on on unforeseen conditions and should be addressed during design and implementation.

PARKING

The plan reconfigures parking in the corridor to open up green space at the Creek edge. The proposed parking shall equal the amount of existing parking and is organized to allow for improved pedestrian flow. Parking is distributed to the south side at the end of 11th Street, lessening the amount in Lions Park. An alternative is also shown later in the report to distribute parking in future areas if they become available.

VEHICULAR CONNECTIONS & PARKING



BOULEVARD AT 10TH STREET



AN EXAMPLE OF BOULEVARD PARKING AT LOWRY SPORTS PARK IN DENVER COLORADO



PROPOSED MAPLE STREET/10TH STREET REALIGNMENT

VEHICULAR CONNECTIONS & PARKING



VEHICULAR CIRCULATION



SECTION FROM 9TH STREET THROUGH BOULEVARD PARKING

MULTI-MODAL TRAILS, ACCESS & CONNECTIONS

The proposed trail system will help to alleviate user conflicts while providing access to the creek edge and the larger regional trail systems. Providing multiple trail types and trail choices at congested areas will help to reduce congestion and conflicts.

There are four types of proposed trails (shown in the diagram on the following page):

- divided trails for pedestrian and bicyclists (10-12' wide)
- divided trails for pedestrian and bicyclists with a soft edge for joggers (12-15' wide)
- concrete walks (5-8' wide)
- soft surface trails (2-4' wide)

Using a variety of trail types and widths, conflicts can be reduced by encouraging specific activities to occur on designated trails spreading uses out. Striping designations and signage should be used to direct trail users to the designated paths.

The trails that run along Clear Creek connect to larger regional trail systems including:

- Tucker Gulch Trail connects to the Corridor at Vanover Park
- Magpie Gulch Trail connects to the Corridor at the Community Gardens
- Grant Terry Trail connects to the Corridor from the west under the US 6 bridge
- Chimney Gulch Trail connects to the Corridor at the CSM property south of the creek

A strong north-south pedestrian connection will tie the corridor to downtown and the adjacent neighborhoods. A sidewalk connection should be built along the 8th Street secondary connection to provide a formal connection to the north. The bridge connections to downtown should be clearly marked with unified wayfinding to invite people downtown, enlarging the use area and parking options.

CREEK USE

Clear Creek has three major activity zones. To the west, the drop structures designed for trout habitat and fishing should remain dedicated to those activities. In the center of the Creek, south of Lions Park, the kayak slalom course should remain with possible improvements to the slalom gates allowing for easier operation. To the east, before the Washington Avenue bridge, the City should consider installing an inflatable kayak feature which would encourage play boaters to use that end of the creek rather than interfering with slalom

activities. The inflatable structure is below the water surface to control waves and is not visible above the surface. This would activate the creek at Washington and spread the uses along the corridor.

CREEK EDGE

Creek access is an important component of the Corridor. With more activity and access to Downtown, the east creek edge near the Washington Bridge should have a more urban treatment with terraced seating and plazas. Further west at the kayak slalom course, overlooks are appropriate to the use and character of this area to provide informal seating and viewing areas. The overlooks could draw from the surrounding landscape context and be designed as mesas constructed of stone or other natural materials.

Creek edges in between the activity zones should have wider riparian buffers to provide habitat and quiet respite areas within the corridor.

ACCESSIBLE ACCESS

The City of Golden has studied accessibility along the Creek and put together a report and recommendations (Golden Facility Accessibility Report). ADA guidelines should be followed as the plan develops into final design to create equal access for all users to all areas within the park including trails, picnic areas, and playgrounds. For example, one of the major accessibility issues occurs at the Billy Drew Bridge. For the north condition, removing the southern most tennis court and the extension of Illinois Street allows for an accessible trail to be provided around the bridge and the construction of an ADA ramp to access to the Billy Drew Bridge. The south side of the bridge will require regrading as well to provide accessible access. This case is one example, but many areas within the corridor do not meet the standards and should be improved during final design per the recommendations in the report.

TRAILS & CREEK



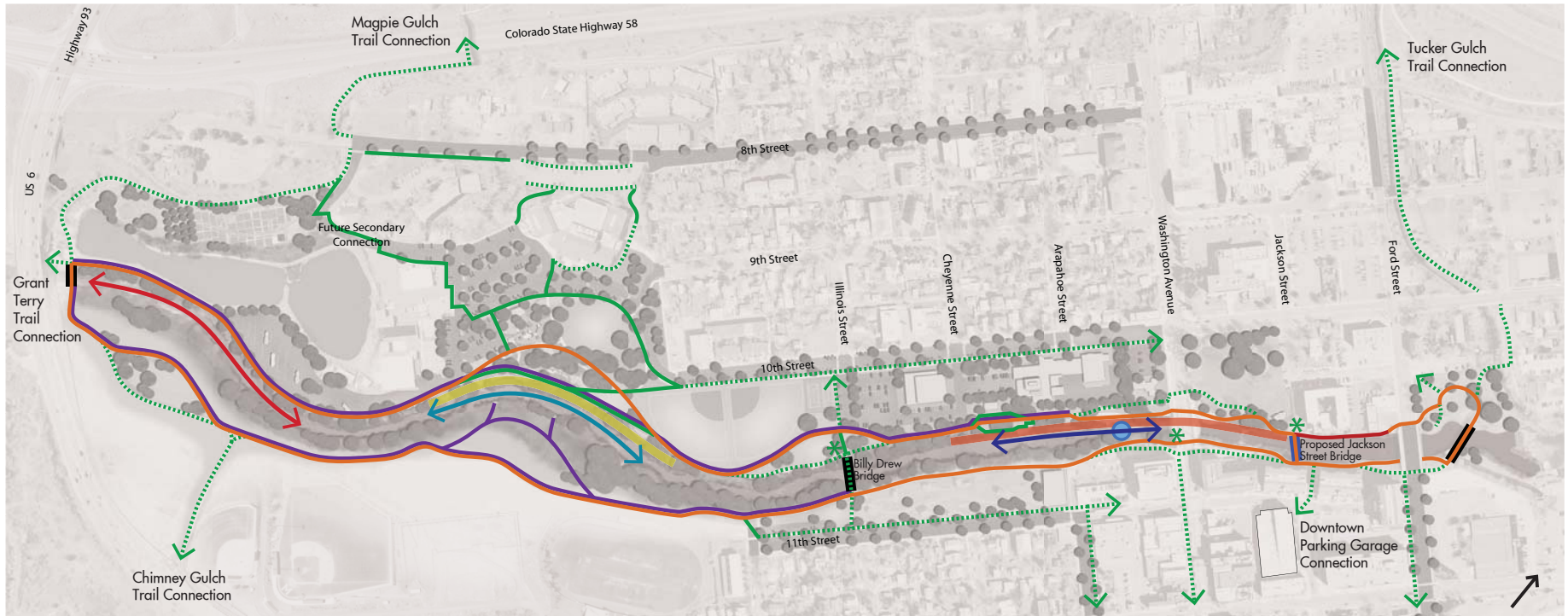
URBAN TERRACES AT CREEK EDGE



OVERLOOKS OR "MESAS" AT CREEK EDGE

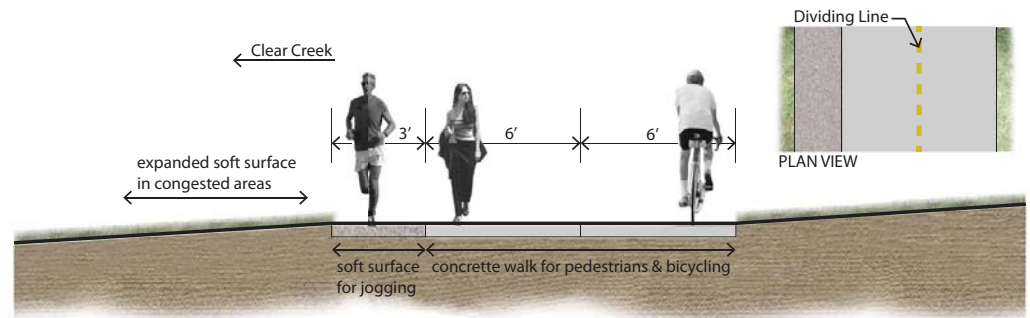


GREEN SPACE CONNECTION AND TRAIL HIERARCHY



TRAIL NETWORK AND CREEK USE

- divided trails for pedestrian and bicyclists with a soft edge for joggers (12-15' wide)
- divided trails for pedestrian and bicyclists (10-12' wide)
- concrete walks (5-8' wide)
- soft surface trails (2-4' wide)
- boardwalk
- - - existing trail
- █ existing pedestrian creek crossing
- █ proposed pedestrian creek crossing (at Jackson Street)
- ↔ trout drop structures
- ↔ kayak slalom course
- ↔ kayak play boater course
- █ mesas at creek edge
- █ urban terraces at creek edge
- inflatable kayak feature
- ✱ signage at Downtown Connections



EXAMPLE OF A DIVIDED TRAIL

WEST CLEAR CREEK

A UNIFIED PARK

Providing a place for large community gatherings is an important element of the plan. A large connected green space (shown dashed in the plan) in Lions Park is created by relocating 10th to the north and reconfiguring the baseball fields. This allows an area that is currently divided by a roadway and parking lot to become a large open park space for large community gatherings and informal lawn activities. The permanent fencing at the baseball fields would be removed to provide a multi-use green space.

The multi-use green space at the ballfields can be used for organized sports, either as little league baseball/softball fields with temporary fencing or as a football/soccer field. A playground, pavilion and restroom anchor the connected green space on the west side, located near the parking and with an adequate buffer to the neighborhood.

The tennis courts and active use area anchor the east end. The active use area could be skate plaza, a tennis court or sand volleyball. Uses should be explored based on public input at the time of final design.

COMMUNITY GARDENS

The community gardens remain in their existing location providing a local benefit to the community. The proposed community garden master plan includes an orchard and labyrinth that can be used by all. More active uses were considered at the community garden location - such as a skate park and tennis courts - but were not pursued because of the input that was received from the public process and the desire to keep the corridor locally focused. The City and members of the community garden should form an agreement that formalizes the use of this area for the community gardeners. This agreement should, at a minimum, require public access to the gardens, indicate who is responsible for maintenance and require an application process for individuals who would like a garden plot. Minor revisions to the community garden footprint may be required for the secondary access from 8th Street as final plans develop.

SOUTH SIDE

The southwest side of the creek is primarily owned by the Colorado School of Mines. This side of the creek has enhanced native landscaping and interpretive trails and is a passive use area. There are two creek side accesses with very narrow soft path walkways to discourage high use.

To distribute some of the parking outside of Lions Park, a new small lot is proposed at the end of 11th on the south side. The parking lot is easily connected to the north via the Billy Drew Bridge.



KEY MAP

WEST CLEAR CREEK

1. CLEAR CREEK ENTRANCE SIGN
2. COMMUNITY GARDENS
3. PARKING FOR THE COMMUNITY GARDENS
4. CONNECTION FROM 8TH STREET
5. CONNECTION FROM HIGHWAY 58TH
6. 8TH STREET TRAFFIC CALMING & STREETSCAPE IMPROVEMENTS
7. EXPANDED PARKING
8. EXPANDED COMMUNITY CENTER PARKING LOT
9. RELOCATED "KAYAK" PARKING LOT WITH TRAILER PARKING

10. GREEN AREA/MINI PARK
- parking at 11th
11. EXISTING RV AREA
12. NARROWED RV AREA TO REDUCE TRAIL CONFLICTS
- approximately two RV spaces are lost
13. KAYAK STAGING & VIEWING AREA
- mesas at creek edge
14. CREEK VIEWING & ACCESS AREA
- mesas at creek edge
15. PICNIC PAVILION

16. NEW PLAYGROUND
17. RESTROOM BUILDING
18. BOULEVARD PARKING AND RELOCATED 10TH STREET
19. MAPLE ST & 10TH ST RELOCATED AWAY FROM THE ADJOINING NEIGHBORHOOD
20. GREEN SPACE
21. CREEK DIVERSION
22. KAYAK DROP-OFF AREA
23. BALLFIELDS RECONFIGURED AS A MULTI-USE AREA
- festival lawn area

24. PEDESTRIAN CROSSING
25. NATIVE AREA & NATIVE GARDENS
26. PROPOSED TRAIL CONNECTIONS
27. LIMITED CREEK ACCESS
28. EXISTING TENNIS COURTS
29. ACTIVE USE AREA REPLACING A TENNIS COURT

* Future Public Works office space "Blue Building" - surrounding areas and parking to be designed during the site planing phase of this building.



CREEK DIVERSION IN LIONS PARK

RV PARK

The RV area was also considered for other program elements because of its highly valuable location near the Creek. There was strong public support to keep the RV Park because of the value it has to RV visitors and the economic benefits to the City. As costly upgrades are needed in the future, this area should be considered for potential redevelopment as park land (shown later in the Plan). In the immediate future, two to three RV spaces at the pinch point with the trail should be removed or reconfigured to allow for better trail access.

CREEK DIVERSION

Lions Pond has been eliminated due to the polluted water from geese, limited recreation value, and valuable land area that could be used for other recreation activities. A creek diversion is included in the plan to replace Lions Pond and to create a safe creek experience for children. The creek diversion would be constructed paralleling the creek in Lions Park and should mimic the natural qualities of Clear Creek but with a controlled safe water level.

KAYAK ROLL AREA

Since the existing pond is occasionally used for kayak skills practice, a new kayak roll area could also be incorporated into the creek diversion. The required size would be approximately 5' deep and 10-20' long and wide.

KAYAK PARKING & DROP OFF

Kayak drop off is provided at the kayak locations. The main kayak parking is located at the west end of the park, away from the neighborhood. A pull off space is provided at Maple and 10th and at City Hall. These spaces could be used for loading and unloading of gear and for safety vehicles accessing the creek.



AN EXAMPLE OF A CONSTRUCTED CREEK DIVERSION

CENTRAL CLEAR CREEK

MUNICIPAL BUILDINGS

Currently the main entrance to the Municipal building is oriented towards 10th Street with no transparency from the creek side. This side of the building is uninviting and provides no public access. In order to better connect the Municipal building to the creek and activate this area, an effort should be made to open up the Municipal building to allow building access on the south side.

HISTORY MUSEUM RELOCATION & CONCESSIONS

Relocating the Golden History Museum to the south side of the creek allows the history museum to be better associated with the historical exhibits at History Park and the Astor House Museum. The space freed up by removing the history museum on the north side removes a trail pinch point, allows for urban terraces to be constructed and the placement of a small concessions building at that location. The removal of the history museum building also allows for more porosity and access to the creek from 10th Street in the area between the Library and the Municipal buildings.

FARMERS MARKET

The location for the Farmers Market is located on the west side of the Library. Electrical hookups should be provided in this area for vendors. Special pavement should also be considered to provide a delineation for the space and create an attractive venue. Parking during the Farmer's Market should be encouraged downtown. Shuttles into the corridor should be considered as part of this venue. An additional location for the Farmers Market is identified with the relocation of the Municipal Buildings, described later in the plan.

GREEN AREA / MINI-PARK

The current gravel snow storage lot located off of 11th should be enhanced to provide more usable space on the south side of the Creek. The friendship garden should remain. An open lawn with picnic spaces and a small parking lot could be added that could still be used for snow storage, but would also allow for a space for informal gathering on the south side.



CENTRAL CLEAR CREEK

1. BALLFIELDS RECONFIGURED AS A MULTI-USE AREA
 - festival lawn area
2. EXISTING TENNIS COURTS
3. ACTIVE USE AREA REPLACING A TENNIS COURT
4. 10TH STREET IMPROVEMENTS
 - traffic calming
 - angled parking on both sides
5. KAYAK LOADING/UNLOADING
6. CONCESSIONS BUILDING
7. RECONFIGURED LIBRARY PARKING LOT & FARMERS MARKET
 - the south lane of parking is removed and relocated to the west (at Illinois St).
 - electric outlets are provided for the farmers market
8. CREEK EDGE IMPROVEMENTS
 - urban edge allowing access & creek viewing
9. JEFFERSON COUNTY LIBRARY
10. POLICE & FIRE DEPARTMENT PARKING LOT
 - narrowed to provide more separation from the trail
11. MUNICIPAL BUILDINGS
 - Police / Fire Departments
 - City Council & government services
12. EXISTING CREEK PLAZA
13. GOLDEN VISITORS CENTER
14. INFLATIBLE KAYAK FEATURE
15. ADA RAMP TO BRIDGE
16. BILLY DREW BRIDGE
17. GREEN AREA / MINI-PARK & PARKING LOT
18. HISTORY PARK
19. 11TH STREET
 - traffic calming
 - parallel parking along the south side
 - 45° parking along the north side
20. RELOCATED HISTORY MUSEUM
21. ARAPAHO STREET IMPROVEMENTS
22. ASTOR HOUSE MUSEUM

BANDSHELL

There was wide community support for a bandshell in the corridor. The ideal location is in the south east corner of Parfet Park per the recommendations in the Andrews & Anderson plan that was completed in 2002.

CREEK CROSSING & BOARDWALK

There is a discontinuity of the trail at the Gold Apartments and Golden Mill properties because of the development immediately adjacent to the creek. A boardwalk or concrete trail should be constructed between Parfet Park and Ford Street Bridge to connect Parfet and Vanover Park along the north side of Clear Creek.

With the enhanced festival venue of the bandshell in Parfet Park, a pedestrian creek crossing should be constructed at Jackson Street, east of Washington, to allow better access from downtown Golden and the public parking garages on the south side.

GOLD APARTMENTS & GOLDEN MILLS

The City should investigate acquiring the Gold Apartments & Golden Mill properties if they become available. By converting this area into public use, a better connection can be made between Parfet Park and Vanover Park to provide improved continuity in the corridor.

DOG PARK - NOT INCLUDED

The desire for a dog park downtown had large public support. A dog park location was explored in the corridor but did not end up in the final plan because of the proximity to Clear Creek and recent water quality concerns by the State of Colorado. An alternate location for a dog park in downtown should be explored by the City.



EAST CLEAR CREEK

1. BANDSHELL IN PARFET PARK
- per the plan developed for the City of Golden in 2002
2. NEW CREEK CROSSING
3. BOARDWALK TRAIL CONNECTION
4. FORD STREET
- street character improvements
5. TRAIL CONNECTION IN VANOVER PARK
6. GOLD APARTMENT BUILDING
7. GOLDEN MILL FEED STORE
8. PARKING GARAGE
9. PARKING GARAGE



KEY MAP

RELOCATED MUNICIPAL BUILDINGS

RELOCATED MUNICIPAL BUILDINGS

There is a possibility that the municipal buildings could be relocated to a more ideal location in downtown Golden. This would be a long term plan, but an alternative option was developed to explore the opportunities if the space became available for recreational use. In this scenario, the corridor is opened up towards downtown and to the festival area in Parfet Park. The plan proposes a tree lined linear lawn with the opportunity for an expanded green space, terraces, pavilions and concessions along the Clear Creek Trail.

The main kayak venue could move to this location (at the inflatable structure), lessening the impact and conflicts in Lions Park and bringing visitors closer to downtown. It also allows for the trail designations and expanded trail widths to continue in this area. A balance at the creek edge between native edges and overlooks should be accommodated.

Relocating the municipal buildings allows for the redistribution of parking in a parking lot along 10th Street and away from the creek edge. With this parking lot, parking would be spread along the corridor and spaces could be removed from Lions Park. This space could be used for festivals, kayak venues and the farmers market. The parking lot could have special pavement, such as permeable pavers, to increase the sustainability approaches in the corridor.



RELOCATED MUNICIPAL BUILDINGS

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. EXISTING TENNIS COURTS 2. ACTIVE USE AREA REPLACING A TENNIS COURT 3. ADA RAMP TO BRIDGE 4. RECONFIGURED LIBRARY PARKING LOT <ul style="list-style-type: none"> - the south lane of parking is removed and relocated to the west (at Illinois St). 5. JEFFERSON COUNTY LIBRARY 6. REMOVED PARKING ALONG THE SOUTH SIDE OF THE LIBRARY 7. 10TH STREET IMPROVEMENTS <ul style="list-style-type: none"> - traffic calming - angled parking on both sides 8. NEW PARKING LOT ALONG 10TH / REMOVED MUNICIPAL BUILDINGS <ul style="list-style-type: none"> - special pavement - farmers market with electric outlets | <ol style="list-style-type: none"> 9. NEW GREEN SPACE / REMOVED MUNICIPAL BUILDINGS 10. CONCESSIONS BUILDINGS & PAVILIONS 11. GOLDEN CHAMBER OF COMMERCE 12. CREEK EDGE IMPROVEMENTS <ul style="list-style-type: none"> - urban edge allowing access & creek viewing 13. EXISTING CREEK PLAZA 14. INFLATABLE KAYAK FEATURE 15. BILLY DREW BRIDGE 16. HISTORY PARK 17. RELOCATED HISTORY MUSEUM |
|--|---|



KEY MAP

RELOCATED MUNICIPAL BUILDINGS & LIBRARY EXPANSION



RELOCATED MUNICIPAL BUILDINGS & LIBRARY EXPANSION

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. EXISTING TENNIS COURTS 2. ACTIVE USE AREA REPLACING A TENNIS COURT 3. ADA RAMP TO BRIDGE 4. RECONFIGURED LIBRARY PARKING LOT <ul style="list-style-type: none"> - the south lane of parking is removed and relocated to the west (at Illinois St). 5. JEFFERSON COUNTY LIBRARY 6. LIBRARY EXPANSION 7. 10TH STREET IMPROVEMENTS <ul style="list-style-type: none"> - traffic calming - angled parking on both sides 8. NEW PARKING LOT ALONG 10TH / REMOVED MUNICIPAL BUILDINGS <ul style="list-style-type: none"> - special pavement - farmers market with electric outlets | <ol style="list-style-type: none"> 9. NEW GREEN SPACE / REMOVED MUNICIPAL BUILDINGS 10. CONCESSIONS BUILDINGS & PAVILIONS 11. GOLDEN CHAMBER OF COMMERCE 12. CREEK EDGE IMPROVEMENTS <ul style="list-style-type: none"> - urban edge allowing access & creek viewing 13. EXISTING CREEK PLAZA 14. INFLATABLE KAYAK FEATURE 15. BILLY DREW BRIDGE 16. HISTORY PARK 17. RELOCATED HISTORY MUSEUM |
|--|---|



KEY MAP

RELOCATED MUNICIPAL BUILDINGS & LIBRARY EXPANSION

With the alternative of relocating the municipal buildings, the potential expansion of the library can also be accommodated. Due to the floodplain, the expansion would be to the west. The plan illustrates a 5,500 square foot expansion and reallocates parking to the south.

WEST CLEAR CREEK - RV PARK ALTERNATIVE

REMOVED RV PARK

The RV park may reach a point where the costs of necessary infrastructure improvements do not equal the revenue benefits. At that time, the City may determine to remove the RV park.

This area is of high value within the corridor. It allows the option to distribute parking outside of the center of Lions Park, allowing more park space. The large trees along the creek should remain and additional canopy trees added. This area could be a quiet setting with picnic pavilions or a place for sand volleyball courts. Alternatives should be explored based on public input at the time of the transition.

EXPANDED LIONS PARK

The larger park space in Lions Park, with the removal of parking, is shown on the diagram.



KEY MAP

* Future Public Works office space "Blue Building" - surrounding areas and parking to be designed during the site planing phase of this building.

WEST CLEAR CREEK

- | | | | |
|--|---|---|--|
| 1. CLEAR CREEK ENTRANCE SIGN | 9. EXPANDED PARK SPACE (LOT REMOVED) | 14. PICNIC PAVILION | 22. BALLFIELDS RECONFIGURED AS A MULTI-USE AREA - festival lawn area |
| 2. COMMUNITY GARDENS | 10. GREEN AREA/MINI PARK - parking at 11th | 15. NEW PLAYGROUND | 23. PEDESTRIAN CROSSING |
| 3. PARKING FOR THE COMMUNITY GARDENS | 11. RV AREA - RELOCATED - parking lot added - volleyball court - picnic areas | 16. RESTROOM BUILDING | 24. NATIVE AREA & NATIVE GARDENS |
| 4. CONNECTION FROM 8TH STREET | 12. KAYAK STAGING & VIEWING AREA - mesas at creek edge | 17. BOULEVARD PARKING AND RELOCATED 10TH STREET | 25. PROPOSED TRAIL CONNECTIONS |
| 5. CONNECTION FROM HIGHWAY 58TH | 13. CREEK VIEWING & ACCESS AREA - mesas at creek edge | 18. MAPLE ST & 10TH ST RELOCATED AWAY FROM THE ADJOINING NEIGHBORHOOD | 26. LIMITED CREEK ACCESS |
| 6. 8TH STREET TRAFFIC CALMING & STREETSCAPE IMPROVEMENTS | | 19. GREEN SPACE | 27. EXISTING TENNIS COURTS |
| 7. EXPANDED PARKING | | 20. CREEK DIVERSION | 28. ACTIVE USE AREA REPLACING A TENNIS COURT |
| 8. EXPANDED COMMUNITY CENTER PARKING LOT | | 21. KAYAK DROP-OFF AREA | |

OVERVIEW

Management within the corridor should be provided for various elements including but not limited to parking, art, lighting, and signage. To the extent possible, parking should be encouraged in the downtown garages. The plan provides street improvements to visually strengthen these connections.

PUBLIC TRANSPORTATION

The local shuttle bus service, the Golden Circulator, should provide access into the corridor. A potential transportation stop should be considered on 10th Street either near the Library or in Lion’s Park. Frequent shuttles to and from downtown, during the farmer’s market or large community events should be considered.

PARKING

The adjacent neighborhoods have strongly advocated a desire to reduce impacts of parking in their neighborhood. If desired, permit parking should be considered to address the needs of the neighborhood. Other feedback from the neighborhood included metered parking and closing the park connection to 9th Street. Parking concerns should be reviewed with the neighborhood groups in the future as the master plan improvements are implemented.

PUBLIC ART

The corridor has existing art placed along the pathways. A cohesiveness in the art placement and selection will strengthen the linear park feel of the corridor. A policy or committee, such as an Art Board could be put in place to review the art and future additions.

LIGHTING

Pedestrian lighting along the trails should be reviewed by the City to maintain an adequate lighting level for safe access.

SIGNAGE

Signage in the corridor should address wayfinding, trail designations, educational and safety at the creek and diversion, and vehicular signage. A sign package should be created or followed to provide a consistency between all the signs. An entry sign should also be added along US 6 to provide a directional and informational entrance from the west.

MANAGEMENT OF USERS

The corridor has many users and safety during heavy use times is a concern. Separation of users on the creek and trails will continue without public education. The City should continue to monitor the safety concerns. Potential solutions may be policing of areas to manage crowd control, public safety signage, an ambassador of the corridor or a volunteer group.

ESTIMATE OF PROBABLE COST

OVERVIEW

Because funding is not currently available for significant construction, a long-term strategy for build out of the Plan is essential. This section describes potential projects and associated costs for elements and phases for the park. Because future needs and priorities of the City were not known when the master plan was developed, the Plan could be developed under a number of different phases and development approaches. The intent of this section is to provide a description of elements that form the corridor's framework separated into segments that allow for incremental construction. Individual areas that function independent of other portions of the park, have been identified, allowing for a great deal of flexibility on the part of the City in developing alternative scenarios for phased build out. There are a number of assumptions that have been made that are important to consider when alternative build out scenarios are considered.

ASSUMPTIONS

1. Because service requirements could vary greatly depending on phasing scenarios, shallow utilities including electrical service, telecommunications, excluded items include the electrical connection for Farmers Market, lighting and related improvements were not included in this estimate.
2. Design, permitting, and construction mobilization costs could vary greatly from phase to phase depending on the complexity of the work. Soft costs have not been included in an overall summary park cost estimate.
3. Costs are based on 2010 information during a volatile market. The bandshell estimated cost was taken from the study completed in 2001 and the Kayak inflatable structure estimated cost was provided by the City. Costs should be reevaluated at time of phasing.
4. Estimate of probable cost does not factor for phasing of the park. Estimate assumes full build out during one construction period.
5. Estimate does not factor in relocating of civic buildings with the exception of the History Museum.
6. No design fees or contingency is included in the individual items shown.

ITEMS THAT CAN BE COMPLETED AT ANYTIME:

| | |
|--|----------------------|
| 1. 8TH ST. CONNECTION..... | \$190,000 |
| 2. 8TH ST. IMPROVEMENTS..... | \$100,000 |
| 3. TRAIL IMPROVEMENTS (SOUTH SIDE)..... | \$27,000 |
| 4. RECONFIGURED BALLFIELDS & TRAILS SOUTH OF FIELDS..... | \$362,000 |
| 5. SNOW LOT IMPROVEMENTS..... | \$200,000 |
| 6. 11TH ST. IMPROVEMENTS..... | \$52,000 |
| 7. FORD ST. IMPROVEMENTS (PLANTED BUMP-OUTS 3 BLOCKS)..... | \$55,000 |
| 8. BOARDWALK TRAIL CONNECTION..... | \$640,000 |
| 9. KAYAK INFLATABLE STRUCTURE..... | \$233,000 |
| 10. BANDSHELL..... | \$786,000 |
| 11. JACKSON ST. CROSSING..... | \$400,000 |
| 12. LIBRARY PARKING LOT & TRAIL RECONFIGURATION..... | \$126,000 |
| 13. POLICE LOT RECONFIGURATION..... | \$5,000 |
| 14. 10TH ST. PARKING IMPROVEMENTS EAST OF MAPLE ST..... | \$15,000 |
| 15. TRAIL IMPROVEMENTS SOUTH OF RV PARK..... | \$37,000 |
| 16. URBANIZED CREEK EDGE & ASSOCIATED TRAILS..... | \$693,000 |
| 17. MESA EDGE AT KAYAK AREA..... | \$684,000 |
| 18. FILLING OF LIONS POND..... | \$140,000 |
| 19. ENTRY SIGN..... | \$20,000 |
| INTERPRETIVE SIGNS..... | \$50,000 |
| TRAIL MARKINGS..... | \$5,000 |
| FURNISHINGS..... | \$100,000 |
| | subtotal \$4,920,000 |

MAJOR PHASING COMPONENTS:

10TH ST REALIGNMENT & ASSOCIATED PROJECTS

| | |
|--|----------------------|
| 20. 10TH ST ROAD & PARKING | \$1,462,000 |
| demolition, earthwork, re-vegetation | |
| 21. CREEK DIVERSION..... | \$900,000 |
| 22. NEW PLAYGROUND..... | \$300,000 |
| 22. NEW PICNIC PAVILION..... | \$50,000 |
| 22. NEW RESTROOMS..... | \$200,000 |
| 23. NEW PARKING LOT (KAYAK LOT)..... | \$109,000 |
| 24. RECONFIGURED PARKING LOT (COMMUNITY CENTER)..... | \$66,000 |
| 25. TRAILS & PATHS..... | \$141,000 |
| | subtotal \$3,228,000 |

NOTE:

8th Street connection should coincide with or prior to 10th realignment

HISTORY MUSEUM RELOCATION & ASSOCIATED PROJECTS

| | |
|-----------------------------------|----------------------|
| 26. NEW HISTORY MUSEUM..... | \$2,466,000 |
| 27. DEMOLITION OF OLD MUSEUM..... | \$206,000 |
| 27. CONCESSIONS BUILDING..... | \$224,000 |
| | subtotal \$2,896,000 |

ACTIVE USE AREA & BILLY DREW ADA ACCESS & ASSOCIATED PROJECTS

| | |
|--|--------------------|
| 28. ACTIVE USE AREA BY TENNIS COURT..... | \$209,000 |
| demolition, re-vegetation | |
| 29. TRAILS..... | \$71,000 |
| | subtotal \$280,000 |

| | |
|------------------------------|--------------|
| ESTIMATED UTILITY COSTS..... | \$500,000 |
| PROJECT SUBTOTAL..... | \$11,824,000 |

| | |
|------------------------|-------------|
| CONTINGENCY (25%)..... | \$2,956,000 |
|------------------------|-------------|

| | |
|----------------------------|--------------|
| OVERALL PROJECT TOTAL..... | \$14,780,000 |
|----------------------------|--------------|

ESTIMATE OF PROBABLE COST



PROJECT LOCATIONS