



Parks and Recreation Commission September 13, 2012

Project Team

- City of Albany Staff
 - Judy Lieberman, Projects Director
 - Penelope Leach, Assistant City Manager, Community Services Director
- BurksToma Architects
 - Karen Burks, Architect, Project Manager
 - Andy Drake, Project Architect
- The Planning Center | DC&E
 - Sarah Sutton, Principal-in-Charge
 - John Hykes, Landscape Architect, Project Manager
 - Sadie Mitchell, Urban Designer

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DC&E

Agenda

- Project Overview
- Conceptual Park Alternatives
- Conceptual Maintenance Facility Alternatives
- Discussion & Recommendations
- Next Steps

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Project Overview

- Goals
 - *Provide a new Maintenance & Office Facility for the City of Albany Public Works Department*
 - *Enhance connections to the San Francisco Bay Trail and the Ohlone Greenway*
 - *Create a Passive Use Recreation Park*

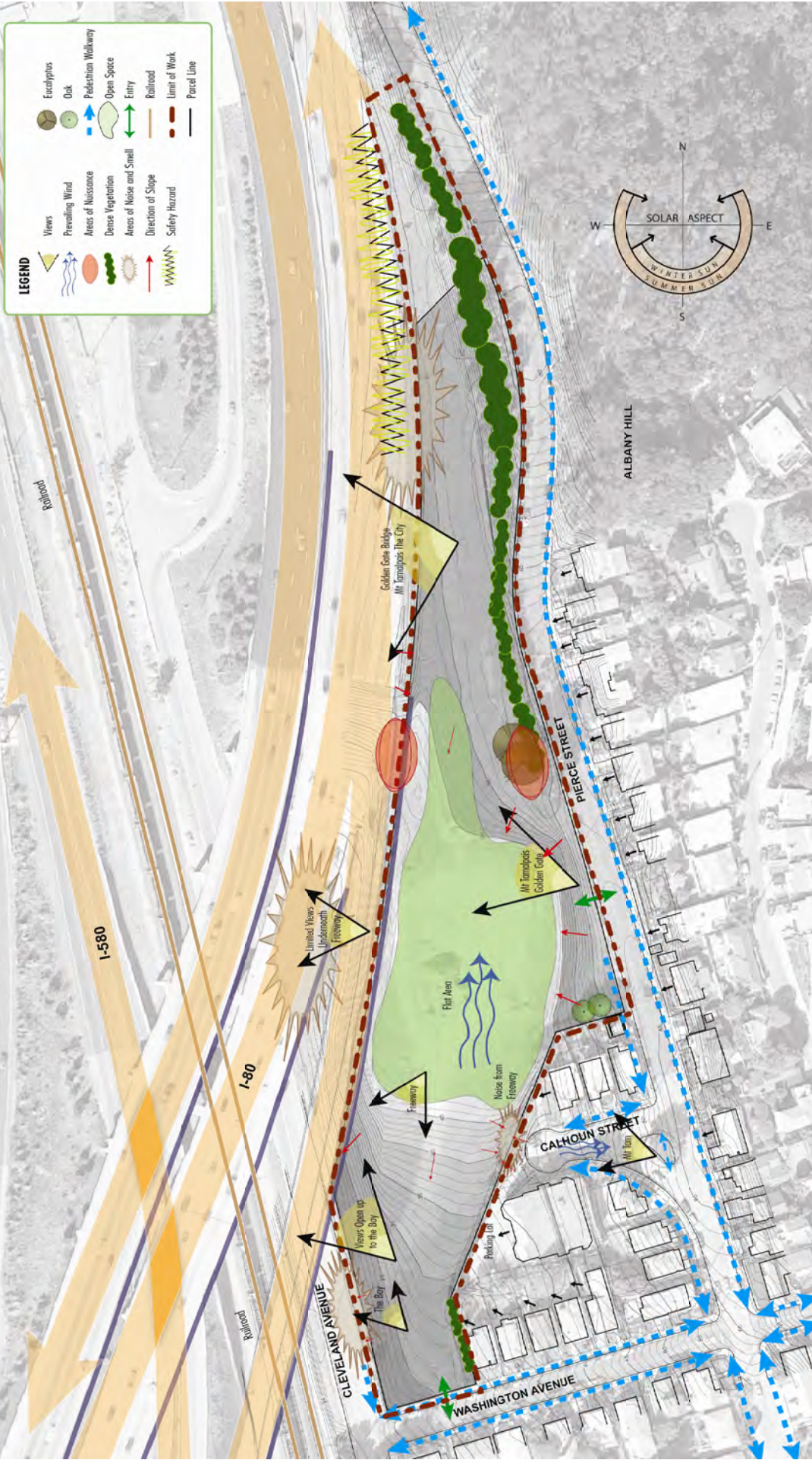
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Site Analysis



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Site Walk and Park & Recreation Commission Meeting

- Site Walk & Existing Conditions Investigation
- Introduction to Project
- Presentation of Opportunities and Constraints of the Site
- Discussion of Maintenance Facility Requirements
- Discussion of Potential Site Programming



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Group #1

- Minimal Northern Parking
- Experiential entrance from Street
- Asian-inspired plantings
- Trellises, water feature, Picnic tables & benches
- Playgrounds, with adjacent restrooms
- Community Gardens
- Half-sized Basketball court
- Bocce Court



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Park Design Alternatives – Alternative A



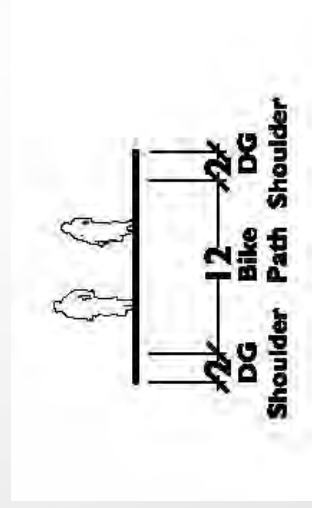
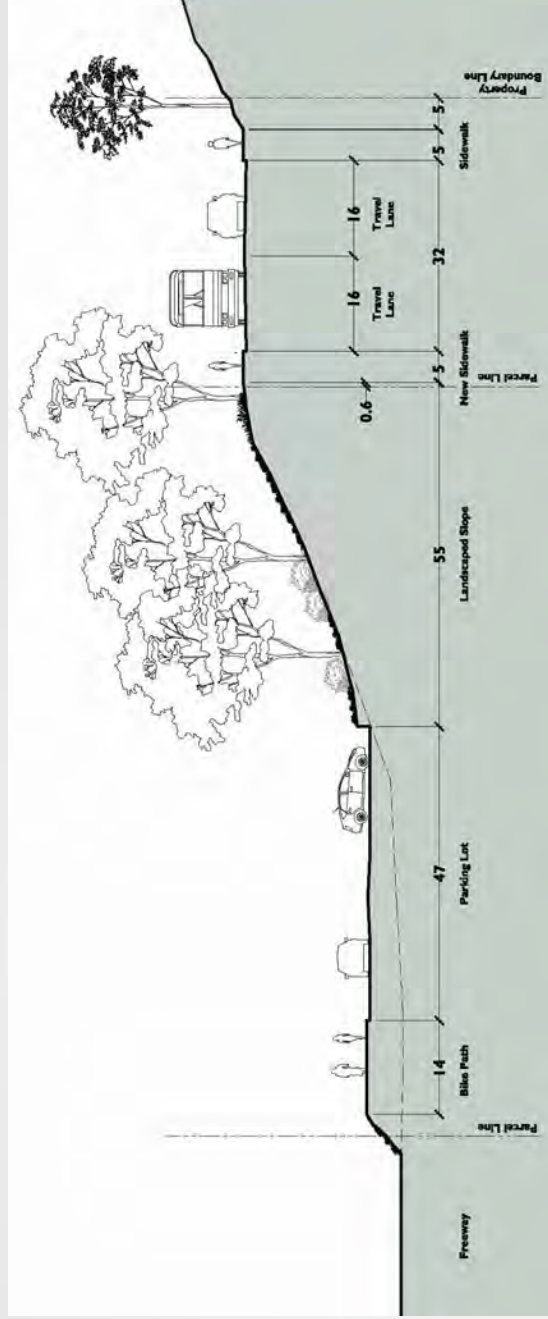
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Park Design Alternatives – Alternative A



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Park Design Alternatives – Alternative A



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Park Design Alternatives – Alternative A : Group 1



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Park Design Alternatives – Alternative A : Group 1



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Park Design Alternatives – Alternative A : Group 1



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Park Design Alternatives – Alternative A : Group 1



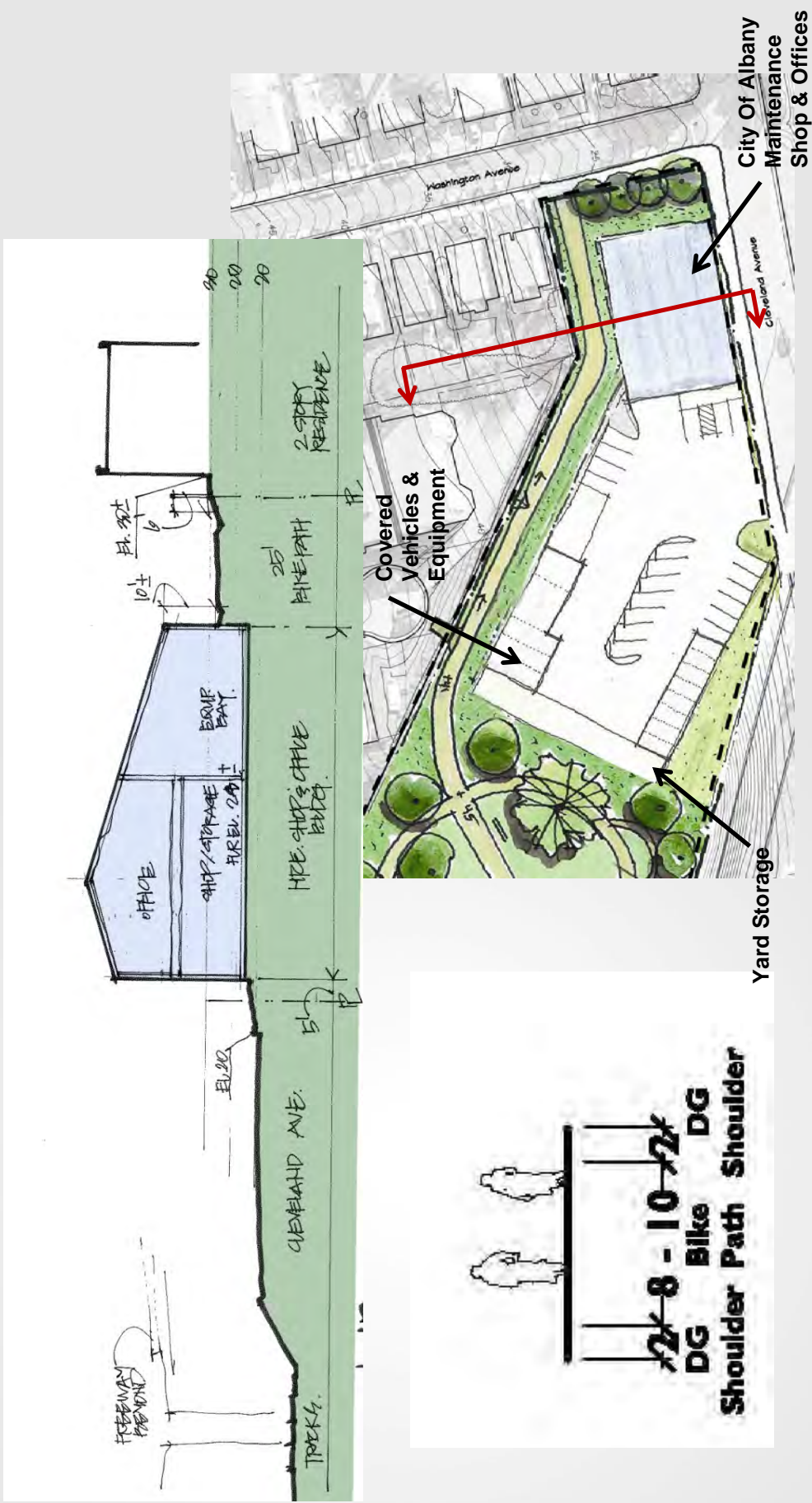
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Park Design Alternatives – Alternative A | Building Footprint Alternative 1



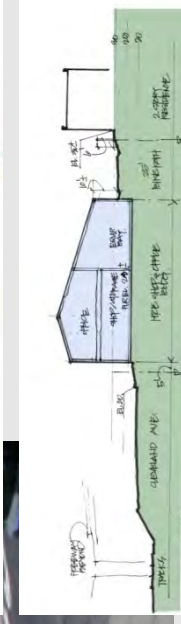
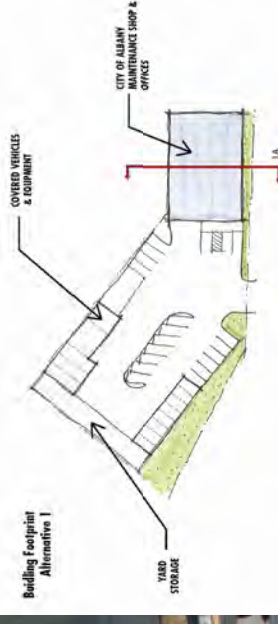
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Building Footprint Alternative 1



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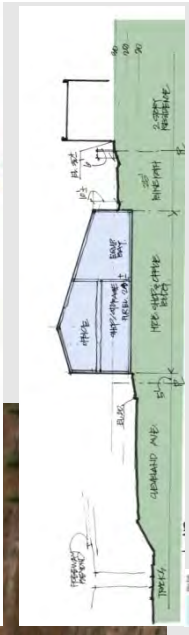
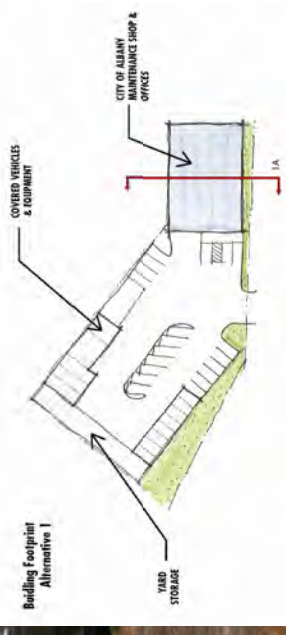
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Building Footprint Alternative 1



Building Footprint
Alternative 1



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Group #2

- No on-site parking, ADA parking from Calhoun Street
- Viewing platform at Pierce Street
- Par-course stations and walking path
- Passive Multi-use field
- Demonstration garden, native plant area
- Remove vegetation along Pierce Street and integrate site into neighborhood
- Multiple Entrances



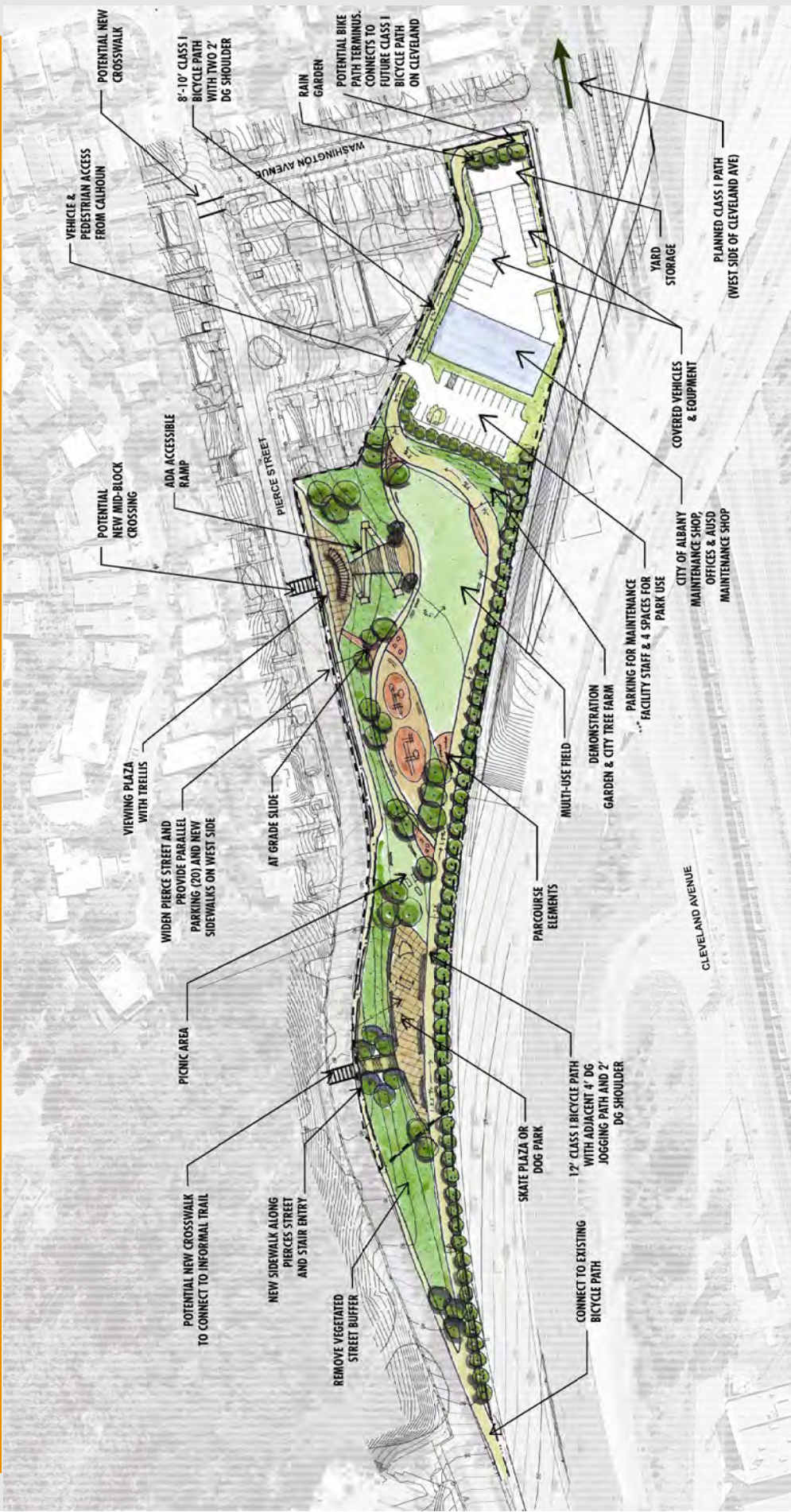
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Park Design Alternatives – Alternative B



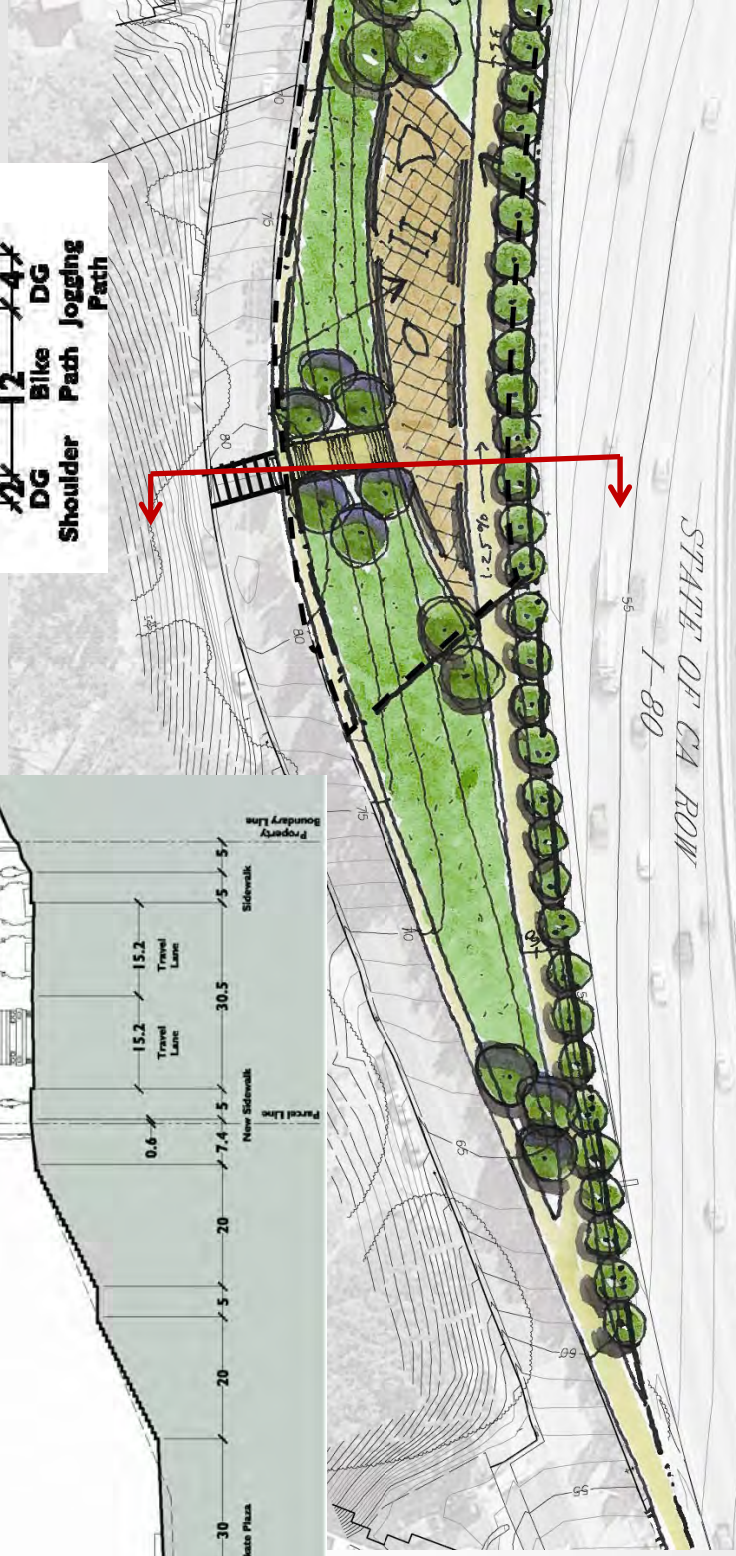
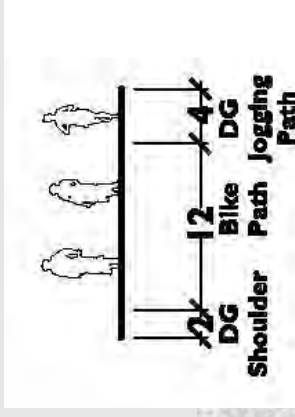
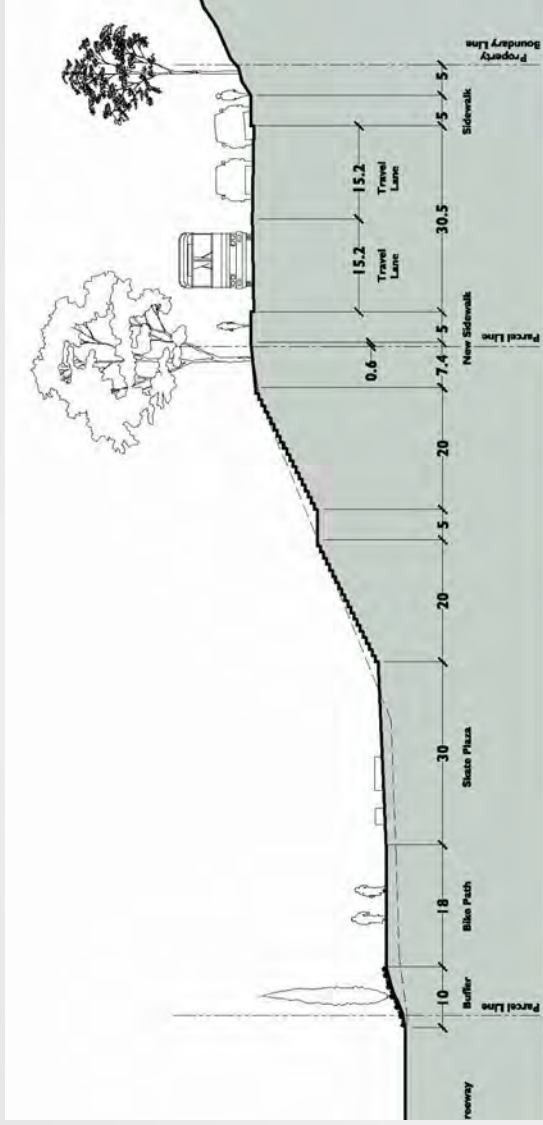
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Park Design Alternatives – Alternative B



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Park Design Alternatives – Alternative B

- Dog Park Alternative



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Park Design Alternatives – Alternative B

- Youth BMX/Skate Park Alternative



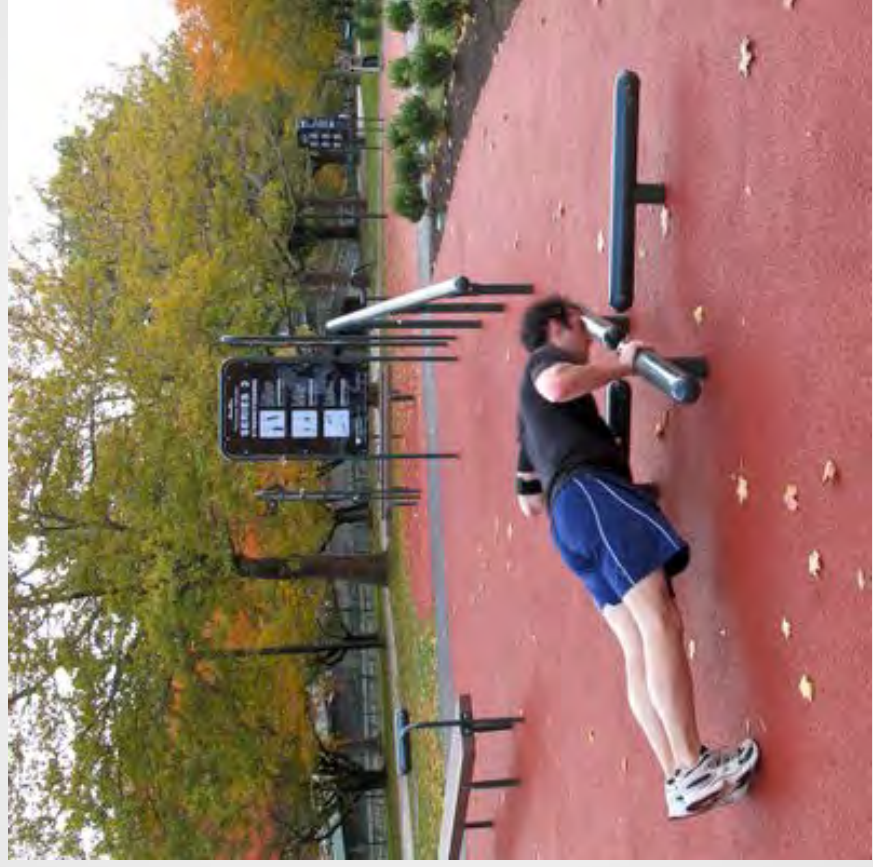
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Park Design Alternatives – Alternative B : Group 2



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Park Design Alternatives – Alternative B : Group 2



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Park Design Alternatives – Alternative B : Group 2



Image Credit: bbcdevelopment.org



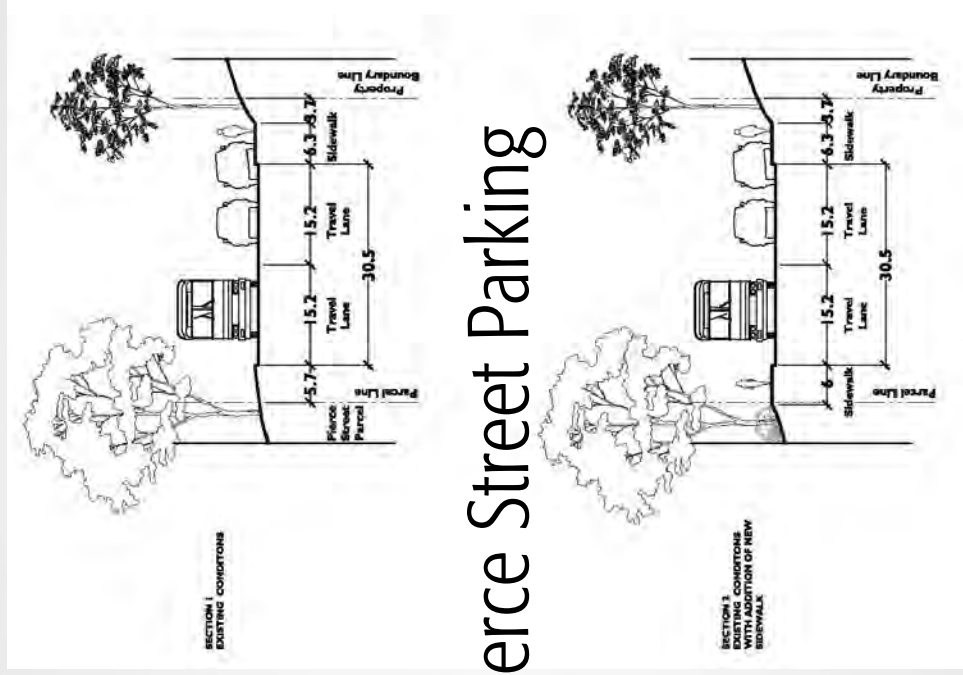
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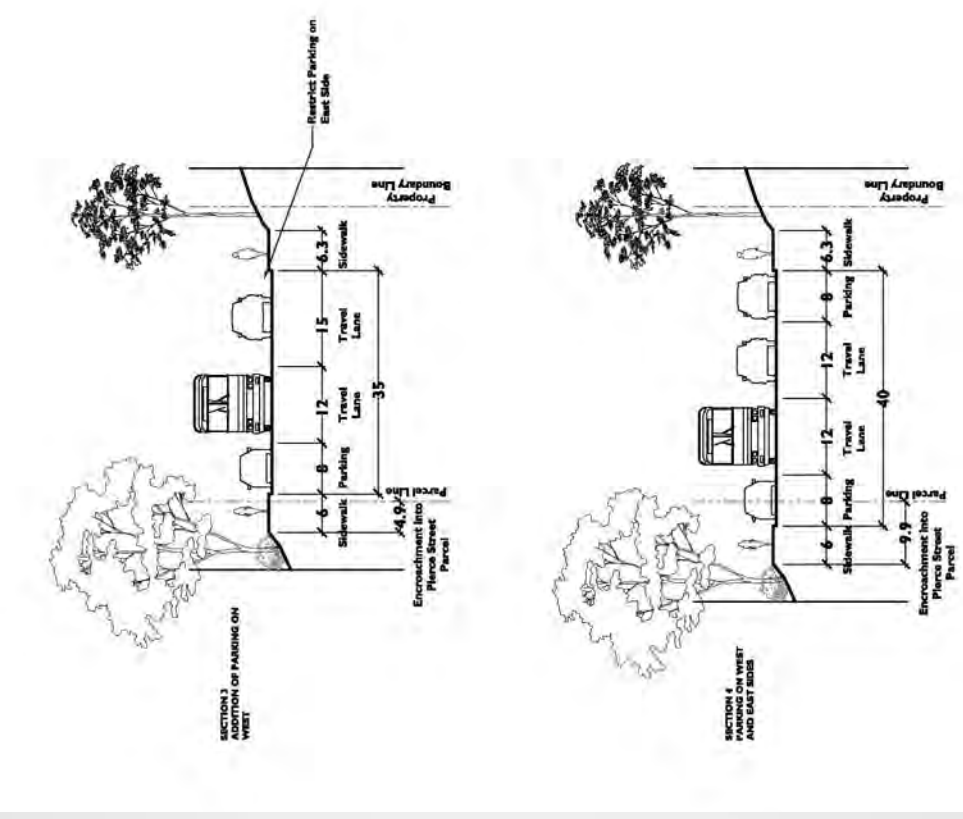
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Park Design Alternatives – Alternative B



■ Pierce Street Parking



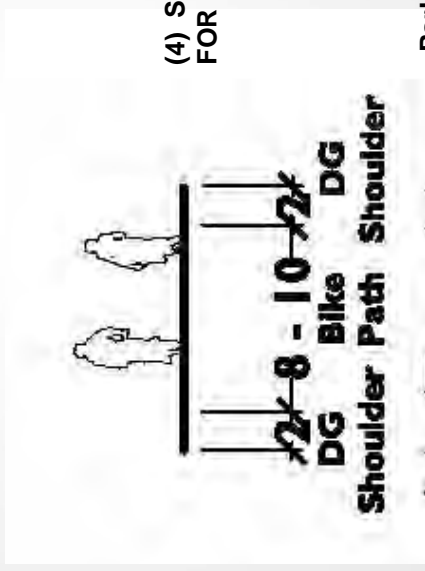
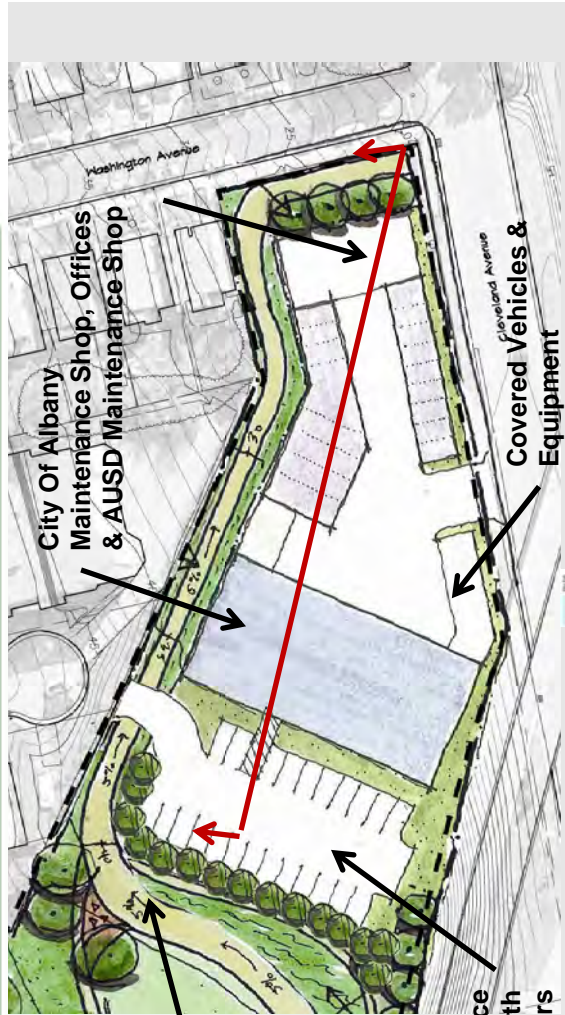
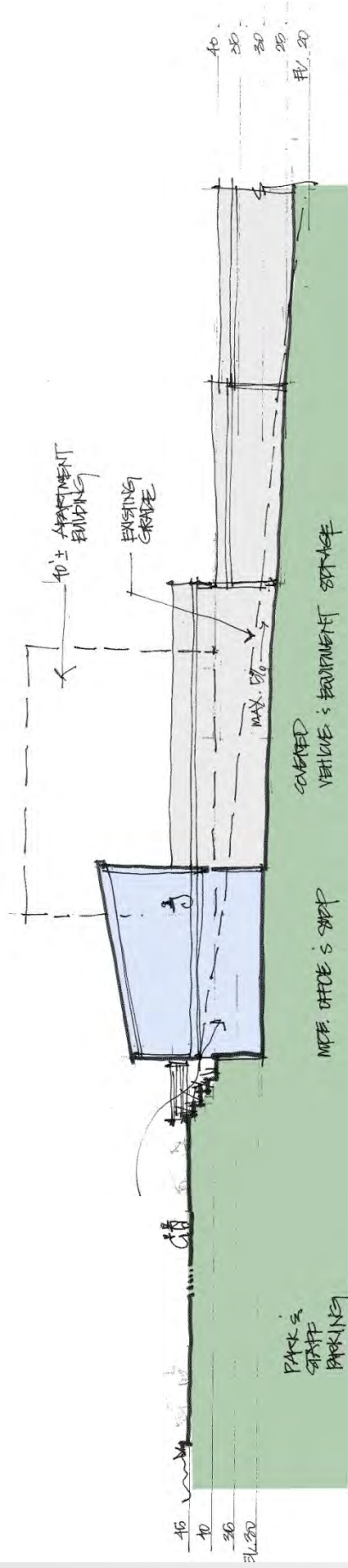
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Park Design Alternatives – Alternative B | Building Footprint Alternative 2



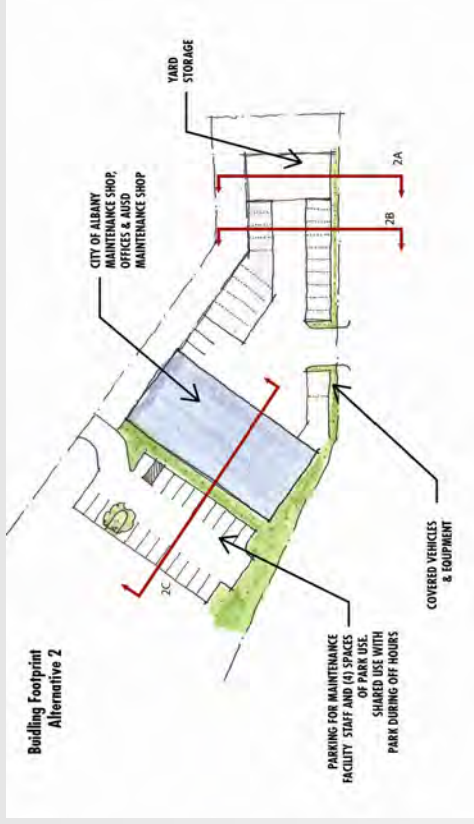
(4) SPACES FOR PARK USE

Parking for Maintenance Facility, Shared Use with Park During off hours

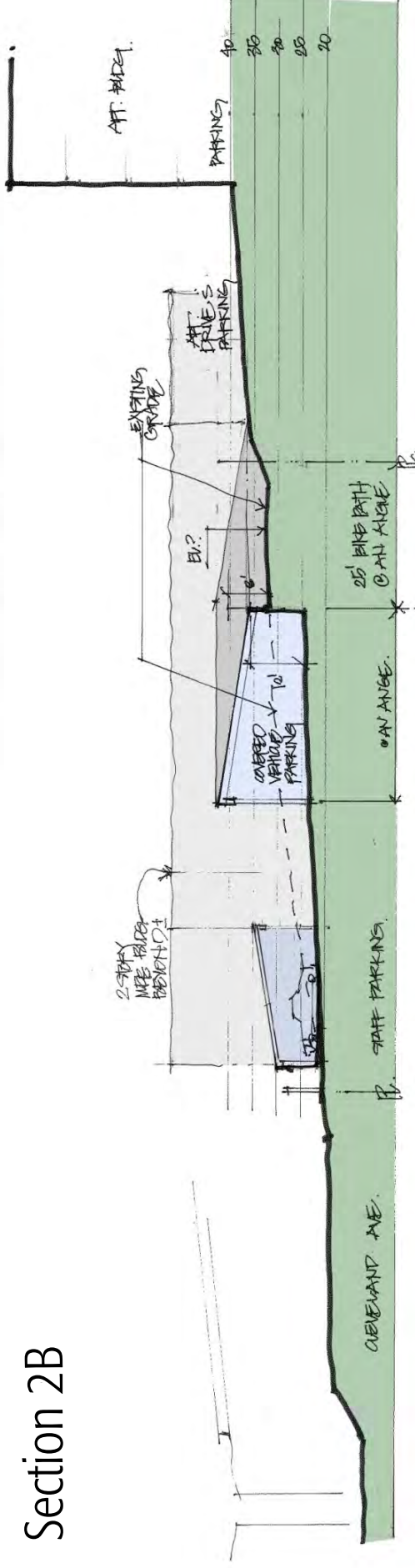
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Maintenance Facility Alternatives – Alternative 2



Section 2B



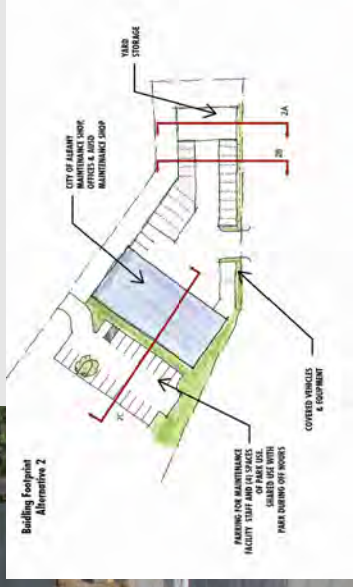
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Maintenance Facility Alternatives – Alternative 2



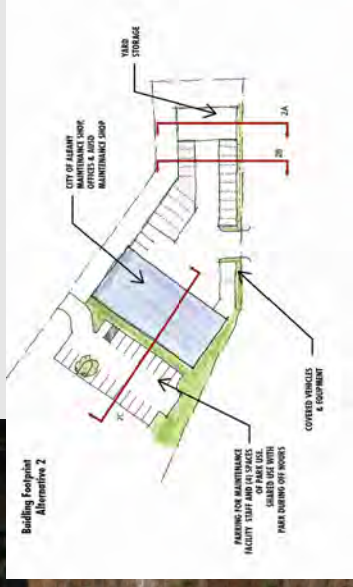
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Maintenance Facility Alternatives – Alternative 2



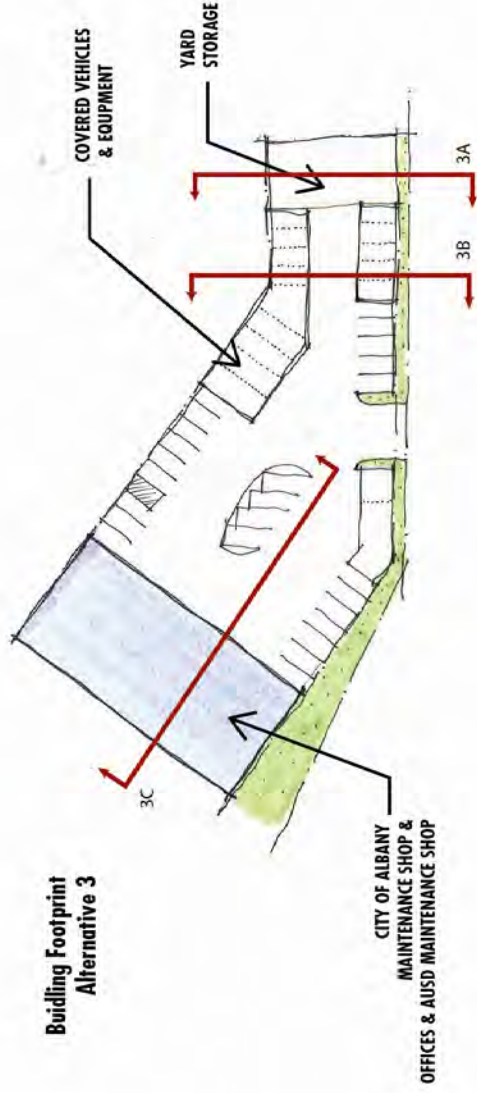
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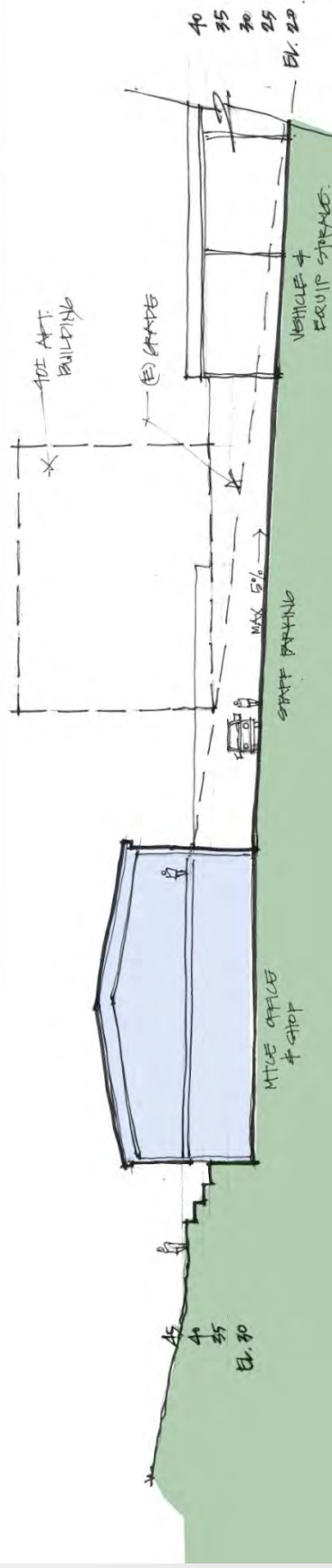
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Maintenance Facility Alternatives - Alternative 3



Section 3C



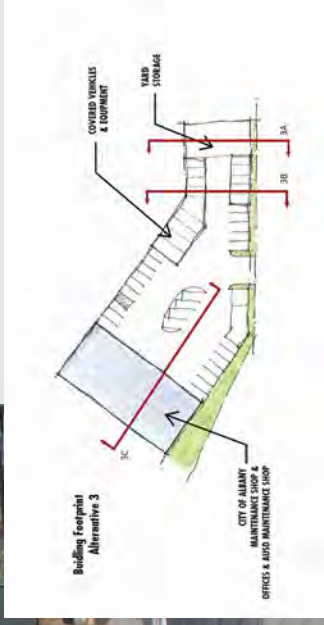
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Maintenance Facility Alternatives – Alternative 3



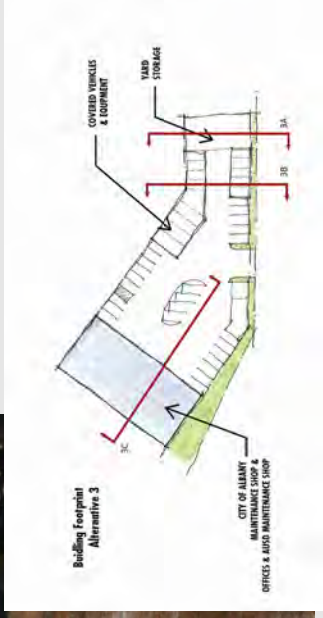
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Maintenance Facility Alternatives – Alternative 3



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DISCUSSION – Park Program

Park Program	Working Group Consensus	Working Group Disagreement	Additional Thoughts
Parking	<ul style="list-style-type: none"> The park should have a minimal amount of new parking dedicated to park 	<ul style="list-style-type: none"> Location 	
Bicycle Path	<ul style="list-style-type: none"> Appropriate location 	<ul style="list-style-type: none"> Some felt a lot of space in the design is dedicated to bicyclists 	<ul style="list-style-type: none"> Concern about conflict between commuters and park users. Concern about conflict between bicycles and vehicles if driveway at Calhoun AS&R prefers 8-10 foot path AS&R prefers route in Alt B
Playground	<ul style="list-style-type: none"> A necessity for the park Should be located near bathroom and parking 		<ul style="list-style-type: none"> Support for slide and idea to integrate topography into the playground design (similar to Dolores Park)
Community Garden	<ul style="list-style-type: none"> Pierce Street Parcel is not the correct location for a community garden 		
Terraced Entrance	<ul style="list-style-type: none"> General Support 		<ul style="list-style-type: none"> Could be planted with a number of different things including demonstration garden or Asian-themed plants

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DISCUSSION – Park Program

Park Program	Working Group Consensus	Working Group Disagreement	Additional Thoughts
Mediation Area	<ul style="list-style-type: none"> General support. 		<ul style="list-style-type: none"> Not too much concern about location other than should be located near complementary adjacent uses.
Skate Park	<ul style="list-style-type: none"> Pierce Street Parcel is not the best location for a skate park 		<ul style="list-style-type: none"> There is a great skate park less than a mile away AS&R supports this location for a possible BMX park for young children
Parcourse	<ul style="list-style-type: none"> Good idea and location 		
Demonstration Garden	<ul style="list-style-type: none"> Good idea, could be in various flexible locations 		
Restrooms	<ul style="list-style-type: none"> Needed. Should be located near playground 		<ul style="list-style-type: none"> A lot of concern expressed about hours of bathroom and preventing use by nearby homeless population

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DISCUSSION – Park Program

Park Program	Working Group Consensus	Working Group Disagreement	Additional Thoughts
Open Space	<ul style="list-style-type: none"> Some felt there was too much space dedicated to open grass area. Grass is a water consumptive use. Others felt that the appropriate location for grassy open spaces is in a park and that use of water is better in a park than a home. 		
Dog Park	<ul style="list-style-type: none"> Good idea to include a small fenced location for dogs Northern portion of the site is appropriate Location adjacent to the Maintenance facility was also suggested 		<ul style="list-style-type: none"> Opinions changed on this when supporters for the dog park shared their opinion that having a dedicated area for dogs will prevent owners from allowing their dogs to use other areas “illegally”

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DISCUSSION – Building Location

Building Footprint	Potential Benefits	Potential Drawbacks
Alternative 1 – Corner of Washington and Cleveland	<ul style="list-style-type: none"> Building helps to define street edge 	<ul style="list-style-type: none"> The first floor of the building will not open to the street. Detailing and fenestration can animate façade, but because of functional use requirements, the building will not “activate” the street corner.
Alternative 2 – Northern edge of site (Shared Parking at Calhoun)	<ul style="list-style-type: none"> Adjacency to the park creates an “eyes-on-the-park” situation which will help improve park safety Provides 4-6 parking spots at-grade for the park Allows “level-in” entry to offices from Calhoun. Park restroom can be located in maintenance building. 	<ul style="list-style-type: none"> Entrance to parking lot from Calhoun creates a conflict point between vehicles and bicyclists/pedestrians using the Class I path Increases traffic on Calhoun Street
Alternative 3 – Northern edge of site (all parking within locked Maintenance Facility)	<ul style="list-style-type: none"> Adjacency to the park creates an “eyes-on-the-park” situation which will help improve park safety Park restroom can be located in maintenance building. 	<ul style="list-style-type: none"> No dedicated parking for park use at south end of the park.



DISCUSSION - Parking

Parking Location	Potential Benefits	Potential Drawbacks
Northern End of Park	<ul style="list-style-type: none"> • Good use of difficult space • Easy access from Pierce Street • Allows close proximity to other park programs 	<ul style="list-style-type: none"> • Potential negative traffic impacts on Pierce street because of topography • Requires driveway easement on Caltrans property • Requires dedication of large portion of park area to parking
On-Street	<ul style="list-style-type: none"> • Potential to widen Pierce Street and minimize some of the existing parking/driving limitations on Pierce 	<ul style="list-style-type: none"> • Requires dedication of park parcel to parking • Parking is not adjacent to many park program (i.e. playground)
Shared Parking at Southern Edge of Park	<ul style="list-style-type: none"> • Potential to share parking between maintenance facility and park • Provides good ADA access to plateau of site 	<ul style="list-style-type: none"> • Increased Traffic on Calhoun • Minimal number of dedicated parking spaces for park during maintenance facility hours • Potential conflict point between cars and bicycles when driveway crossing bicycle path

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Next Steps

- Traffic & Safety Commission Meeting – September 27th, 2012
- City Council Meeting – October 15th, 2012
- Pre-Design Report- October-November, 2012

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Pierce Street Parcel

Park Design Alternatives – Alternative A



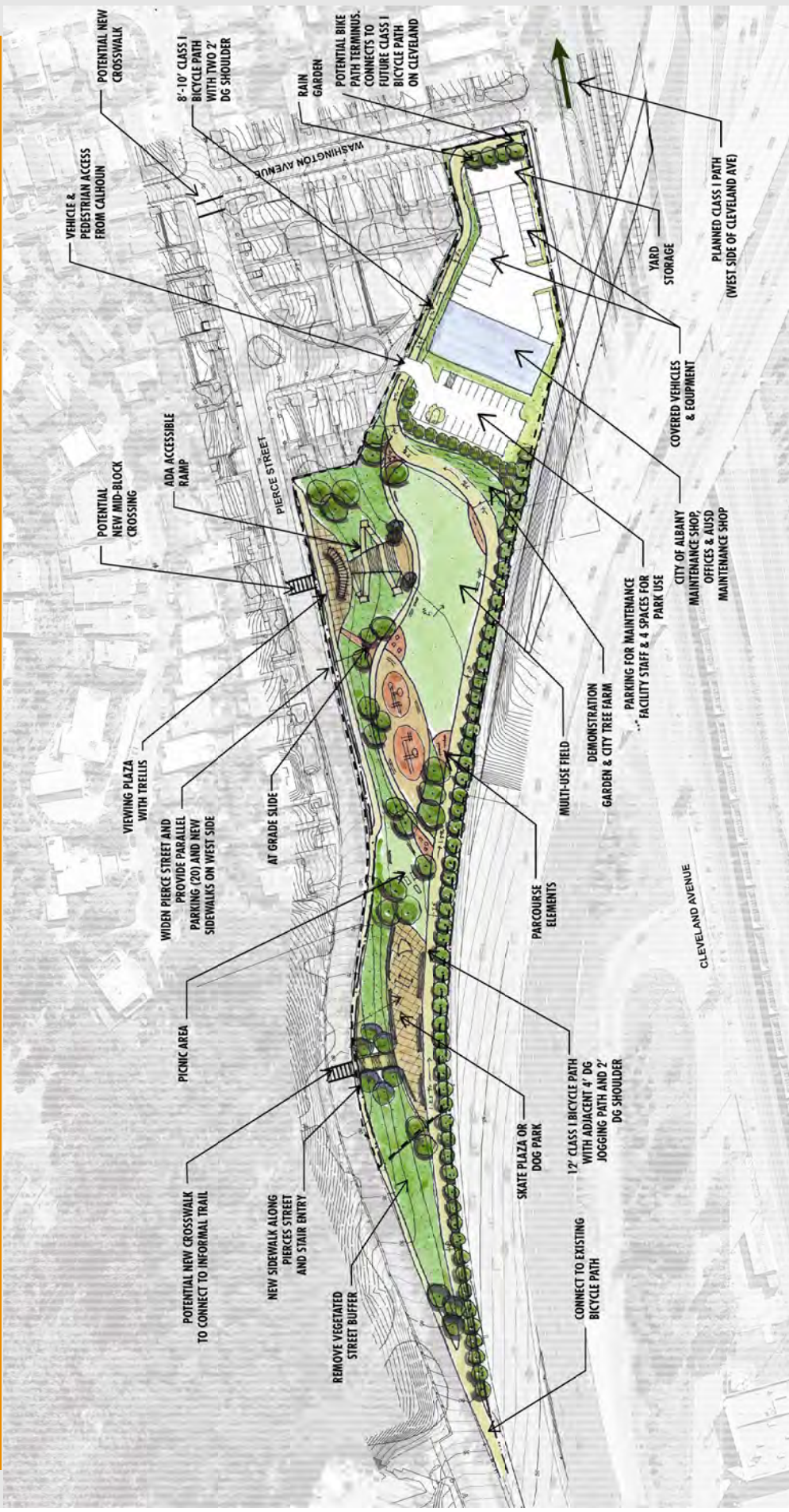
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Park Design Alternatives – Alternative B



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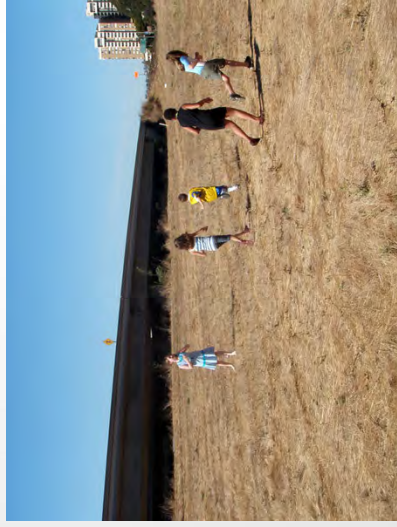


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History - Advocacy

- Active Pierce Street Parcel Community Group
 - 2000, Pierce Street Parcel neighbors voted to forego construction of soundwall in trade for larger park.
 - Neighborhood Group committed to park vision
 - July 19th, 2011 City Acquisition & Community Event



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Existing Conditions



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Circulation & Access



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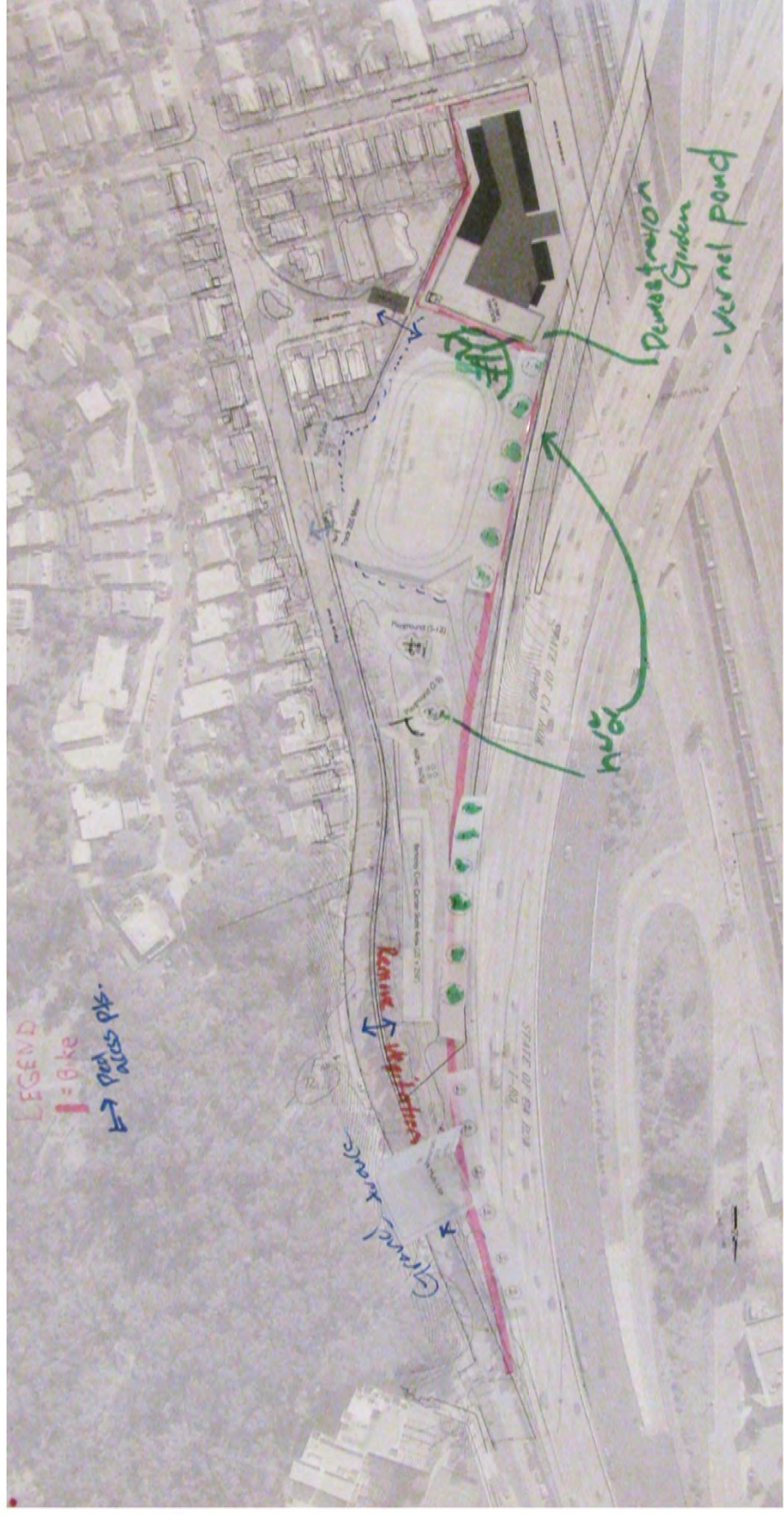
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Group #2



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