CHAPTER 9

PARKING, TRAFFIC CONTROL, AND PAVING

9.1 DEFINITION

Parking represents a significant challenge to the Arroyo Seco. Daily visitors, as well as traditional event attendees, bring thousands of vehicles to the park. These guidelines seek to help guide ongoing parking lot and traffic control design, to integrate the suggested improvements, and to minimize impact on the Arroyo Seco's natural environment.

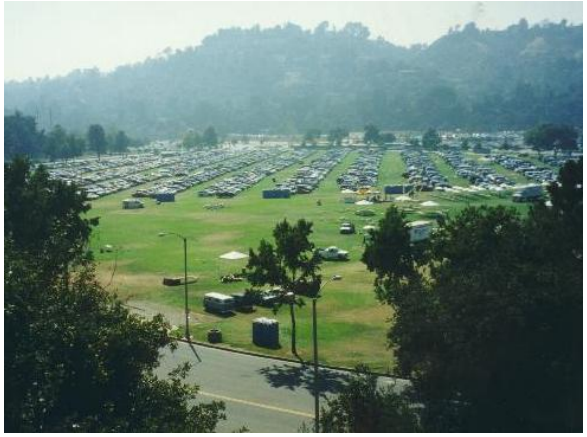

Figure 9-1 The need to accommodate high numbers of visitors on an irregular basis complicates design solutions.

Chapter organization is as follows:

9.1 DEFINITION

9.2 GENERAL GUIDELINES
- 9.2.1 Parking Area Design
- 9.2.2 Traffic Control
- 9.2.3 Unique Settings

Figure 9-2 Event traffic control will benefit from signage and parking lot program improvements.

9.2 GENERAL GUIDELINES

9.2.1 Parking Area Design

1. Small parking areas are to be encouraged in lieu of large hardscape parking lots.

2. Where large-event parking areas are necessary, every effort should be made to incorporate natural surfaces, such as decomposed granite, and to limit the amount of impermeable surfaces within the Arroyo Seco.

3. Parking designs should emphasize pedestrian access to, from, and within public parking lots along public sidewalks, trails, or passageways.

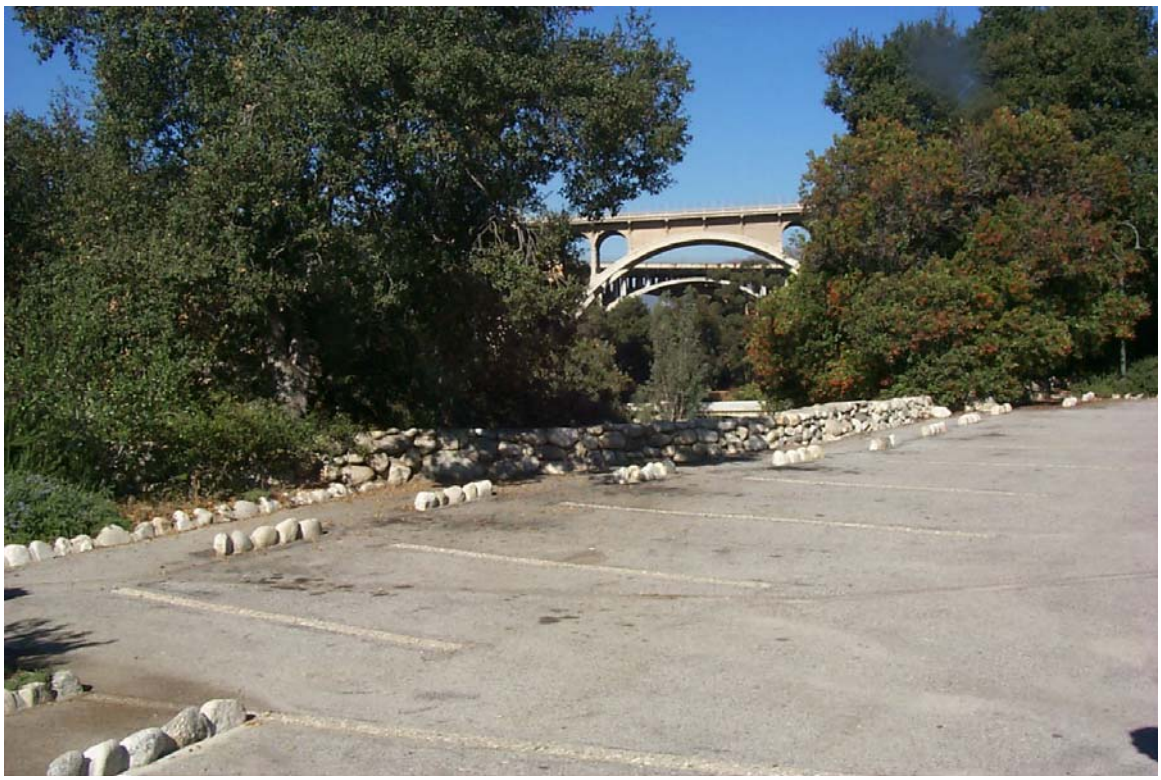

Figure 9-3 Smaller parking areas such as the one above at La Casita are to be encouraged.

4. Parking lots shall have a perimeter landscape buffer of not less than five feet in width and not less than eight feet in width in parking lots that accommodate more than 200 cars. The landscape buffer shall comply with the landscape guidelines in Section 2.2 and shall provide shade, visual relief, and collect runoff, but not totally block views into the parking lot.

5. Parking lots shall provide landscape medians between and at the ends of parking rows, whenever possible. Landscape designs should not be overly repetitive or regimented.

6. Tree wells in parking lots should be large enough to ensure the success of trees and shall have a raised planter to protect the tree. Tree wells that are flush with the parking lot grade are not encouraged. Grouping of trees is encouraged.

7. Parking lots shall provide landscaped swales to manage storm water runoff, and provide landscape relief and shade.

9.2.2 Traffic Control

1. Bollards may be used to separate motorized vehicles and pedestrians, warn of each other's presence and to control and/or limit access to specific portions of the Arroyo Seco. In all other circumstances, boulders and other natural barriers should be used.

2. Where practical, bollards shall be designed and installed to be removable in order to provide temporary service and emergency access.

3. Generally, all bollards shall be a standard 42-inch high, capped, and painted forest green. Two 1½-inch wide bands of bright yellow reflective tape shall be placed just below the cap to alert motorists in daylight and at night of the presence of bollards. In special locations, decorative bollards may be used.

4. Vehicle gates shall be a standard design, shall demonstrate design excellence, and shall be of a color appropriate to the location. Gates at special locations shall be creative and may integrate an artistic element.

5. Perimeter barriers will be needed when complete access is prevented. Boulders are preferred in establishing perimeter barriers. Typically, they are places to keep motorized vehicles out of an area. They should be randomly spaced to accomplish this goal and slightly buried to look natural and prevent rolling.

6. Metal barrier rails should be replaced wherever possible with a grouping of boulders or an arroyo stone wall.

7. Speed control buttons are recommended at equestrian crossings as a warning. Where speeds need to be reduced, speed bumps may be employed.

Figure 9-4 White capped bollards help to control regular vehicular access while still allowing passage by pedestrians.

Figure 9-5 Stones can also be used to control vehicular access.

9.2.3 Unique Settings

1. A redesigned landscape treatment of the Brookside Park parking lot should seek to consolidate trees into fewer, yet more aesthetically pleasing landscape islands, which reflect the natural character of the Arroyo Seco.

2. The utilization of parking areas by special events should be monitored to limit impacts on natural areas.

Figure 9-6 Brookside Park Lot I is in need of redesign.

Figure 9-7 Parking lots fulfill a variety of needs within the Arroyo Seco.

Figure 9-8 Specialized parking stalls here are a good example of balancing parking needs with the natural environment.