

COUNCIL AGENDA: AUGUST 3, 2010

SUBJECT: COUNCILMEMBER REQUESTED AGENDA ITEM - FOOTHILL PARKWAY PRECISE ALIGNMENT PLAN

SOURCE: Public Works Department - Engineering Division

COMMENT: At the July 20, 2010 Council meeting, Vice Mayor Hamilton asked that the Foothill Parkway Precise Alignment Plan item be pulled and re-visited at the August 3, 2010 Council meeting. Vice Mayor Hamilton indicated that he wanted the Council to consider amending the General Plan to remove the Foothill Parkway as currently shown in the adopted 2030 General Plan.

For Council's benefit, the July 20, 2010 staff report is presented herein.

"The recently adopted 2030 General Plan incorporates a "circulation element" component that identifies arterial and collector street grids throughout the City. The circulation element also "suggests" alignments for unique parkway streets near the foothills east of Porterville. These parkway streets fall in a traffic capacity category between arterial and collector streets.

The suggested alignment for the parkway that traverses across Rocky Hill, herein after referred to as the Foothill Parkway, has come under scrutiny by some of the area property owners. The property owners object to the manner in which the suggested alignment bisects their property. A locator map of the Foothill Parkway is included in Council's packet.

Staff respectfully asks that Council authorize staff to form a Foothill Parkway Alignment Focus Group. The focus group will discuss alignment options with the property owners affected by the location of Foothill Parkway. The ultimate goal of the Focus Group is to reach consensus on a precise alignment for the Foothill Parkway.

Once consensus has been reached, Engineering will prepare a precise alignment plan with legal description and will ask Council to adopt said alignment plan. Adopting the precise alignment plan will allow staff to set conditions on subsequent improvements and prevent development within the Foothill Parkway limits."

In the event the Council wishes to eliminate the Foothill Parkway and/or substantially alter the roadway capacity, a General Plan Amendment (GPA) would be required. Further, a traffic analysis would be needed to determine the affect on connecting roadways that may be impacted by the elimination or downsizing. The traffic analysis would need to be performed by a consultant that possesses the expertise in traffic modeling and has the requisite software system. It should be noted that the City

Dir. *AKK*
AKK Appropriated/Funded *AKK* CM *J*

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is permitted to amend a particular General Plan Element up to four (4) times in any calendar year. To date, no amendments have been processed subsequent to the adoption of the General Plan in 2008.

RECOMMENDATION: That the City Council direct staff to:

Option A:

1. Direct Engineering to contact and invite the Rocky Hill property owners to meet and discuss Foothill Parkway;
2. If consensus can be reached on the Foothill Parkway alignment, direct Engineering to prepare the necessary documents defining the precise alignment and limits of Foothill Parkway; and
3. Direct Engineering to present a report to City Council identifying the Foothill Parkway and request that Council accept the Foothill Parkway.

Option B:

1. Process a General Plan Amendment for the removal of the Foothill Parkway; and
2. Negotiate a contract with Omni-Means to model the effect of the remaining street network within the General Plan/Circulation Element

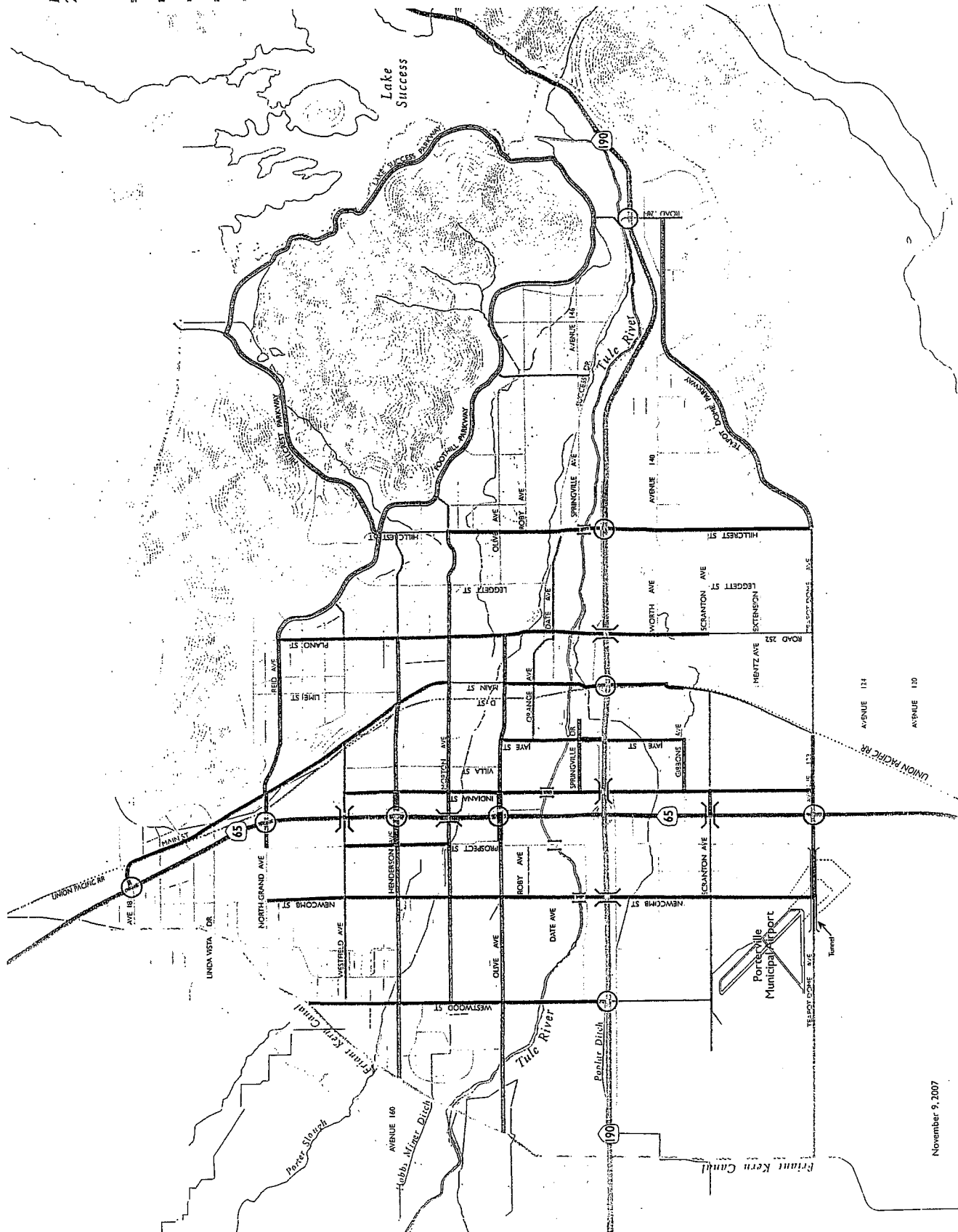
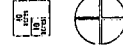
ATTACHMENT: Circulation Element

Figure 4-1
2030 Circulation Network

- State Highway
- Major Arterial (6 lanes)
- Major Arterial (4 lanes)
- Parkway
- Minor Arterial (2 lanes)
- Collector
- Potential Interchange Improvements
- Grade Separation
- New Bridge
- Other Road
- Planning Area

Note: Proposed roads are conceptual, subject to further engineering and environmental review.

Source: Dyett & Bhadia; Omni Means; 2007



November 9, 2007