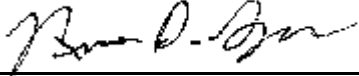


City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Dan Takasugi, Public Works Director / City Engineer
DATE: November 1, 2011
SUBJECT: Consideration of a Resolution Authorizing the Public Works Director to Establish a No Stopping Zone on Washington Street at the Entrance of the Fire Station Parking Lot

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

1
2 **ISSUE:**
3

4 Consideration of a Resolution authorizing the Public Works Director to establish a
5 No Stopping Zone on Washington Street at the entrance of the Fire Station parking
6 lot.
7

8 **RECOMMENDATION:**
9

10 Adopt Resolution.
11

12 **BACKGROUND/DISCUSSION:**
13

14 Calistoga Municipal Code Section 10.36 authorizes the Director of Public Works,
15 with authorization from the City Council, to designate no stopping areas and no
16 parking zones in areas where parking or stopping of any vehicle would constitute a
17 traffic hazard or would endanger life or property.
18

19 A request for such a designation has been received from Councilmember Kraus on
20 October 4, 2011, at the City Council meeting, for a red curb no stopping, no parking
21 zone to be established along the South side of Washington Street, in front of the
22 existing Visitor's Center. At present, from Lincoln Avenue to the entrance drive aisle
23 to the Fire Station parking lot, there is a 20-foot red curb and a 90-foot yellow
24 loading zone. When large delivery trucks are parked close to the drive aisle, a
25 pedestrian walking from the Visitor's Center toward the Fire Station cannot easily

26 see vehicles turning into the parking lot entrance, and vice versa. Clearly, both the
27 pedestrian and turning vehicle should pay close attention to their surroundings when
28 approaching this crossing situation.
29

30 A red curb, no stopping and no parking zone, at the entrance to the parking lot
31 entrance drive aisle should promote better visibility for both the pedestrian and
32 turning vehicle. There are, however, an awning column, sign post, and power pole
33 at this location that will continue to impede visibility.
34

35 The 90-foot yellow curb loading zone is an essential facility for downtown merchants.
36 There are very few areas in downtown Calistoga where delivery trucks can park and
37 make their deliveries to downtown merchants. The yellow curb zone also allows
38 public parking between 6:00 p.m. and 7:00 a.m. daily and on Sundays and holidays,
39 where a red curb would prohibit such public parking. There are many instances
40 where 2 delivery trucks must occupy the loading zone concurrently, possibly leaving
41 inadequate loading space. In addition to the length of the trucks themselves, many
42 trucks need space for a lengthy hand-truck loading ramp or a lift gate. Therefore,
43 reducing the length of the loading zone would create other challenges.
44

45 Establishing an 18-foot red curb, no stopping and no parking zone from the parking
46 lot entrance drive aisle, is feasible and would improve the visibility of pedestrians
47 when loading trucks are present. One public parking stall on evenings and Sundays
48 would be lost from public parking inventory. A reduced 72-foot yellow curb loading
49 zone will be adequate for most delivery truck loading scenarios, but on occasion, the
50 loading zone will not be adequate to accommodate 2 larger delivery trucks and their
51 loading equipment.
52

53 Staff recommends approval of the Resolution authorizing a no stopping and no
54 parking zone at this location.
55

56 **GENERAL PLAN CONFORMANCE:**

57
58 Not applicable.
59

60 **FISCAL IMPACT:**

61
62 The staff costs to establish, maintain, and enforce the no stopping and no parking
63 zone will be minimal and can be prioritized into existing budgets.
64

65 **ATTACHMENTS:**

- 66
67 1. Sketch of Loading Zone area
68 2. Draft Resolution