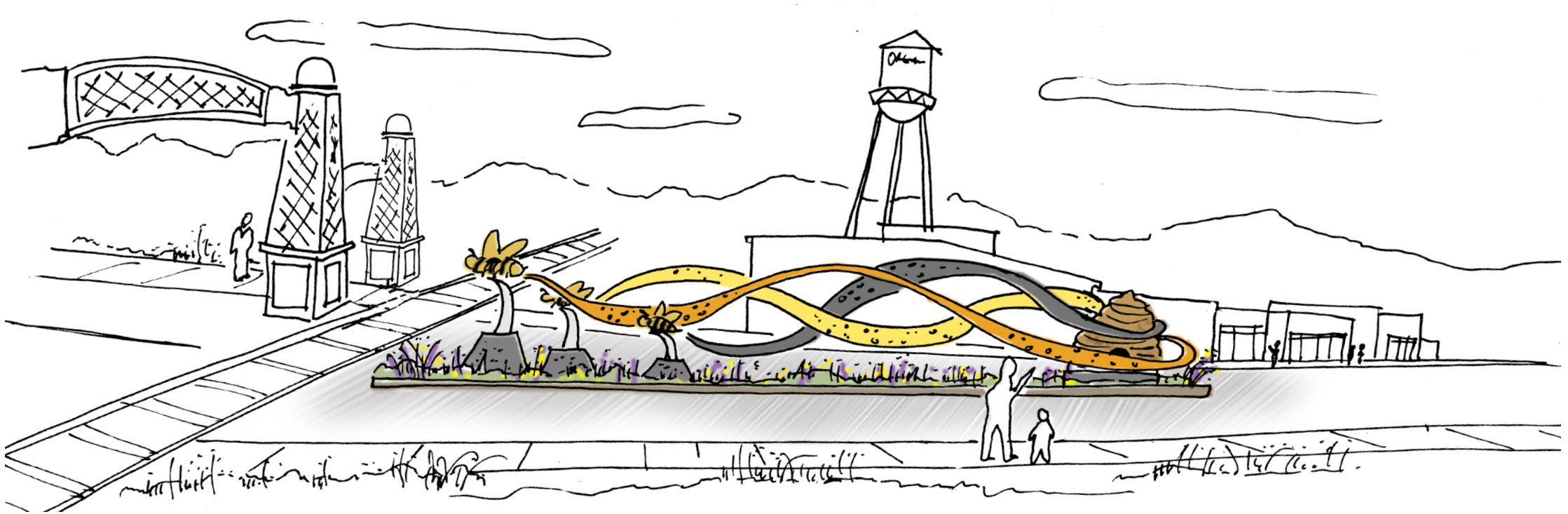
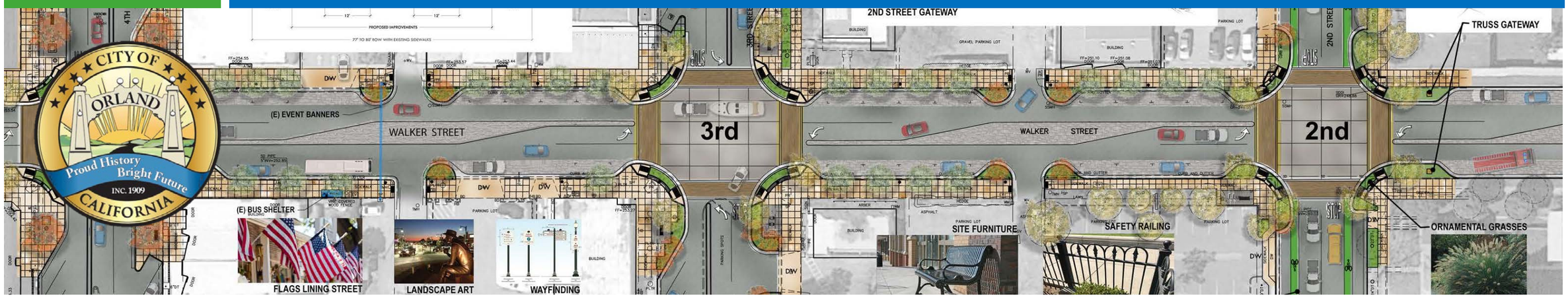
WALKER STREET – STREETSCAPE MASTER PLAN

ORLAND, CA



January 26, 2018



Prepared for

The City of Orland
815 4th Street
Orland, CA 95963
www.cityoforland.com

Prepared by

Melton Design Group
820 Broadway Street
Chico, CA 95928
(530) 899-1616
www.meltondg.com

Ecorp Consulting Inc.
2525 Warren Drive
Rocklin, CA 95677
(916) 782-9100
http://www.ecorpconsulting.com

Rolls Anderson & Rolls Civil Engineers
115 Yellowstone Dr.
Chico, CA 95973
www.rarcivil.com

KD Anderson & Associates, Inc.
3853 Taylor Road
Suite G
Loomis, CA 95650
www.kdanderson.com

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City of Orland
Pete Carr, City Manager
Scott Friend, City Planner
Ken Skillman, City Engineer
Angela Crook, City Clerk
Janet Wackerman, Accounting & Grant Manager

Department of Public Works
Ed Vonasek, Director

Orland City Council
Mayor Dennis Hoffman
Vice Mayor Bruce T. Roundy
Council Member James Paschall, Sr.
Council Member Salina J. Edwards
Council Member Charles Gee

Ecorp Consulting Inc.
Scott Friend, Planning Consultant

Rolls Anderson Rolls
Ken Skillman, Civil Engineer

KD Anderson and Associates
Ken Anderson, Traffic Engineer
Jonathan Flecker, Roundabout Consultant

Melton Design Group
Greg Melton, Principal Landscape Architect
Shawn Rohrbacker, Project Manager
Sarah Sundahl, Graphic Designer
Trista Beitz, Production Technician

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Purpose

The purpose of this plan is to analyze the existing physical conditions of Walker Street and to develop a Streetscape Master Plan for improvements.

The combined efforts of the plan include transportation and circulation planning, determining infrastructure needs and conceptual design. The Streetscape Improvements Plan is an integrative process with the overall intention to create a cohesive community and environment for commerce to thrive.

A Streetscape Master Plan for the corridor will help facilitate redevelopment of this section of the City of Orland that can be replicated as part of other City capital investment projects, thereby enabling the City to achieve success throughout the community.

Site analysis and transportation policy such as the Complete Streets design approach will be used to determine proposed street widths. Street enhancements to be considered are traffic calming methods such as bulb-outs, access according to the Americans with Disabilities Act, sustainable design features, landscape, furniture, lighting, medians, new traffic control devices, pedestrian crossings, and other enhancements to make the street more complete and pedestrian friendly. Special attention will be given to locations where safety issues occur.

As a part of this analysis, the plan will identify intersection size, right of way and the necessary view corridors to create a gateway to downtown Orland.

This plan will provide direction for streetscape and traffic improvements to enhance pedestrian safety, bring continuity to the corridor and create a more vibrant experience that will attract new business, appeal to the existing community and promote tourism.

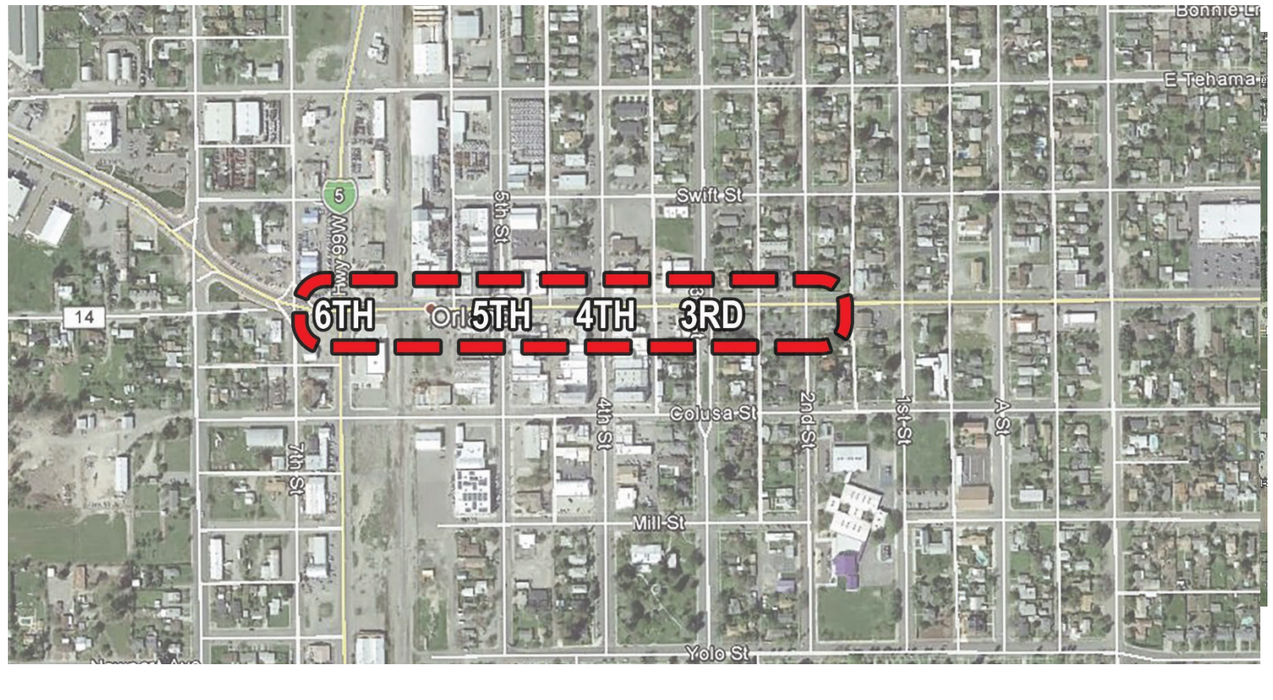


Figure 1 – Project Boundary

Study Area

The section of Walker Street included in the project study area is located east of Interstate-5 between 6th and 2nd Streets in the City of Orland, California. Regional access to the study area is provided by Interstate-5 and Newville Road from the west or Highway 32 from the east. A description of the study roadway segment, key regional facilities, local roadways, pedestrian and bicycle facilities, and transit services that provide access to the study area is addressed in the Existing Conditions section of this Plan. Figure 1 outlines the general boundary of the study area and the surrounding roadway network.

Walker Street is an east-west roadway that runs perpendicular to Interstate-5. It is a two-lane collector street that extends from Newville Road at its western end to Highway 32 at its eastern end.

The following Figure 2 and 3 for analysis of the project site and the surrounding area.

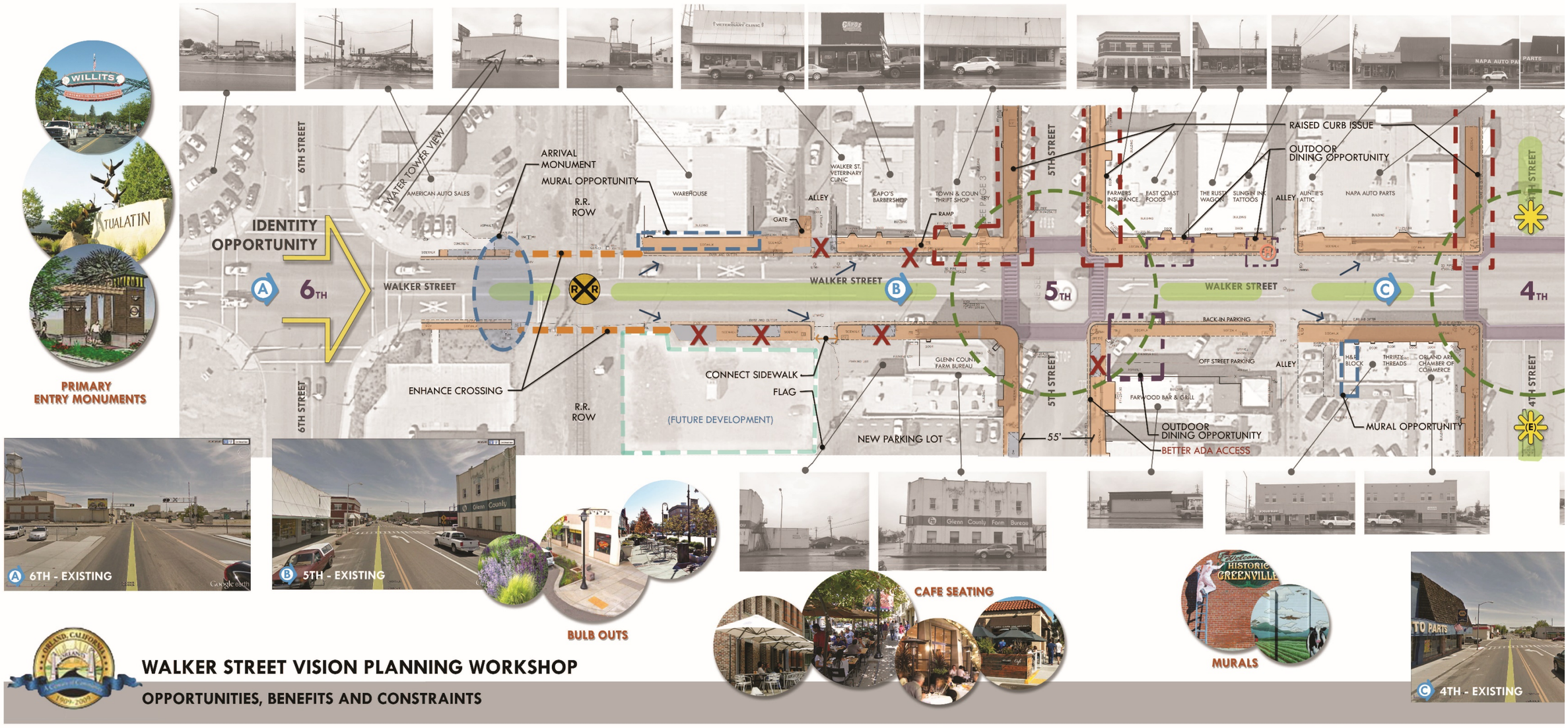
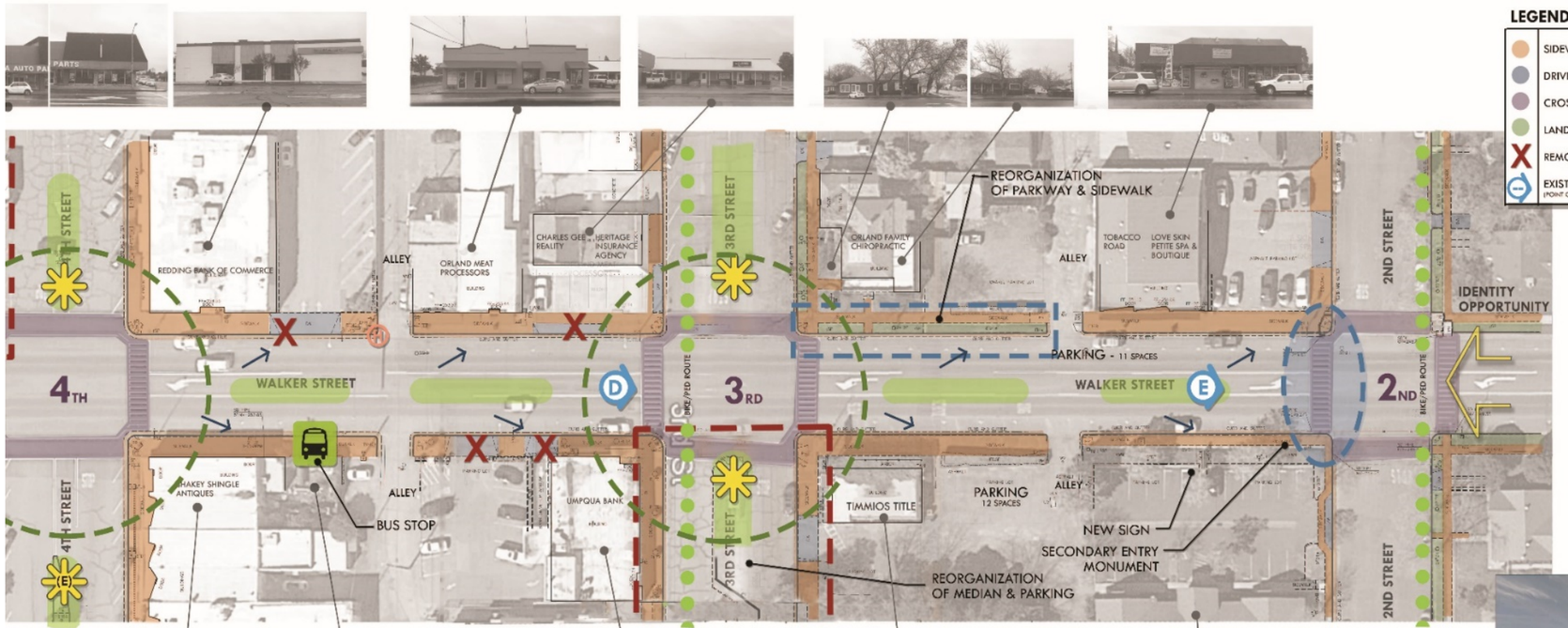


Figure 2 – Site Analysis, Opportunities and Constraints. See the next page for 4th Street to 2nd Street.

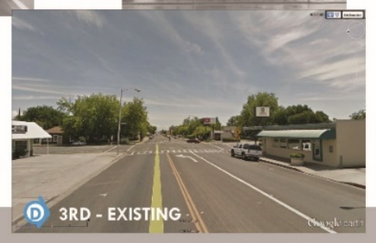


LEGEND

SIDEWALK	RAILROAD CROSSING
DRIVEWAY	FIRE HYDRANT
CROSSWALK	BUS STOP
LANDSCAPE AREA	ART
REMOVE DRIVEWAY	BIKE/PED ROUTE
EXISTING VIEW (POINT OF PERSPECTIVE)	STORM WATER DRAINAGE


STING


PUBLIC ART


3RD - EXISTING


CROSSWALKS & INTERSECTIONS


2ND - EXISTING

SECONDARY ENTRY MONUMENT

OPPORTUNITIES:

DOWN TOWN ARRIVAL MONUMENTS
- Primary monument on 6th street
- Secondary monument on 2nd street
- Culturally tie to city and the identity
- Use treatments throughout downtown

COMPLETE STREETSCAPE
- Pedestrian, bicycle and vehicular friendly
- Raised medians and safe harbor areas
- Traffic calming and easy access
- Manage storm drain and capture
- Uniform landscape - creating a GREEN street
- Pedestrian lighting and signage

CORNER BULBOUTS AND MIDBLOCK BULBOUTS:
- Activate the corners and sidewalks
- Space maximization for pedestrian and merchants
- Safe crossings reducing traffic speed
- Decorative paving unique to Orland
- Aesthetic standards and guidelines

SIDEWALK MODIFICATION AND ACCESSIBILITY
- Level walks
- Decorative treatments
- Create dining and sales space

ART, FURNITURE AND CULTURE
- Public art and mural opportunities
- Uniform and aesthetic site furniture

ENHANCE LIGHTING AND NIGHT APPEAL
- Pedestrian scale, decorative lighting
- Bollard lighting
- Mural and signage lighting
- Enhance safety and comfort

UTILITY AND ROADWAY UPGRADES
- Storm Drain modifications and capture
- Lighting upgrades
- Irrigation
- Road improvements
- Additional Parking

CONSTRAINTS:

LACK OF MAIN STREET / DOWN TOWN IDENTITY

UNEVEN AND UN-ACCESSIBLE SIDEWALKS AND CROSSINGS

BUSY AND FAST TRAFFIC

UNSAFE AND LONG CROSSINGS

UNFRIENDLY AND MINIMAL PEDESTRIAN AREAS

MINIMAL STORM DRAIN INLETS AND WATER CONTROL

PAVEMENT DEGRADATION

LACK OF LIGHTING AND LANDSCAPE

NO SHADE

MINIMAL SIGNAGE AND PUBLIC ART

FACADE INCONSISTENCY

VISION & BENEFITS:

CREATE A LIVABLE AND PROSPEROUS MAIN STREET

STIMULATE THE LOCAL ECONOMY

SOCIAL VIBRANT PLACE MAKING – THRIVING CORE

INVITING AND MULTIFUNCTIONAL PUBLIC SPACE

PLAN WILL CREATE FUNDING OPPORTUNITIES

ENHANCE THE CURB APPEAL AND CALM TRAFFIC

PROVIDE SAFER SIDEWALKS FOR MERCHANTS

ENHANCED MERCHANTS USE SPACE

PROVIDE DECORATIVE SITE AMENITIES THAT CAPTURE THE CULTURE

DESIGN FOR LONGEVITY AND LOW MAINTENANCE

NORTH

MDG MELTONDESIGNGROUP

11-25-2016

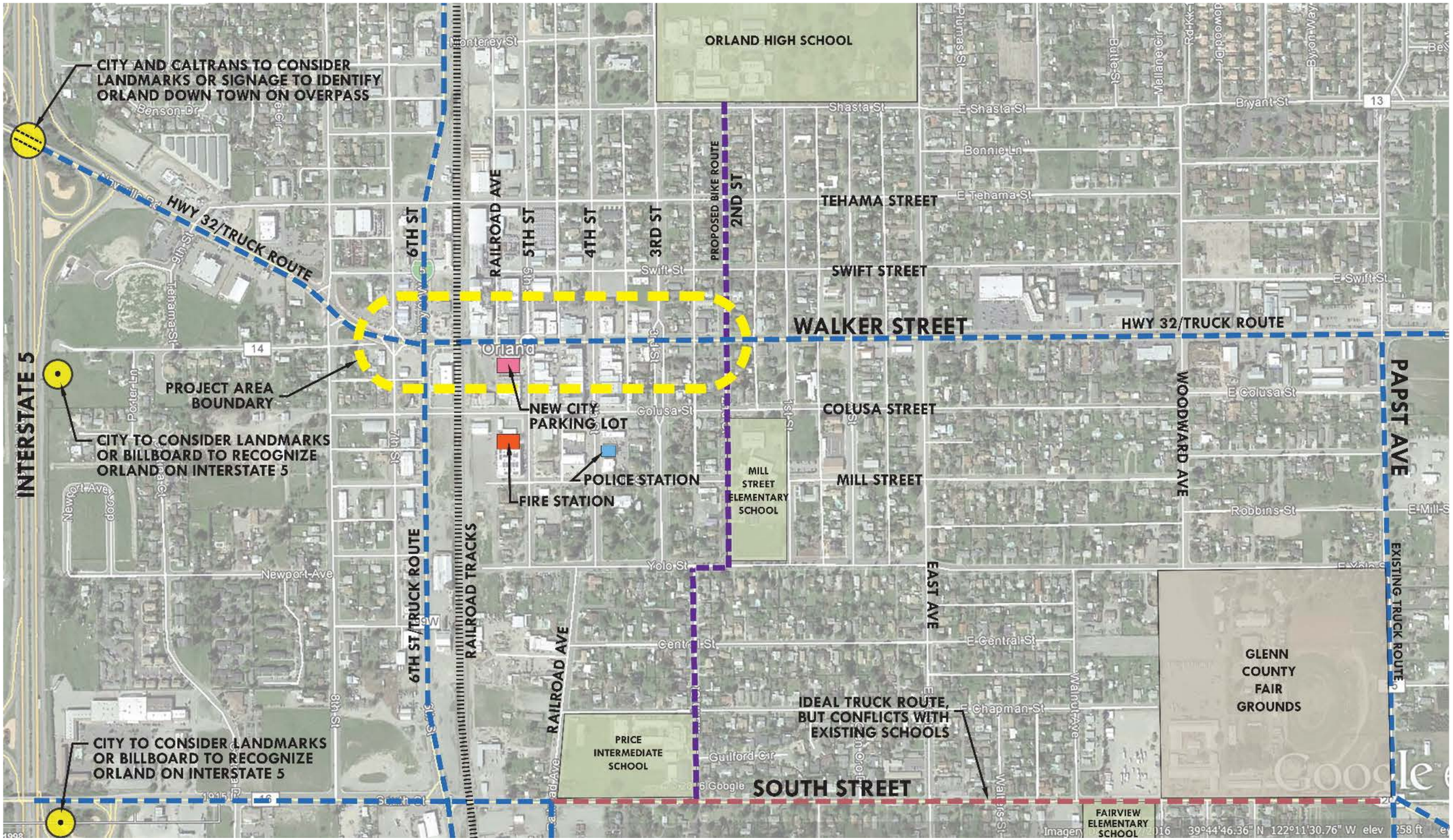


Figure 3 – Contextual Analysis of Surrounding Influences

Existing Conditions

Regulatory

Over recent years, many planning documents have been prepared and/or updated to address goals and opportunities for the City of Orland. Incorporating relevant information from existing plans is an essential step in providing direction for improvements. These plans address Land-Use, Community Design, Circulation and Traffic and Downtown Redevelopment. It's important that this Master Plan is consistent with these plans and builds on the information relative to this study.

City of Orland planning documents relevant to this study:

- 2008 - 2028 General Plan
- Development Code and Zoning
- 2010 Bicycle Transportation Plan

Zoning

This project area is zoned mostly Community Commercial (C-2) and influenced by surrounding Light Industrial (M-L), Public Facilities (P-F) and Residential (R-1 and R-3).

Figure 4 - Zoning Code Designations

Existing Land Use

Land uses along the corridor include restaurants, banks, small retail, offices, a veterinarian clinic, tattoo parlor, a meat processor, a car sales lot and residential. In the study area, land uses are generally business, restaurants and retail.

General Plan Land Use

Mostly Mixed Use (MU) with Commercial (C) and Light Industrial Commerical (I-L/C). Surrounding inlfuences include Low Density Residential (R-L), High Density Residential (R-H) and Public Facilities (P-F).

Figure 5- General Plan Land Use Designations

General Plan Elements

Much of the background information presented and analyzed in this plan has been borrowed from the City's recently adopted 2008-2028 General Plan. As the City's chief planning tool to implement the community's goals toward growth and development, this study recognizes the importance of this document and approaches the Walker Street Master Plan in a manner consistent with its goals. Relevant elements in the General Plan address Land-Use, Community Design, Circulation and Traffic. The following two pages of this section outline goals and policies of these elements as they relate to this study.

General Plan – Land Use Element

Goals

G2.1 Maintain and promote the qualities that make Orland a desirable community.
G2.2 To maintain a compact urban form and preserve agricultural land outside of the city.
G2.3 Create and maintain neighborhoods that ensure a high quality of life in Orland.
G2.4 Promote the expansion and retention of existing commercial establishments and encourage new commercial development in the city.
G2.5 Promote economic growth in the city of Orland through attraction and retention of industry in order to enhance employment opportunity and maximize the availability of goods and services within the community.

Policies

P2.1.A The City shall ensure that development projects and other improvements conform to an overall plan for the community and that consideration is given to the configuration of adjacent areas to be developed in the future.
P2.1.B The City shall encourage the preservation and restoration of significant historic structures.
P2.1.C The City shall continue to build and maintain a positive working relationship with other governmental and responsible agencies.
P2.2.A The City shall maintain defined boundaries and adequate buffers between agricultural land and urbanized areas, while giving developers flexibility in design at the urban edge.
P2.2.B The City shall direct development toward existing neighborhoods by encouraging infill and redevelopment activity to enhance the efficiency of service provision.
P2.3.A The City shall develop tools and controls that enable the City to guide residential growth, improvements and development.
P2.3.B The City shall create walkable neighborhoods that incorporate trails, open space, and other amenities to help encourage pedestrian traffic and minimize the use of motor vehicles.
P2.4.A The City shall actively promote Orland as a business-friendly and desirable place for new commercial and industrial uses.
P2.4.B The City shall actively work with existing commercial and industrial businesses to facilitate efforts to expand and enhance business in a manner that contributes to the high quality of life in Orland.
P2.4.C The City shall encourage businesses that bolster and fortify the downtown.
P2.4.D The City shall evaluate and apply the guidelines adopted that provide for separate standards for each commercial area, including special planning areas, business parks, downtown, or other employment centers, that allow for a mixture of uses and development standards.
P2.5.A The City shall identify and promote suitable sites for development of industrial uses within the City.
P2.5.B The City shall discourage development which results in the potential for land use incompatibility. Specifically, avoid locating objectionable land uses within residential neighborhoods and protect areas designated for existing and future industrial uses from encroachment by sensitive (residential) uses.

Walker Street District – Vision

The City envisions (re)development of this corridor to maximize interest and commerce to both passersby and potential businesses. Architectural consistency and other improvements to increase the pedestrian presence would be designed to present the east entry into Orland in a most attractive light.

General Plan - Circulation Element

Goals

GOAL 3.1: Plan for, provide and maintain a circulation system that permits the safe and efficient movement of people and goods throughout the city and Orland planning area.
GOAL 3.2: Establish a system of safe and efficient local, collector, and arterial roads to reduce travel time and improve traffic safety that is consistent with the land use patterns of the city.
GOAL 3.3: Formulate and adopt circulation design and improvement standards that require a level of service consistent with the demands generated by proposed development, public safety, and the efficient use of public and private resources and which are uniformly applied in the Orland planning area.
GOAL 3.4: Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.
GOAL 3.5: Provide safe and efficient parking and loading facilities for all non-residential land uses.
GOAL 3.6: Encourage transportation alternatives to the automobile.
GOAL 3.7: A non-vehicular circulation system linking important public places within the community.
GOAL 3.8: A safe sidewalk system which provides maximum opportunities for pedestrian traffic throughout the city.
GOAL 3.9: Contribute toward improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.
GOAL 3.10: To provide the highest level of roadway maintenance for city residents.

Policies

Policy 3.1.A: The City shall develop and maintain a network of roads that is compatible with the general land use patterns of the City.
Policy 3.1.B: The City shall develop a vehicular circulation system that is safe and sensitive to adjoining land uses.
Policy 3.1.C: The City shall develop an efficient, economical public transportation system that meets the mobility needs of City residents.
Policy 3.1.D: The City shall discourage through-traffic on local streets in residential areas.
Policy 3.1.E: The City shall consider additional landscape design requirements for new projects along the entryways into the City. Maintenance of these areas may be included in assessment district(s).
Policy 3.2.A: Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Plan map. Roadway dedications and development design shall implement the Circulation Plan. Location of Major Collector alignments in newly developing areas shall be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions. No development will be allowed to be constructed which would conflict with future planned streets or setbacks.
Policy 3.2.B: The City shall coordinate planning and development of the circulation system with development approvals throughout the City and Planning Area. All proposed land divisions shall be legally accessible by an improved public street.
Policy 3.2.C: All streets, roads and easements within the City and Orland Planning Area shall be offered for dedication to the City and all improvements and rights-of-way shall be developed to City standards.
Policy 3.2.D: On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt programs to acquire the ultimate right-of-way where practical and determined to be necessary or desirable. Funding mechanisms may include the use of traffic impact fee moneys.
Policy 3.2.D: On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt programs to acquire the ultimate right-of-way where practical and determined to be necessary or desirable. Funding mechanisms may include the use of traffic impact fee moneys.
Policy 3.2.E: New development shall be required to mitigate traffic impacts associated with the project.
Policy 3.2.F: The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs. The use of common driveways may be required as a condition for obtaining an encroachment onto a City dedicated road.
Policy 3.2.G: Locations of truck routes shall be fixed as designated on the Truck Route Map. The City shall maintain and enforce designated truck routes.
Policy 3.2.H: To help ensure that adequate and safe travel ways can be developed through existing developed areas of the City, right-of-way standards for each classification may be modified.
Policy 3.2.I: To ensure emergency access and response, new developments in the City and Planning Area will require circulation improvements that provide a second means of access for police, fire and medical vehicles.
Policy 3.2.J: The City shall work with commercial and industrial uses to improve access to road and rail service to facilitate economic development activities.
Policy 3.2.K: Proposed streets may vary from the location shown on the Circulation Plan provided that they intersect with existing streets and the following circumstances and situations exist.
Policy 3.2.L: Each parcel that is developed within the Planning Area shall provide for street connections to adjacent parcels within the Planning Area.

Policy 3.3.A: The City shall construct street and highway improvements to maintain an overall daily roadway level of service of "C" with an a.m. and p.m. peak-hour roadway and intersection level of service of "D" or better, unless other public health, safety, or welfare factors determine otherwise.
Policy 3.3.B: The City shall establish an inventory of City roads which will determine priorities for meeting circulation and transportation needs. Transportation projects shall be prioritized with emphasis on enhancing safety, reducing traffic congestion, and improving traffic circulation.
Policy 3.3.C: The City shall install traffic control devices at intersections, as needed, for public health and safety and to reduce traffic congestion at key intersections throughout the City.
Policy 3.4.A: Local circulation system improvements shall be consistent with the goals and objectives of the Glenn County Regional Transportation Plan.
Policy 3.4.B: The City shall work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route interchanges/intersections with local roadways.
Policy 3.4.C: The City shall coordinate local transportation plans with regional plans to ensure eligibility for state and federal funding.
Policy 3.5.A: The City shall encourage shared parking facilities for both private businesses and public agencies.
Policy 3.5.B: The City shall reserve on-street parking in commercial areas for short-term users.
Policy 3.5.C: The City shall support the use of the fairgrounds parking lot for car pool parking.
Policy 3.6.A: Planning and development of Arterial and Major Collector streets shall include design features that can be used as public transit stops.
Policy 3.6.B: The City shall encourage the use of car-pooling, vanpooling and flexible employment hours.
Policy 3.6.C: The City shall coordinate with regional transit planners to determine the feasibility of developing and/or improving commuter bus service.
Policy 3.6.D: The City shall continue to support the continuation of transportation programs provided by social service agencies, particularly those serving persons with disabilities or other limitations. Coordination of other social service transit providers including schools, health services, and others should be recognized in the planning of circulation system.
Policy 3.6.E: The City shall work cooperatively with Glenn County to enhance aviation-related transportation options.
Policy 3.7.A: The City shall support the concept of an east/west multi-modal circulation link in north Orland.
Policy 3.7.B: The City should utilize canal rights-of-way and drainage facilities for multi-use purposes, to include trails.
Policy 3.7.C: The City shall prioritize the creation of linkages between public places (schools, parks, government buildings) to facilitate the movement of people through the City.
Policy 3.7.D: The City shall prioritize the establishment of a pedestrian crossing of Highway 32 linking residences to parks.
Policy 3.8.A: Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travel way will be the first priority.
Policy 3.8.B: Subdivision layouts shall include designs that promote pedestrian circulation in a safe and efficient manner.
Policy 3.8.C: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. Where bicycle lanes are proposed, they should be considered a shared facility with vehicular traffic on the street.
Policy 3.8.D: The City shall encourage existing facilities and require future facilities to conform to the American Disabilities Act provisions requiring access for disabled persons.
Policy 3.8.E: The City shall maximize the use of rights-of-way, easements, and utility corridors through the installation of pedestrian and bicycle facilities.
Policy 3.9.A: The City shall maintain and improve, where possible, environmental quality by the design of the circulation system and alternate forms of transportation.
Policy 3.9.B: The City shall support coordination with other cities, the County and planning agencies concerning land use and transportation planning as a means of improving air quality.
Policy 3.9.C: The City shall encourage the development of employment opportunities in Orland to reduce the need to commute to other communities for employment.
Policy 3.9.D: The City shall support the expansion and improvement of transit systems and ride sharing programs to reduce the number of single-occupant vehicle trips.
Policy 3.9.E: The City shall support the use of alternatively fueled vehicles and fueling stations for public transit vehicles and City and private vehicles.
Policy 3.10.A: The City shall maintain roadways in a condition that provides for the safety and comfort of roadway users.

Existing Transportation System

The majority of the roadway system in Orland is currently categorized as LOS A. The only exception is Highway 32/Walker Street. Although Highway 32/Walker Street east of Papst Avenue currently experiences satisfactory LOS B operations based upon daily volume thresholds, increasing traffic within the City has resulted in a LOS D on the section of Walker between Sixth Street and Papst Avenue. While LOS D exceeds the threshold for Arterial streets within Orland, it should be noted that Walker Street/Highway 32 is a State Route. According to the Department of Transportation, the acceptable level of service on State Routes is LOS D. This section of Walker Street/Highway 32 is therefore consistent with LOS standards.

Walker Street east of 6th Street carries approximately 12,800 vehicles, according to the *City of Orland General Plan Table 3.3.* The Walker Street and 6th Street intersection is controlled by a traffic signal. All other intersections leading towards downtown Orland are controlled by stop signs on minor street approaches. Figure 6 shows the lane configurations along the roadway and at the typical minor street intersections.

The posted speed limit within the study area is 25 mph. On-street parking is allowed throughout except by the bus stops in between 3rd + 4th Streets. Walker Street is also a STAA route in addition to being a local truck route.

General Plan EIR Review

In review of the 2010 Orland GP EIR traffic study to identify future traffic volume forecasts and to identify applicable requirements for intersection geometry at affected intersections, the following intersections near the streetscape project were addressed under long term conditions.

1. Walker Street (SR 32) / 6th Street
2. Walker Street (SR 32) / East Street

The following street segments were also addressed:

A. 5th Street north and south of Walker Street
B. 4th Street north and south of Walker Street
C. 3rd Street north and south of Walker Street
D. 2nd Street north and south of Walker Street
E. SR 32 (Walker Street) east of 6th Street

Table 4 from the GP EIR notes the existing and anticipated future Level of Service at key intersections in Orland. As noted, the Walker Street (SR 32) / 6th Street intersection was expected to operate at LOS E in the p.m. peak hour. That would exceed the LOS D minimum standard identified in the EIR, and traffic conditions would not be particularly good during the peak hour.

The DEIR identified the following mitigation measure would be required:

- Widen the single northbound combined through/right-turn lane into two lanes (i.e., an exclusive northbound through lane, and an exclusive northbound-to-eastbound right-turn lane).

This improvement could affect the streetscape improvements planned on the southeast corner of the intersection. Looking at the data, if the volumes on SR 32 increase as forecast, a westbound right turn lane is recommended.

Table 5 identifies existing and future daily traffic volumes on roadways in Orland. The volume on SR 32 east of 6th Street was expected to increase from an *Average Daily Traffic (ADT)* volume of 10,800 vehicles per day to 22,650 ADT in the future. This volume exceeded the 15,000 ADT capacity identified for the road.

The table also presented daily traffic volumes on the streets north and south of Walker Street. The daily volumes on 2nd, 3rd, 4th and 5th streets ranged from roughly 500 to 2,200 ADT, which was well within the 4,500 ADT threshold identified by the EIR for the LOS C standard on these streets.

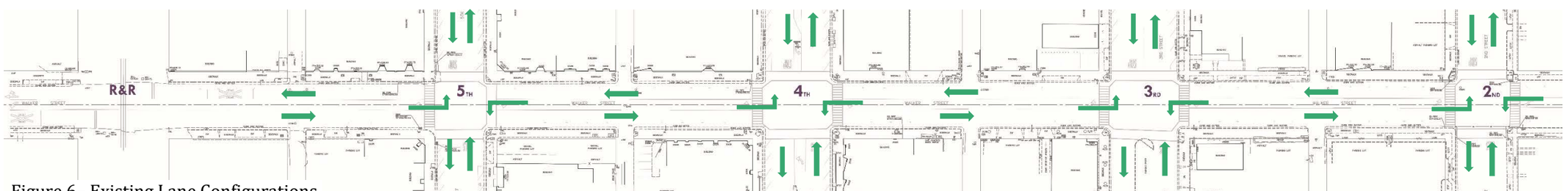


Figure 6– Existing Lane Configurations

Regional and Local Roadway System

- **Walker Street** is an east-west arterial roadway that is also part of State Route 32. It's a local truck route and part of the National Network for large STAA trucks. In the study area, it is a two-lane road going through downtown Orland.

- **5th Street** is a north-south two-lane local road. According to the General Plan the road receives about 756 vehicles north of Walker Street and 1427 vehicles south of Walker Street. 5th Street is the primary route for the fire trucks coming from the station south of Walker Street at 810 5th street. The fire department makes a right-hand turn onto Walker Street to travel east through the city and Colusa Street to travel west.

- **4th Street** is a north-south two-lane local road. This road does not receive lots of traffic. According to the General Plan the road receives about 1210 vehicles daily north of Walker Street.

- **3rd Street** is a north-south two-lane local road. This road does not receive lots of traffic. According to the General Plan the road receives about 1079 vehicles daily north of Walker Street and 1240 vehicles daily south of Walker Street.

Bicycle and Pedestrian Facilities

Current City standards require sidewalks along all improved streets except in industrial areas. The City of Orland is currently planning for a pedestrian facility to include a multi-use path east of the City between subdivisions. Additionally, the City has planned to provide multi-use trails within the rights-of-way of undergrounded canals, which could be utilized as pedestrian or bicycle pathways.

The City of Orland currently does not have many designated bicycle facilities. The City utilizes a wide right-of-way which can accommodate bicycle traffic in most areas, and bike racks are available at all schools and parks. The General Plan promotes the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities.

There are no designated bike lanes within the project boundary. Locations of existing sidewalks, driveways and streetlights are shown on Figure 7.

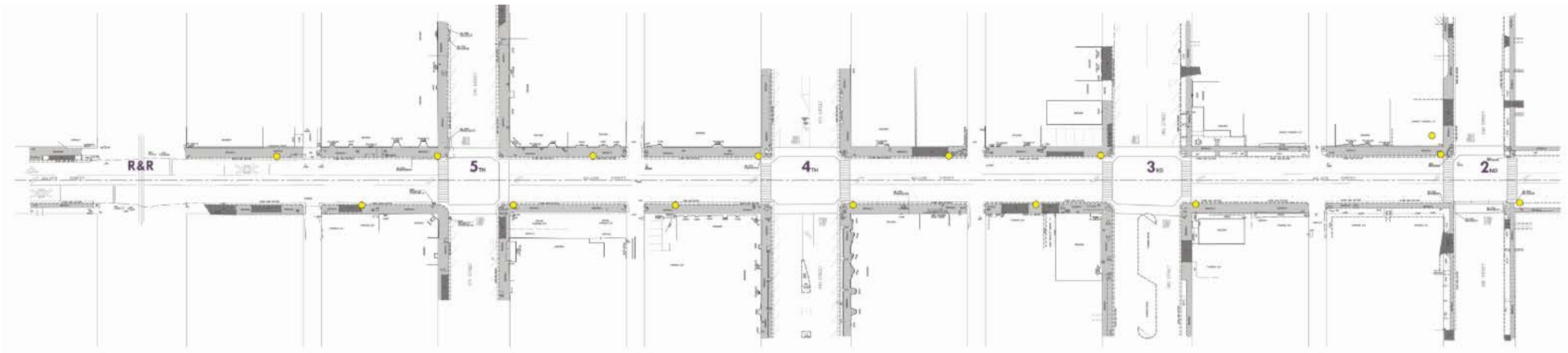


Figure 7 – Existing Driveways (dark grey), Sidewalks (light grey) and Street Lights (yellow dots)

Transit Facilities

Rail

The City of Orland is served by railroad lines which are owned by the Union Pacific Railroad and leased/operated by the California Northern Railroad, which provides freight hauling service. The line runs north-south between Sixth and Fifth Streets. Passenger rail service provided by Amtrak runs the Sacramento-Dunsmuir line; the nearest passenger stop is in Chico. The line generally operates two trips per day. Rail-served industrial activities, within and adjacent to the rail line, contribute to the City's economic base. Freight-rail service plays an important role in the transportation of heavy or bulk materials produced locally and shipped to regional markets. Rail spurs serving these activities have historically represented an important asset to the City of Orland and Glenn County.

Bus Service/Taxi Service

Public transportation bus service is provided to the City of Orland through Glenn Ride, a program of Glenn Transit Service. Glenn transit Service was established by a Joint Powers Agreement in 1987 between the County and the cities of Willows and Orland. The governing board of Glenn Transit Service is the Regional Transit Committee comprising two representatives each from the three agencies. Glenn Ride is a fixed-route bus system with seven round trips every weekday and three round trips on Saturday from Willows to Chico. There are currently 14 bus stops in Orland. Figure 8 displays the locations of transit routes and stops within the vicinity of study area.

School buses are operated by the Orland Unified School District. The District currently operates approximately 15 buses.

There are currently two taxi services operating within the City of Orland – one private and one subsidized by Glenn County.

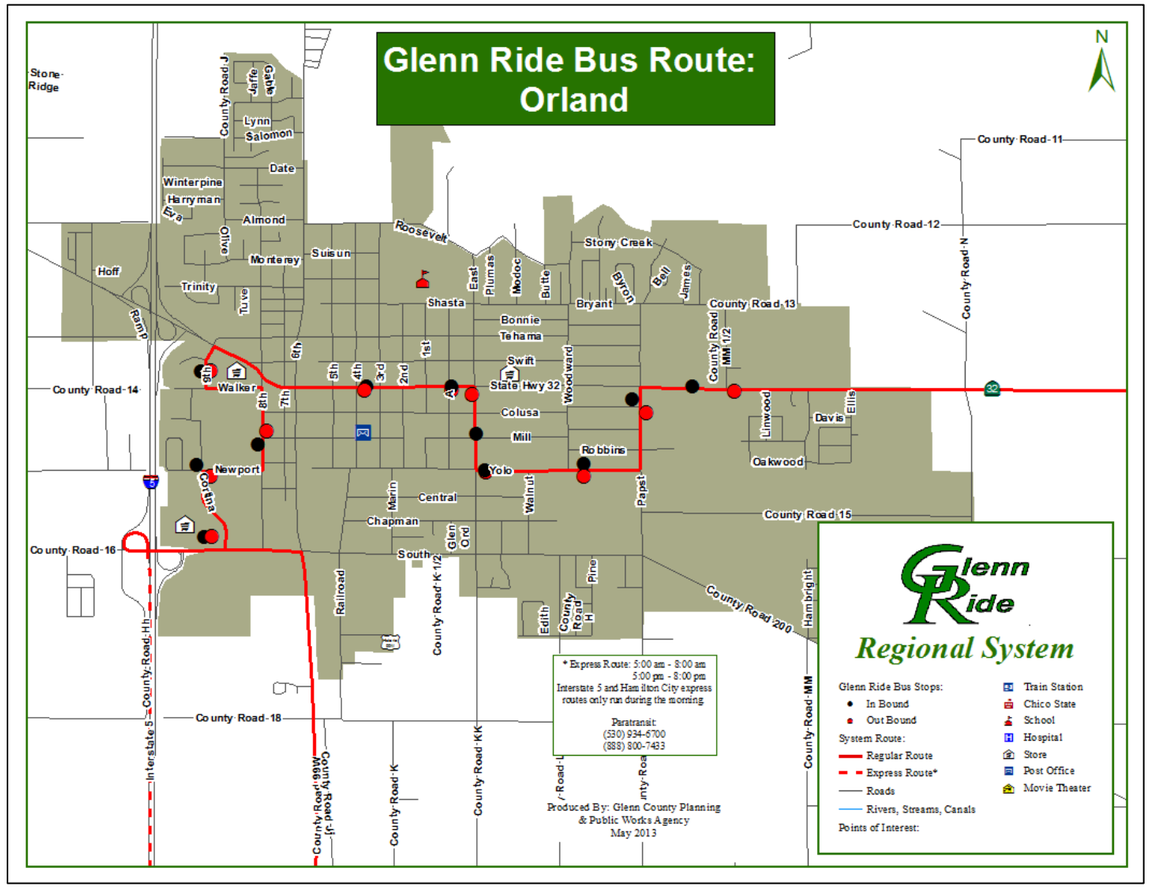


Figure 8 - Glenn County Bus Map

Airport Facilities

There are two publicly owned airports in Glenn County: Haigh Field, located near Orland, and the Willows-Glenn Airport. Haigh Field, located southeast of the City off County Road P, has a 5,160-foot paved and "pilot-controlled" lighted runway, 50 feet wide. Its length qualifies it as a "Basic Transport" facility, suitable for use by general aviation users and capable of handling small or light business jets. There is sufficient land area for expanding service and facilities to meet the City's needs and those of the region. The nearest major regional and international service is provided by Sacramento International Airport.

Existing Utilities

As is typical with most city infrastructure, utilities are located along public easements such as Walker Street. Many of the proposed improvements in this plan will require adjustments and/or relocation of existing utilities as they relate to new curb, gutter and sidewalk locations. Utility improvements generally consist of the relocation and/or upgrade of storm drains and street lights.

Storm Drain System

The City of Orland's Storm Water Drainage System consists primarily of surface water conveyance utilizing curbs and gutters which lead to underground drainage pipes that eventually discharge into the Lely Aquatic Pond, the Stony Creek Basin Tributary Area, or on-site retention basin and leach field systems.

Figure 9 depicts the existing storm system serving the project area. Appendix A is a Master Map of the City of Orland Storm Drainage and provides storm drain pipe size.

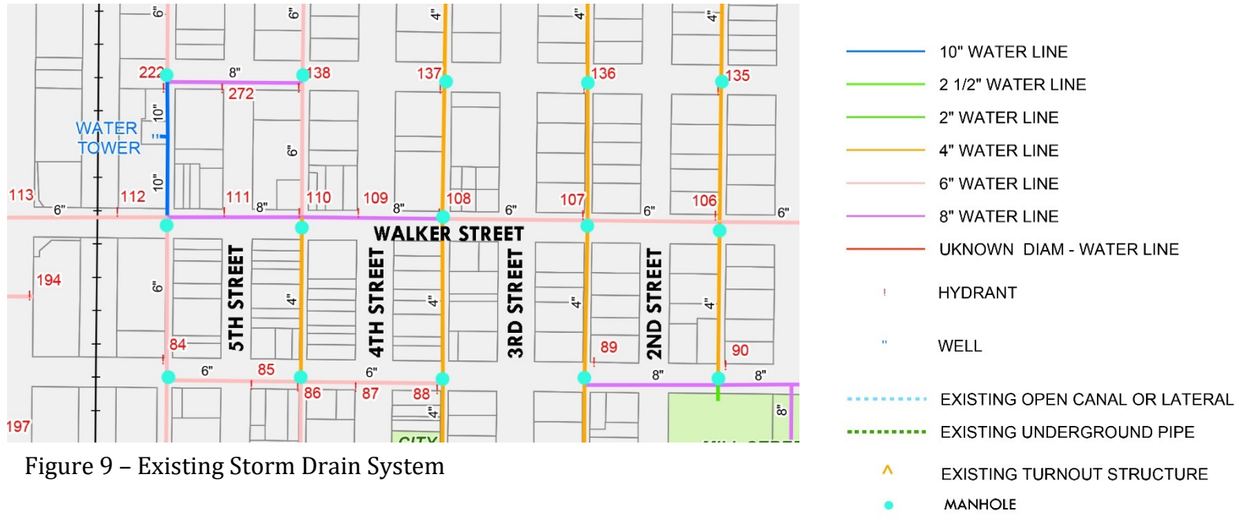


Figure 9 – Existing Storm Drain System

Currently along the north side of SR32 (Walker Street), storm water runoff flows easterly in the gutter pan and/or half pipe culvert and accumulates at the northwest corners of the intersections with 3rd Street, 4th Street and 5th Street. Existing north side curb heights vary from 6 inches up to 15 inches with the highest locations found east and west of the 5th Street intersection; this non-standard height being utilized historically to prevent localized flooding of the commercial store and office properties along SR32 (Walker Street) and to store runoff in the gutter until evaporation can occur. Storm drain pipelines and drainage inlets are non-existent at these three intersections, but are found at the northwest and northeast corners of the intersection with 2nd Street where an existing 30-inch diameter storm drain flows easterly to East Street where it intercepts an existing 39-inch diameter storm drain flowing south along the west side of the street.

The south side of SR32 (Walker Street) currently flows easterly in the gutter pan and then southerly at all intersecting streets. Existing south side storm drains and drainage inlets along SR32 (Walker Street) occur at the southwest corner of 5th Street and the southwest and southeast corners of 2nd Street. All of these locations are substandard with the 5th Street drainage inlet connected to a 15-inch storm drain with a downstream syphon returning to surface flow two blocks southerly at Mill Street while the 2nd street drainage inlets are the west and east ends of another syphon of unknown pipe diameter with no downstream storm drain pipeline.

The proposed remedy to all of these storm drainage issues requires the installation of a new 24-inch diameter storm drain pipeline along the north side of SR32 (Walker Street) with south side drainage inlets located at all new low points connected to this 24-inch diameter pipeline using 18 inch diameter storm drain pipe all flowing northerly and easterly then subsequently tying into the existing 30 inch main at 2nd Street.

Sanitary Sewer System

As shown in Figure 10, 8” sanitary sewer collection lines are located perpendicular to Walker Street at each alley, connecting to the rear of each property.

Due to unknown variables associated with possible developments specific recommendations relative to sanitary sewer size are beyond the scope of this study. At this point, there are no changes foreseen to the sanitary sewer system.

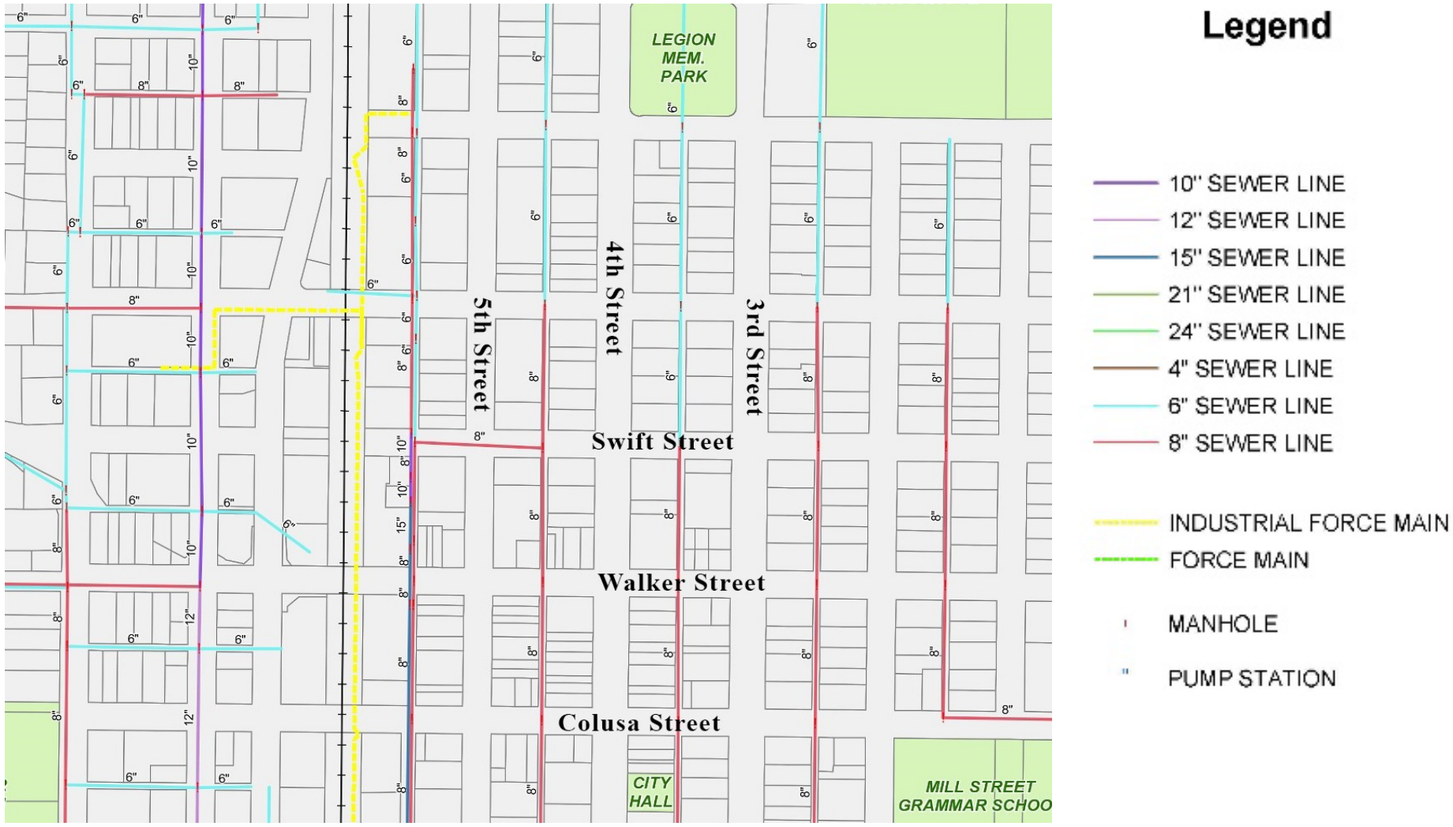


Figure 10 – Existing Sanitary Sewer System

Existing Water System

The City of Orland owns and operates the water distribution system along the Walker Street project study area. A 6" water main extends along Walker Street with other 6" water lines branching off or crossing. See Figure 12 to the right. Sufficient capacity exists in the existing system to meet the expected future development needs along the study corridor.

Figure 11 identifies the existing fire hydrants in the project area. No additional hydrants are recommended and those at all other locations may be retained. As development occurs the need for additional onsite fire hydrants and water main extensions must be analyzed on a project by project basis.

Figure 11 – Existing Hydrants

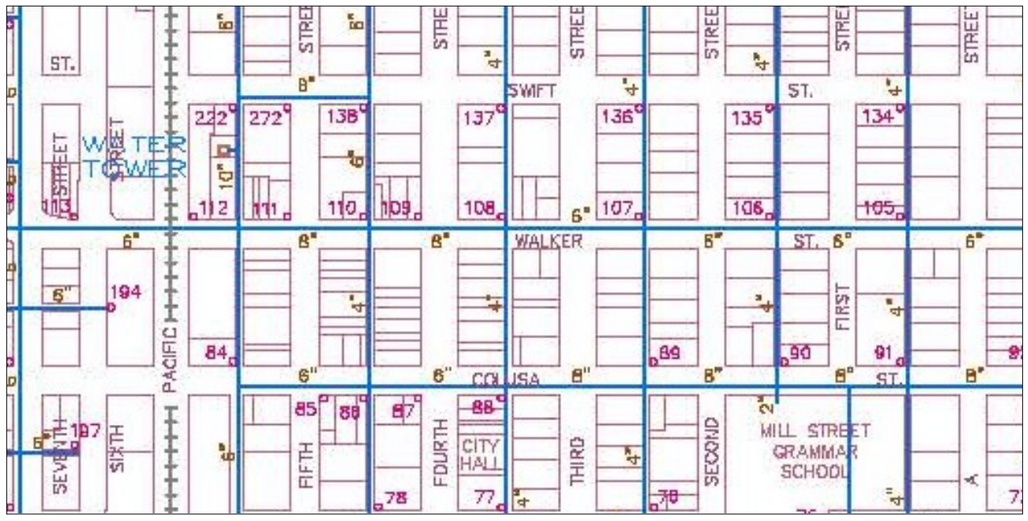


Figure 12 – Existing Water System

Existing Gas and Electric

The existing primary and secondary electrical system along the Walker Street corridor is owned and operated by Pacific Gas and Electric. Correspondence with the PG&E service coordinator indicates that the existing infrastructure is sufficient for current gas and electric needs. All development of adjacent properties will require utility service applications. At that time PG&E will determine the adequacy of existing infrastructure relative to the demands of the proposed development. If deficiencies are found to exist, PG&E will provide for infrastructure expansion to the proposed service point. Determination of the adequacy of the existing infrastructure is beyond the scope of this study due to the unknown demands of future developments.

Street Lights

Figure 13 locates existing street lights along Walker Street. The street lights are the tall galvanized Cal Trans standard that runs the length of SR32 through Orland. As the figure illustrates the light poles are in a fairly uniform pattern. While lighting in this manner is sufficient for travel and public safety, it misses an opportunity to provide a strong and distinguished identity to Downtown Orland.

Decorative light poles could be installed at regular intervals between the galvanized poles or a program could be put in place to replace the galvanized poles in groups over a given time. The galvanized poles could be used at other locations in the City. Pedestrian scale and historic style lighting can provide an ambiance that will cause night time traffic to slow down and stop for a visit. The light poles will also relate to the rest of the overall site improvements, to capture the historic and cultural aesthetic of Orland both day and night.

Additional lighting could occur as accents to illuminate signs, art and monuments. Electrical connections could also be provided for seasonal street tree lighting.

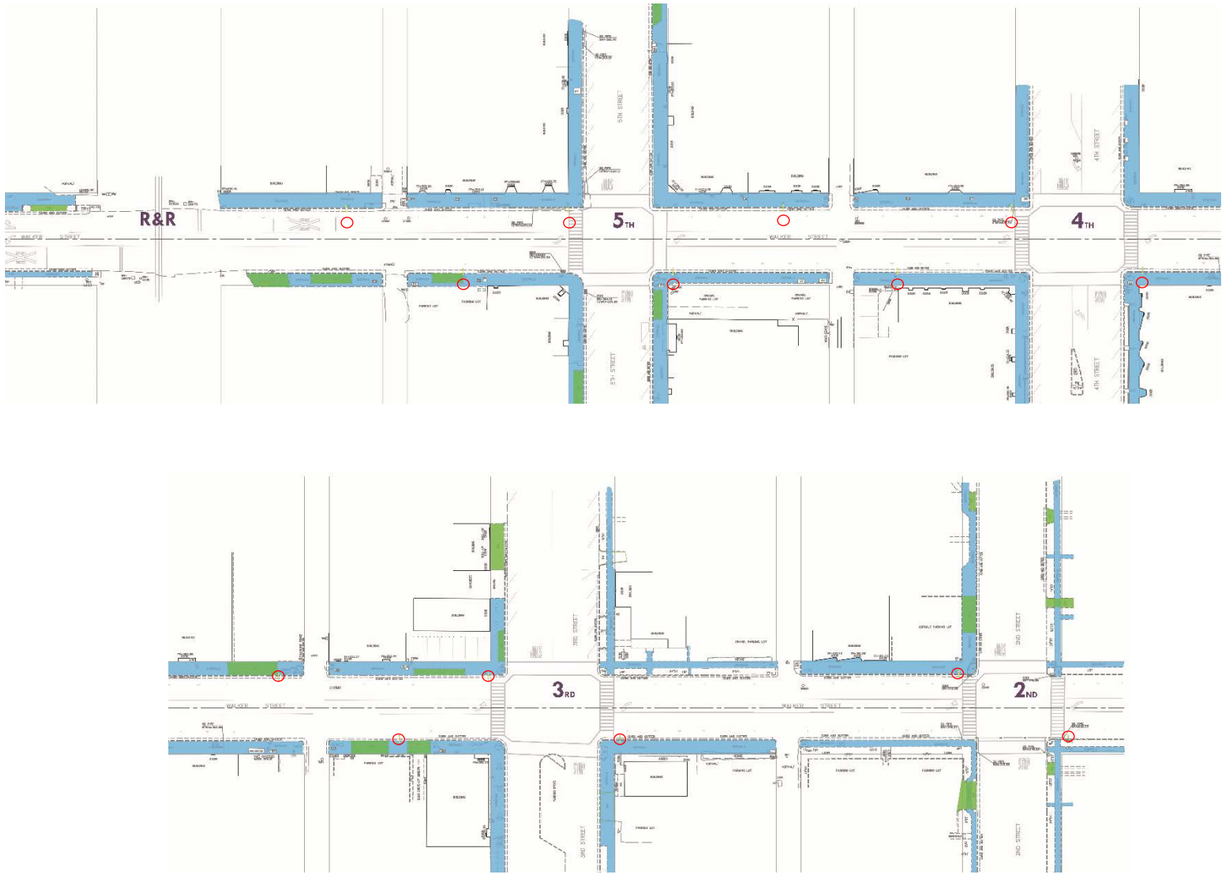
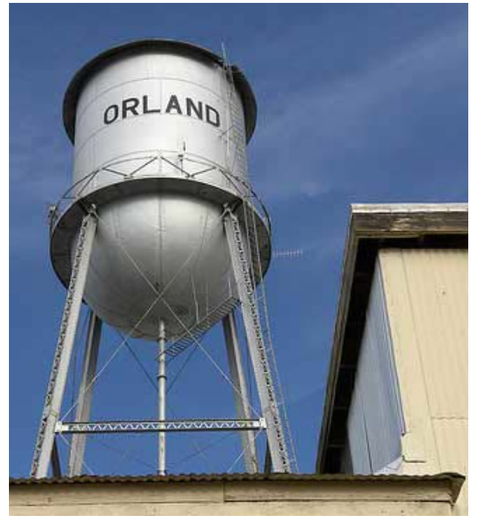


Figure 13 – Existing Street Lights shown in red

Existing Site Photos

Entry arch at the north end of the City on 6th Street

Entry monument west of downtown at 8th and Walker Streets



Water tower near downtown

Welcome sign and mural on Walker St in between 5th and 6th Streets

Events banner on Walker Street in between 3rd and 4th Street

Clock monument at 8th and Walker Streets

Tattoo shop mural on the 400 block of Walker St

Bullfight mural at 5th and Colusa Streets

Top title of new banners on Walker Street

Artist photo of looking north on 4th Street at Colusa Street

Bronze statue on 4th Street

Historic IOOF Building at 4th and Colusa

Farm Bureau on 5th and Walker Street

Carnegie Community Center – 3rd and Mill Street

Orland Art Center – 4th and Colusa Street

Mixed use building on 5th and Walker Street

Gazebo at Library Park – 3rd and Mill Street

Examples of missing curb ramps or curb ramps that are not per code along Walker Street. Examples here are at 5th and Walker Street and the alley in between 5th and 4th Street.

No sidewalk between 6th and 5th Streets.

High curbs at 5th and Walker Street

Caltrans and Project Goals

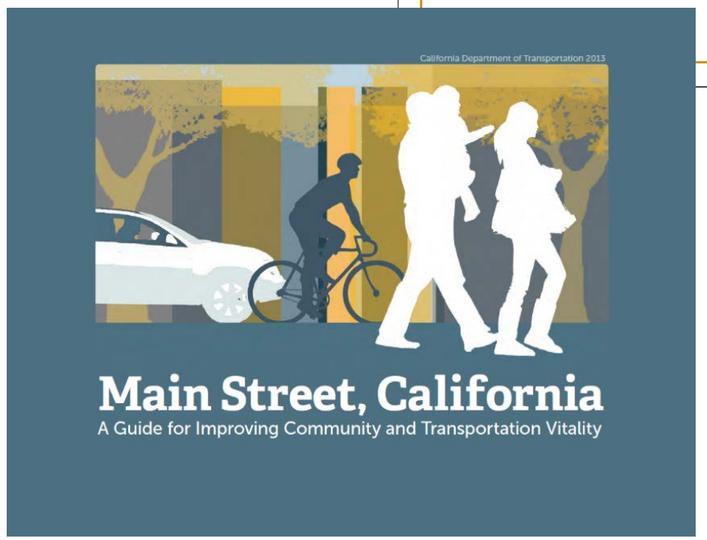
The project boundary for the Walker Street – Streetscape Master Plan is along State Route 32 (SR 32). The State Route is managed by the California Department of Transportation (Caltrans). The project is funded by the Sustainable Communities Grant portion of the Caltrans Transportation Planning Grant Program. The grant specific objective of the Sustainable Communities Grants is to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (where applicable), contributes to the State's greenhouse gas reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives.

Although the grant is focused on the common goal of aligning with existing Caltrans plans for the State, these plans cover a wide range of issues municipalities to address. To best plan for achievable goals for this project, a few specific portions of Caltrans goals are addressed:

- Promoting Sustainable Communities in CA
- Complete Streets Plans
- Advance a community's effort to reduce transportation-related greenhouse gases
- Assist transportation agencies in creating sustainable communities
- Incorporate safe routes to schools planning
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health
- Land use planning activities in coordination with a transportation project

This plan is also based on the design guidelines from the Caltrans document;
Main Street, California – A Guide for Improving Community and Transportation Vitality.
Key components of the of the guide for this plan are;

- The Complete Streets Model – design for all users
- Place Making and Community Identity
- Main Street Investments that Build Prosperity
- Livable Mainstreet Design and Traffic Calming
- Design for the Pedestrian Realm
- Sustainable Design Elements; Storm Water Quality, Low Impact Development, Native Plants, Trees Benefit the Environment, Water Conservation, Cooling Pavements, Permeable Pavements, Reused and Recycled Materials, Energy Conservation and Lighting



Caltrans Staff Review and Input

Caltrans review of the Streetscape Master Plan occurred through District 3 Planning Department for adherence to the grant requirements and to see how it may align with a simultaneous Caltrans plan to upgrade existing pedestrian infrastructure that is not in compliance with the American's with Disability Act (ADA). Caltrans staff has reviewed the conceptional plans for Walker Street – Streescape Master Plan to help guide the conceptual design along current Caltrans standards. Caltrans ADA project is being phased into two phases to allow the City to attempt to obtain funding for the improvements.

District 3 Review Staff

David Smith
Associate Transportation Planner

Michelle Parkinson
Transportation Engineer

Steve Wright
Senior Transportation Engineer

Winder Bajwa
ADA Project Manager

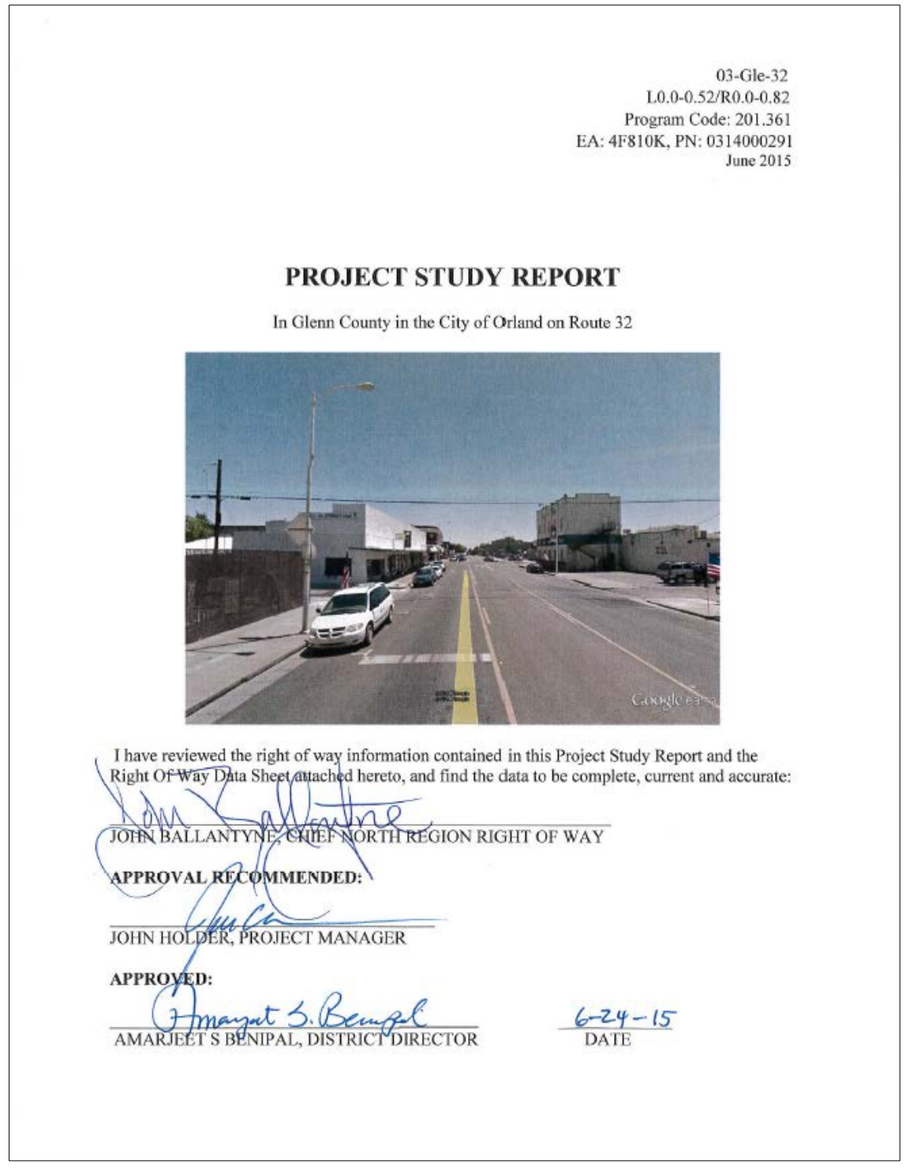
Jeff Pietrzak
Landscape Architect

Caltrans ADA Study, Funding and Construction Schedule

A 2015 study by Caltrans found that numerous deficiencies with curb ramps, pedestrian paths and driveways with the project limits for State Route 32 (SR32) through Orland. The study estimates the ADA project at $2.28 million in capital and support costs. Caltrans construction drawings are close to complete for Phase 1 improvements. Caltrans also plans to update their ADA improvement plans to align with the design shown in this Walker Street Master Plan. Construction is expected include some improvements designed during the summer of 2019/20 at an estimated cost of $700,000.

Caltrans Landscape Maintenance Agreement

As part of the 2006 realignment of SR32 west, Caltrans entered into a maintenance agreement with the City of Orland for the realigned portion of SR32 west of the Walker Street project area. Caltrans is responsible for maintenance of the curb, gutter and street from back of curb to back of curb with the State right-of-way.
The City is responsible for the sidewalk and landscape behind the curb to the edge of the right-of-way.
A similar maintenance agreement may be considered for Walker Street – Streetscape Master Plan improvements.



03-Gle-32
L0.0-0.52/R0.0-0.82
Program Code: 201.361
EA: 4F810K, PN: 0314000291
June 2015

PROJECT STUDY REPORT

In Glenn County in the City of Orland on Route 32

I have reviewed the right of way information contained in this Project Study Report and the Right Of Way Data Sheet attached hereto, and find the data to be complete, current and accurate:

JOHN BALLANTYNE, CHIEF NORTH REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

JOHN HOLDER, PROJECT MANAGER

APPROVED:

AMARJEET S BENIPAL, DISTRICT DIRECTOR — DATE 6-24-15

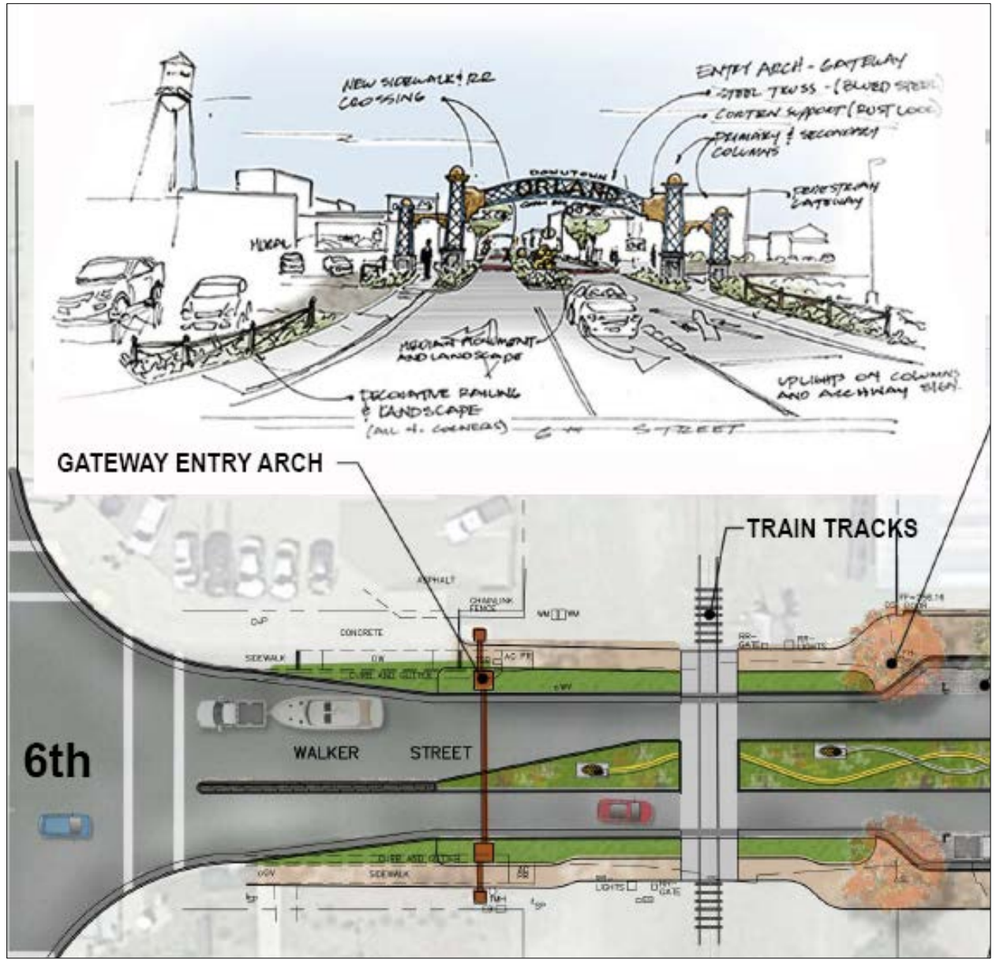
Union Pacific Railroad

Streetscape improvements for the Walker Street Master Plan includes sidewalk, street and median design that are within the right of way for the railroad between 6th Street and 5th Street on SR32. Union Pacific Railroad owns and regulates improvements with the right-of-way. The Plan is currently being reviewed by a Union Pacific Railroad plan review agency, G&W Pacific Region Railroads. Elements of the plan that may be affected include the design of an entry arch or gateway to downtown Orland and the layout of the center median.

Public Outreach

Goals of public outreach are to inform the public of the parameters of the project, invite their input regarding needs for improvements, incorporate public input into the streetscape design and to present the plan to the public for confirmation of the finished design. Two categories of public outreach were utilized to best achieve these goals; Community Workshops and City/Agency Presentations.

1. Community Workshops
    - Two Public Workshops
    - Downtown Business Owners
    - Chamber of Commerce
    - Women's Improvement Club
2. City and Agency Presentations / Review
    - Review / Staff Meetings – Grants, Planning and Public Works
    - Planning Commission
    - Public Works and Safety Commission
    - Economic Development Commission
    - Arts Commission
    - Caltrans District 3
    - California Northern Railroad
    - Fire and Police
    - City Council



Walker Street Master Plan area that may be affected by the Union Pacific Railroad right-of-way. See the Streetscape Concepts and Gateway Concept sections for a more detailed layout of the design.

Community Workshop #1 – Project Parameters and Needs

The goal of the first community workshop was to inform the public of the parameters of the project and ask for their input regarding needs for improvements, incorporate public input into the streetscape design and to present the plan to the public for confirmation of the finished design The public was excited about the project and provided input at each meeting. Input from the first Public Workshops is shown below

- The Public was asked to describe the identity of Orland – Answers included Community, Patriotic, Giving and Genuine.
- They'd like to preserve the historic, small town atmosphere.
- Examples of similar projects that were well received – Winters, Fort Collins and Folsom
- Elements of similar projects that were liked – Pavers, outdoor seating, alley and street plazas
- Create Main Street atmosphere on Walker Street
- Needs:
  - Traffic calming
  - Aesthetic Improvements
  - Recognition from I-5
  - More parking
  - Shade trees
  - Better lighting
  - Customers

Community Workshop #2, City and Agency Presentations

The goal of the second workshop and remaining local business, social groups, City and Caltrans presentations was to present various stages of the design and inquire input to make sure the design included the public's input and agency requirements. The streetscape design was very well received. Elements that required multiple presentations and discussion for resolution include parking revisions, the effect of the truck route on the downtown community and the idea of a roundabout at 6th and Walker Street. See the Streetscape Concepts section for a more detailed discussion of these items.

Streetscape Concepts

Initial Project Goals and input from the City, Public and Caltrans staff combined to include more detail relative to Walker Street, Downtown Orland and the surrounding Community:

- Incorporate input from Caltrans, Union Pacific Railroad, Community Outreach and City Guidelines
- Utilize Bulbouts and Medians as Traffic Calming Improvement
  - As the term sounds, bulbouts bulb the sidewalk out at intersections to bring sidewalks and curb ramps further out into intersections. This creates less space for pedestrians to travel across the street as crosswalks and even though the lane widths remain the same, the visual space that's left for vehicles makes drivers slow down.
  - Mid-block planters and turning lane medians provide the same benefit.
  - Bulbouts and medians also provide more pedestrian space for decorative concrete sidewalks, site furniture, café seating or shopping space and landscape.
- Improvements for Access according to ADA Requirements.
- Improve Business Owner, Shopping and Restaurant Opportunities
  - Improve Aesthetics
  - Incorporate Orland Culture
  - Incorporate the Queen Bee Capital into the design
  - Improve Parking
  - Create Outdoor Use Space – shopping, café seating, public seating, shade and landscape
- Improve Aesthetics
  - Hardscapes
  - Landscape
  - Art / Community / Culture / Pride
- Include Sustainable Design
  - Storm Water Capture and Filtration
  - Solar Lighting
  - Drought Tolerant and Native Landscapes
  - Recycled and Local Materials
  - Trees to offset carbon and reduce reflective heat
  - Light colored pavement to absorb less heat
- Pedestrian Oriented Design
- Closed Street Options for Special Events
- Wayfinding Signs
- Entry Gateways to Downtown

Preliminary Design

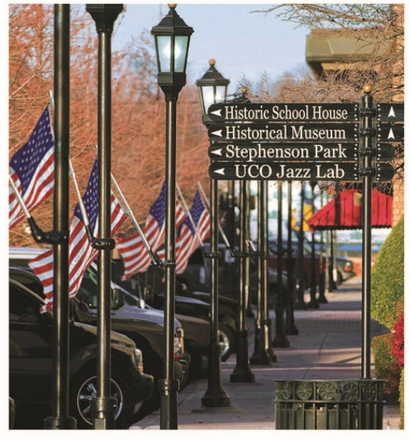
Project goals were implemented through the preliminary phase of design. Input from public workshops and agency input then helped fine-tune the theme and layout of the streetscape. Preliminary design was hand drawn and includes plan view, perspective sketches and examples of inspirational photos to envision design options as finished products. The drawings and photo boards on the following pages were utilized for the Preliminary Design phase of the project.

DOWNTOWN ENTRY MONUMENTS

BULB OUT

LANDSCAPE GREENING

WAYFINDING



WALKER STREET VISION PLANNING WORKSHOP

OPPORTUNITIES AND IDEAS

MDG MELTONDESIGNGROUP

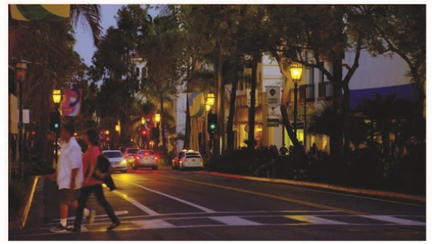
09-27-2016

USEABLE SIDEWALK

PUBLIC ART

HARDSCAPES

LIGHTING



WALKER STREET VISION PLANNING WORKSHOP

OPPORTUNITIES AND IDEAS

09-27-2016

PEDESTRIAN CROSSING

ACCESSIBILITY

COMPLETE STREETS

SUSTAINABILITY

WALKER STREET VISION PLANNING WORKSHOP

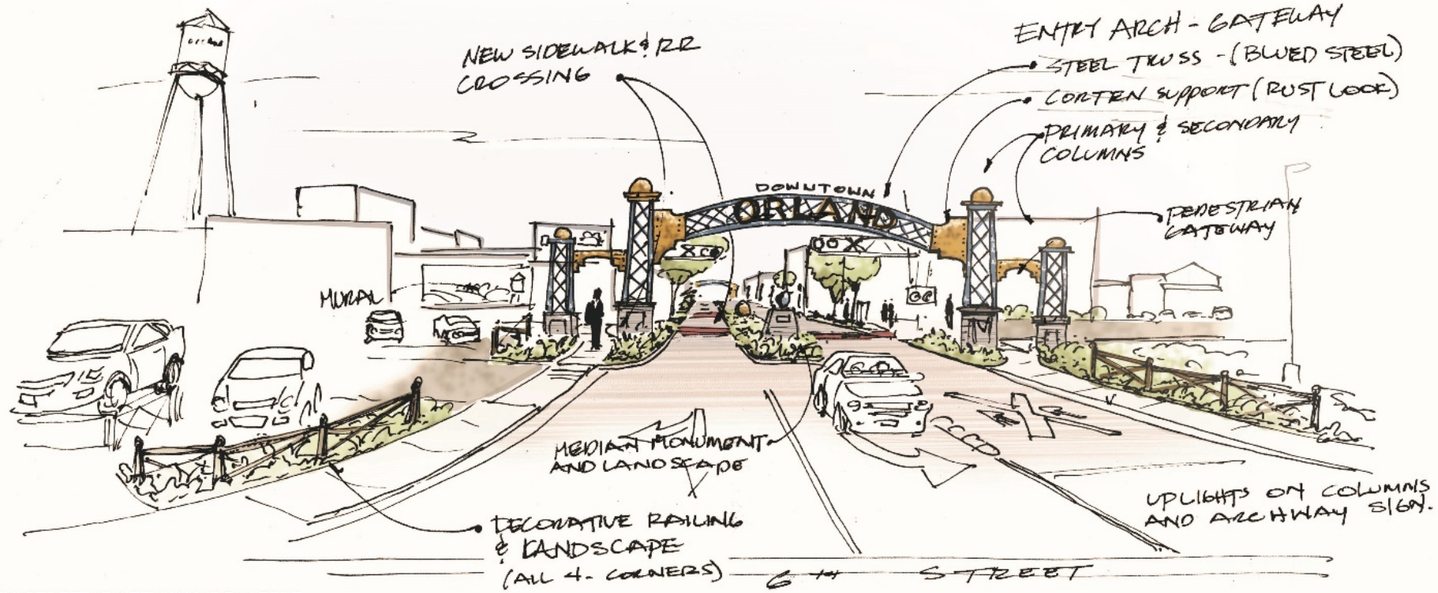
OPPORTUNITIES AND IDEAS

MDG MELTON DESIGN GROUP

09-27-2016

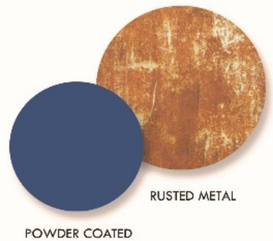
WALKER STREET VISION PLANNING WORKSHOP

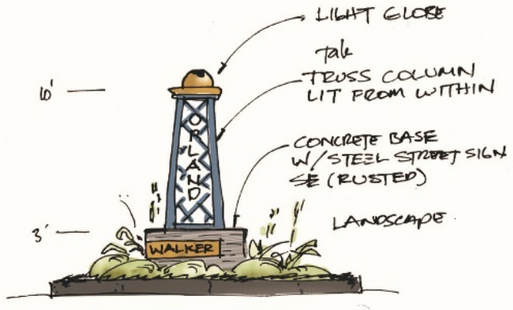
GATEWAY INSPIRATION



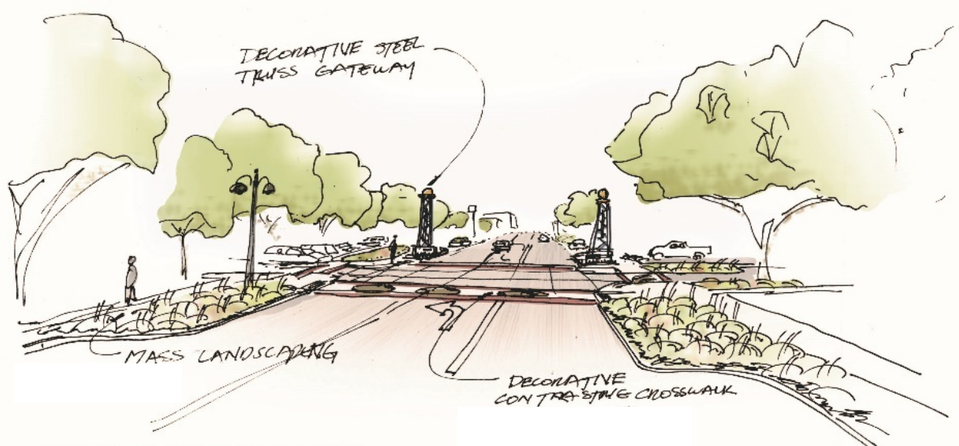
6TH STREET GATEWAY CONCEPT

(E) GATEWAY

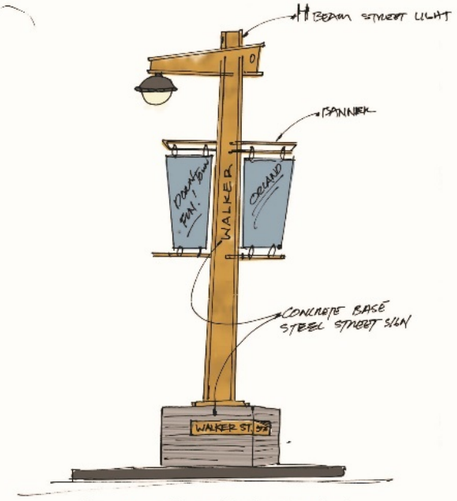




TRUSS GATEWAY



2ND STREET GATEWAY CONCEPT

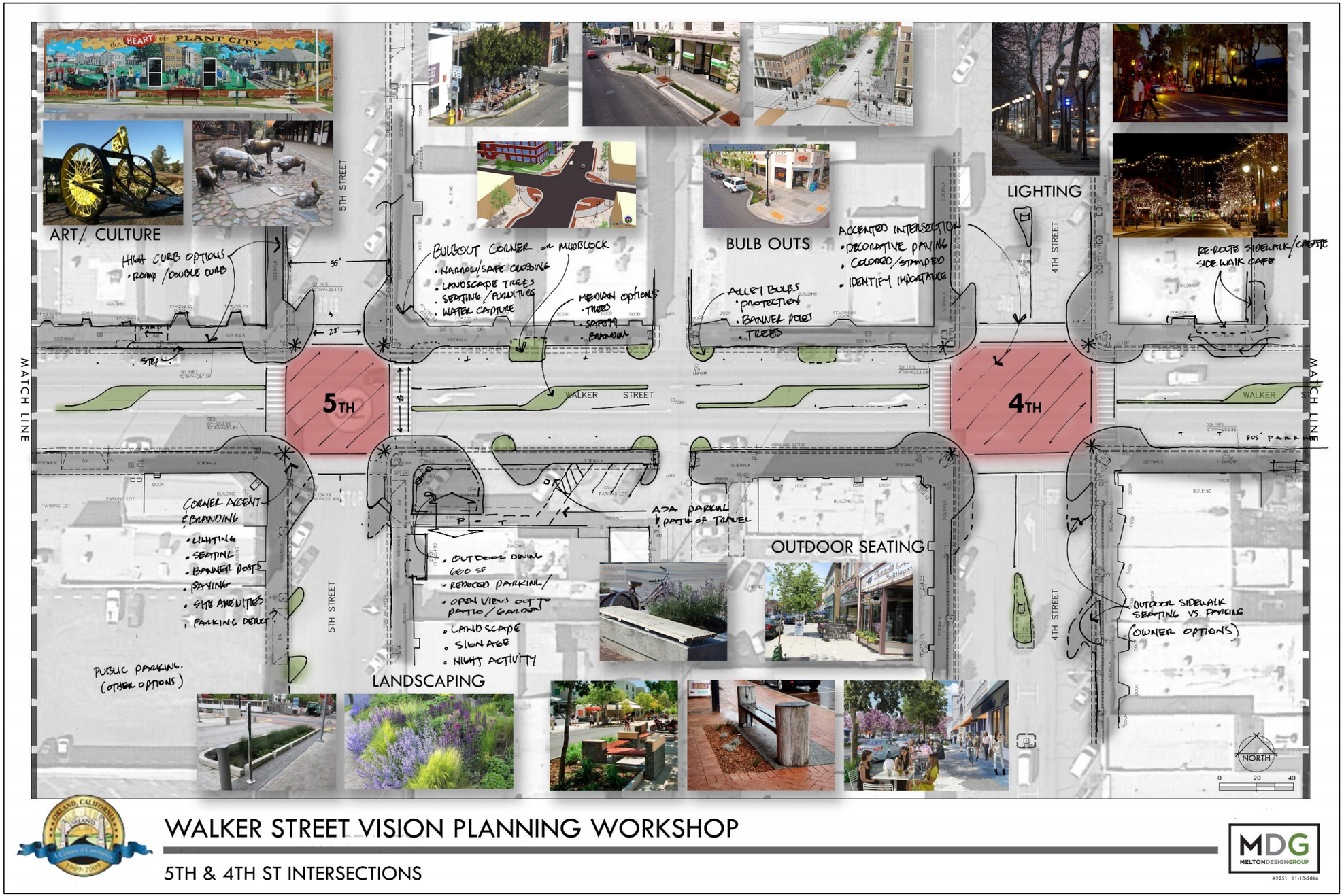


STREET LIGHT/WAYFINDING

GATEWAY DESIGN OPTIONS

WALKER STREET VISION PLANNING WORKSHOP II


LEGEND
LANDSCAPED AREAS
SIDEWALK
MONUMENT/GATEWAY
WAYFINDING
INTERSECTION
WAY FINDING & SIGNAGE
Historic Downtown
Library/ Community Ctr
Parking
Town Mtg Hall
PUBLIC PARKING
Clocktower Lot
INFILL DEVELOPMENT
EXAMPLE
ORIGINAL
BEFORE
AFTER
BEFORE
AFTER?
Glenn County Farm
6TH
WALKER STREET
PARKING
POSSIBLE LOW STEEL ACCENT/ BRANDING
NEW ACCESSIBLE SIDEWALK
LANDSCAPE & WAYFINDING
NEW ACCESSIBLE SIDEWALK
LANDSCAPE & WAY FINDING
ALLEY BULBOUT
NEW DOWNTOWN MONUMENT SIGN & ARCH
RAILROAD ROW
PRIVATE PROPERTY
GATEWAY, BANNERS & FLAGS
MATCH LINE
NORTH
0
20
40
WALKER STREET VISION PLANNING WORKSHOP
6TH STREET
MDG
MELTONDESIGNGROUP
#2251 11-10-2016



WALKER STREET VISION PLANNING WORKSHOP

5TH & 4TH ST INTERSECTIONS

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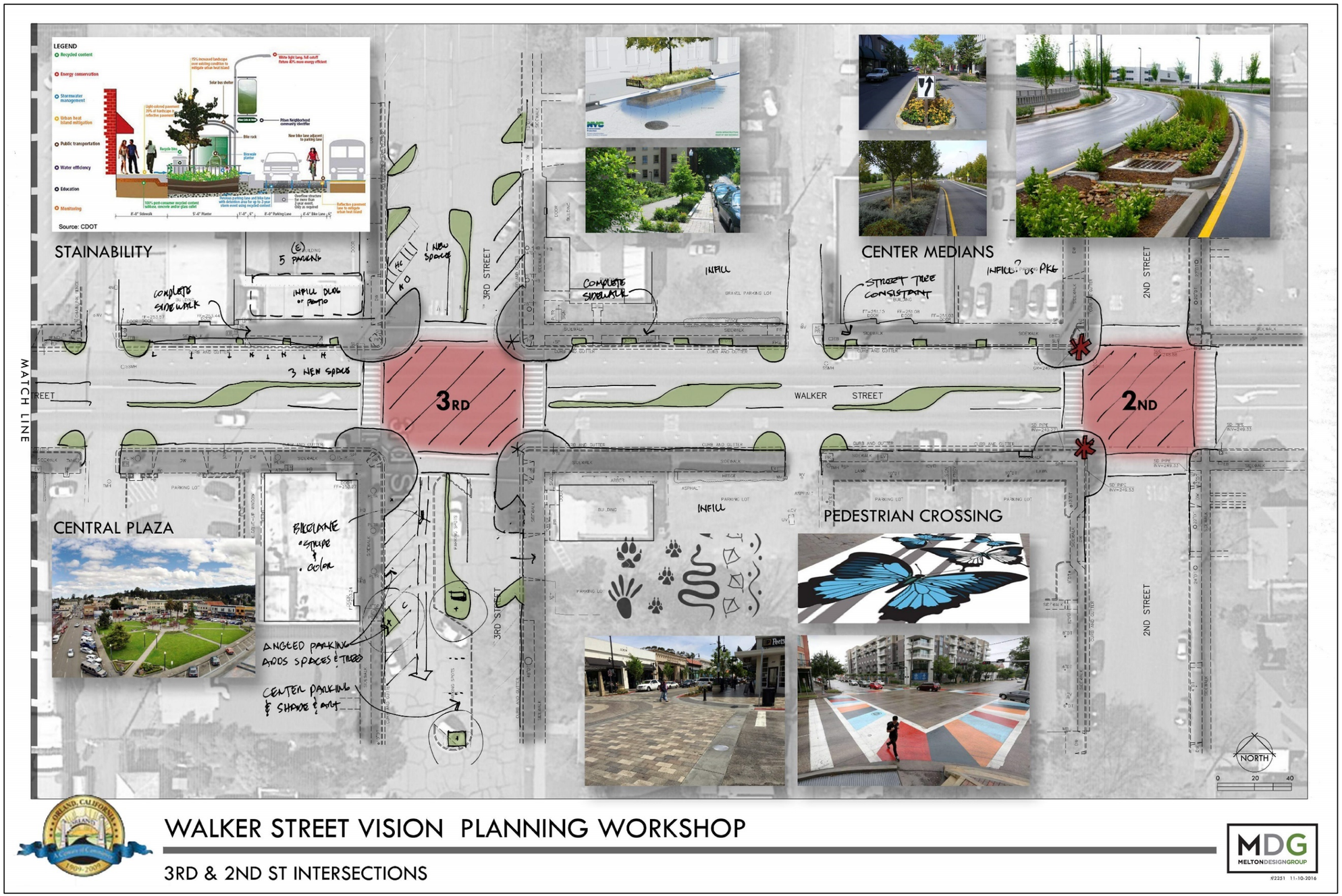
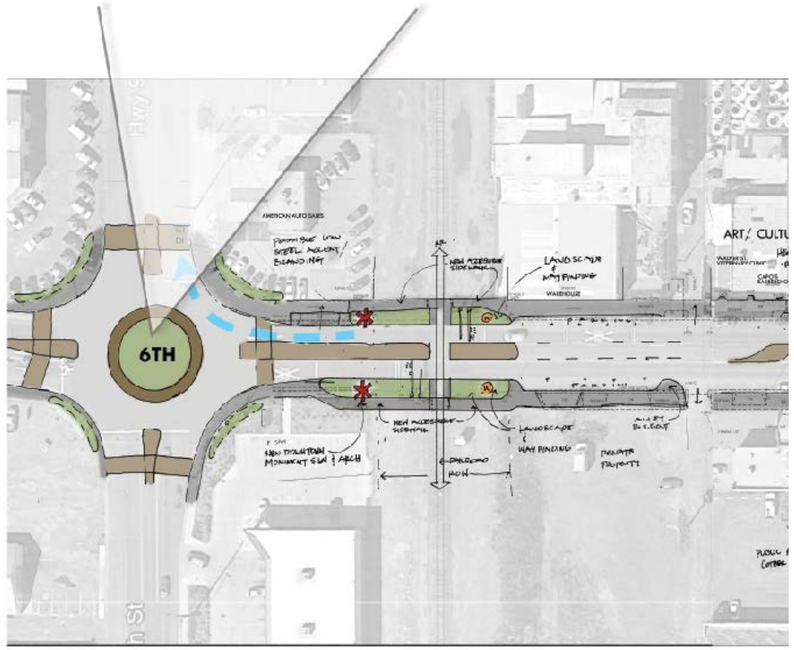

LEGEND
Recycled content
Energy conservation
Stormwater management
Urban heat island mitigation
Public transportation
Water efficiency
Education
Monitoring
Source: CDOT
STAINABILITY
CENTER MEDIANS
CENTRAL PLAZA
PEDESTRIAN CROSSING
WATCH LINE
WALKER STREET
3RD STREET
2ND STREET
3RD
2ND
COMPLETE SIDEWALK
INFILL BLDG OR PATIO
3 NEW SPACES
1 NEW SPACE
INFILL
STREET TREE CONSISTANT
BIKE LANE STRIPE & COLOR
ANGLED PARKING ADDS SPACES & TREES
CENTER PARKING & SHADE & ART
NORTH
0 20 40
WALKER STREET VISION PLANNING WORKSHOP
3RD & 2ND ST INTERSECTIONS
MDG
MELTONDESIGNGROUP
#2251 11-10-2016

Unique Alternatives

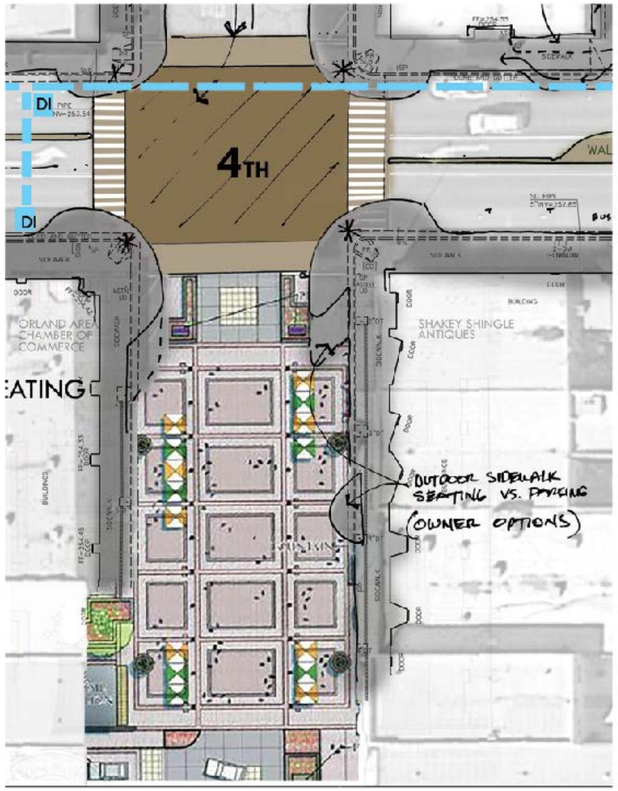
Alternative design options were presented as part of the Preliminary Design Phase.

ROUNDABOUT AT 6TH AND WALKER STREETS – At the first public workshops, members of the public noted that during rush hour, traffic backed up at the 6th Street light and it backed up far enough to block the 5th and 4th Street intersections. A roundabout was suggested as an option to reduce congestion and be another opportunity for a gateway monument. The public and City Council had mixed feelings about a roundabout. A Council field trip and a separate Council Workshop were provided to review roundabouts in similar communities. As an alternative to the Walker Street Master Plan, it may be considered as an option acknowledging the intersection needs a traffic study to determine the best method for traffic control.

6TH STREET ROUNDABOUT / MONUMENT



MULTI-USE EVENT STREET PLAZA

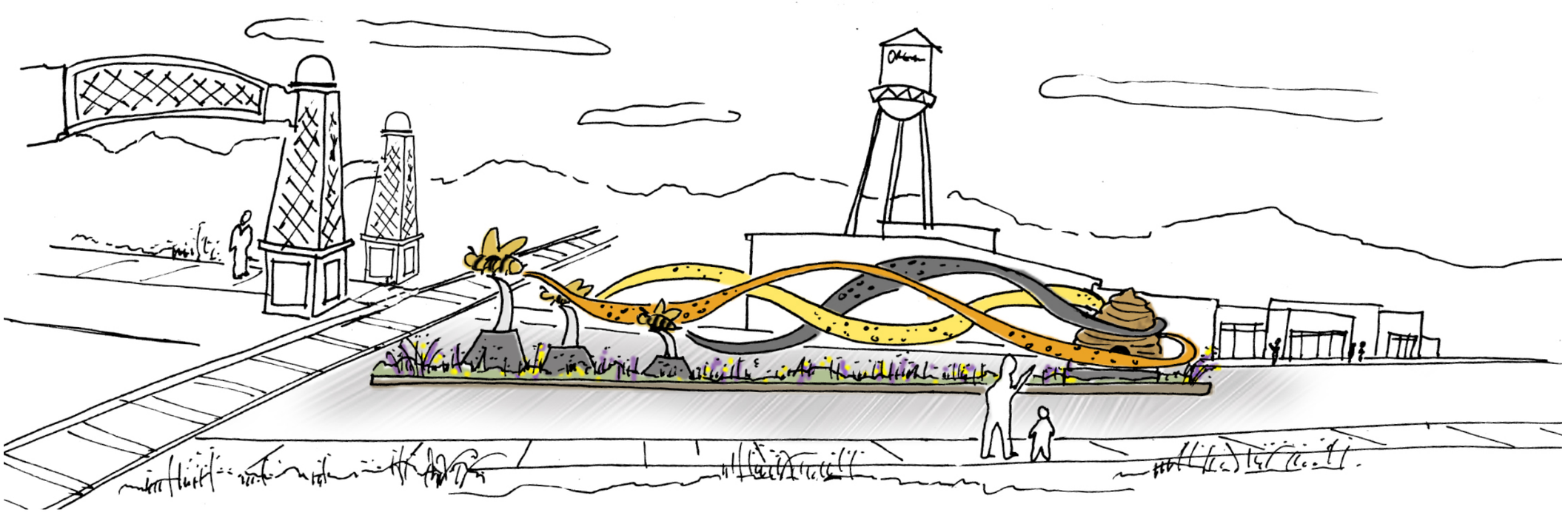


4TH STREET PLAZA – The initial idea for the Plaza was to have pocket parks or a downtown plaza tied to Walker Street. There is not much open space available, so the idea of creating a street plaza was presented. 4th Street is central to the downtown area and is wide compared to most streets. The street itself could be decorative paving that would match the sidewalk and bulbout design. It would function as a road on normal days and be able to be closed during special events. The 4th Street Plaza option was very well received by the public and the City.

The Queen Bee Capital

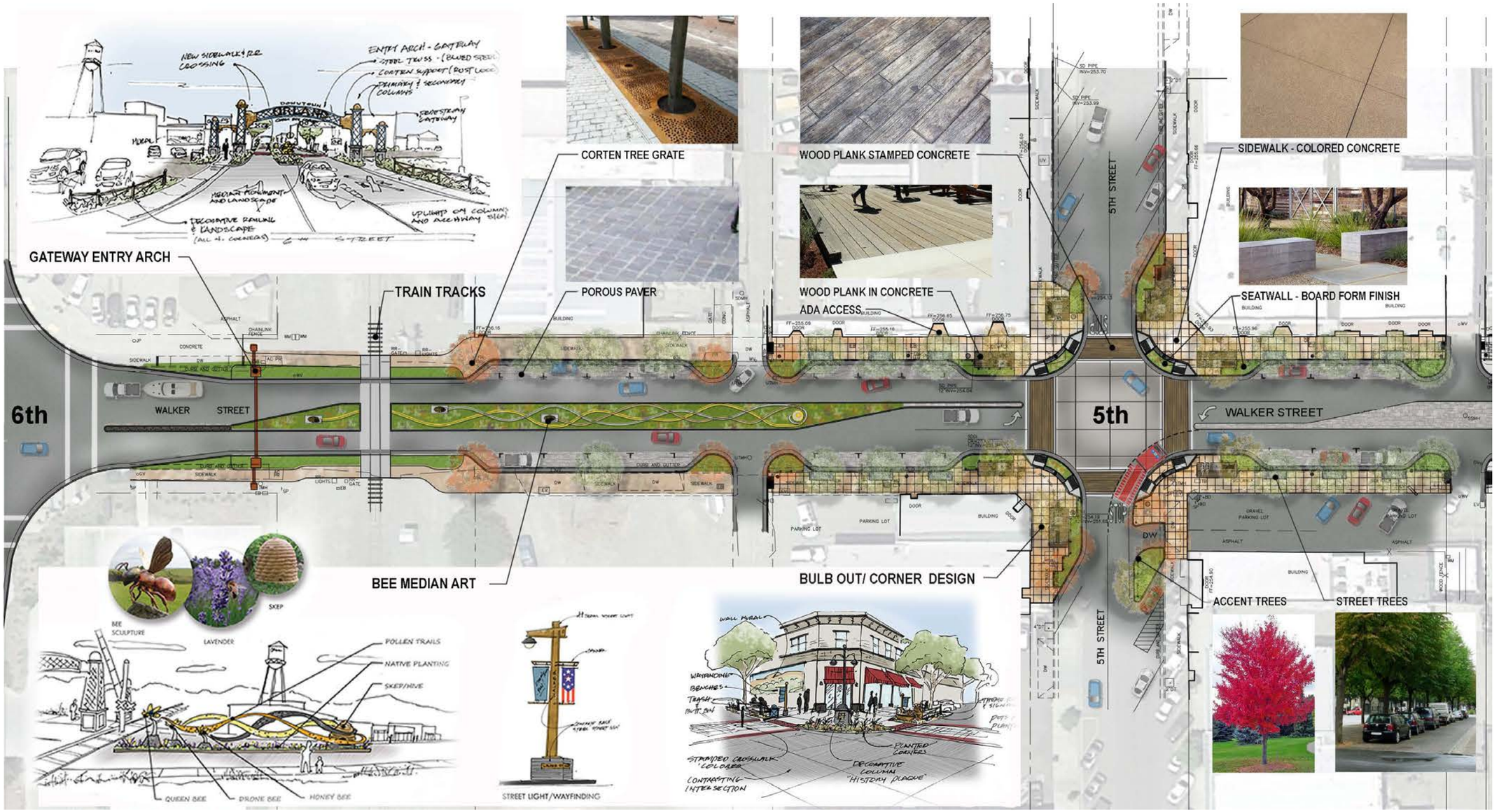
The City of Orland was recently designated as one of 40 Bee Cities by Bee City USA, which recognizes urban areas for pollinator friendly efforts. Shortly thereafter, Orland became the Queen Bee Capital of North America. Orland has made this claim based on crop reports, beekeeper reports and queen bee producers. Glenn County produced at least 375,000 queens last year, topping the 175,000 produced by runner-up Shasta County. The title presents opportunities to incorporate a bee theme into the streetscape design and ties in well to the Master Plan to bring new businesses and visitors to the City. The City recently added over 40 Queen Bee Capital banners along Walker Street to celebrate the event.

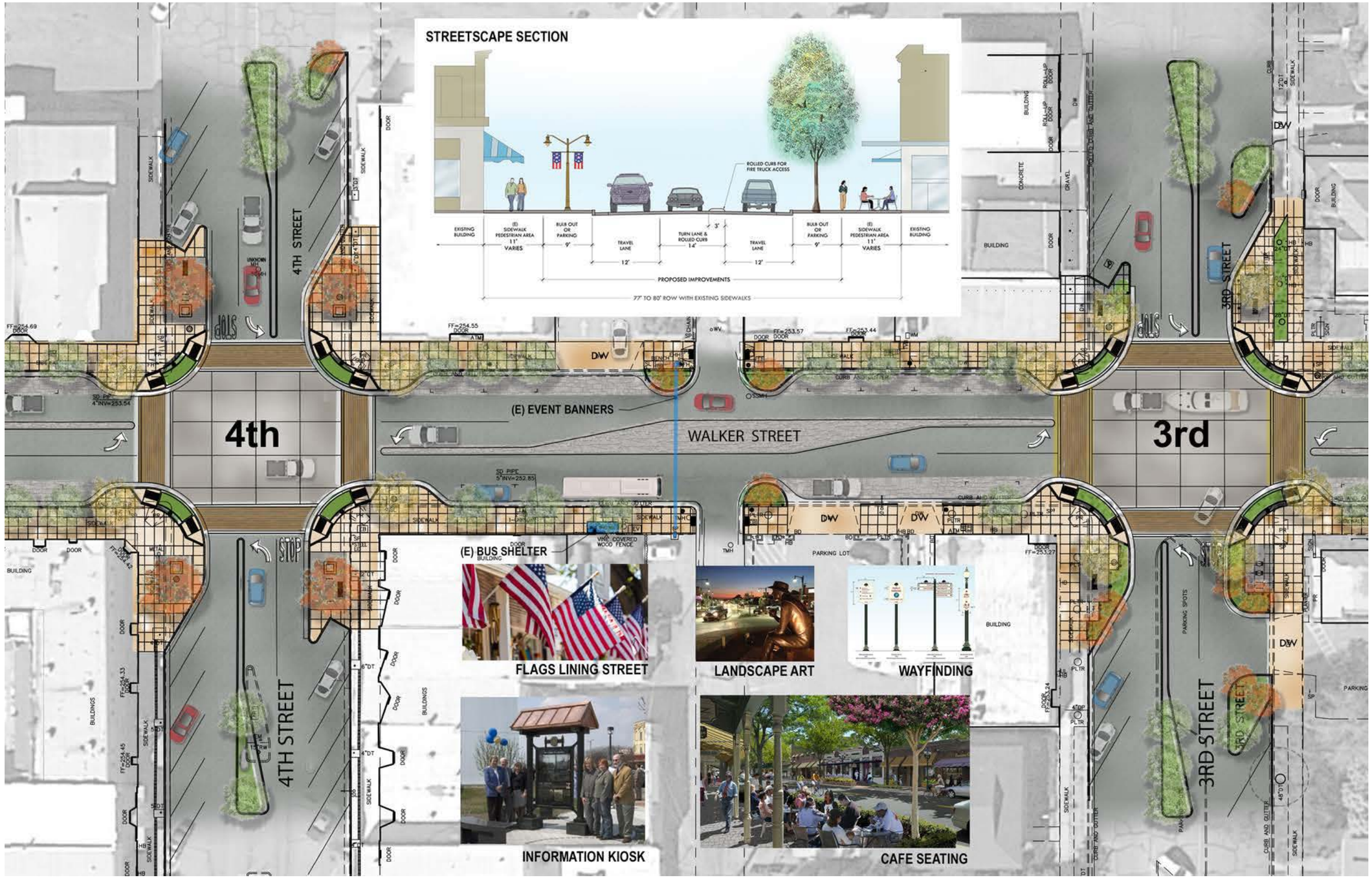
The drawing below is of a bee themed sculpture designed into the median at the western gateway downtown Orland in between 6th and 5th Streets, welcoming visitors as they arrive. The lead bee is the queen bee, second is a drone bee and third a honey bee. Steel, colored ribbons represent busy bees and their pollen trails that lead back to a Skep or Hive.

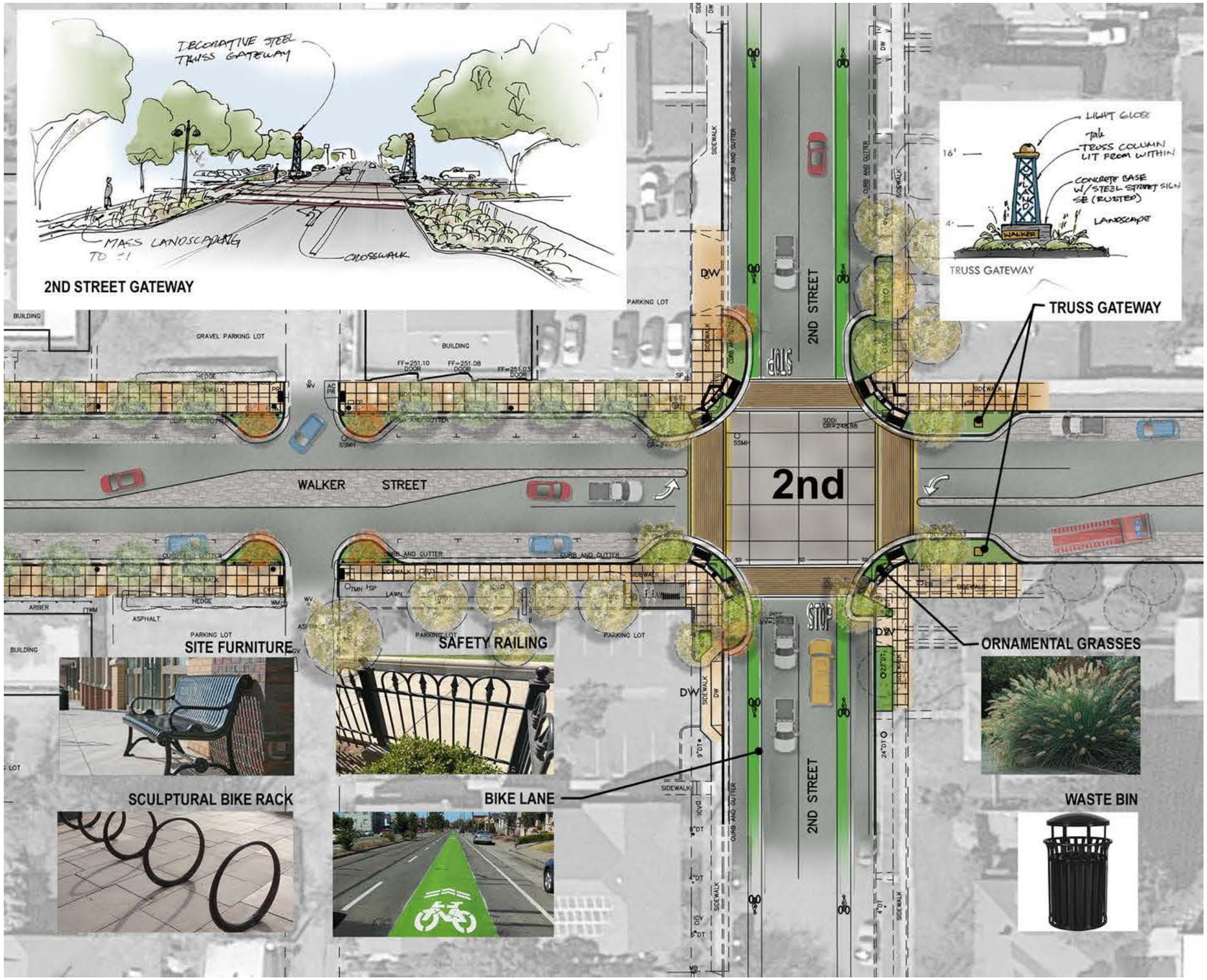


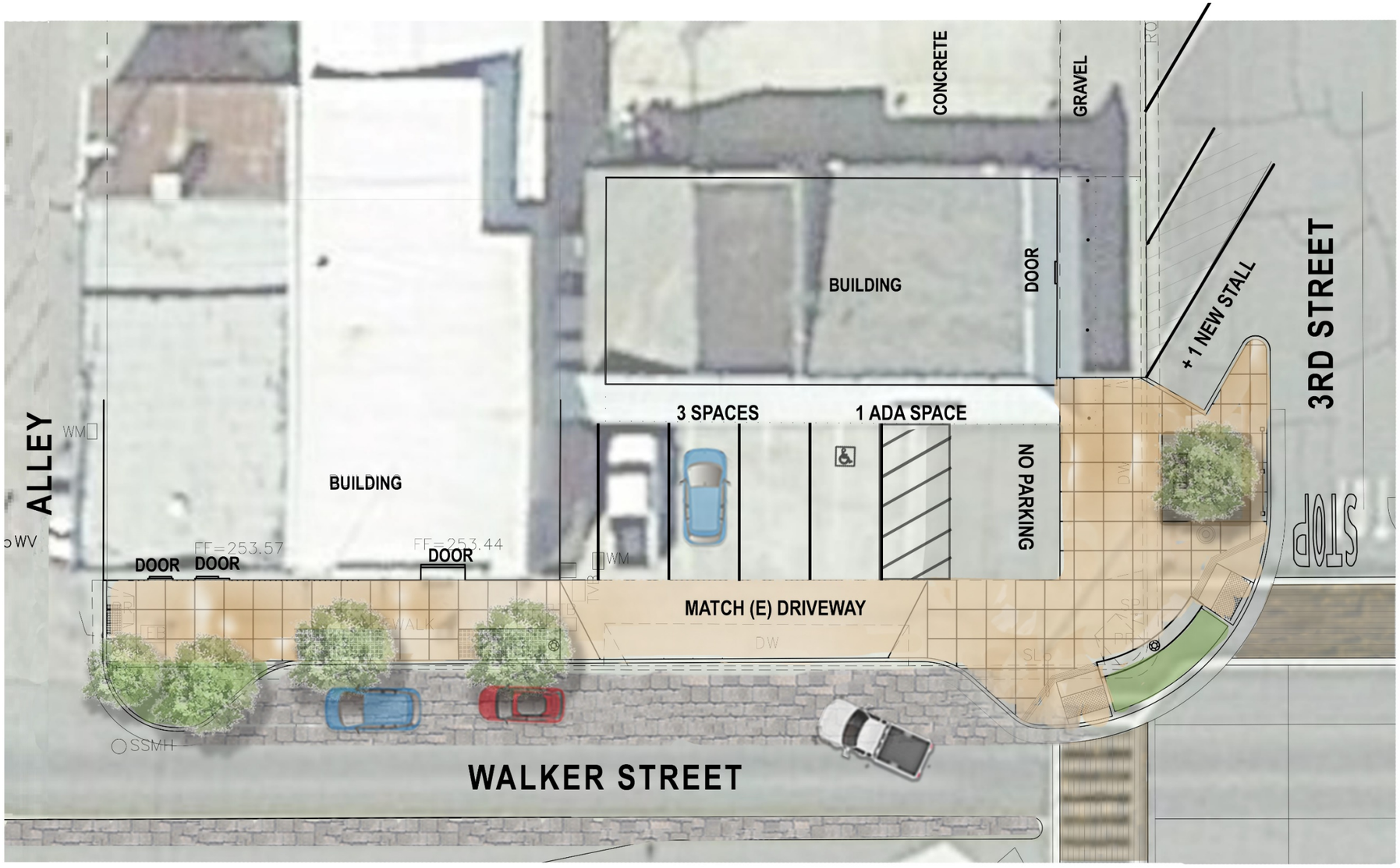
Preferred Layout and Details

The preferred layout and details shown here are final edits to the plan that incorporate public and City comments.

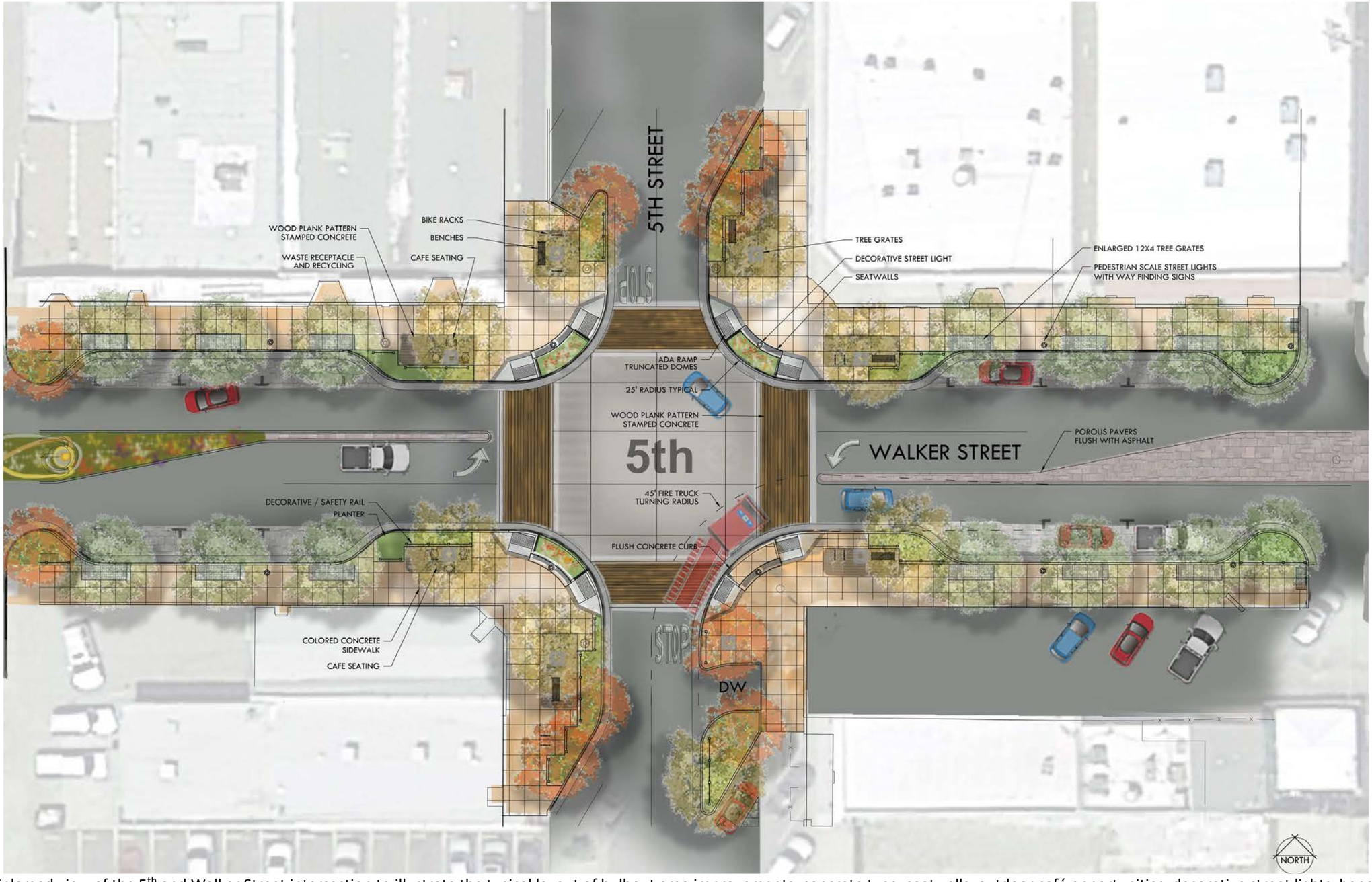



STREETSCAPE SECTION
EXISTING BUILDING
(E) SIDEWALK PEDESTRIAN AREA 11' VARIES
BULB OUT OR PARKING 9'
TRAVEL LANE 12'
TURN LANE & ROLLED CURB 14'
3'
ROLLED CURB FOR FIRE TRUCK ACCESS
TRAVEL LANE 12'
BULB OUT OR PARKING 9'
(E) SIDEWALK PEDESTRIAN AREA 11' VARIES
EXISTING BUILDING
PROPOSED IMPROVEMENTS
77' TO 80' ROW WITH EXISTING SIDEWALKS
4TH STREET
3RD STREET
4th
3rd
WALKER STREET
(E) EVENT BANNERS
(E) BUS SHELTER
FLAGS LINING STREET
LANDSCAPE ART
WAYFINDING
INFORMATION KIOSK
CAFE SEATING
STOP
BUILDING
PARKING LOT
CONCRETE
GRAVEL
SIDEWALK
DOOR
DW


DECORATIVE STEEL TRUSS GATEWAY
MASS LANDSCAPING
CROSSWALK
2ND STREET GATEWAY
LIGHT GLOBE
TALL TRUSS COLUMN LIT FROM WITHIN
CONCRETE BASE W/ STEEL STREET SIGN SE (RUSTED)
LANDSCAPE
16'
4'
WALKER
TRUSS GATEWAY
TRUSS GATEWAY
BUILDING
GRAVEL PARKING LOT
HEDGE
SIDEWALK
CURB AND GUTTER
SSMH
WALKER STREET
2ND STREET
2nd
STOP
PARKING LOT
ASPHALT
ARBER
LAWN
SITE FURNITURE
SAFETY RAILING
BIKE LANE
ORNAMENTAL GRASSES
SCULPTURAL BIKE RACK
WASTE BIN



City preferred layout for access to existing parking lot on the northwest corner of 3rd Street and Walker Street. Caltrans recommends on-street parking as shown on pg. 36.



Enlarged view of the 5th and Walker Street intersection to illustrate the typical layout of bulbout area improvements; concrete type, seatwalls, outdoor café opportunities, decorative street lights, benches, waste receptacles and planters. See the next page for representative photos for typical plants, hardscape colors and finish.


CORTEN TREE GRATE


WOOD PLANK STAMPED CONCRETE


COLORED CONCRETE SIDEWALK


ACCENT TREE


POROUS PAVER


WOOD PLANK IN CONCRETE


SEATWALL - BOARD FORM FINISH


ORNAMENTAL GRASSES


SITE FURNITURE


SAFETY RAILING


STREET TREE


BIKE LANE


WASTE BIN


SCULPTURAL BIKE RACK

Color and Finish for Typical Hardscape Areas and some representative plants.
See the following Design Elements section for more details regarding site furniture and street trees.

Streetscape Design Elements

The following specifications for Street Furnishings and Amenities represent a sample of elements that could be utilized as a City of Orland standard for downtown restoration projects. A standard specification will help provide an identity to the City and a cohesive feel to public spaces. Public art can also help express a positive sense of identity and provide beautiful environments that invite interaction.

BENCHES

MATERIALS
The MLB310M Bench
ends are made from solid cast aluminum. The seat employs flat bar straps and H.S. steel tube.

DIMENSIONS
Height: 30.75" (78.1cm)
Length: 70.00" (177.8cm)
Depth: 25.00" (63.5cm)
Seat: 17.00" (43.2cm)

FINISHES
All steel components are protected with E-Coat Rust Proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

RECYCLING/TRASH STATIONS

MATERIALS
The MRC202 Recycling Unit
frame is constructed using heavy duty steel flat bar. 20 imperial gallon commercial grade plastic liners and black molded ABS plastic lid is provided. A variety of labeling options are available.

DIMENSIONS
Height: 37.75" (96.0cm)
Width: 26.17" (66.5cm)
Depth: 42.87" (109.0cm)

FINISHES
All steel components are protected with E-Coat Rust Proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

PLANTERS

MATERIALS
The MLP200 Planters frame is constructed using heavy duty steel flat bar. A plastic liner is provided.

DIMENSIONS
Height: 24.00" (60.9cm)
Diameter: 25.00" (63.5cm)

FINISHES
All steel components are protected with E-Coat Rust Proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

BIKE RACKS

MATERIALS

All parts of the MBR600 Series Bike Rack are made from H.S. steel tube and solid steel rod.

DIMENSIONS

Height: 34.70" (88.0cm)
Tube Diameter: 4.50" (11.5cm)

FINISHES

All steel components are protected with E-Coat Rust Proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION

Bicycle Racks are delivered pre-assembled. Holes (0.5") are provided for securing to base.

KIOSKS

MATERIALS

The MLK103 - 3 sided Kiosk is constructed using laser cut and H.S. steel frame. Three lockable indoor/outdoor signage display holders with 23" x 35" viewable areas are provided.

DIMENSIONS

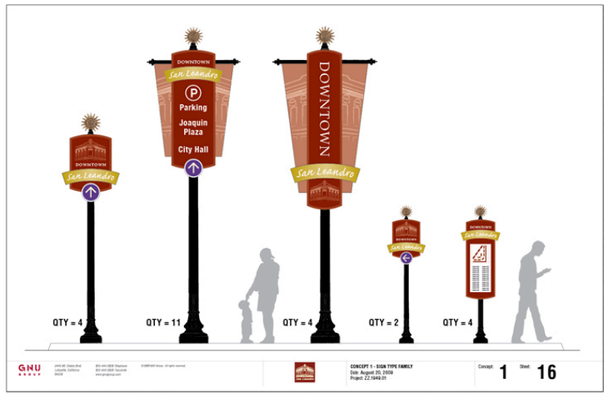
Height: 83.87" (213.0cm)
Width: 39.00" (99.0cm)

FINISHES

All steel components are protected with E-Coat Rust Proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION

Kiosks are delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.



WAYFINDING SIGNS & BANNERS

Existing wayfinding signs utilized by the City for places of interest such as the Greenline Tour, public parking and accessible paths of travel may be expanded to include new and historic features of the restored areas of the downtown area.

A standard format should be established to unify the different types of signs that could then be utilized throughout the City.

Street light banners could also be utilized to display holiday greetings, historic reverence and notice of upcoming special events.

Street Trees

As described in the previous Street Furnishing and Amenities section; a standard specification for street trees and plant material will also help provide an identity to the City and a cohesive feel to public spaces.

The following tree species represent a profile that would work well for Walker Street, including the flowering Crape Myrtle as an accent tree, the native Sycamore tree and large shade trees with fall color such as the Red Maple, Ginkgo tree and the Chinese Pistache.


Chinese Pistache
Pistacia chinensis
Copyright © Robert O'Brien


Ginkgo
Ginkgo biloba
Copyright © Robert O'Brien

Implementation Strategies

Funding

The City of Orland is currently working with Caltrans to incorporate Walker Street Master Plan with the first phase of funded ADA improvements. In planning for these ADA improvements, Caltrans expects the City to apply for the next round of State funding for transportation projects through the Active Transportation Program (ATP) in Spring 2018.

The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

Caltrans anticipates the CTC will announce the 2019 (Cycle 4) call-for-projects in or around March 2018. The Cycle 4 Call for Projects is expected to include about $440M in ATP funding made up of Federal funding and State SB1 and SHA funding. The funding / programming years are expected to include 19/20, 20/21, 21/22 and 22/23. Potential applicants are encouraged to check the Caltrans and CTC ATP websites for future updates.

CTC – ATP website: http://www.catc.ca.gov/programs/ATP.htm

Other funding sources are Transportation Investment Generating Economic Recovery (TIGER), which is available Fall 2018. State Transportation Improvement Program (STRIP), which will grant funding for this project in 2019. Partnering with the Caltrans ADA Improvements project mentioned on page 21 may be one of the best initial options for funding. Discussions between the City and Caltrans are ongoing with Caltrans construction currently schedule for 2019 and 2020.

Estimated Cost of Construction

The preliminary estimated cost of construction for improvements according to this Walker Street – Streetscape Master Plan total $8.5 million. Due to the conceptual nature of the design, a 30 percent contingency has been applied to the estimate. The estimate includes environmental permits, construction drawings with engineering and landscape architecture, coordination with Caltrans and construction management. The total also includes the artistic elements outlined in the plan. Depending on available funding, the City and Caltrans could consider phasing priority areas, followed by other areas when funding becomes available.

Future Permitting and Pre-Construction Requirements

Preparation of the Walker Street / SR32 Streetscape project is the critical first step in the multi-step process which would result in the construction of a project to transform Walker Street in the City of Orland into a vibrant pedestrian and business-friendly corridor. The Streetscape Plan sets forth the guiding principles, establishes the project vision, evaluates opportunities and constraints, focuses public input and outlines the basic parameters of the project. Subsequent efforts to include the preparation of detailed engineering designs and plans, environmental analysis, permitting and construction still remain. The purpose of this narrative is to outline the basic steps and identify the potential permitting approach to allow for the construction of the project.

Phase I: Prepare and Adopt Streetscape Plan

- Prepare and adopt Streetscape Plan (City of Orland)
- Submit adopted Plan for approval to the California Department of Transportation (Caltrans)

Phase II: Prepare Plans, Specifications and Environmental Documents (PS&E)

- Prepare detailed engineering plans (City of Orland);
- Prepare appropriate environmental analysis document (*varies according to funding*) (City of Orland)
  - California Environmental Quality Act (CEQA) compliance document (City of Orland);
  - National Environmental Protection Act (NEPA) compliance document (City of Orland).

Phase III: Complete Pre-construction Permitting

- Complete permitting requirements, pre-construction plans and secure regulatory approvals (City of Orland):
  Potential Project Permits –
  - Encroachment Permits (Caltrans and Railroad)
  - Storm Water Pollution Prevention Plan
  - Air Quality Permit
  - Biological Resources (if determined necessary): e.g. - Section 7 Permit
  - Cultural Resources (if determined necessary): e.g. - Section 106 Compliance
  - Hydrology and Water Quality (if determined necessary): e.g. - USACOE 401, 404 Permits

Phase IV: Construction

- Prepare Project Bid Documents
- Construct Project