



# WILDWOOD®

## Recommendation Report

Prepared by the Department of Planning and Parks

for the

### Planning and Zoning Commission

August 5, 2019 Executive Meeting

**“Planning Tomorrow Today”**

<b>Property Name:</b>	<b>Al Foster Memorial Trailhead</b>
<b>Zoning:</b>	FPPS Floodplain Park and Scenic District
<b>Location:</b>	Southeast corner of Grand Avenue and Third Street (Glencoe)
<b>Ward:</b>	Six
<b>Tract Size:</b>	0.9 Acres
<b>City’s Request:</b>	Approval of an Amended Site Development Plan, and related items, to authorize the use of a portion of the property for additional parking to support the existing Al Foster Memorial Trailhead.
<b>Subcommittee</b>	
<b>Hearing Date:</b>	Not Applicable
<b>Commission</b>	
<b>Meeting:</b>	August 5, 2019
<b>Date and Vote of</b>	
<b>Planning and Zoning</b>	
<b>Commission Action:</b>	August 5, 2019 – <b>Approval of the Amended Site Development Plan (SDP) by a vote of 8-0 (Voting Aye – Kohn, Gragnani, Beattie, Deppeler, Simpson, Lee, Woerther, and Bowlin)</b>

**Background of Property:** The Planning and Parks Committee of City Council and the Department of Planning and Parks, along with the City’s park designer, have been working to develop a plan over the past few years to address on-going parking challenges at the Al Foster Memorial Trailhead, in the Glencoe Area of the City. Since the opening of the new Al Foster Memorial Trailhead in 2017, the Department has been in receipt of communications from a number of sources, including representatives of the W, F & P single gauge railroad, about a growing number of parking issues there, and the general vicinity around it. These issues have led the Department to begin the process of working with the Planning and Parks Committee to address them.

The issue of parking, at and within the area of the trailhead, and the Glencoe Area, in general, has been discussed many times over the years, given the City has completed a number of park facilities within this community in that same timeframe. In 2003, when the Al Foster Memorial Trailhead was opened for public use, a gravel lot was provided with approximately fifteen (15) spaces for said purposes. The limited, and approximate number of spaces, noted above

was premised on the inability to accurately mark gravel with permanent lines. With the new trail just being opened for use, parking did not appear to be an issue and the W, F & P single gauge railroad was able to use its gravel lot located further south on Grand Avenue for its purposes. However, as the popularity of the trail system increased, the need for parking followed.

In 2008, the City completed Glencoe City Park and added a larger, asphalt parking lot a short distance from the Al Foster Memorial Trail, thereby hoping parking needs could further be met there, given an additional forty (40) new stalls were now available. However, these spaces are, again, somewhat removed from the trailhead area and, it appears, oftentimes, users of the trail will drive down to it first to determine if any parking is available there, then return to the park, if none are readily accessible. At this point, the use of the Al Foster Memorial Trailhead was growing, but was not as popular a destination as it is today.

As growth continued to occur in terms of number of users on the Al Foster Memorial Trail, the City was also making critical linkages to it from other properties, such as Rock Hollow Trail and Bluff View Trail, which led to an understanding that a better functioning facility at the Al Foster Memorial Trailhead was needed. Over the course of almost eight (8) years, the City, along with others, provided a framework to improve the current trailhead location, while being respectful of the nearby residential community. Plans for the improvement of the existing trailhead area were first completed in 2016, with numerous levels of review that followed. Ultimately, a set of plans was finalized by the City and could then be submitted to the contracting community for bidding purposes. The Department was then authorized to bid the project thereafter.

As part of this bid set of plans, the Committee and the Department had identified a new, larger parking lot area for the trailhead, which would provide over fifty (50) spaces, while designating the old parking location as an overflow area, but using Ritter Rings (hard plastic honeycomb pattern, which allows grass to grow through them) for extras. This inclusion of this overflow area was intended to address the special events that may occur at the trailhead and overall area over the course of any given year. Unfortunately, as the bidding on the plans was completed, the low bid was well beyond the budgeted amount for the trailhead improvements that had been sought. Ultimately, a decision was made to complete the improvements, but not exceed the budgeted amount. This decision led to a series of reductions in certain improvements, including the Ritter Rings for the overflow parking area. This area was then converted to lawn area for unscripted play.

This decision regarding the overflow parking area was based upon best available information at the time, but did set in place the potential for a need for future parking at a location that was anticipated to continue to grow in popularity and use. This need for parking has materialized and led to a set of



issues that need to be addressed. One such issue was the use of the area of the trailhead, where the old gravel lot was located, for general parking by users, regardless if the existing turf area supports it. The Department had previously pursued a proposal to control access to this new lawn area, given that, despite postings relating to no parking, individuals were pulling off the roadway and using it. The proposal was to enclose the former parking area with a set of stone columns and fencing, but it too was very expensive to complete, once bids were received in this regard. It was at that time a decision was made to consider adding back the parking area, instead of trying to enclose it for passive park space use. Therefore, the Department began working on this change to this area of the trailhead facility.

With the direction of City Council and a series of circumstances and discussions relating to the original bid for the project, the Department re-bid the project for the additional parking area in Fall 2018. Bids for this work were opened on September 18, 2018 and seven (7) received. The lowest bid for the project was now at a cost of nearly one hundred thousand dollars (\$100,000.00), which was significantly more than anticipated, based on the information provided in the original bids for the new Al Foster Memorial Trailhead improvements. The Department's 2018 budget could not accommodate this amount of increase; therefore, no action was taken to proceed on the project. At the time of the new bids being received, work was underway on the City's 2019 budget, which allowed the Department to include enough money in its 2019 budget to cover the anticipated price of this project, based on these more recent bids. City Council approved the budget, containing this amount of ninety thousand dollars (\$90,000.00), at its meeting on December 10, 2018.

With the new budget amount for 2019, the City Council's Planning and Parks Committee also determined a different approach to re-bidding the project, which included a base bid for a design with an aggregate surface, but also included add alternates for an asphalt or concrete surface. The Committee ultimately supported the Department proceeding with the Add Alternate #1, including the asphalt surface, at an amount one hundred one thousand and ninety dollars (\$101,090.00). The Committee and Department were cognizant this cost is eleven thousand dollars (\$11,000.00) over budget, but would address the overage during the mid-year budget adjustment, while also noting if the aggregate surface were chosen, the money would be spent many times over in ongoing maintenance of it, thereby justifying the additional cost for the asphalt surface.

The consideration of this project has required several design iterations and bidding processes. With the Planning and Parks Committee's most recent direction to proceed with the Add Alternate #1 design, there are only a few remaining steps for the project to proceed to construction. One (1) of those remaining steps is a final review of the plan set by the Planning and Zoning Commission, and then City Council. It is important to note the Planning and Zoning Commission's major role in any capital type project within the City of