

CONCEPT PLAN A

BIG IDEAS:

- Place for quiet contemplation as well as a gathering place
- Family friendly and safe
- Existing uses to remain in current locations where possible
- City Park Train to be located south of ballfields
- Historical interpretation to be provided along the children's train ride
- Provide open views through park
- Park to be a living museum
- Park to feature local artist's work

CONSIDERATIONS:

- City Park Train**
 - Located south of ballfields / adjacent to golf course
 - Close in proximity to reservable picnic shelter (special event experience may be impacted)
 - Historical interpretation signage part of train ride experience
 - WWI cannon relocated to be along train ride and be part of interpretation of park history
- Historic Trolley**
 - A spur is provided to allow both historic trolley cars to operate within the park
 - Trolley storage structure and shaded waiting area (displaces 1 tennis court)
- Safety**
 - Vehicular and pedestrian conflicts minimized in front of pool

- Crosswalks provided for additional pedestrian safety
- Train ride, children's playground and pool areas far apart, requiring children to cross streets
- Children's playground separated from vehicular traffic
- Emergency vehicle staging area is provided near the lake along the south side of City Park Drive
- Additional fencing at outfield required to protect train riders from homerun baseballs
- Additional lighting provided
- Circulation**
 - Attached sidewalks added for better accessibility
 - Striped bike lane along City Park Drive through core area
 - New north-south sidewalk connections to existing parking lot near ball fields
 - New east-west sidewalk connection and bridge crossing of irrigation ditch
 - Additional sidewalk along South Sheldon Drive to City Park Drive
 - Existing walks remain in place where possible

- City Park Drive modified in core area:
 - one-way traffic (eastbound)
 - drop-off on south side
 - striped bike lane
 - wider sidewalk on south side
- Parking spaces shifted, but overall parking count maintained

Existing Park Uses / Features

- 3 pickleball courts constructed south of ballfields (removal of pickleball courts along Oak Street)
- 2 tennis courts to remain along Oak Street
- Reconstructed restroom (in same location saves money and prevents tree root conflicts due to no relocated underground utilities)
- Nature play and playground equipment to use wood materials
- Maintain existing sidewalks and alignments where possible

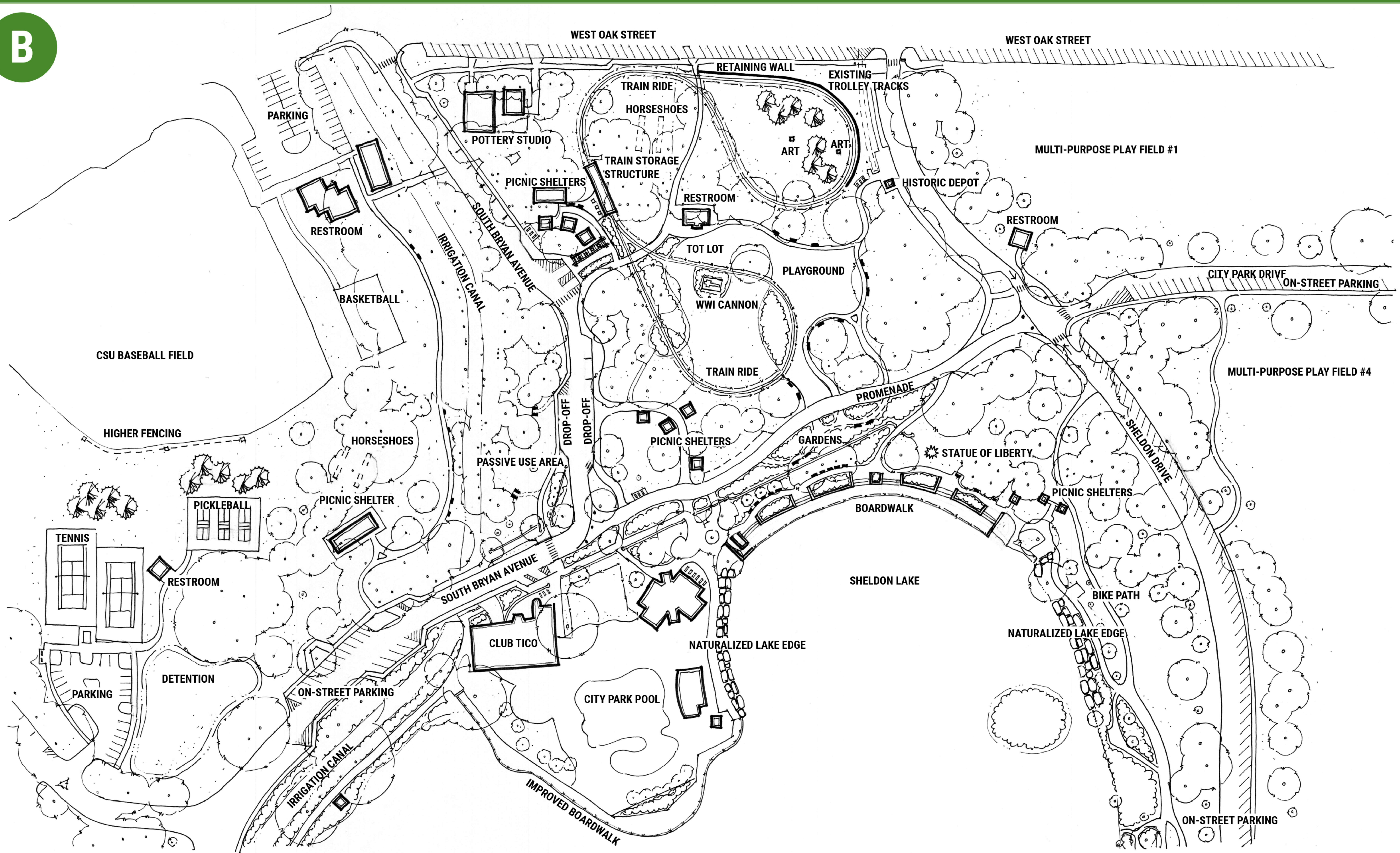
New Park Uses / Features

- Event space and gardens at existing train track area

- Additional restroom near train and pickleball courts
- Higher quality porta potties near fields #1-4
- Themed 1930's outdoor entry patio at Club Tico
- Tennis court reconstruction and a spur is provided to accommodate a 2nd trolley; a shaded trolley waiting area is also provided
- Conversion of existing train ride area into gardens and passive use space
- Paved on-street parking along South Bryan Avenue and off-street parking near pickleball courts
- Pockets of additional parking along Sheldon Drive and City Park Drive
- New picnic shelters near field #4

Phase I Construction for City Park Train

- Displaces multi-purpose field #6
- Allows other park uses to be maintained / low overall impact to park in phase I
- Existing Trees
 - 0 trees to be removed
 - 8 trees to be transplanted



CONCEPT PLAN B

BIG IDEAS:

- Improve park safety through circulation and lighting improvements
- Additional restrooms
- Provide more separation between picnic shelters and a variety of shelter sizes
- Provide transitions between active and passive use areas
- Provide year-round programming within the park
- Integrate train ride into the park experience
- Walks and edges to be curved
- Native materials to be used

CONSIDERATIONS:

• City Park Train

- City Park Train track loops through core area
- Train ride boarding from the north and/or south end of train tracks
- Track length in this concept substantially exceeds the target length of 860 LF
- Track location requires a significant retaining wall
- Track layout creates 4 sidewalk crossings of train tracks
- Large sculptural elements located inside track loops to enrich the ride experience

• Historic Trolley

- Preserves existing historic trolley operation in the park
- Doesn't provide space for a spur to operate a 2nd historic trolley car in City Park
- Doesn't provide space to store a historic trolley car within City Park

• Safety

- Pedestrian promenade replaces segment of City Park Drive within core area
- Drop-off areas for pool users along edges of South Bryan Avenue
- Pedestrian conflicts significantly reduced in front of pool
- Crosswalks provided for additional pedestrian safety
- Children's playground separated from vehicular traffic
- Emergency vehicle staging area is provided near the lake along promenade
- Additional fencing at outfield required to protect court users from homerun baseballs
- Additional lighting provided

• Circulation

- Bike route from Oak Street to Mulberry west of Sheldon Drive
- Attached sidewalks added for better accessibility
- Walkway connection along ditch from Shelter #7 to baseball field parking lot

- Better walkway connectivity from core area to promenade
- Additional sidewalk along South Sheldon Drive to City Park Drive
- Parking shifted to south side of City Park Drive east of Sheldon Drive
- Modification to existing walks to create curves
- Better access to lake edge
- Overall parking reduced by approximately 60 spaces

• Existing Park Uses

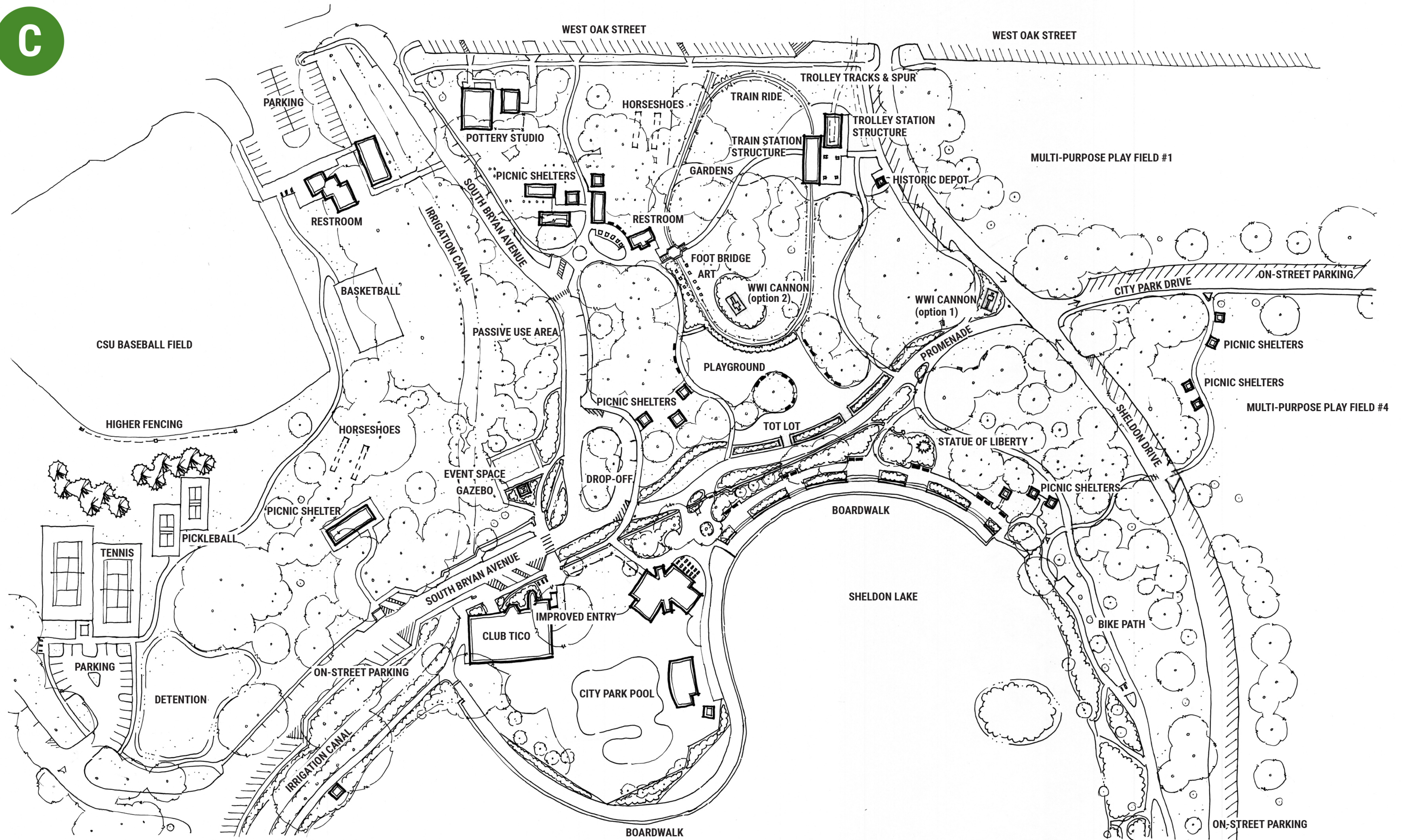
- WWI Cannon shifted slightly; other historical elements remain in current locations
- 2 tennis and 3 pickleball courts relocated to be grouped with lighted and fenced ballfields
- Variety of picnic shelter sizes and groupings provided
- Reconstructed restroom (in same location saves money and prevents tree root conflicts due to no relocated underground utilities)
- Playground equipment to be replaced with wood structures in muted colors

• New Park Uses / Features

- Additional restrooms provided (near tennis / pickleball courts and near field #1)
- Naturalized lakeshore edges with boulders provide better access to water
- Boardwalk along north shoreline and improved boardwalk south of City Park pool
- Wood benches and tables throughout park
- Paved on-street parking along South Bryan Avenue and off-street park near tennis courts

• Phase I Construction for City Park Train

- Displaces tennis and pickleball courts, 3 large picnic shelters, and the larger playground
- Requires significant storm drainage improvements
- Impacts to the core area of the park in phase I
- Existing Trees
 - 8 trees to be removed
 - 7 trees to be transplanted



CONCEPT PLAN C

BIG IDEAS:

- Improve water quality within Lake Sheldon
- Provide safer circulation throughout the park
- Use natural materials
- Provide a shared train and trolley station
- Shift historic cannon to a more prominent location
- Provide rose and pollinator gardens within park
- Close City Park Drive within core area to create a safer pedestrian environment
- Create a long flowing boardwalk along the north shoreline of the lake

CONSIDERATIONS:

- **City Park Train**
 - Train ride located in core area near children's playground
 - Structure to house both the train and the trolley and provide open-air shelter space
 - Shaded waiting area
- **Historic Trolley**
 - A spur is provided to allow both historic trolleys to operate within the park
 - Structure to house both the train and the trolley and provide open-air shelter space
 - Shaded waiting area
- **Safety**
 - Pedestrian promenade replaces a segment of City Park Drive within the core area
 - Large drop-off near entry to pool (provides space for several daycare buses)

- Pedestrian conflicts eliminated in front of pool
- Crosswalks provided for additional pedestrian safety
- Children's playground separated from vehicular traffic
- Emergency vehicle staging area is provided near the lake along promenade
- Additional fencing at outfield required to protect court users from homerun baseballs
- Additional lighting provided

- **Circulation**
 - Attached sidewalks added for better accessibility
 - Additional north-south sidewalk to connect courts to baseball parking lot and restroom
 - Additional sidewalk connections from core area to promenade
 - Sidewalk connection from field #3-4 to lakeshore
 - Off-street parking provided near tennis courts
 - Paved parking provided on-street along South Bryan Avenue
 - Overall parking reduced by approximately 70 spaces

Existing Park Uses / Features

- Relocation of WWI Cannon to a more prominent location (2 potential locations identified)
- Children's playground includes both sunny and shady spaces for year-round use
- Replace aging play equipment with wood features and/or features that blend into park
- 2 tennis and 2 pickleball courts relocated to be adjacent to fenced and lighted ballfields
- Shifted location of restroom to be outside of train tracks (short distance requires some underground utility work)
- Reconstructed restroom to be larger to include a family restroom

New Park Uses / Features

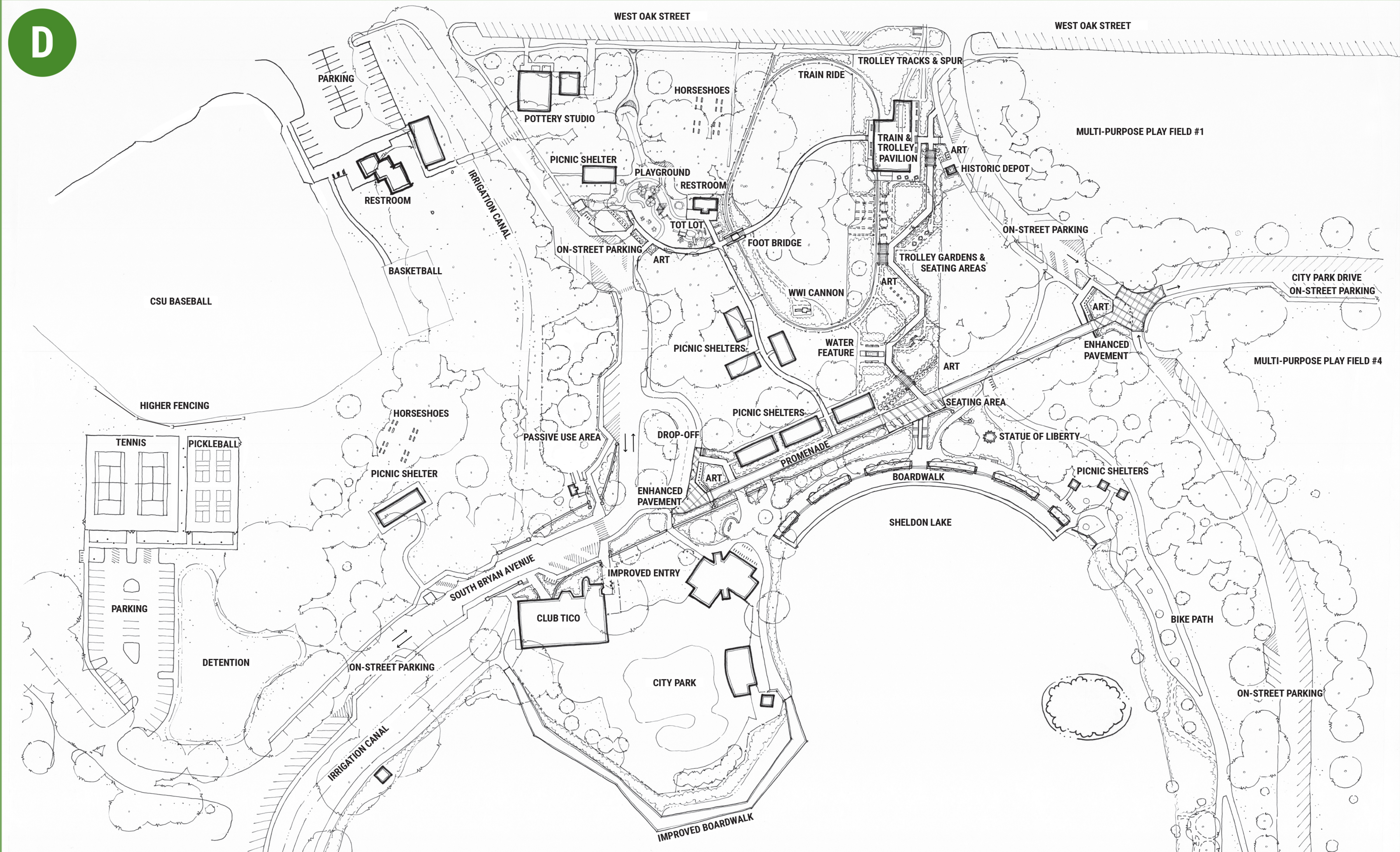
- Improved outdoor entry to Club Tico
- Gazebo and gardens in old train track area; new gardens within new train track area
- Contiguous boardwalk experience along north shoreline
- Boardwalk along north edge to incorporate a variety of seating areas and

- overhang lake edge
- Interpretive signage throughout park covering history of park and nature topics
- New picnic shelters near field #4

Phase I Construction for City Park Train

- Displaces tennis, pickleball and slightly reduces the playground areas
- Existing restroom if not replaced/relocated in phase I, would be inside the train tracks
- The pedestrian bridge crossing if not included in phase I, would result in 1 at grade crossing of the train tracks
- Requires storm drainage improvements
- Impacts core area of the park in phase I
- Existing Trees
 - o 2 trees to be removed
 - o 5 trees to be transplanted

D



CONCEPT PLAN D

BIG IDEAS:

- Improve circulation and safety through creation of a pedestrian promenade
- Provide a drop-off near the pool for parents and daycare buses
- Provide a structure to house both the train and the trolley and provide open-air shelter space
- Xeriscape gardens with a variety of seating areas to connect the core area to the lake shore
- Activate the north lake edge with a wide, accessible boardwalk
- Provide a north-south bike connection from Oak Street to Mulberry
- Provide a play experience that better connects kids to nature and encourages imaginative play
- Preserve the existing tree canopy and maintain all historic elements in place

CONSIDERATIONS:

• City Park Train

- Train ride located in core area /close in proximity to playground
- Structure to house both the train and the trolley and provide open-air shelter space
- Historical interpretation signage provided
- Shaded waiting area

• Historic Trolley

- Provides a spur to allow both historic trolleys to operate within the park
- Structure to house both the train and the trolley and provide open-air shelter space
- Historical interpretation signage provided
- Shaded waiting area

• Safety

- Pedestrian promenade replaces a segment of City Park Drive within the core area

- Large drop-off near entry to pool (provides adequate space for daycare buses)
- Pedestrian conflicts eliminated in front of pool
- Crosswalks and raised intersections provided for additional pedestrian safety
- Emergency vehicle staging area is provided near the lake along promenade
- Additional fencing at outfield required to protect court users from homerun baseballs
- Additional lighting provided

• Circulation

- Attached sidewalks added for better accessibility
- Bike route from Oak to Mulberry provided west of Sheldon Drive
- Paved parking provided on-street along South Bryan Avenue
- Off-street parking provided near tennis and pickleball courts
- Additional pockets of on-street parking provided along Sheldon Drive and City Park Drive
- Parking spaces shifted, but overall parking count maintained

• Existing Park Uses / Features

- Leaves historical elements in current locations
- New wooden playground to provide the experience of being up near the deciduous tree canopy; providing a shady location during the summer and sunny space in the winter
- Accessible lake edge with a variety of seating areas (in both sun and shade)
- 2 tennis and 4 pickleball courts relocated adjacent to other fenced and lighted park uses (ball fields)
- Shifted location of restroom to be outside of train tracks (short distance r Requires minimal underground utility work)

• New Park Uses / Features

- Reconstructed restroom to be larger to include a family restroom
- Enhanced pavement to increase pedestrian safety at intersections at both ends of the promenade
- Pavilion to house both the train and the trolley and provide open-air shelter space
- Xeric gardens and seating areas provided to connect core area to the

lake shore

- Conversion of the existing train ride area into a passive use area
- Improved outdoor entry to Club Tico

• Phase I Construction for City Park Train

- Displaces tennis, pickleball and slightly reduces the playground area
- Existing restroom if not replaced/relocated in phase I, would be inside the train tracks
- The pedestrian bridge crossing if not included in phase I, would result in 1 at grade crossing of the train tracks
- Requires storm drainage improvements
- Impacts core area of the park in phase I
- Existing Trees
 - o 0 trees to be removed
 - o 8 trees to be transplanted

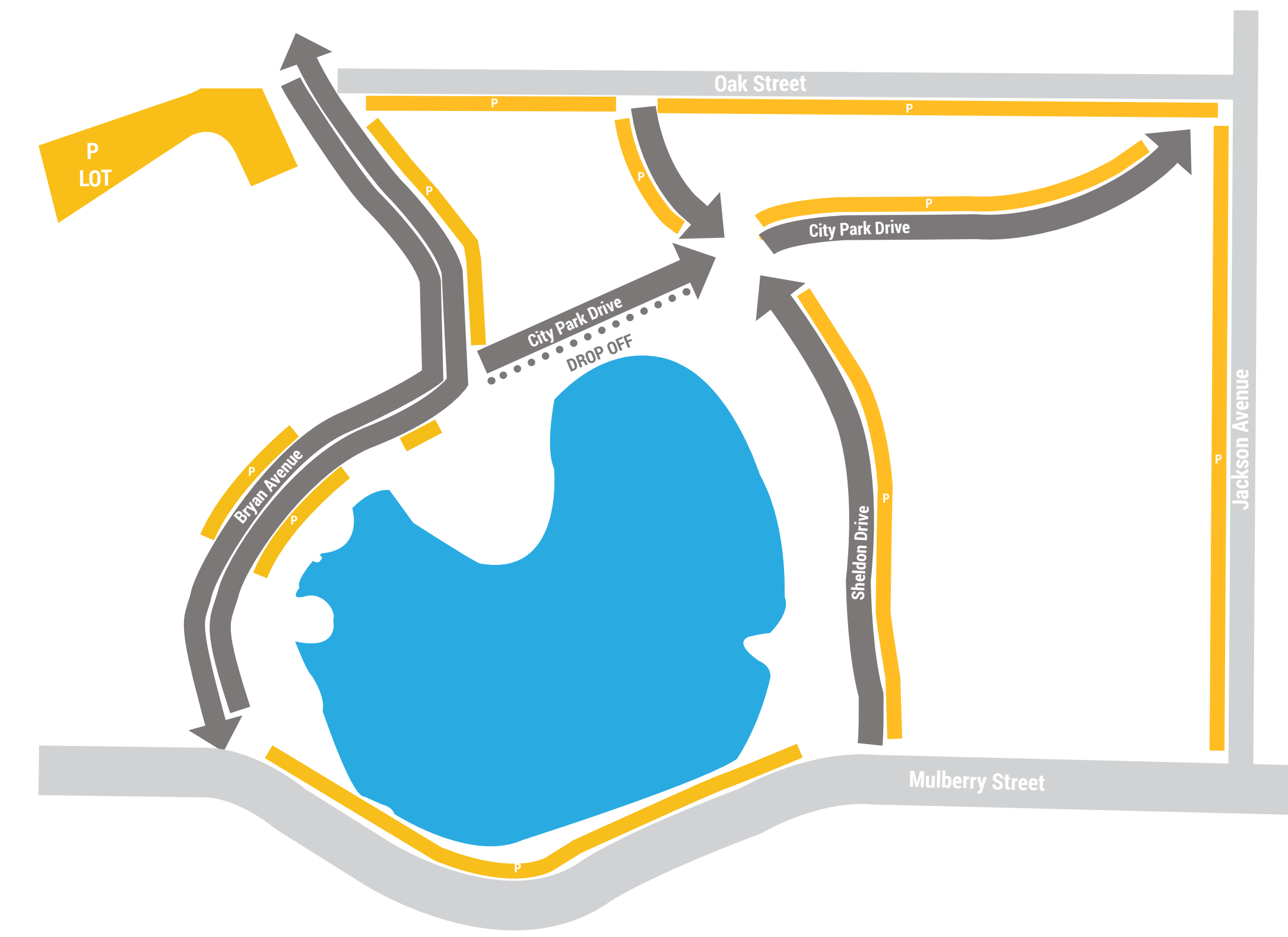


VEHICULAR CIRCULATION OPTIONS

C1

Existing Conditions

- Vehicular Circulation is shown in gray
- South Bryant traffic travels in both directions
- City Park Drive within the core area travels in both directions
- City Park Drive east of Sheldon is one-way eastbound
- Sheldon Drive from Oak Street to City Park Drive is one-way southbound
- Sheldon Drive from Mulberry to City Park Drive is one-way northbound
- Parking areas are shown in gold



C5

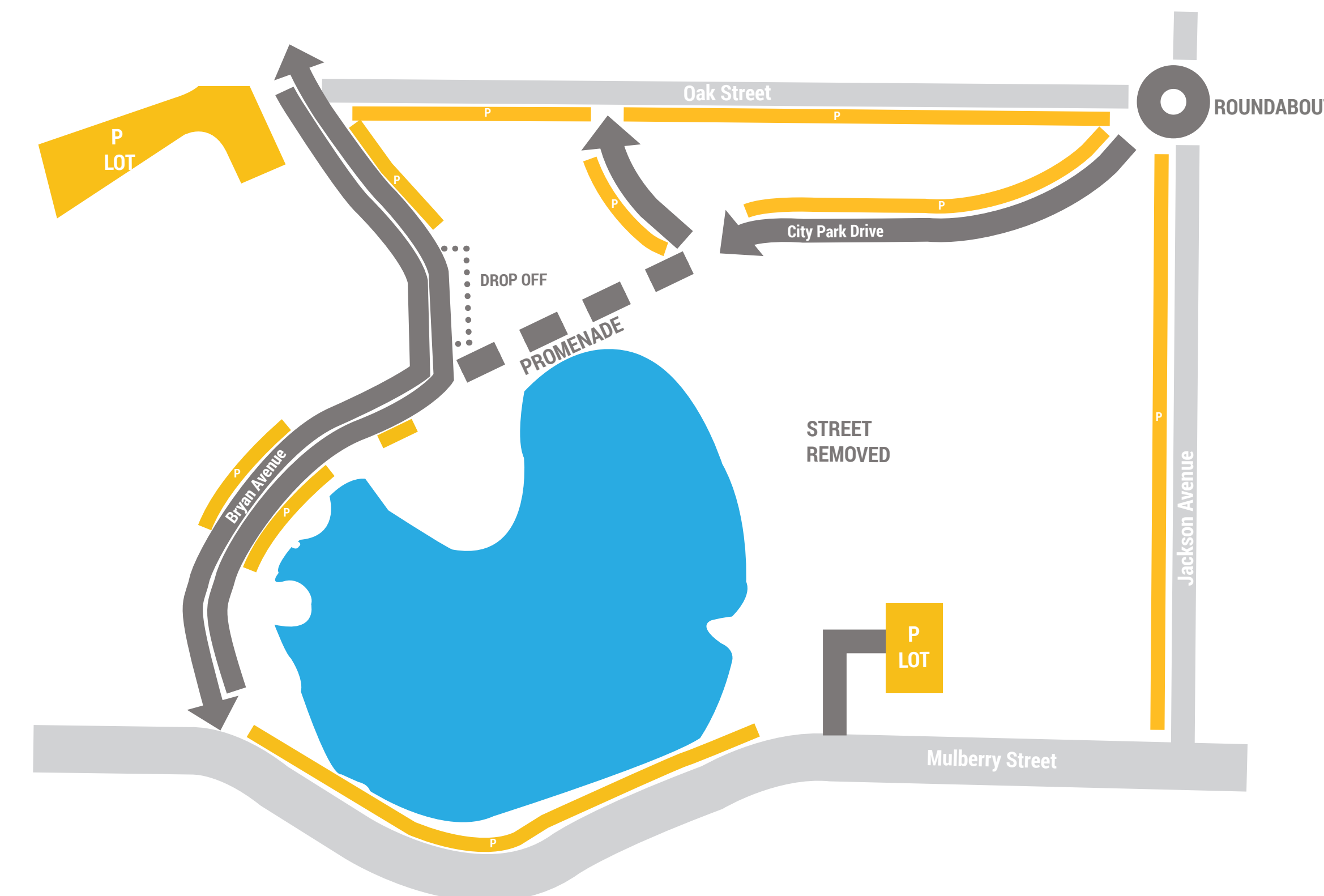
One-Way City Park Drive

- Vehicular Circulation is shown in gray
- South Bryant traffic travels in both directions
- City Park Drive within the core area is one-way eastbound
- A drop-off lane is provided along the south side of City Park Drive within the core area
- City Park Drive east of Sheldon is one-way eastbound
- Sheldon Drive from Oak Street to City Park Drive is one-way southbound
- Sheldon Drive from Mulberry to City Park Drive is one-way northbound
- Parking areas are shown in gold

C2

Promenade

- Vehicular Circulation is shown in gray
- South Bryant traffic travels in both directions
- A drop-off area is provided just east of South Bryan Avenue in the core area
- City Park Drive within the core area is closed to vehicular traffic
- City Park Drive east of Sheldon is one-way eastbound
- Sheldon Drive from Oak Street to City Park Drive is one-way southbound
- Sheldon Drive from Mulberry to City Park Drive is one-way northbound
- Parking areas are shown in gold



C6

Northeast Entry / Closure of South Sheldon

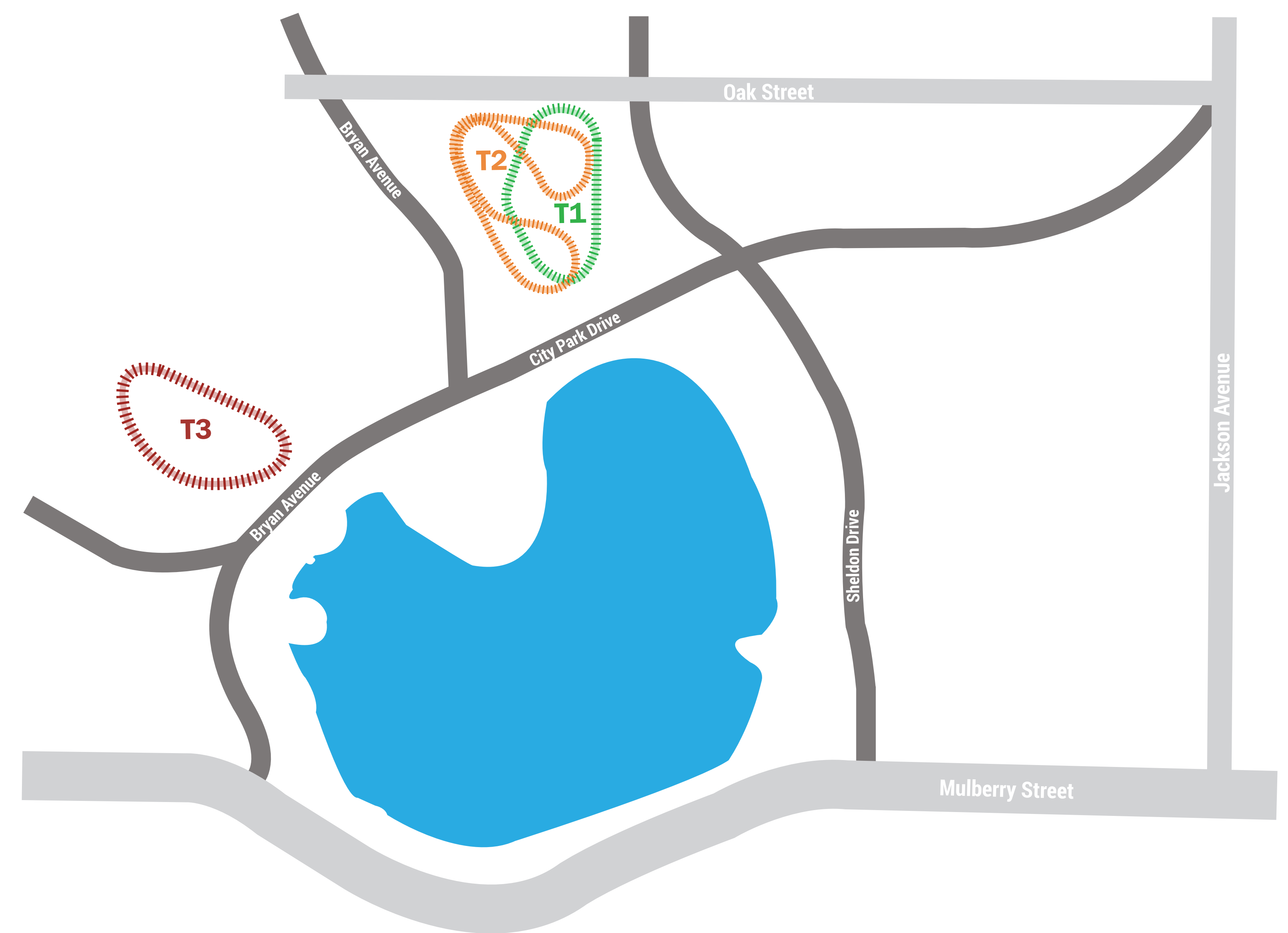
- Vehicular Circulation is shown in gray
- South Bryant traffic travels in both directions
- City Park Drive within the core area is closed to vehicular traffic
- A drop-off lane is provided east of South Bryan Avenue in the core area
- City Park Drive east of Sheldon is one-way westbound
- A roundabout is located at the intersection of Oak Street and Jackson Avenue
- Sheldon Drive from Oak Street to City Park Drive is one-way northbound
- Sheldon Drive from Mulberry to City Park Drive is closed to vehicular traffic
- Parking areas are shown in gold

C3

Promenade Drop-off

- Vehicular Circulation is shown in gray
- South Bryant traffic travels in both directions
- West segment of City Park Drive in the core area is closed to vehicular
- East segment of City Park Drive in the core area allows travel in both directions
- Drop-off is provided at the western terminus of City Park Drive
- City Park Drive east of Sheldon is one-way eastbound
- Sheldon Drive from Oak Street to City Park Drive is one-way southbound
- Sheldon Drive from Mulberry to City Park Drive is one-way northbound
- Parking areas are shown in gold

City Park Train Location Options



T1 Train Loop A Core Area

- Displaces tennis courts, pickleball courts and reduces the playground area

T2 Train Loop B Core Area

- Displaces tennis courts / pickleball courts, the large playground, and 3 picnic shelters

T3 Train Loop South of Ball Field

- Displaces multi-purpose play field #6

C4

Northeast Entry

- Vehicular Circulation is shown in gray
- South Bryant traffic travels in both directions
- A drop-off area is provided just east of South Bryan Avenue in the core area
- City Park Drive within the core area is closed to vehicular traffic
- City Park Drive east of Sheldon is one-way westbound
- A new roundabout is located at Oak Street and Jackson Avenue
- Sheldon Drive from Oak Street to City Park Drive is one-way northbound
- Sheldon Drive from Mulberry to City Park Drive is one-way northbound
- Parking areas are shown in gold

