







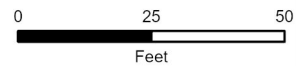
Approved Areas

-  Non-Vehicle
-  Vehicle
-  Services
-  Stormwater Inlets

Semi-permanent barrier
e.g. 'jersey barriers'

Approx.
58 FEET

COURTSIDE DRIVE









Approx.
10 FEET

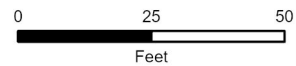
11 Non-Vehicle occupants
maximum

Hatched spaces
accommodate gate doors
when open

Approved Areas

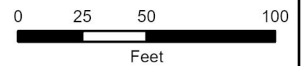
-  Non-Vehicle
-  Vehicle
-  Services
-  Stormwater Inlets

ATTACHMENT 3 - Map 2





ATTACHMENT 3 - Map 3



**DESIGNATED AREAS FOR CAMPING FOR SURVIVAL
COMPARATIVE ANALYSIS OF MAP ALTERNATIVES**

	Humane Siting	Risk of Liability	Conflict with Adjacent Uses	Ease of Implementation	Enforcement	Maintenance	Total
Map 1	2 – there is no shade cover which will make the asphalt extremely hot during the summer; asphalt can also become extremely cold during the winter	3 – conflict with vehicle traffic; must provide some barrier, such as jersey barrier, but may still have vehicle/non-vehicle conflict occur	2 – Places more camp locations near commercial uses and Town Center Park, but not directly adjacent to commercial uses	2 – Placing barriers does require ordering and delivery issues, but manageable; risk of liability more significant than other options, but aided with barrier placement	3 – Requires law enforcement to enter into parking lot to observe; potential traffic flow issues and conflict with use as non-vehicle camp location; barriers may inhibit appropriate emergency response	2 – Increased potential for damage to stormwater swale; maintenance, vandalism costs related to barriers; increased potential for City vehicle damage due to increased number of people and proximity to City car corral	14
Map 2	2 – same as above	2 – conflicts with vehicle traffic reduced with gates; however, vehicles may be parked in designated area prior to gate closure	3 – Directly adjacent to commercial uses and closest siting to Town Center Park	3 – Implementation is significant for gating, but balanced with reducing risk of liability compared to Map 1	2 – same as above, but emergency services would have access to open gate	2 – Increased potential for damage to landscaped area to the west; significant maintenance costs, particularly if gate is damaged; increased potential for City vehicle damage due to increased number of people and proximity to City car corral	14

Map 3	1 – grassy area means the ground will provide a more moderate temperature than asphalt pavement	1 – no conflicts with vehicle traffic	1 – Balances proximity to residential uses (287 feet minimum) and commercial uses; on average, furthest siting from Town Center Park	1 – Implementation requires vegetative planting and cyclone fencing along northern edge; shorter turnaround time than other options	1 – Visibility from Courtside Drive for all sites	1 – bare field with currently minimal maintenance requirements; ongoing maintenance of vegetative screen and periodic mowing (City does not currently water the land)	6 (Best Overall Option)
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