



STAFF REPORT

SAN CLEMENTE PLANNING COMMISSION

Date: November 4, 2015

PLANNER: Cliff Jones, Associate Planner 

SUBJECT: Review and make a recommendation to the City Council on the Downtown Paseos Plan, which is to be used as a guiding tool for future development in Downtown Alleys.

BACKGROUND

Staff requests the Planning Commission review and make a recommendation to the City Council on the Downtown Paseos Plan. The Downtown Paseos Plan goal is to create safer alleys and to guide a unified and comprehensive beautification approach. To develop the Plan, City Council allocated \$25,000 and staff hired local architectural firm RRM Design Group. The scope of the Plan includes recommendations for public infrastructure improvements in the alleys (i.e. lighting, surface treatments, landscape, trash enclosures, public art, bicycle parking, and signage) and recommendations for private property improvements (i.e. façade improvements, lighting, surface treatment, landscape, trash/storage/equipment and loading areas, private art, and signage). Implementation of the Plan is envisioned to occur in phases over many years. The first phase of public improvements would coincide with the SDG&E undergrounding of the overhead utility lines and poles, which is anticipated to begin construction as soon as January 2017 or sometime thereafter. The boundaries of the approved SDG&E undergrounding are provided in the Plan and shown on Attachment 2.

The Plan boundaries are shown on Attachment 1. The boundaries follow the Central Business District Overlay District and the Architectural Overlay District of the Zoning Ordinance.

To seek initial public input on the Plan staff held a public workshop on March 21, 2013. Staff worked with the Downtown Business Association in development of the Plan, and presented the draft Plan at a second public workshop on May 11, 2015. Public input received on the Plan at both public workshops and from the Downtown Business Associate was positive and supportive. The Design Review Subcommittee (DRSC) reviewed the Plan on July 15, 2015 and expressed support of the Plan with recommendations for minor revisions, which are summarized later in this report. The DRSC Minutes and Report are provided as Attachment 3 and 4 respectively.

Noticing

Public notification was provided to all property owners within 300 feet of the Downtown alleys.

PLAN SUMMARY:

The Downtown Paseos Plan outlines a vision to create a safer and more intuitive and walkable paseo system to support Avenida Del Mar and El Camino Real. The Plan outlines the existing conditions and provides a design strategy to utilize the work effort of the SDG&E utility line undergrounding as the first phase of improvements. The improvement recommendations of the Plan include pavement enhancements, parking lot restriping and landscaping, wayfinding signs, public art opportunities, private building façade improvements, new pedestrian level lighting, enhanced pedestrian crossings, and opportunities to help provide strong, identifiable pedestrian and bicycle linkages to downtown amenities. This Plan is to be used as a guiding tool for future development in and along the alleys for both public and private improvements.

The Downtown Paseos are broken into two primary corridors, the Avenida Del Mar Paseo Corridor and the El Camino Real Paseo Corridor as shown in the Plan boundaries, Exhibit 1, below.

Exhibit 1: Downtown Paseos Plan Boundaries



Public and private improvements for the Avenida Del Mar Paseo Corridor and the El Camino Real Paseo Corridor are broken into three phases: 1) Near Term Implementation; 2) Mid Term Implementation; and 3) Long Term Implementation. The Corridors and related phased improvements are summarized below and are included in Chapter 4 of the Plan, pages 51-72 (Attachment 3). Details of the design elements identified in the Plan (e.g. lighting type, trash enclosure type, etc.) are included in Chapter 3 of the Plan, pages 25-49 (Attachment 3).

Avenida Del Mar Paseo Corridor Recommendations

The Avenida Del Mar Paseo Corridor has a high density of commercial buildings backing on to the corridor, while parking lots, residential and commercial buildings are intermittently spaced along Avenida Cabrillo. There are two pedestrian access paths from the Avenida Del Mar Paseo through privately owned buildings to the Avenida Del Mar sidewalk. These two privately owned pedestrian access paths are used by the public as primary access corridors to Avenida Del Mar from the parking areas. Other access points are from the parking lots off Avenida Cabrillo to Avenida Del Mar occur where the Avenida Del Mar Paseo meets El Camino Real Paseo and the sidewalk at the Ola Vista and Avenida Del Mar Paseo confluence.

Avenida Del Mar Paseo Corridor - Near Term Implementation Recommendations

The Near Term Implementation are improvements that will coincide with the SDG&E undergrounding. The design recommendations for the Near Term Implementation are included in the current Capital Improvement Program (CIP) budget and include:

1. Asphalt slurry seal of 20' wide alley right-of-way and underground irrigation utility work.
2. Asphalt slurry seal of City owned and City leased lots.
3. Special paving at pedestrian access point to existing pedestrian access paths to Avenida Del Mar.
4. New SDG&E light poles.
5. New pedestrian bollard lighting (bollard base to match SDG&E light pole base).
6. New wayfinding signs (final location to be determined).

Avenida Del Mar Paseo Corridor - Mid Term Implementation Recommendations

The design recommendations for the Mid Term Implementation include:

1. Three new trash enclosures designed to match the Spanish style trash enclosure in the Avenida Granada parking lot (one at Lot A and two at Lot C). It is important to note that the trash enclosures would eliminate two parking spaces in Lot A and two spaces in Lot C.
2. Install trees, landscape planters, and irrigation in public parking lots C & F, and City leased public Lots A & B. Improvements by the City in leased public Lots A &

- B would require long term parking agreements to ensure the lots remain public parking for a duration that allows the City to recuperate capital improvement costs.
3. That waivers of the trash barrel screening requirements in the Avenida Del Mar Paseo Corridor will no longer be issued. This recommendation is contingent upon the completion of the Near Term Implementation public improvements and the construction of public trash enclosures.

Avenida Del Mar Paseo Corridor – Long Term Implementation Recommendations

Most of the Long Term Implementation recommended improvements are areas outside the public right-of-way or on publicly owned parking lots. The suggested improvements on private property are opportunities to further improve the corridor and tie adjacent lots to paseo improvements that may already be in place. The design recommendations for the Long Term Implementation include:

1. Additions to the special paving along the paseo right-of-way at key locations.
2. Private building façade improvements facing the alleyway. Grant money available for alley façade improvements.
3. Private parking lot landscape improvements to match the public lot improvements.
4. Irrigated landscape planters adjacent to private buildings in the alleyway.
5. Paseo Street crossing treatment opportunities.
6. Wall murals and public art along the paseo corridors.

El Camino Real Paseo Corridor Recommendations

The connectivity of El Camino Real Paseo is primarily a parallel connection for visitors and locals using alternative routes along El Camino Real to access parking lots, and to get to the Avenida Del Mar Downtown area of San Clemente. The Plan recommends paseo improvements along the 20' wide alley corridor and explores design possibilities for adjacent public and privately owned parking lots. The El Camino Real Paseo is broken up into a north and south segment. The Avenida Del Mar Paseo is the dividing line between the North & South El Camino Real segments. The Plan identifies opportunities to better connect pedestrians from areas surrounding El Camino Real to Downtown San Clemente.

El Camino Real Paseo Corridor - Near Term Implementation Recommendations

The Near Term Implementation includes improvements that coincide with the SDG&E undergrounding operation. The design recommendations for the Near Term Implementation are limited to the El Camino Real South segment, are included in the current Capital Improvement Program (CIP) budget, and include:

1. Asphalt slurry seal of 20' wide alley right-of-way and underground irrigation utility work.
2. New SDG&E light poles.
3. New pedestrian bollard lighting (bollard base to match SDG&E light pole base).

4. New wayfinding signs (final location to be determined).

El Camino Real Paseo Corridor - Mid Term Implementation Recommendations

The design recommendations for the Mid Term Implementation are limited to the El Camino Real North segment and include:

1. Asphalt slurry seal of City owned lot.
2. Parking lot trees, landscape planters, and irrigation installation in public parking lot G.
3. New wayfinding sign (final location to be determined).

El Camino Real Paseo Corridor – Long Term Implementation Recommendations

Many of the Long Term Implementation recommended improvements in the El Camino Real Corridor are those areas outside the public right-of-way. The suggested improvements on private property are opportunities to further improve the corridor and tie adjacent lots to paseo improvements proposed in this phase. The design recommendations in the Long Term Implementation include both the El Camino Real North and El Camino Real South segments:

El Camino Real North

1. Asphalt slurry seal of 20' wide alley right-of-way and underground irrigation utility work.
2. Paseo Street crossing treatment opportunities.
3. Opportunities for parking lot tree planting and irrigation system on private lots adjacent to the alleyway (no loss of parking spaces if trees are added).
4. Opportunities for private building façade improvements adjacent to the paseo corridor.
5. New wayfinding signs (final location to be determined).

El Camino Real South

1. Parking lot sealing/stripping, tree planting and irrigation installation in City leased public Lot H. Improvements by the City in leased public Lot H would necessitate a long term parking agreement to ensure the lot remains public parking for a duration that allows the City to recuperate capital improvement costs.
2. Paseo Street crossing treatment opportunities.
3. Opportunities for private building façade improvements adjacent to the paseo corridor.
4. Opportunities to upgrade private trash enclosures.

ANALYSIS

The Plan implements the General Plan goals and policies as they relate to the Downtown. These include, but are not limited to, goals and policies to improve safety, multi-modal connectivity, establishing high quality public spaces, enhancing community character through public right-of way improvements, and enhancing the distinctive visual character

of the Downtown. The Plan also implements the Design Guidelines as they relate to the Downtown, which suggest providing continuous visual interest and enhanced pedestrian activity between alleys, parking lots, and Downtown businesses. Table 1 below summarizes the Plan’s consistency with the Design Guidelines and the General Plan.

Table 1 – Project Consistency with Design Guidelines and the General Plan

Design Guideline or Policy	Plan Consistency
<p>The Pedestrian Districts should offer continuous pedestrian activity and interest in an uninterrupted sequence. (Design Guidelines III.A1.3.a)</p>	<p>Consistent. The improvements identified in the Plan provide continuous visual interest and enhanced pedestrian activity between alleys, parking lots, and Downtown businesses on adjacent streets. The improvements identified in the Plan improves public safety through lighting, improves access through wayfinding signage and enhanced paving, and improves the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.</p>
<p>The street light standard for the pedestrian district is the “San Diego” series manufactured by Western Lighting Standards. (Design Guidelines III.A1.2.c)</p>	<p>Consistent. The selected SDG&E paseo light fixture has a similar appearance as the “San Diego” street light fixture that is utilized on Avenida Del Mar.</p>
<p>We use outdoor light shielding measures to minimize light trespass and glare while enhancing safety and aesthetics. (Natural Resources, Dark Skies, Policy NR-7.02)</p>	<p>Consistent. The selected light fixture has a light shield that will be installed to comply with this policy.</p>
<p>We consider alleys as multi-use public spaces that buffer commercial uses from residential areas and serve circulation, parking, utilities, loading areas and trash receptacles. They may also provide access to paseos, rear commercial entries, multiple storefronts and public use areas. (Land Use, Commercial Land Use, Policy LU-2.06)</p>	<p>Consistent. The Plan improves the functionality of the alleys for the various users of the public space. The improvements identified in the Plan improves public safety through lighting, improves access through wayfinding signage and enhanced paving, and improves the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.</p>

Design Guideline or Policy	Project Consistency
<p>We provide a high quality bicycle and pedestrian environment with “living street” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines. (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.05)</p>	<p>Consistent. The Plan identifies opportunities to study the potential of having crossing treatments where the El Camino Real Paseo intersects Downtown streets to alert motorists that pedestrians and cyclists may be crossing those streets. Survey respondents of the Bicycle & Pedestrian Master Plan and the Downtown Paseos Plan identified the alleys as an opportunity area to encourage bicycle and pedestrian circulation due to the low-speed of vehicle travel in the alleys. Both the Bicycle & Pedestrian Master Plan and Downtown Paseos Plan acknowledge that alleys could be improved to better serve multi-modal travel.</p>
<p>We maintain a distinctive visual and physical environment for the Del Mar/T-Zone area's public streetscape, in accordance with the Urban Design Element, including the use of consistent street trees, landscape (planters), street furniture (benches, trash receptacles, news racks, etc.), street and crosswalk paving, pedestrian-scaled lighting, public and entry signage, and other appropriate elements (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.06)</p>	<p>Consistent. The identified lighting, landscape, trash enclosures, enhanced paving, and wayfinding signage compliment what exists along Avenida Del Mar. The identified improvements will maintain and expand upon the distinctive visual character of the Downtown.</p>
<p>Art in Public and Private Places. We encourage the incorporation of art in public and private spaces that reflects the area’s historic and small town beach character. (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.11)</p>	<p>Consistent. The Plan includes recommendations for public art to be considered in the alleys.</p>

Design Guideline or Policy	Project Consistency
<p>We provide adequate and accessible parking for visitors, employees and residents through a comprehensive program of: 1) paseos and signage that provide better linkage between parking lots, structures and the core commercial area; 2) more efficient use of the public and private parking facilities around the district that improve circulation and district patronage; 3) provision of adequate off-street parking for employees; 4) the identification of shared use opportunities; and 5) enforcement of parking standards. (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.08)</p>	<p>Consistent. The Plan includes recommendations to improve wayfinding signs that provides a better linkage between parking areas and Downtown commercial shopping.</p>
<p>Create and maintain a network of prominent, accessible, high-quality public places with clear visual and physical linkages. Alleys are defined as a public place within the General Plan. (Urban Design Element, Public Places Goal)</p>	<p>Consistent. The Plan improves public safety and accessibility of the alley through lighting, wayfinding signs and enhanced paving, and improves the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.</p>
<p>We emphasize the prominence of public places and their linkages to adjacent neighborhoods by creating a distinctive landscape character around them and extending the landscape improvements into neighboring streets, such as extending special paving or landscape treatments. (Urban Design Element, Public Places, Policy UD-1.03)</p>	<p>Consistent. The recommended landscape and surface treatment improvements strengthen connectivity between the alleys and the core shopping areas of the Downtown and beautify and enhance the character of Downtown alleys.</p>
<p>We design new and, when necessary, retrofit existing streets to strengthen connectivity, beautify and enhance community character through public right-of-way improvements, including sidewalks, bicycle paths, street trees, parkways, curbs, signs, street lighting and street furniture. (Urban Design Element, Public Places, Policy UD-1.05)</p>	<p>Consistent. The Plan improvements strengthen connectivity in the Downtown and help beautify and enhance the character of Downtown alleys.</p>

Design Guideline or Policy	Project Consistency
<p>We maintain an attractive, unified citywide system of signage, streetscape and landscaping to clearly mark directions to public buildings, parks, beaches, the Del Mar/T-Zone, North Beach, Pier Bowl, public parking areas, prominent natural features and City entry points and gateways. (Urban Design Element, Public Places, Policy UD-1.08)</p>	<p>Consistent. The plan improvements incorporate wayfinding signs, pavement enhancements, and landscape that help direct residents and visitors to the Downtown core and provide visual cues that they are in the Downtown.</p>
<p>We require visual screening of blank walls, trash dumpsters, and parking facilities through a variety of landscaping and architectural design treatments, and signage associated with such features must be attractively designed and placed, consistent with sign regulations. Where possible, we require the screening of utilities infrastructure. Unsightly properties and buildings should be visually screened in an attractive manner. (Urban Design Element, Gateways, Policy UD-2.10)</p>	<p>Consistent. Avenida Del Mar is identified as a Gateway to the Downtown and Pier Bowl. The undergrounding of the overhead utilities and poles along the El Camino Real Paseo that bisects Avenida Del Mar will improve the Avenida Del Mar Gateway. Although, the alleys in the Downtown are not identified as Gateways in the General Plan, the recommended improvements of the Plan are consistent with this Policy by providing attractive landscape, surface treatment, wayfinding signage, and screening unsightly items such as overhead utilities, trash, and equipment areas.</p>
<p>We encourage the undergrounding of overhead utilities infrastructure in gateway areas and encourage the formation of assessment districts. (Urban Design Element, Gateways, Policy UD-2.11)</p>	<p>Consistent. Avenida Del Mar is identified as a Gateway to the Downtown and Pier Bowl. The undergrounding of the overhead utilities and poles will ensure these utilities are screened from public view and will improve the Avenida Del Mar Gateway.</p>
<p>Downtown site and building designs shall be integrated with the public sidewalk, street and where applicable, alleys to create inviting and attractive commercial and residential areas and public spaces. (Urban Design Element, Architecture and Landscaping, Policy UD-5.04)</p>	<p>Consistent. The Plan includes recommended private property alley façade improvements (Pages 36-45, Attachment 3) to create inviting and attractive commercial alley facades that compliment the recommended public improvements in the alleys.</p>

Design Guideline or Policy	Project Consistency
<p>Develop a streetscape and public spaces plan and standards for the Del Mar/T-Zone Focus Area (beyond Avenida Del Mar and El Camino Real). The plan should address sidewalk paving and locations, pedestrian access to Avenida Del Mar, signage, lighting, paseos, bike racks, landscaping, street furniture, news racks and other design features within the public realm. (Urban Design Element, Implementation Measure 3)</p>	<p>Consistent. The improvements identified in the Plan address enhanced paving, wayfinding signage, lighting, common trash enclosures, landscape, and recommendations for private property improvements. These improvements will help direct residents and visitors to the Downtown Core and provide visual cues that they are in the Downtown.</p> <p>The plan implements a portion of this implementation measure by developing a streetscape and public spaces plan for the Downtown alleys. Future efforts will be required to develop a streetscape and public spaces plan and standards for the remainder of the Del Mar/T-Zone Focus Area (beyond Avenida Del Mar and El Camino Real). Efforts are currently underway to address bicycle parking in the Downtown Core and recommended sidewalk paving in the Del Mar/T-Zone.</p>

Design Review Subcommittee

The Design Review Subcommittee (DRSC) reviewed the Plan on July 15, 2015 and concluded the Plan is consistent with the above Design Guidelines and General Plan Policies. The DRSC recommended the following revisions to improve the Plan. These recommendations, and the recommendations of the Planning Commission, will be incorporated into the final document presented to the City Council.

1. If LED lights are utilized they should be of an appropriate intensity.
2. Amber lighting is better than a white light for reducing sky glow.
3. Prepare a photometric study when project construction plans are prepared to ensure appropriate lighting placement, shielding, intensity, etc.
4. Investigate the option of dimming the lighting and/or utilizing motion sensors.
5. Additional lighting should be considered in City lots F and leased lot H.
6. Lot F needs restriping now.
7. Digital wayfinding tools (e.g. google maps) should be updated to show building pass-through to Avenida Del Mar, public parking lots, and points of interest.
8. Concrete trash cans should be utilized in alley parking lots versus metal trash cans.
9. Look for opportunities to catch rain water for landscape planters adjacent to alleys.

10. Consider dissolving enhanced paving at alley street edges to signal the end of pedestrian areas.
11. Pavers should be provided on North Ola Vista sidewalk between alley and Avenida Cabrillo.
12. Bicycle parking corral should be considered on North Ola Vista between alley and Avenida Del Mar.
13. Crossing treatment opportunity should be added to alley that bisects Avenida Palizada.

PLAN IMPLEMENTATION

The Downtown Paseos Plan is envisioned to create a safer and more intuitive and walkable paseo system to support Avenida Del Mar and El Camino Real. The improvements identified in the Plan will improve public safety through lighting, improve access through wayfinding signage and enhanced paving, and improve the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.

Implementation of the Plan is envisioned to occur in phases over many years. The timing and the extent of the improvements is dependent upon future resources available to the City. To ensure the public improvements identified in the Plan are implemented, staff recommends that they be considered each year during the City’s review of the Capital Improvement Program (CIP). The CIP is a list of major capital improvement projects or purchases the City will carry out over the next six years. Capital improvements are those individual construction projects and purchases of land, equipment, and contract services that cost more than \$25,000. Each capital improvement project is ranked, which allows the City to direct resources to the most important projects and include these in the annual budget. Including the recommendations for public improvements of the Plan in the ranks of the CIP will enable the City to plan for the resources necessary for Plan implementation.

To ensure the Plan design elements recommended for private properties are used to evaluate future development projects fronting the alleys, it is recommended that: 1) the design elements be included in the Design Guidelines as part of a future update; and 2) in the interim, until the Design Guidelines are updated, staff utilize the design elements in the evaluation of new projects fronting the alleys. The design elements recommended for private properties will assist property owners in their efforts to remodel or construct new buildings facing Downtown alleys.

ENVIRONMENTAL REVIEW/COMPLIANCE (CEQA):

The Planning Division completed an environmental assessment of the Plan for compliance with the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines Section 15378(b)(2), the proposed Plan does not meet the definition of a “project” because it is a policy document that is non-binding and, therefore, not subject to further environmental review.

CALIFORNIA COASTAL COMMISSION REVIEW

The Plan is not subject to Coastal Commission review because it does not change or affect land use policies in the Coastal Element of the General Plan.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission:

- 1) Review the Plan, recommend the Design Review Subcommittee and Planning Commission recommendations be incorporated into the Plan, and recommend the City Council approve the Plan.
- 2) Recommend that the City Council direct staff to incorporate the public improvements identified in the Plan into the annual review of the City's review of the Capital Improvement Program (CIP).
- 3) Recommend that the City Council direct staff to incorporate the design elements of the Plan into the Design Guidelines as part of a future update, and in the interim, until the Design Guidelines are updated, direct staff to utilize the design elements in the evaluation of new projects fronting the Downtown alleys.

Attachments:

1. Resolution No. PC 15-058
2. Location Map
3. DRSC Minutes – July 15, 2015
4. DRSC Report – July 15, 2015
5. Downtown Paseos Plan

RESOLUTION NO. PC 15-058

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SAN CLEMENTE, CALIFORNIA,
RECOMMENDING THE CITY COUNCIL APPROVE THE
DOWNTOWN PASEOS PLAN**

WHEREAS, the purpose of the Downtown Paseos Plan is to create safer alleys and to guide a unified and comprehensive beautification approach; and

WHEREAS, to encourage public input and participation in the planning process, the project scope of work utilized public outreach methods including involvement of the Downtown Business Association, advertised public workshops, and an advertised public meeting before the Planning Commission; and

WHEREAS, the Planning Division completed an environmental assessment of the proposed zoning amendments for compliance with the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines Section 15378(b)(2), the proposed Plan does not meet the definition of a "project" because it is a policy document that is non-binding and, therefore, not subject to further environmental review; and

WHEREAS, the City's Development Management Team reviewed the Plan and determined it is consistent with the goals, objectives, and programs of the General Plan and Zoning Ordinance; and

WHEREAS, the Design Review Subcommittee reviewed the project and made recommendations to improve the consistency of the Plan with the City Design Guidelines; and

WHEREAS, on November 4, 2015, the Planning Commission of the City of San Clemente held a public meeting on the subject Plan and considered evidence presented by City staff and other interested parties.

NOW, THEREFORE, the Planning Commission of the City of San Clemente hereby resolves as follows:

Section 1: The Planning Division completed an environmental assessment of the proposed zoning amendments for compliance with the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines Section 15378(b)(2), the proposed Plan does not meet the definition of a "project" because it is a policy document that is non-binding and, therefore, not subject to further environmental review.

Section 2: The Planning Commission recommends the City Council:

1. Approve the Downtown Paseos Plan.
2. Direct staff to incorporate the public improvements identified in the Plan into the annual review of the City's review of the Capital Improvement Program (CIP).
3. Direct staff to incorporate the design elements of the Plan into the Design Guidelines as part of a future update, and in the interim, until the Design Guidelines

are updated, direct staff to utilize the design elements in the evaluation of new projects fronting the Downtown alleys.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of San Clemente on November 4, 2015.

Chair

TO WIT:

I **HEREBY CERTIFY** that the foregoing resolution was duly adopted at a regular meeting of the Planning Commission of the City of San Clemente on November 4, 2015, and carried by the following roll call vote:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSTAIN: COMMISSIONERS:
ABSENT: COMMISSIONERS:

Secretary of the Planning Commission





LOCATION MAP

Downtown Paseos Plan Boundary



LEGEND

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor



No scale



These minutes were approved the DRSC meeting of July 29, 2015.

**CITY OF SAN CLEMENTE
MINUTES OF THE REGULAR MEETING OF THE
DESIGN REVIEW SUBCOMMITTEE
July 15, 2015**

Subcommittee Members Present: Bart Crandell, Jim Ruehlin and Wayne Eggleston

Staff Present: Jim Pechous and Cliff Jones

1. MINUTES

Minutes from June 24, 2015 meeting were approved.

2. ARCHITECTURAL REVIEW OF THE FOLLOWING ITEMS

A. Downtown Paseo Plan (Jones)

Review and comment on the Downtown Paseo Plan which is to be used as a guiding tool for future development within Downtown Alleys.

Associate Planner Cliff Jones summarized the staff report.

The Design Review Subcommittee either individually or as a group discussed the following items:

- If LED lights are utilized they should be of an appropriate intensity.
- LED street lamp replaced on Avenida Del Mar is too bright.
- Amber lighting is better than a white light for reducing sky glow.
- Prepare a photometric study when project construction plans are prepared to ensure appropriate lighting placement, shielding, intensity, etc.
- Investigate the option of dimming the lighting and/or utilizing motion sensors.
- Additional lighting should be considered in City lots F and leased lot H.
- Lot F needs restriping now.
- Bollards are attractive and pedestrian friendly.
- Digital wayfinding tools (e.g. google maps) should be updated to show building pass-through to Avenida Del Mar, public parking lots, and points of interest.
- Concrete trash cans should be utilized in alley parking lots versus metal trash cans.
- Look for opportunities to catch rain water for landscape planters adjacent to alleys.
- Consider dissolving enhanced paving at alley street edges to signal the end of pedestrian areas.

- Pavers should be provided on North Ola Vista sidewalk between alley and Avenida Cabrillo.
- Bicycle parking corral should be considered on North Ola Vista between alley and Avenida Del Mar.
- Crossing treatment opportunity should be added to alley that bisects Avenida Palizada.

The Subcommittee recommended the project should move forward to the Planning Commission for a recommendation to the City Council.



Design Review Subcommittee (DRSC)

Meeting Date: July 15, 2015

PLANNER: Cliff Jones, Associate Planner

SUBJECT: Review and comment on the Downtown Paseo Plan which is to be used as a guiding tool for future development within Downtown Alleys.

BACKGROUND:

Project Description

The Downtown Paseo Plan goal is to create safer alleys and to guide a unified and comprehensive beautification approach. To develop the Plan, City Council allocated \$25,000 and staff hired local architectural firm RRM Design Group. The scope of the Plan includes recommendations for public infrastructure improvements in the alleys (i.e. lighting, surface treatments, landscape, trash enclosures, public art, bicycle parking, and signage) and recommendations for private property improvements (i.e. façade improvements, lighting, surface treatment, landscape, trash/storage/equipment and loading areas, private art, and signage). Implementation of the Plan is envisioned to occur in phases over many years. The first phase of public improvements would coincide with the SDG&E undergrounding of the overhead utility lines and poles, which is anticipated to begin construction as soon as January 2017 or sometime thereafter. The boundaries of the approved SDG&E undergrounding are provided in the Plan and shown on Attachment 2.

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To seek initial public input on the Plan staff held a public workshop on March 21, 2013. Staff worked with the Downtown Business Association in development of the Plan, and presented the draft Plan at a second public workshop on May 11, 2015.

Why is DRSC Review Required?

The DRSC is tasked with ensuring development in the Architectural Overlay is compatible and harmonious with the surrounding neighborhood and with reviewing the project for consistency with the Design Guidelines. DRSC comments will be forwarded to the Planning Commission as part of the recommendations to City Council.

PLAN SUMMARY:

The Downtown Paseo Plan outlines a vision to create a safer and more intuitive and walkable paseo system to support Avenida Del Mar and El Camino Real. The Plan outlines the existing conditions and provides a design strategy to utilize the work effort of the SDG&E utility line undergrounding as the first phase of improvements. The improvement recommendations of the Plan include pavement enhancements, parking lot restriping and landscaping, wayfinding signs, public art opportunities, private building façade improvements, new pedestrian level lighting, enhanced pedestrian crossings, and opportunities to help provide strong, identifiable pedestrian and bicycle linkages to downtown amenities. This Plan is to be used as a guiding tool for future development in the alleys. Detailed engineering plans will be needed for implementation of identified improvements within the corridors.

The Downtown Paseos are broken into two primary corridors, the Avenida Del Mar Paseo Corridor and the El Camino Real Paseo Corridor as shown in the Plan boundaries, Attachment 1. The Avenida Del Mar Paseo Corridor includes the alley that runs parallel to the 100 block of Avenida Del Mar and the alley that parallels El Camino Real between Avenida Cabrillo and Avenida Granada. The El Camino Real Corridor is bisected by the Avenida Del Mar Paseo Corridor, creating two portions: 1) the north segment is between Avenida Palizada and Avenida Cabrillo; and 2) the southern segment is between Avenida Granada and Avenida Rosa.

Public and private improvements for the Avenida Del Mar Paseo Corridor and the El Camino Real Paseo Corridor are broken into three phases: 1) Near Term Implementation; 2) Mid Term Implementation; and 3) Long Term Implementation. The Corridors and related phased improvements are summarized below and are included in Chapter 4 of the Plan, pages 51-72 (Attachment 3). Details of the design elements identified within the Plan (e.g. lighting type, trash enclosure type, etc.) are included in Chapter 3 of the Plan, pages 25-49 (Attachment 3).

Avenida Del Mar Paseo Corridor Recommendations

The Avenida Del Mar Paseo Corridor has a high density of commercial buildings backing on to the corridor, while parking lots, residential and commercial buildings are intermittently spaced along Avenida Cabrillo. There are two pedestrian access paths from the Avenida Del Mar Paseo through privately owned buildings to the Avenida Del Mar sidewalk. These two privately owned pedestrian access paths are used by the public as primary access corridors to Avenida Del Mar from the parking areas. Other access points from the parking lots off Avenida Cabrillo to Avenida Del Mar occur where the Avenida Del Mar Paseo meets El Camino Real Paseo and the sidewalk at the Ola Vista and Avenida Del Mar Paseo confluence.

Avenida Del Mar Paseo Corridor - Near Term Implementation Recommendations

The Near Term Implementation are improvements that will coincide with the SDG&E undergrounding. The design recommendations for the Near Term Implementation include:

1. Asphalt slurry seal of 20' wide alley right-of-way and underground irrigation utility work.
2. Asphalt slurry seal of City owned and City leased lots.
3. Special paving at pedestrian access point to existing pedestrian access paths to Avenida Del Mar.
4. New SDG&E light poles.
5. New pedestrian bollard lighting (bollard base to match SDG&E light pole base).
6. New wayfinding signs (final location to be determined).

Avenida Del Mar Paseo Corridor - Mid Term Implementation Recommendations

The design recommendations for the Mid Term Implementation include:

1. Three new trash enclosures designed to match the Spanish style trash enclosure in the Avenida Granada parking lot (one at Lot A and two at Lot C). It is important to note that the trash enclosures would eliminate two spaces in Lot A and two spaces in Lot C.
2. Parking lot trees, landscape planters, and irrigation installation in public parking lots C & F, and City leased public Lots A & B. Improvements by the City in leased public Lots A & B would require long term parking agreements to ensure the lots remain public parking for a duration that allows the City to recuperate capital improvement costs.
3. That waivers of the trash barrel screening requirements in the Avenida Del Mar Paseo Corridor will no longer be issued. This recommendation is contingent upon the completion of the Near Term Implementation public improvements and the construction of public trash enclosures.

Avenida Del Mar Paseo Corridor – Long Term Implementation Recommendations

Most of the Long Term Implementation recommended improvements are areas outside the public right-of-way or on publicly owned parking lots. The suggested improvements on private property are opportunities to further improve the corridor and tie adjacent lots to paseo improvements that may already be in place. The design recommendations for the Long Term Implementation include:

1. Additions to the special paving along the paseo right-of-way at key locations.
2. Private building façade improvements facing the alleyway. Grant money available for alley façade improvements.
3. Private parking lot landscape improvements to match the public lot improvements.

4. Irrigated landscape planters adjacent to private buildings in the alleyway.
5. Paseo Street crossing treatment opportunities.
6. Wall murals and public art along the paseo corridors.

El Camino Real Paseo Corridor Recommendations

The connectivity of El Camino Real Paseo is primarily a parallel connection for visitors and locals using alternative routes along El Camino Real and to get to the Avenida Del Mar Downtown area of San Clemente. The Plan recommends paseo improvements along the 20' wide alley corridor and explores design possibilities for adjacent public and privately owned parking lots. The El Camino Real Paseo is broken up into a north and south segment. The Avenida Del Mar Paseo is the dividing line between the North & South El Camino Real segments. The Plan identifies opportunities to better connect pedestrians from areas surrounding El Camino Real to Downtown San Clemente.

El Camino Real Paseo Corridor - Near Term Implementation Recommendations

The Near Term Implementation includes improvements that coincide with the SDG&E undergrounding operation. The design recommendations for the Near Term Implementation are limited to the El Camino Real South segment and include:

1. Asphalt slurry seal of 20' wide alley right-of-way and underground irrigation utility work.
2. New SDG&E light poles.
3. New pedestrian bollard lighting (bollard base to match SDG&E light pole base).
4. New wayfinding signs (final location to be determined).

El Camino Real Paseo Corridor - Mid Term Implementation Recommendations

The design recommendations for the Mid Term Implementation are limited to the El Camino Real North segment and include:

1. Asphalt slurry seal of City owned lot.
2. Parking lot trees, landscape planters, and irrigation installation in public parking lot G.
3. New wayfinding sign (final location to be determined).

El Camino Real Paseo Corridor – Long Term Implementation Recommendations

Many of the Long Term Implementation recommended improvements in the El Camino Real Corridor are those areas outside the public right-of-way. The suggested improvements on private property are opportunities to further improve the corridor and tie adjacent lots to paseo improvements proposed in this phase. The design recommendations in the Long Term Implementation include both the El Camino Real North and El Camino Real South segments:

El Camino Real North

1. Asphalt slurry seal of 20' wide alley right-of-way and underground irrigation utility work.
2. Paseo Street crossing treatment opportunities.
3. Opportunities for parking lot tree planting and irrigation system on private lots adjacent to the alleyway (no loss of parking spaces if trees are added).
4. Opportunities for private building façade improvements adjacent to the paseo corridor.
5. New wayfinding signs (final location to be determined).

El Camino Real South

1. Parking lot sealing/striping, tree planting and irrigation installation in City leased public Lot H. Improvements by the City within leased public Lot H would necessitate a long term parking agreement to ensure the lot remains public parking for a duration that allows the City to recuperate capital improvement costs.
2. Paseo Street crossing treatment opportunities.
3. Opportunities for private building façade improvements adjacent to the paseo corridor.
4. Opportunities to upgrade private trash enclosures.

ANALYSIS:

Design Guidelines / General Plan Consistency

Staff evaluation of the Plan's consistency with Design Guidelines and the General Plan, is provided in Table 1 below.

Table 1 – Project Consistency with Design Guidelines and the General Plan

Design Guideline or Policy	Project Consistency
<p>The Pedestrian Districts should offer continuous pedestrian activity and interest in an uninterrupted sequence. (Design Guidelines III.A1.3.a)</p>	<p>Consistent. The improvements identified within the Plan provide continuous visual interest and enhanced pedestrian activity between alleys and Downtown businesses on adjacent streets. The improvements identified within the Plan improves public safety through lighting, improves access through wayfinding signage and enhanced paving, and improves the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.</p>
<p>The street light standard for the pedestrian district is the “San Diego” series manufactured by Western Lighting Standards. (Design Guidelines III.A1.2.c)</p>	<p>Consistent. The selected SDG&E paseo light fixture has a similar appearance as the “San Diego” street light fixture that is utilized on Avenida Del Mar.</p>
<p>We use outdoor light shielding measures to minimize light trespass and glare while enhancing safety and aesthetics. (Natural Resources, Dark Skies, Policy NR-7.02)</p>	<p>Consistent. The selected light fixture has a light shield that will be installed to comply with this policy.</p>
<p>We consider alleys as multi-use public spaces that buffer commercial uses from residential areas and serve circulation, parking, utilities, loading areas and trash receptacles. They may also provide access to paseos, rear commercial entries, multiple storefronts and public use areas. (Land Use, Commercial Land Use, Policy LU-2.06)</p>	<p>Consistent. The Plan improves the functionality of the alleys for the various users of the public space. The improvements identified within the Plan improves public safety through lighting, improves access through wayfinding signage and enhanced paving, and improves the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.</p>

Design Guideline or Policy	Project Consistency
<p>We provide a high quality bicycle and pedestrian environment with “living street” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines. (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.05)</p>	<p>Consistent. The Plan identifies opportunities to study the potential of having crossing treatments where the El Camino Real Paseo intersects Downtown streets to alert motorists that pedestrians and cyclists may be crossing those streets. Survey respondents of the Bicycle & Pedestrian Master Plan and the Downtown Paseo Plan identified the alleys as an opportunity area to encourage bicycle and pedestrian circulation due to the low-speed of vehicle travel within the alleys. Both the Bicycle & Pedestrian Master Plan and Downtown Paseo Plan acknowledge that alleys could be improved to better serve multi-modal travel.</p>
<p>We maintain a distinctive visual and physical environment for the Del Mar/T-Zone area's public streetscape, in accordance with the Urban Design Element, including the use of consistent street trees, landscape (planters), street furniture (benches, trash receptacles, news racks, etc.), street and crosswalk paving, pedestrian-scaled lighting, public and entry signage, and other appropriate elements (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.06)</p>	<p>Consistent. The identified lighting, landscape, trash enclosures, enhanced paving, and wayfinding signage compliment what exists along Avenida Del Mar. The identified improvements will maintain and expand upon the distinctive visual character of the Downtown.</p>
<p>Art in Public and Private Places. We encourage the incorporation of art in public and private spaces that reflects the area's historic and small town beach character. (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.11)</p>	<p>Consistent. The Plan includes recommendations for public art to be considered within the alleys.</p>

Design Guideline or Policy	Project Consistency
<p>We provide adequate and accessible parking for visitors, employees and residents through a comprehensive program of: 1) paseos and signage that provide better linkage between parking lots, structures and the core commercial area; 2) more efficient use of the public and private parking facilities around the district that improve circulation and district patronage; 3) provision of adequate off-street parking for employees; 4) the identification of shared use opportunities; and 5) enforcement of parking standards. (Land Use, Del Mar/T-Zone Focus Area and Downtown Core, Policy LU-11.08)</p>	<p>Consistent. The Plan includes recommendations to improve wayfinding signs that provides a better linkage between parking areas and Downtown commercial shopping.</p>
<p>Create and maintain a network of prominent, accessible, high-quality public places with clear visual and physical linkages. Alleys are defined as a public place within the General Plan. (Urban Design Element, Public Places Goal)</p>	<p>Consistent. The Plan improves public safety and accessibility of the alley through lighting, wayfinding signs and enhanced paving, and improves the pedestrian experience with decorative lighting, paving, common trash enclosures, landscape, and recommendations for private property improvements.</p>
<p>We emphasize the prominence of public places and their linkages to adjacent neighborhoods by creating a distinctive landscape character around them and extending the landscape improvements into neighboring streets, such as extending special paving or landscape treatments. (Urban Design Element, Public Places, Policy UD-1.03)</p>	<p>Consistent. The recommended landscape and surface treatment improvements strengthen connectivity between the alleys and the core shopping areas of the Downtown and beautify and enhance the character of Downtown alleys.</p>
<p>We design new and, when necessary, retrofit existing streets to strengthen connectivity, beautify and enhance community character through public right-of-way improvements, including sidewalks, bicycle paths, street trees, parkways, curbs, signs, street lighting and street furniture. (Urban Design Element, Public Places, Policy UD-1.05)</p>	<p>Consistent. The Plan improvements strengthen connectivity within the Downtown and help beautify and enhance the character of Downtown alleys.</p>

Design Guideline or Policy	Project Consistency
<p>We maintain an attractive, unified citywide system of signage, streetscape and landscaping to clearly mark directions to public buildings, parks, beaches, the Del Mar/T-Zone, North Beach, Pier Bowl, public parking areas, prominent natural features and City entry points and gateways. (Urban Design Element, Public Places, Policy UD-1.08)</p>	<p>Consistent. The plan improvements incorporate wayfinding signs, pavement enhancements, and landscape that help direct residents and visitors to the Downtown core and provide visual cues that they are within the Downtown.</p>
<p>We require visual screening of blank walls, trash dumpsters, and parking facilities through a variety of landscaping and architectural design treatments, and signage associated with such features must be attractively designed and placed, consistent with sign regulations. Where possible, we require the screening of utilities infrastructure. Unsightly properties and buildings should be visually screened in an attractive manner. (Urban Design Element, Gateways, Policy UD-2.10)</p>	<p>Consistent. Avenida Del Mar is identified as a Gateway to the Downtown and Pier Bowl. The undergrounding of the overhead utilities and poles along the El Camino Real Paseo that bisects Avenida Del Mar will improve the Avenida Del Mar Gateway. Although, the alleys within the Downtown are not identified as Gateways within the General Plan, the recommended improvements of the Plan are consistent with this Policy by providing attractive landscape, surface treatment, wayfinding signage, and screening unsightly items such as overhead utilities, trash, and equipment areas.</p>
<p>We encourage the undergrounding of overhead utilities infrastructure in gateway areas and encourage the formation of assessment districts. (Urban Design Element, Gateways, Policy UD-2.11)</p>	<p>Consistent. Avenida Del Mar is identified as a Gateway to the Downtown and Pier Bowl. The undergrounding of the overhead utilities and poles will ensure these utilities are screened from public view and will improve the Avenida Del Mar Gateway.</p>
<p>Downtown site and building designs shall be integrated with the public sidewalk, street and where applicable, alleys to create inviting and attractive commercial and residential areas and public spaces. (Urban Design Element, Architecture and Landscaping, Policy UD-5.04)</p>	<p>Consistent. The Plan includes recommended private property alley façade improvements (Pages 36-45, Attachment 3) to create inviting and attractive commercial alley facades that compliment the recommended public improvements within the alleys.</p>

CONCLUSION:

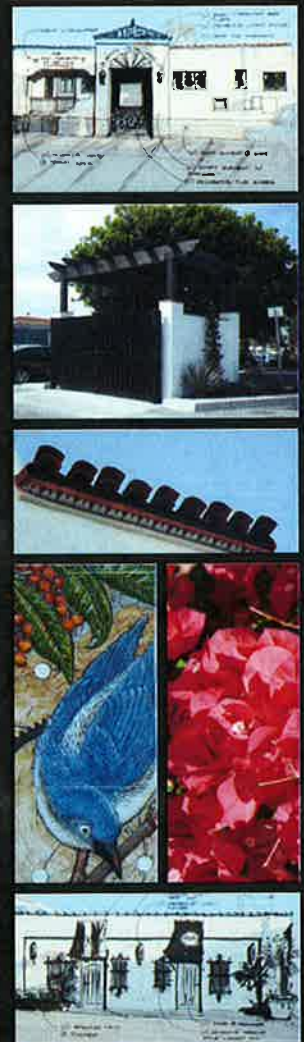
Staff's analysis of the Plan is that it is consistent with Design Guidelines and the General Plan. Staff seeks the DRSC's comments and recommendations.

Attachments:

1. Downtown Paseo Plan Boundaries
2. SDG&E Undergrounding Phase 1 & 2 Boundaries
3. Downtown Paseo Plan



DOWNTOWN PASEOS PLAN



Document Prepared for the City of San Clemente
April 2014



ACKNOWLEDGEMENTS

The Downtown Paseo Plan is the result of a collective effort on the part of Downtown Business Association, community members, consultants, and City of San Clemente Staff. We wish to thank all of those who participated throughout the public workshop process and help shape the vision for the paseo plan.

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**CHAPTER 1:
PROJECT DESCRIPTION**

INTRODUCTION | BACKGROUND

The City of San Clemente has one of South Orange County's premiere historic downtown settings. The beginnings started in the mid 1920s as Founder Ole Hanson's vision of a Spanish Colonial themed community nestled along the Southern California coast between San Diego and Los Angeles.

The downtown setting started with shops and restaurants along Avenida Del Mar and the iconic San Clemente Hotel with classic Spanish Colonial architectural character along with entry courtyard and tree lined streets. El Camino Real was the main drive into town with the historic City Hall building centered at the top of the intersection of Avenida Del Mar and El Camino Real.

The alleys behind these two primary streets in town served the typical utilitarian task of trash removal and service access to businesses along the backs of the buildings. However, over time, as the communities and commercial areas grew around the downtown core, these alleyways became major pedestrian corridors for residences and visitors as a way to walk to the business district down town.

Today downtown San Clemente "The Village" is the heart of Downtown and known for its ambiance of quaint shops and beautiful pedestrian oriented street settings along Avenida Del Mar. This area is also known as the T-Zone, the primary commercial district in The Village defined by the 'T' intersection of El Camino Real and Avenida Del Mar.

The Downtown Paseo Plan identifies design opportunities to enhance the paseo corridors and create a visually interesting experience for pedestrians walking to the commercial areas of Downtown. The improvements also include design ideas to upgrades parking areas, add landscaping, building façade improvements, public art and wall murals, enhance pavement, and consolidate trash can and trash enclosures along the allies.

This Master Plan is to be used as a guiding tool for future development within the alleys. Further studies and design solutions will be needed for design development and implementation phases within the corridors.

INTRODUCTION | VISION



The Downtown Paseo Plan outlines a vision to create a safer and more intuitive and walkable paseo system to support Avenida Del Mar and El Camino Real in the Downtown Village of San Clemente. The plan outlines the existing conditions and provides a design strategy to utilize the work effort of the SDG&E utility line undergrounding as the first phase effort to make the paseo improvements. These improvement recommendations include pavement enhancements, parking lot restriping and landscaping, wayfinding signage, public art opportunities, private building façade improvements, new pedestrian level lighting, enhanced pedestrian crossings, and opportunities to help provide strong, identifiable and pedestrian and bicycle linkages to downtown amenities.



PROJECT BOUNDARY



LEGEND

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor



SUMMARY OF EXISTING CONDITIONS

The Avenida Del Mar Paseo is just 20' wide running the length of Avenida Del Mar from the El Camino Real Paseo to Ola Vista. This paseo has a high density of commercial buildings backing the paseo corridor with a few residential and commercial buildings intermittently along Avenida Cabrillo. Most of the Avenida Del Mar Paseo is flanked by parking on the northwest side. The parking areas are both private and publicly owned parking lots with several privately owned city leased lots. These public parking lots serve as optional Downtown parking for Avenida Del Mar.

There are two perpendicular access paseos from the Avenida Del Mar Paseo through privately owned buildings to the Avenida Del Mar sidewalk. These two privately owned paseos are used by the public as primary access corridors to Avenida Del Mar from the parking areas. Other access points from the parking lots off Avenida Cabrillo to Avenida Del Mar occur where the Avenida Del Mar Alley meets El Camino Real Paseo and the sidewalk at the Ola Vista and Avenida Del Mar Paseo confluence.



1



2





3

AVENIDA DEL MAR PASEO CORRIDOR

PROJECT BOUNDARY



LEGEND

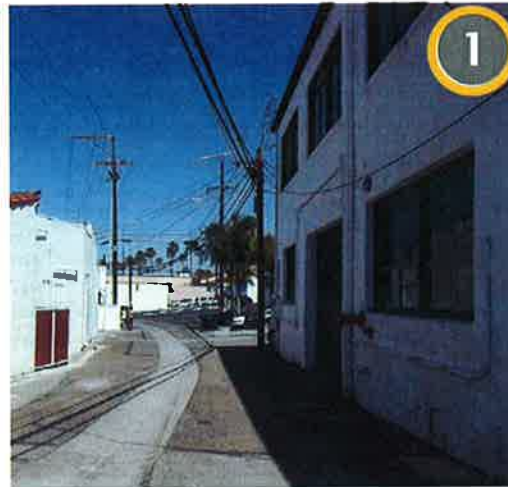
-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor



SUMMARY OF EXISTING CONDITIONS

The El Camino Real Paseo is used by local residents as a secondary access corridor to the sidewalks on El Camino Real. This paseo is used both day and evenings as a corridor that links locals with commercial and retail areas along El Camino Real and the Downtown Village. On El Camino Real's north end, from Avenida Miramar and north past Avenida Palizada there are many service oriented businesses, markets, restaurants, and other retail stores that attract many local residents both on foot and on bicycles.

The El Camino Real street right-of-way is higher in elevation than the alleyway behind and this elevation difference limits rear entry access to the businesses fronting El Camino Real. The El Camino Real Paseo is a popular pedestrian access corridor to Avenida Del Mar. Many pedestrian are walking from several blocks away and in addition to alternate public parking off Avenida Cabrillo and public parking off Avenida Granada, the El Camino Real Paseo is busy day and night with pedestrians and some bicycle use.

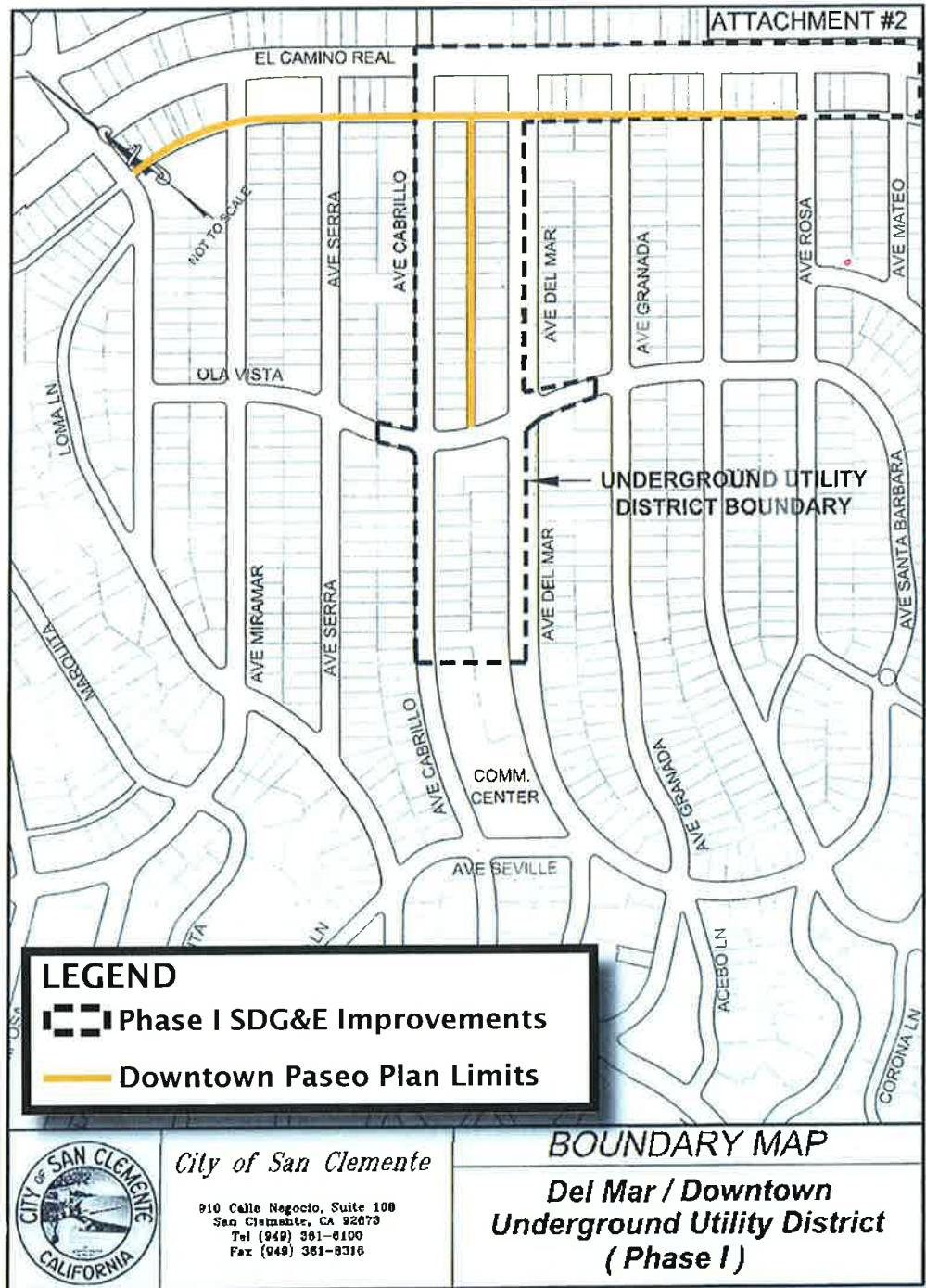


EL CAMINO REAL PASEO CORRIDOR

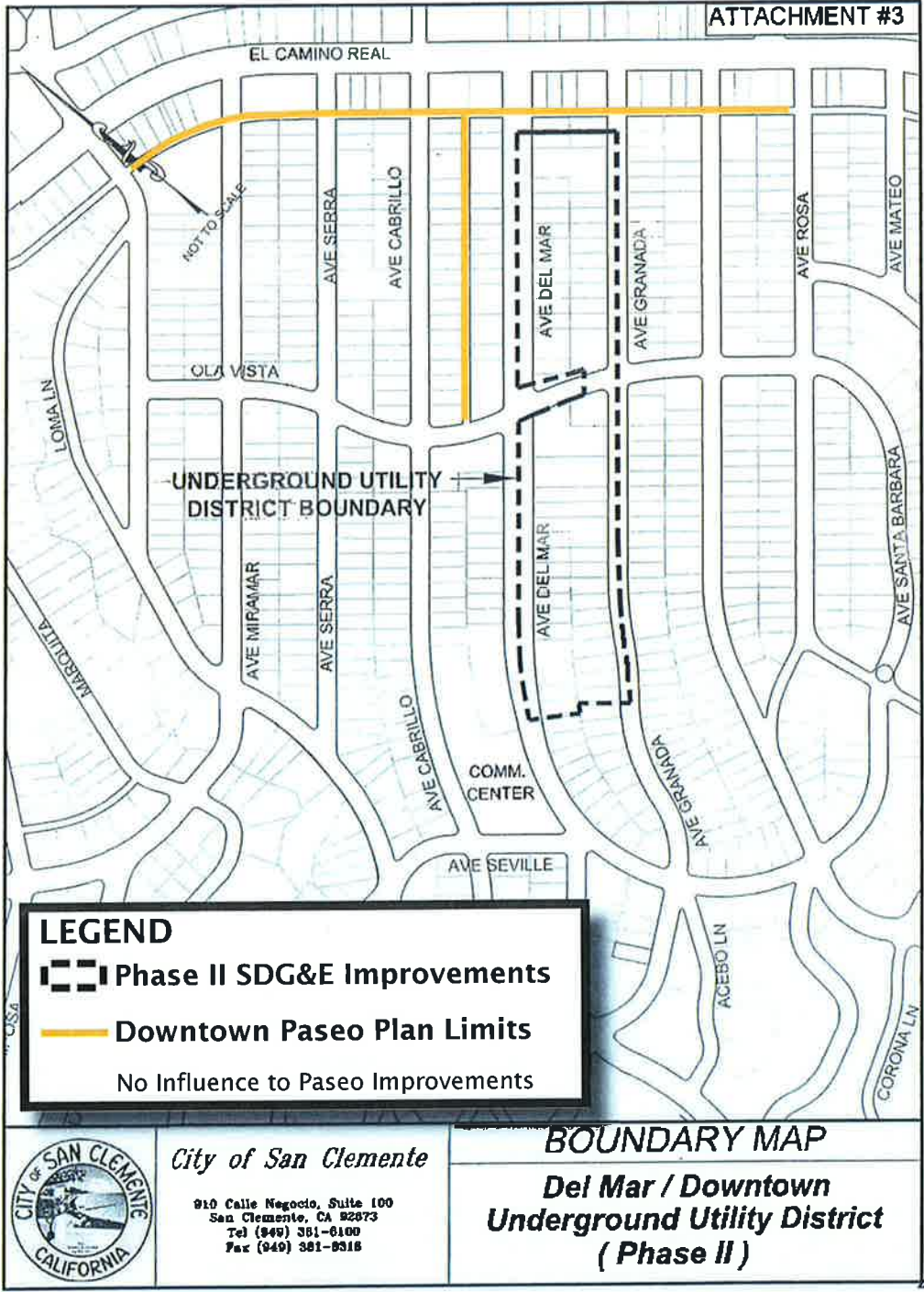
UTILITY UNDERGROUND PLAN

Undergrounding Utility Delineation Boundary Phase I City of San Clemente

The first phase for the SDG&E utility undergrounding is tentatively scheduled to begin in the first quarter of 2015. The plan will involve the undergrounding of all the power lines in the El Camino Real (ECR) and Avenida Del Mar Alleys. The limits of this first phase will begin in ECR alley at Avenida Rosa north to Avenida Cabrillo. The Avenida Del Mar Alley segment will start at the ECR Alley and Avenida Del Mar Alley intersection and continue west past Ola Vista and half way through the 200 block of Avenida Del Mar. The project proposes to replace existing power pole street lights with new pole SDG&E Victorian Decorative Street Lights to create a more pedestrian look and feel to the alleyway. Phase II is not part of the Downtown Paseo Plan Project Boundary.

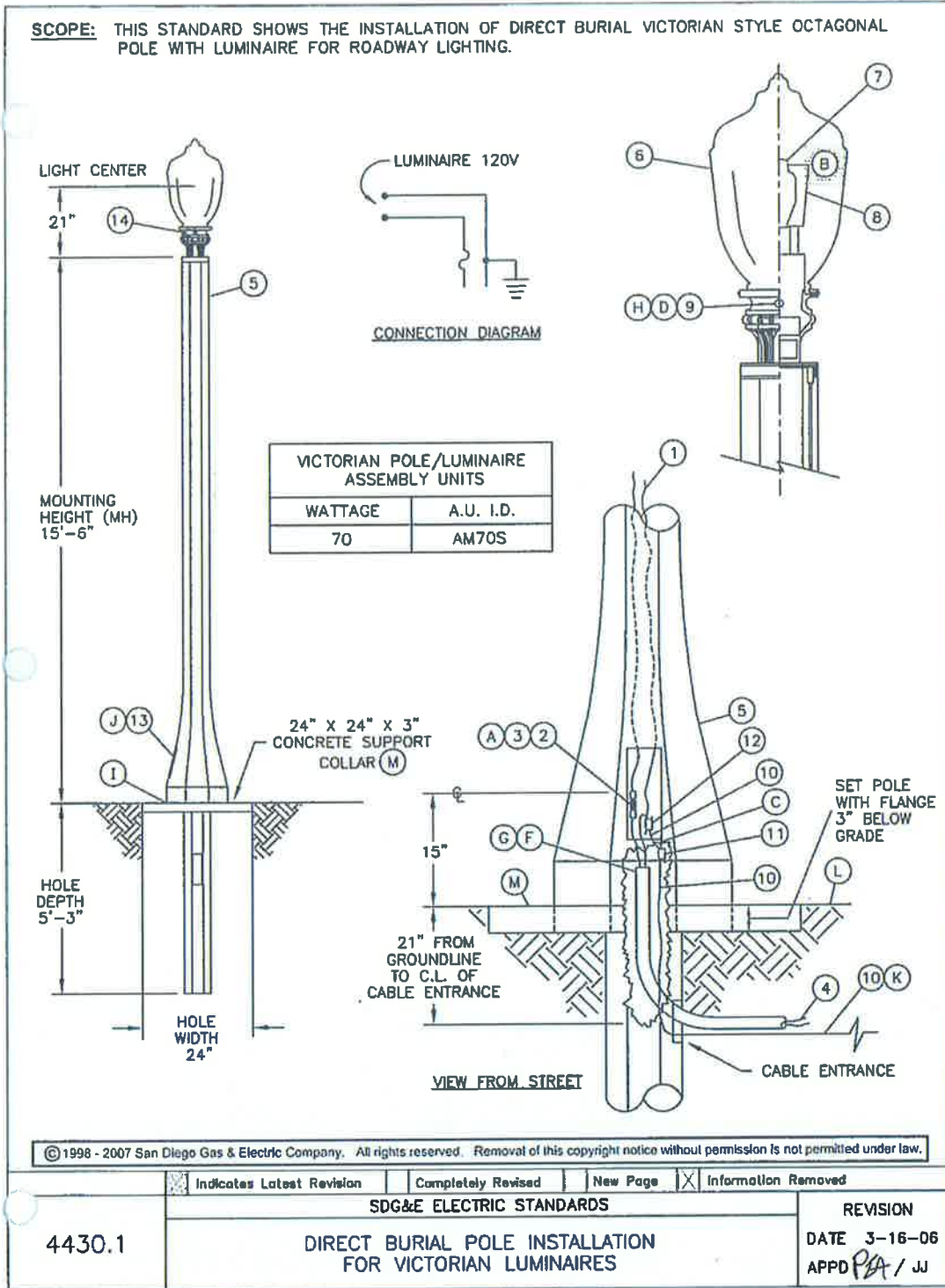


Undergrounding Utility Delineation Boundary Phase II City of San Clemente



SDG&E LIGHT STANDARD

Pole Installation for Victorian Luminaries



BILL OF MATERIAL:

ITEM	DESCRIPTION	QUANTITY	STOCK NO. OR CONST. STD.
1	WIRE, 2 #8, 600V, ALUMINUM	16'	196176
2	KIT, CONNECTOR FUSED	1	443392
3	CARTRIDGE, FUSE, DUAL ELEMENT, 10A, 250V	1	363936
4	WIRE, 2 #8, 600V.	AS REQUIRED	196176
5	PDLE, PRESTRESSED CONCRETE, DIRECT BURIAL, VICTORIAN STYLE, OCTAGONAL	1	678112
6	LUMINAIRE, VICTORIAN	1	STD 4423
7	LAMP, HPSV	1	STD 4410
9	CONTROL, PHOTO ELECTRIC, MODEL A-105	1	273700
10	WIRE, BARE COPPER, #2, 7 STR. SOFT DRAWN	33'	812816
11	CONNECTOR, COPPER COMPRESSION	1	257792
12	CONNECTOR, COMPRESSION	1	256432
13	TAG, POLE	1	STD 4413
14	DECAL, STREET LIGHT OWNERSHIP/MAINTENANCE IDENTIFICATION	1	STD 4414

INSTALLATION:

- (A) ALL LUMINAIRES ARE TO BE WIRED FOR 120 VOLTS.
- (B) REFRACTOR DIRECTION SHOULD BE PROPERLY PLACED.
- (C) POLE TO CONTAIN ONE OF THREE GROUNDING METHODS:
 - 1) A #8 COPPER WIRE.
 - 2) STAINLESS STEEL BOLT TO CONNECT #6 COPPER WIRE.
 - 3) COPPER GROUND STRAP.
- (D) PHOTO ELECTRIC CONTROL FOR AMERON VICTORIAN UNIT IS LOCATED INSIDE THE LUMINAIRE.
- (F) WHEN CONDUIT IS INITIALLY INSTALLED, CONDUIT SHALL EXTEND 2 FEET ABOVE FINAL GRADE.
- (G) CUT CONDUIT NO MORE THAN 6 INCHES BELOW HANDHOLE OPENING IN THE POLE FOR FINAL INSTALLATION.
- (H) FACE PHOTO CELL TO THE NORTH.
- (I) PLACE POLE DIRECTLY BEHIND SIDEWALK IF CURB AND SIDEWALK IS 5 FEET WIDE OR LESS. ALLOW ROOM FOR CONCRETE SUPPORT COLLAR. OTHERWISE PLACE POLE DIRECTLY BEHIND CURB LEAVING ROOM FOR COLLAR. MAKE A JOINTER MARK BETWEEN THE CURB OR SIDEWALK AND THE COLLAR.
- (J) ROTATE THE POLE TO LINE UP CABLE ENTRANCE WITH CONDUIT. HANDHOLE OPENING IN POLE SHALL FACE THE SIDEWALK.
- (K) INSTALL 30 FEET OF GROUND WIRE IN THE TRENCH AS SHOWN IN "FIGURE 2", ON PAGE 4510.1. THE ALTERNATE METHOD OF GROUNDING IS TO INSTALL 2-8 FOOT GROUND RODS 6 FEET MINIMUM APART. USE #6 BARE STRAND SOFT DRAWN COPPER WIRE TO ATTACH TO THE RODS AND POLE.
- (L) NATURAL SPOIL WITH 3/4 INCH MAXIMUM AGGREGATE, SAND, DECOMPOSED GRANITE, 3/4 INCH MAXIMUM AGGREGATE, OR POLESET (LISTED IN ORDER OF LEAST EXPENSE) MAY BE USED AS BACKFILL. TAMP THE BACKFILL (EXCEPT POLESET) THOROUGHLY.
- (M) CONCRETE SUPPORT COLLAR TO BE POURED IN PLACE.

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REVISION DATE 7-27-06 APPD PJA / JJ	SDG&E ELECTRIC STANDARDS DIRECT BURIAL POLE INSTALLATION FOR VICTORIAN LUMINAIRES			4430.2





**CHAPTER 2:
PASEO FACILITIES IMPROVEMENT PLAN**

PASEO PLAN



The Downtown Paseo Improvement Area lies within the Central Business District Overlay District of the Zoning Ordinance. The Downtown Paseos are broken down into two primary corridors, the El Camino Real Paseo and the Avenida Del Mar Paseo. The Avenida Del Mar Paseo corridor includes the central portion of the El Camino Real corridor bisecting it into two separate segments. For planning purposes of this document the El Camino Real Paseo will be show in two separate segments, north and south. The north segment is from Avenida Palizada to Avenida Cabrillo and the south segment is from Avenida Granada to Avenida Rosa. The Avenida Del Mar Paseo Corridor boundary is in an 'L' shape. The east/west extension is from Ola Vista at the west terminus to the El Camino Real Paseo to the east. The remaining segment of the Avenida Del Mar Paseo extends to the south from Avenida Cabrillo to Avenida Granada. This 'L' shaped boundary will be referred to as the Avenida Del Mar Paseo through the remainder of this document. The entire Avenida Del Mar Paseo "L" shaped limits is included in the 1st Phase of SDG&E's undergrounding construction project.

The El Camino Real (ECR) Paseo Limits are in two separate segments. The north segment starts at the Avenida Palizada to Avenida Cabrillo. The second segment to the south of Avenida Del Mar begins at Avenida Granada and extends to Avenida Rosa. This southern segment of the ECR Paseo is considered the 1st phase of the SDG&E power line undergrounding construction project which will extend from Avenida Rosa to Avenida Cabrillo and down the Avenida Del Mar Paseo to several hundred feet beyond South Ola Vista.

PASEO PLAN BOUNDARY



LEGEND

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor



AVENIDA DEL MAR PASEO PLAN

The connectivity of Avenida Del Mar Paseo primarily a perpendicular connection for visitors and locals using alternative downtown parking off Avenida Cabrillo. The Avenida Del Mar Paseo Plan presents the paseo improvements along the 20' wide alley corridor and explores design possibilities for adjacent public parking lots and privately owned leased parking lots. The plan looks for opportunities to better connect pedestrians from parking lots to the existing mid-block paseo corridors and access points to Avenida Del Mar. These proposed design ideas also look for opportunities for:

- Parking Lot re-configuration & striping (handicap stalls will be maintained in all parking areas)
- Lighting as part of the SDG&E undergrounding phasing plan
- Landscape planting pockets
- Canopy & palm trees
- Public trash enclosures & private trash and storage enclosure recommendations (may eliminate some parking spaces)
- Safer pedestrian circulation & access routes

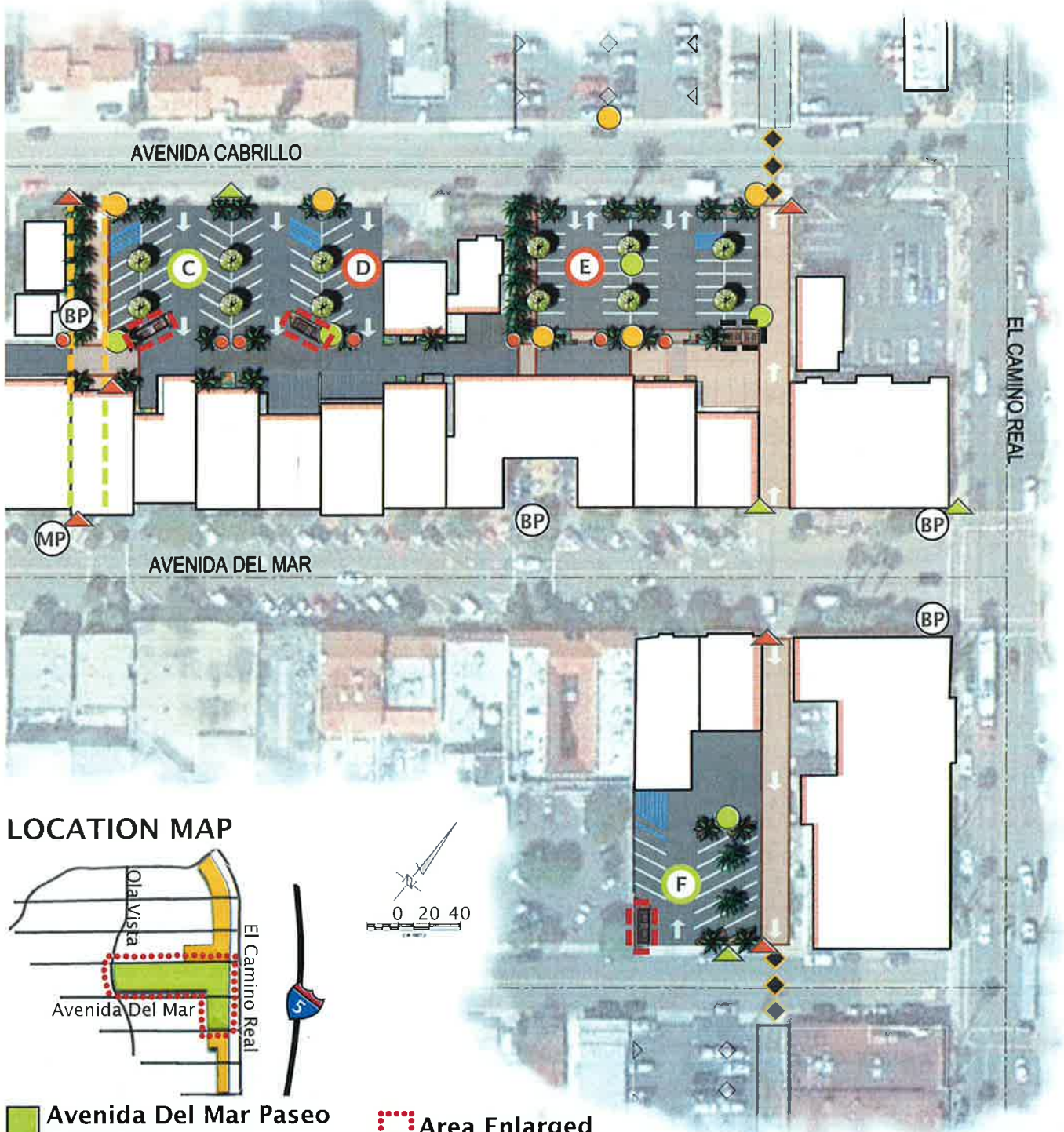


- Variety of pavement types
- Scooter and bike parking where appropriate
- ADA path of travel will remain as existing city sidewalk
- Loss of 4 parking spaces between lots A, C, & D

LEGEND

- Proposed Shared Pedestrian & Vehicular Corridor
- Existing Pedestrian Paseo Through Building
- 70W Light Fixture SDG&E Phase I Underground
- Proposed Additional Light
- Lighted Bollard Opportunity Upgrade to Existing Private Trash Enclosure
- Trash Enclosure Location
- Facade Improvement Opportunity
- Ⓟ Bike Parking Opportunity

- ◆◆◆ Crossing Treatment Opportunity (Future Studies Needed)
- Asphalt Paving
- Special Paving
- ⓐ ⓑ Public Parking Lot (City Leased-Privately Owned)
- ⓒ ⓕ Public Parking Lot
- ⓓ ⓔ Privately Owned Parking Lot
- 🌴 Proposed Tree Planting
- ▲ Existing Wayfinding & Parking Signs
- ▲ Proposed Wayfinding Signs
- Ⓜ Motorcycle Parking Opportunity



LOCATION MAP



- Avenida Del Mar Paseo Corridor
- El Camino Real Paseo Corridor
- Area Enlarged

EL CAMINO REAL PASEO PLAN

EL CAMINO REAL NORTH PASEO PLAN



The connectivity of El Camino Real Paseo is primarily a parallel connection for visitors and locals using alternative routes along El Camino Real and to get to the Avenida Del Mar downtown area of San Clemente. The El Camino Real Paseo Plan presents the paseo improvements along the 20' wide alley corridor and explores design possibilities for adjacent public parking lots and privately owned parking lots. The El Camino Real Paseo Plan is broken up into the northern and southern segments. The Avenida Del Mar Paseo Plan falls in-between the two segments of the El Camino Real Paseo plan area. The El Camino Real Paseo plan looks for opportunities to better connect pedestrians from areas surrounding El Camino Real to downtown San Clemente and on Avenida Del Mar.

These proposed design ideas also look for opportunities for:

- **Parking Lot re-configuration & striping (handicap stalls will be maintained in all parking areas)**
- **Lighting as part of the SDG&E undergrounding phasing plan**
- **Landscape planting pockets**
- **Canopy & palm trees**
- **Public trash enclosures & private trash and storage enclosure recommendations (may eliminate some parking spaces)**
- **Safer pedestrian circulation & access routes**
- **Variety of pavement types**
- **Scooter and bike parking where appropriate**
- **ADA path of travel will remain as existing city sidewalk**

EL CAMINO REAL SOUTH PASEO PLAN



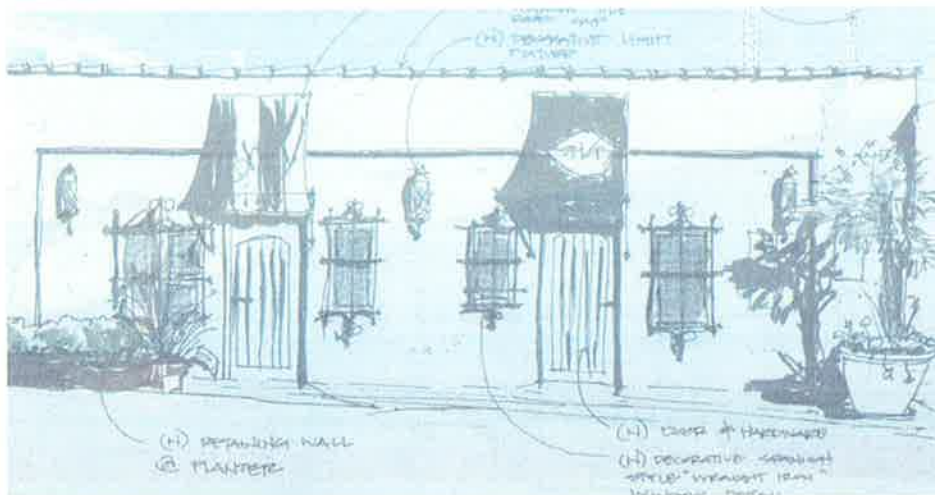
LOCATION MAP



LEGEND

- ◆◆◆ Crossing Treatment Opportunity (Further Studies Needed)
- Proposed 70W Light Fixture
- Lighted Bollard Opportunity
- ▭ Upgrade to Existing Private Trash Enclosure
- ▭ Facade Improvement Opportunity
- ▭ Asphalt Paving
- (G) Public Parking Lot
- (H) Public Parking Lot (City Leased-Privately Owned)
- 🌴 Proposed Tree Planting
- ▲ Existing Wayfinding & Parking Signs
- ▲ Proposed Wayfinding Signs





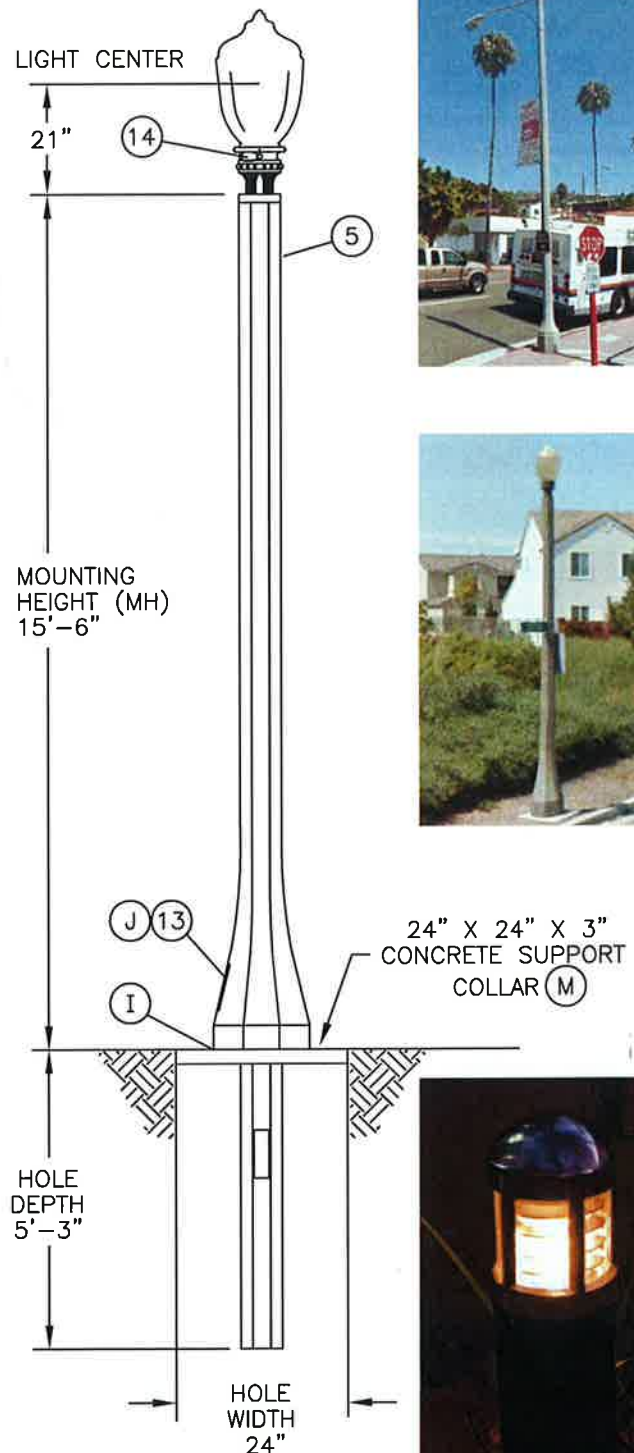
**CHAPTER 3:
PASEO IMPROVEMENT DESIGN ELEMENTS**

PUBLIC | LIGHTING

The proposed pedestrian lights for the Downtown Paseo Plan will be provided by SDG&E as part of the Phase I Undergrounding Project outlined in chapter 1. The standard light consists of a concrete pole and decorative Victorian style globe. The light standard is equipped with a 70w bulb which will limit the light spacing to between 60' and 70' maximum distance. There are proposed light locations outlined in the document which are suggested locations from both SDG&E and the proposed improvements in the document. To provide more consistency along the Avenida Del Mar Paseo corridor, there are four (4) additional lights recommended to even out the spacing and provide efficient lumination at the pedestrian crossings from the parking lots to the existing paseos through to the commercial core. Further light photometric studies and lighting designs will need to be conducted to provide a more accurate design spacing and location plan with the first phase paseo improvement project.

Although the primary purpose for public street lights is nighttime visibility for security and safety, successful street lighting takes into account the human users of the street. To emphasize pedestrian activity over automobile traffic within the paseos, smaller-scale, more frequently spaced fixtures geared to pedestrians are proposed as opposed to standard overhead street lights.

The proposed lights for the project follow SDG&E standard light specifications. Dark sky compliant globes and LED bulbs should be considered for proposed lights. Any changes to light standards would have to be coordinated through SDG&E.



Street Furniture Light Bollard

PUBLIC | LANDSCAPE

Public landscape areas include parking planters and parking lot diamonds, as well as areas surrounding trash enclosures.

The species chosen for the publicly maintained alley and parking lot landscapes are complementary to the Spanish Colonial Revival architectural style of San Clemente. A plant palette is displayed on pages 44 and 45 for trees and shrubs.

Vegetation which was chosen is all currently being used for landscaping in the alleys and adjacent parking lot areas.

The City should coordinate with private property owners with opportunities to install and maintain landscaping along alley edges that are outside the public right-of-way.

Plant species were selected off of the City of San Clemente's Plant Selection Guide (Appendix A). Specifically, trees were chosen from Trees for General Site Conditions (Section 1) and Trees for Parking Lots (Section 3). Shrubs were chosen from Shrubs: General Use (Page A-7).



PUBLIC | PAVING & HARDSCAPE

A variety of paving and hardscape alternatives are shown for the alley and parking lot areas of the project site. The recommended paving and hardscape options complement the Spanish Colonial Revival architectural style of the City of San Clemente.

City standard pavers (1), standard concrete (2), and standard asphalt (4) are all currently used by the City of San Clemente in and adjacent to the project area. Colored scored concrete (3) and stamped and painted asphalt (5) could also be considered with further design analysis.

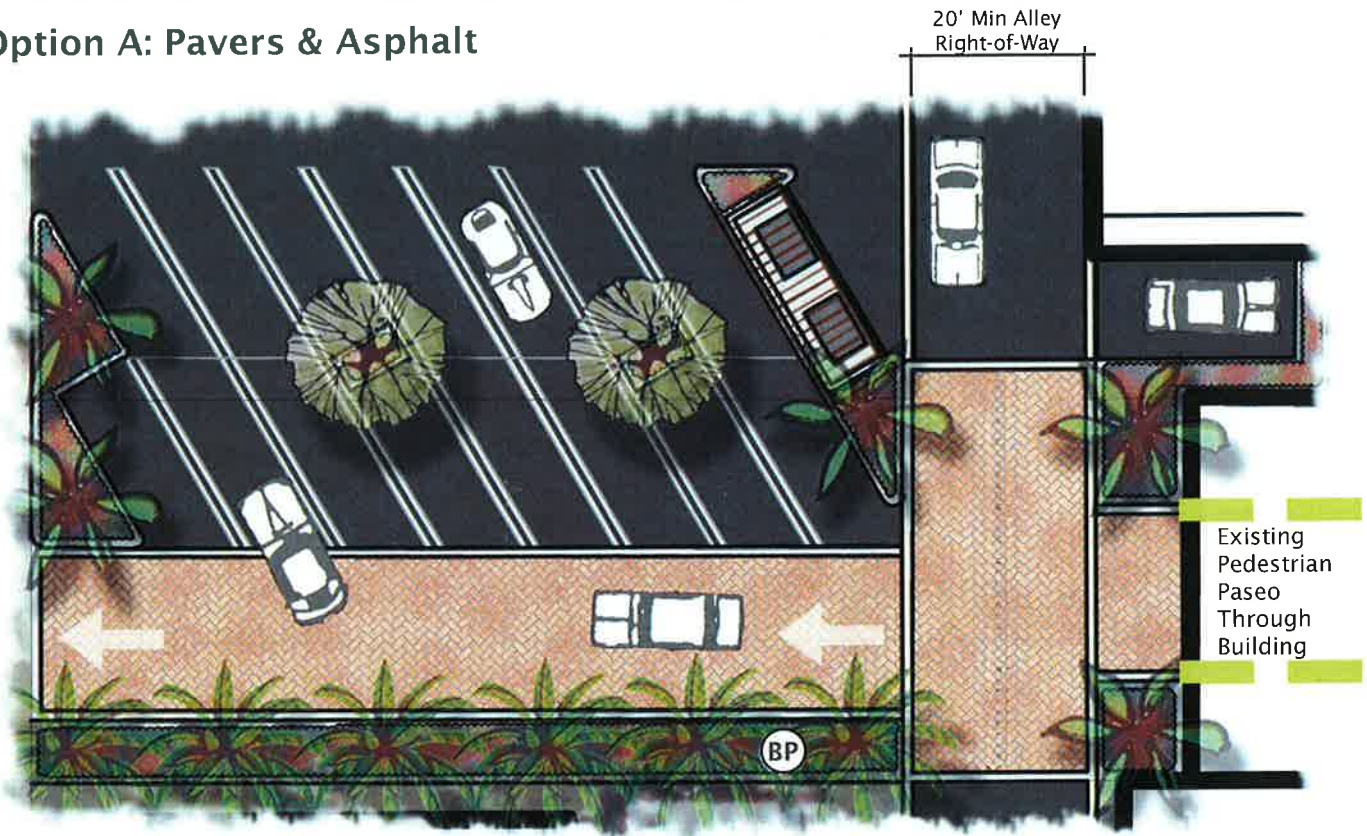
The three detailed plans on the next page show how city standard pavers, scored concrete, and asphalt could be used on the site to designate pedestrian corridors within the alleys and parking lots.



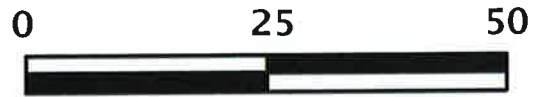
- 1 City Standard Pavers
- 2 Standard Concrete
- 3 Colored Scored Concrete
- 4 Standard Asphalt
- 5 Stamped & Colored Asphalt

PUBLIC | PAVEMENT TREATMENT OPTIONS

Option A: Pavers & Asphalt



A combination of asphalt and concrete pavers make up the alley and parking lot areas. Concrete pavers are displayed in pedestrian rich areas such as the extension of the paseos out to the parking lot. This signifies to vehicles that pedestrians will be more prevalent in these areas and this is a pedestrian and vehicular shared space. Parking areas and the rest of the alley right-of-way are paved with asphalt.

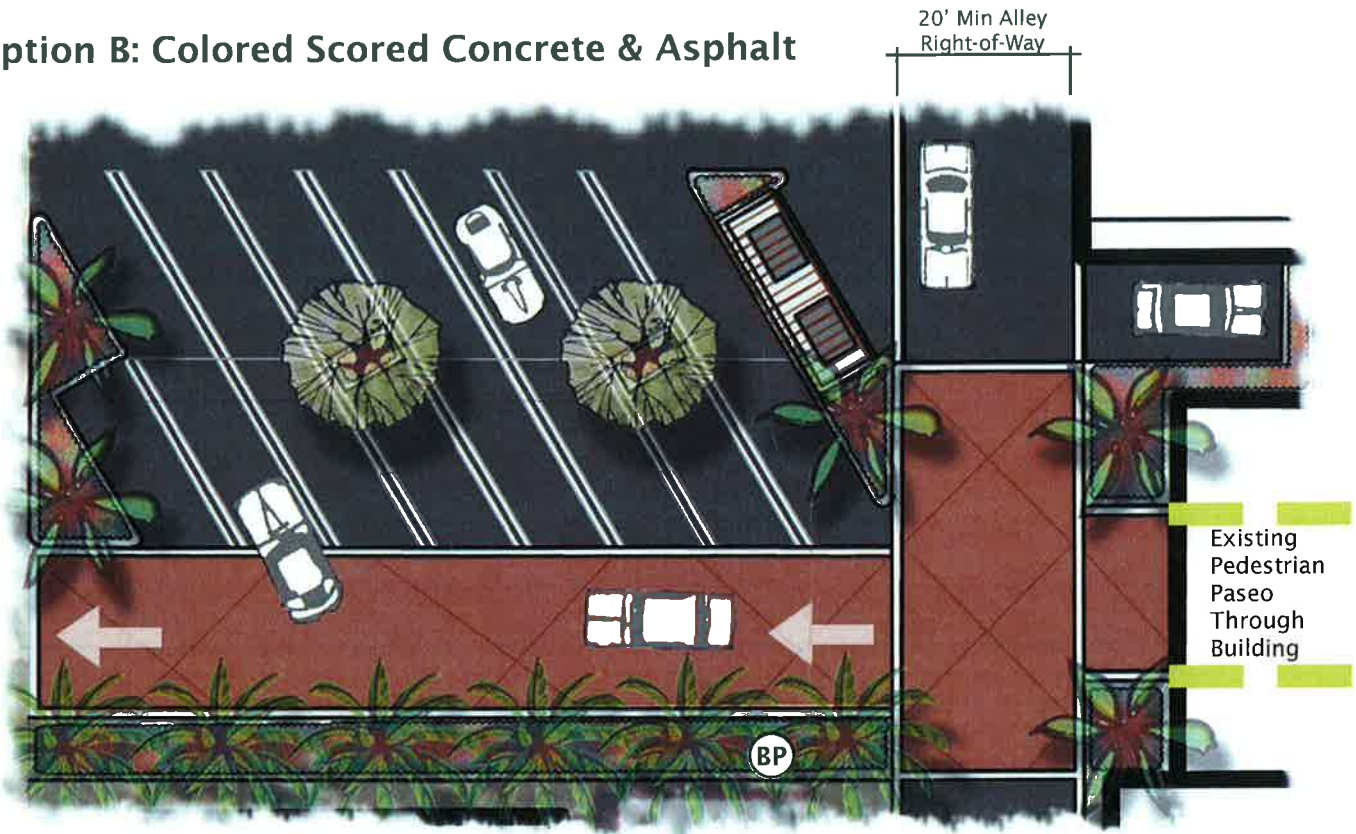


LEGEND

-  Asphalt
-  Concrete Pavers
-  Bike Parking Opportunity

PUBLIC | PAVEMENT TREATMENT OPTIONS

Option B: Colored Scored Concrete & Asphalt



The above exhibit shows colored scored concrete with asphalt for the alley right-of-way and parking lot areas. This combination accomplishes the same pedestrian safety and awareness as Option A. Colored scored concrete is used for primary pedestrian crossing zones to alert drivers that this is a pedestrian and vehicle shared space. Asphalt is used for parking areas and other areas in the alley right-of-way.

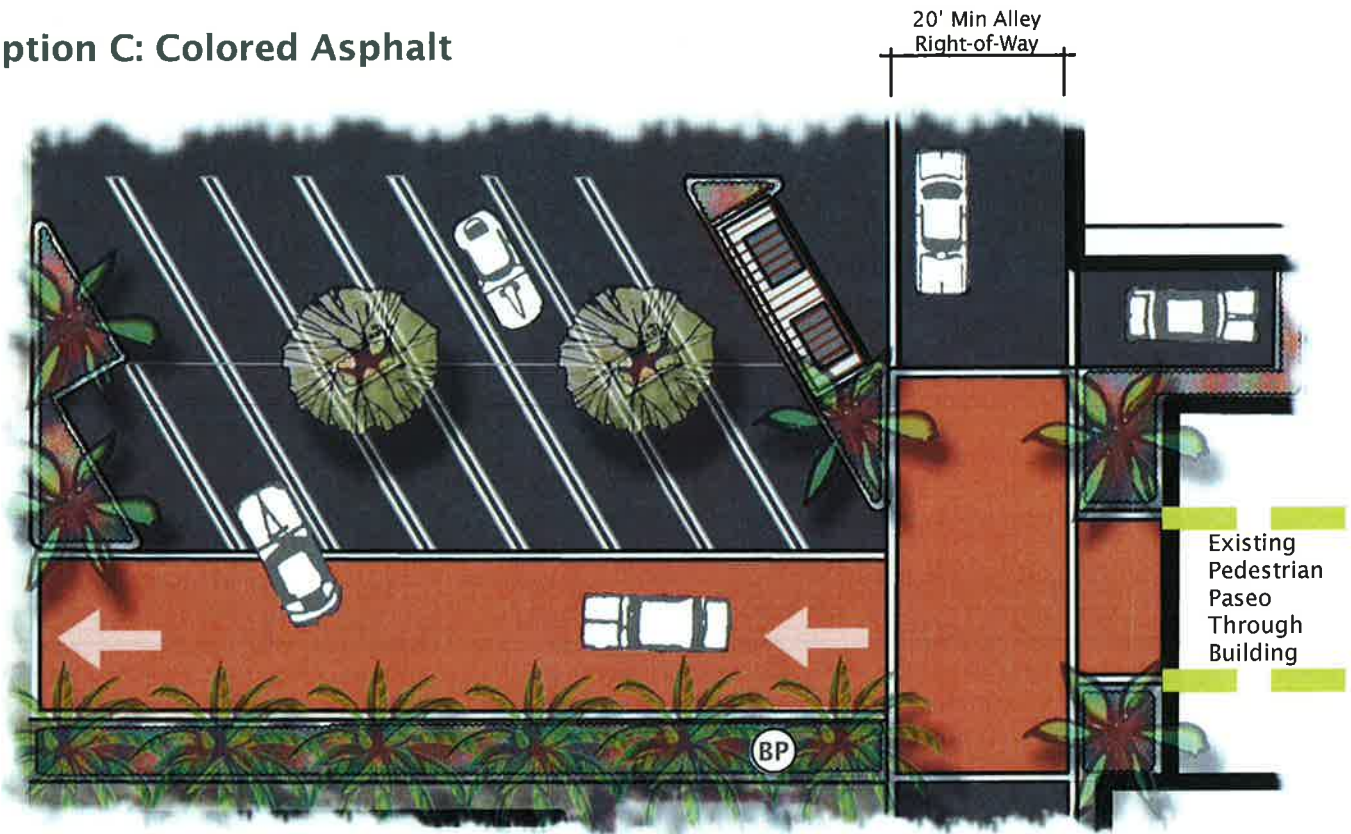


LEGEND

- Asphalt
- Colored Scored Concrete
- BP Bike Parking Opportunity

PUBLIC | PAVEMENT TREATMENT OPTIONS

Option C: Colored Asphalt



Option C displays a blend of colored asphalt and standard asphalt. Here, colored asphalt are used to display the higher use pedestrian zones. Colored asphalt can also be used for the alley right-of-way. Parking lot areas are shown in asphalt.



LEGEND

- Asphalt
- Colored Asphalt
- BP Bike Parking Opportunity

PUBLIC | ART

Public art is a creative way of expressing culture and increasing the value of an area. Detailed decorative tiles can bring life to an area. They can be applied to walls, fountains, stairs, and incorporated into paving.

The City of San Clemente has a variety of decorative tile art on Avenida Del Mar as well as down by the pier. The art pieces currently showcase the Spanish Colonial Revival architectural style of the area. Improvements along the paseo corridor could include similar murals and other opportunities for public art.



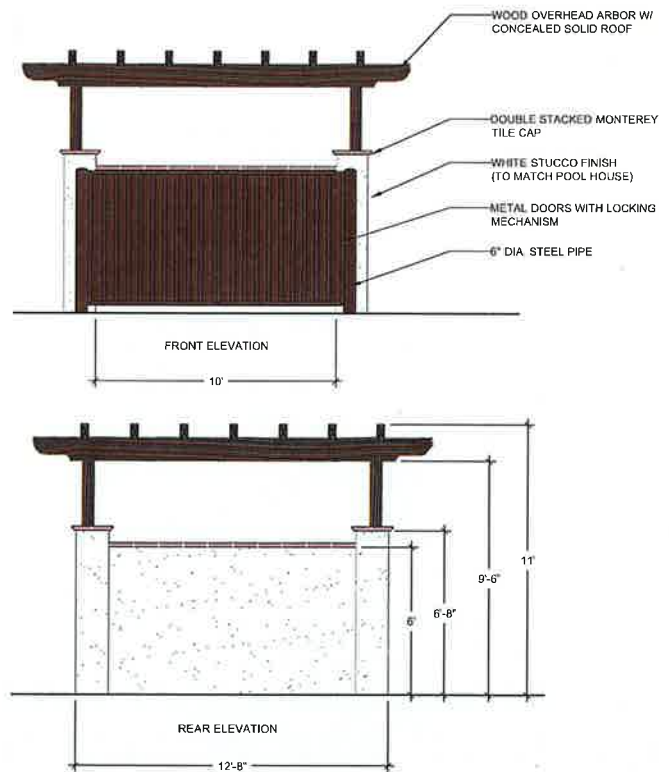
PUBLIC | TRASH ENCLOSURES

The City of San Clemente has installed a trash enclosure in the downtown area which has Spanish Colonial Revival architectural elements, which define the City of San Clemente. The image on the top right shows the structure, installed at Avenida Granada.

The dark stained wood trellis covers the trash enclosure from the elements. The white stuccoed walls and the dark gate surround the dumpsters and trash barrels. Vegetation surrounds the enclosure to soften the edges. Trash enclosures keep the trash barrels and the dumpsters out of the alley and put them into their own space.

Additional screens for the trash enclosure can be considered if needed to discourage illegal dumping.

The City will coordinate with the Downtown Business Association for the use of smaller trash trucks within the alley.



PUBLIC | SIGNAGE

The images to the right showcases the new wayfinding signs present in the downtown area of San Clemente. The signs are directional signs, parking signs, and bike and pedestrian signs. Creative signage and standard signage combine to give direction to visitors downtown.

The style of the custom signs are consistent with San Clemente's Spanish Colonial Revival architectural style. This is accomplished through color, fonts, style, and form.

Standard warning signs will be used when appropriate along streets and paseos for pedestrians and bikes.

City will continue to coordinate with private owners of historic buildings to provide San Clemente Historical Landmark medallions.



- 1 Wayfinding Signage
- 2 Parking Directional Signage
- 3 Parking Signage
- 4 San Clemente Historical Landmark Medallion
- 5 Pedestrian Signage
- 6 Pedestrian & Bicycle Signage

PUBLIC | PASEO VISUAL SIMULATION



This exhibit shows a visual simulation of some of the proposed improvements for the Avenida Del Mar paseo corridor.

- 1 Power lines to be undergrounded. Plans shown on pages 12 and 13.

BEFORE



- 2 Building Facade Improvements
- 3 Concrete Pavers
- 4 Asphalt
- 5 Trash Enclosure
- 6 Tree Planting
- 7 Curb Cuts to Catch Stormwater Runoff in Planters
- 8 Planters with Recommended Shrub Plantings shown on pages 44 and 45.
- 9 Lighted Bollard

AFTER

PRIVATE | LANDSCAPE

Pots, planters, window boxes, and trained vines are a great and simple way to soften building facades, define entry ways or windows, and add visual interest, to blank walls.

The species chosen for the privately maintained alley and parking lot landscapes are complementary to the Spanish Colonial Revival architectural style of San Clemente. A plant palette is displayed on pages 44 and 45 for trees and shrubs.

Vegetation which was chosen is all currently being used for landscaping in the alleys and adjacent parking lot areas.

The City should coordinate with private property owners with opportunities to install and maintain landscaping along alley edges that are outside the public right-of-way.

Plant species were selected off of the City of San Clemente's Plant Selection Guide (Appendix A). Specifically, trees were chosen from Trees for General Site Conditions (Section 1) and Trees for Parking Lots (Section 3). Shrubs were chosen from Shrubs: General Use (Page A-7).



PRIVATE | LIGHTING

Wall mounted light fixtures are a welcoming addition to a building facade. They add detail and capture the architectural style of the area. Lights will be attached on wall faces with proper clearance from vehicle and truck traffic.

Decorative iron wall mounted fixtures, as shown on the right, coincide with the Spanish Colonial Revival architectural style that the City of San Clemente has adopted.



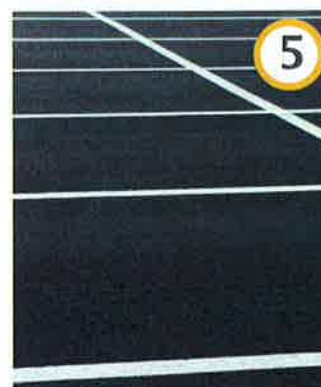
PRIVATE | PAVING & HARDSCAPE

A variety of paving and hardscape alternatives are shown for the public paseo and parking lot areas of the project site. The recommended paving and hardscape options complement the Spanish Colonial Revival architectural style of the City of San Clemente. The private owners would be encouraged to match the final paving selection for the public paseos and parking areas.

Ole Hanson tiles (1), city standard pavers (2), standard concrete (3), and standard asphalt (5) are all currently used by the City of San Clemente in the project area. Colored scored concrete (4) and stamped and painted asphalt (6) could also be used.

These materials can be used to designate parking spaces, pedestrian right-of-way, and accent building entry. Ole Hanson replica tiles are not approved for use in streets, alleys, or commercial driveway approaches. Other paving and hardscape options will have to be used for these areas.

- 1 Ole Hanson Tiles
- 2 City Standard Pavers
- 3 Standard Concrete
- 4 Colored Scored Concrete
- 5 Standard Asphalt
- 6 Stamped & Colored Asphalt



PRIVATE | WALL ART

Wall art is an innovative way of decorating a building facades. Some examples include murals, wall relief sculpture, metal work, and tile art.

Wall art should compliment the Spanish Colonial Revival architectural style of the downtown San Clemente area.



PRIVATE | STORAGE & TRASH ENCLOSURES

One of the primary goals of the Downtown Paseo Plan is to clean up the alley way from trash barrel clutter. Decorative private storage and trash enclosures are a great way to enclose materials and trash barrels. They serve to remove trash barrels and excess materials from alley right-of-way spaces and maintain a clean and open corridor.

The images on the right showcase ways of decorating enclosure spaces. These examples fit with the City of San Clemente's Spanish Colonial Revival architectural style.

Additional screens for the trash enclosure can be considered if needed to discourage illegal dumping.

The City will coordinate with the Downtown Business Association for the use of smaller trash trucks within the alley.



PRIVATE | SIGNAGE

Personalized shop signage can add detail and visual interest for building facades facing the paseo corridor. Recommended signage options include wood signs with iron building mounts, painted facade signs, and metal mounted lettered signs.

The images to the right display these options, many of which are found along Avenida Del Mar. All are consistent with the City of San Clemente’s Spanish Colonial Revival architectural style.



PRIVATE | BUILDING FACADE DOOR & WINDOW TREATMENT

Awnings, balconies, window boxes, window grills, and door gates are decorative options to spruce up the facade of a building. The examples shown on the right all complement the Spanish Colonial Revival architectural style adopted by the City of San Clemente.

The City of San Clemente annually receives approximately a \$25,000 grant from the federal Community Development Block Grant (CDBG) program for implementation of its Downtown Commercial Rehabilitation Program. In an attempt to work with as many small businesses as possible, the City targets dilapidated or non-conforming signs, awnings, lighting and minor architectural features for exterior improvements. The target area includes all businesses, within the downtown business area, between Avenida Presidio and Avenida Palizada and along North El Camino Real to Avenida Pico in San Clemente. San Clemente's Downtown Commercial Rehabilitation funds are limited to improvements to the exterior facades of the building including alley facades. Funding includes small grants up to \$2,000. Projects over \$2,000 may be considered for funding but may require a match of funds from the property owner and may be subject to prevailing wages. Façade improvement projects are selected based on downtown businesses with the greatest need. Grant applications are accepted year round. The program continues to have a positive effect on the City's Downtown and assists business owners.



PRIVATE | BUILDING FACADE ROOF TREATMENT

Spanish tile or pan-tiled roof treatment is one of the key elements of the Spanish Colonial Revival architectural style, which dominates the City of San Clemente. The addition of tiles to the roof of the building, can dramatically improve the building facade while cohesively connecting the buildings along the paseo corridor.

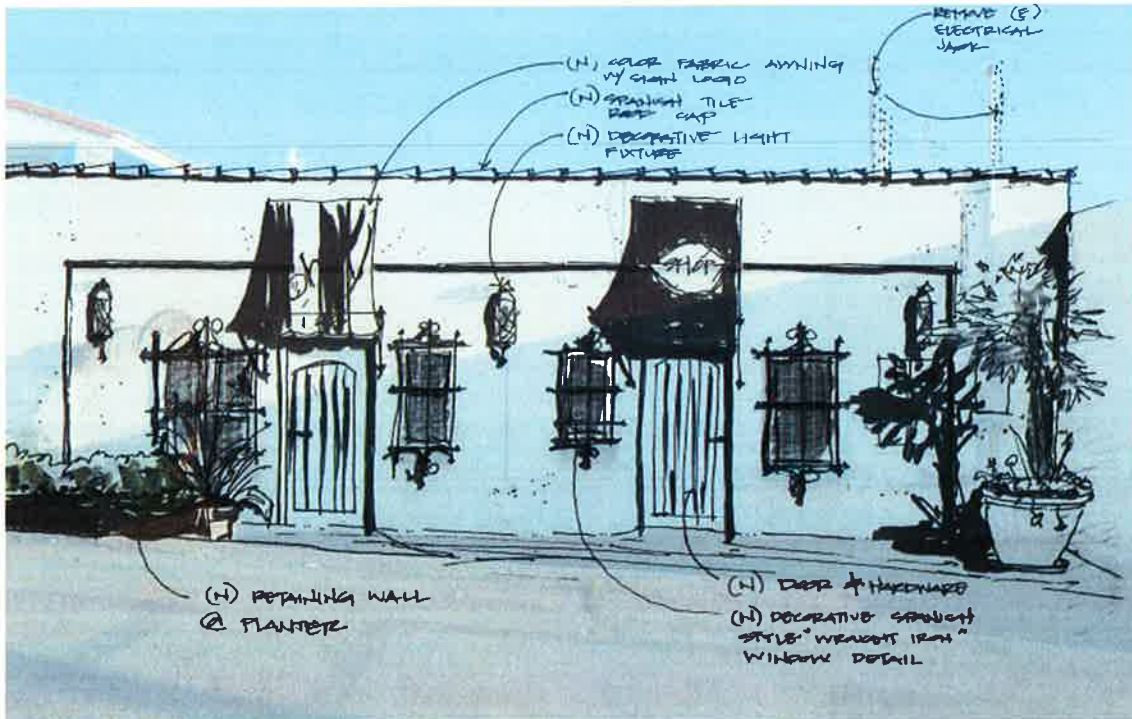
A variety of options for Spanish tile roofing are shown on the right. Tiles can be added by themselves or with crown molding, gutters and drop structures, or painted patterns under tiles for a little added detail.



PRIVATE | BUILDING FACADE IMPROVEMENTS



BEFORE

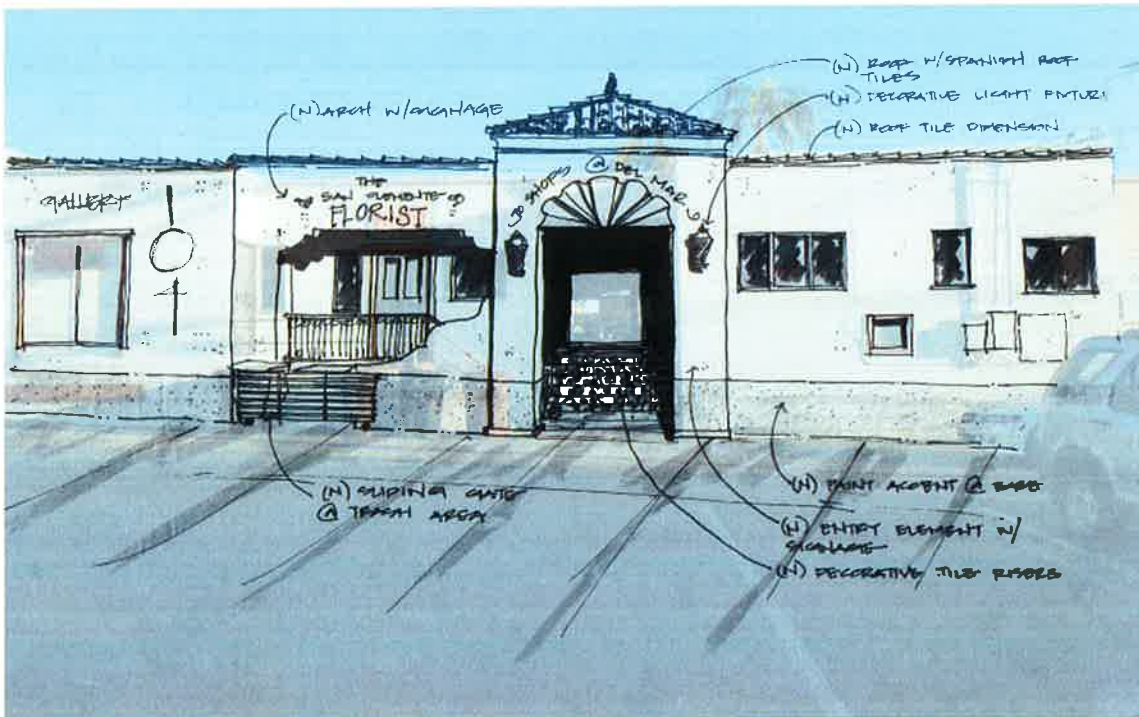


AFTER

PRIVATE | BUILDING FACADE IMPROVEMENTS



BEFORE



AFTER

PLANT PALETTE | TREES

The plant palette is recommended for both public and private use. The species chosen are complementary to the Spanish Colonial Revival architectural style of San Clemente.

The trees and shrubs shown are all approved by the City of San Clemente and are currently used for landscaping around the Avenida Del Mar Paseo and the El Camino Real Paseo.

Plant species were selected off of the City of San Clemente's Design Guidelines Plant Selection Guide (Appendix A). Specifically, trees were chosen from Trees for General Site Conditions (Section 1) and Trees for Parking Lots (Section 3). Shrubs were chosen from Shrubs: General Use (Page A-7). Plant material is non-irrigated with the option of irrigation.



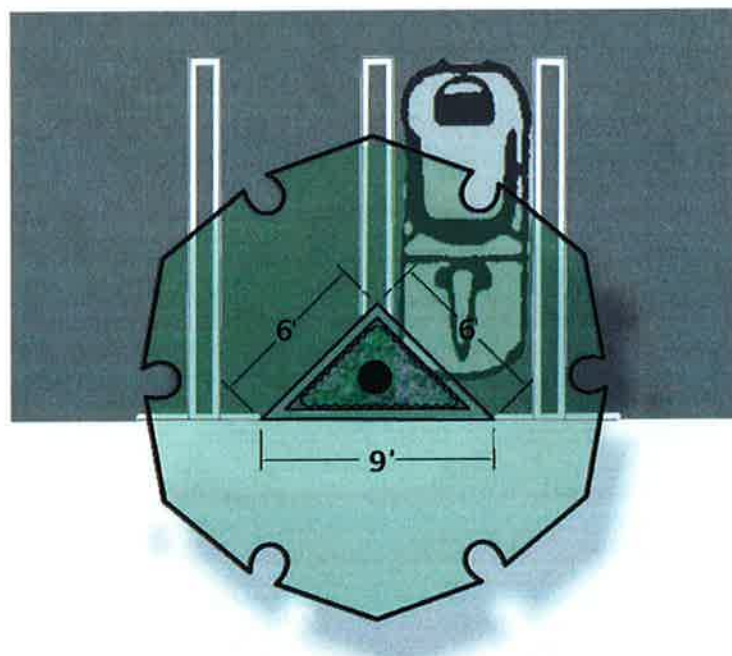
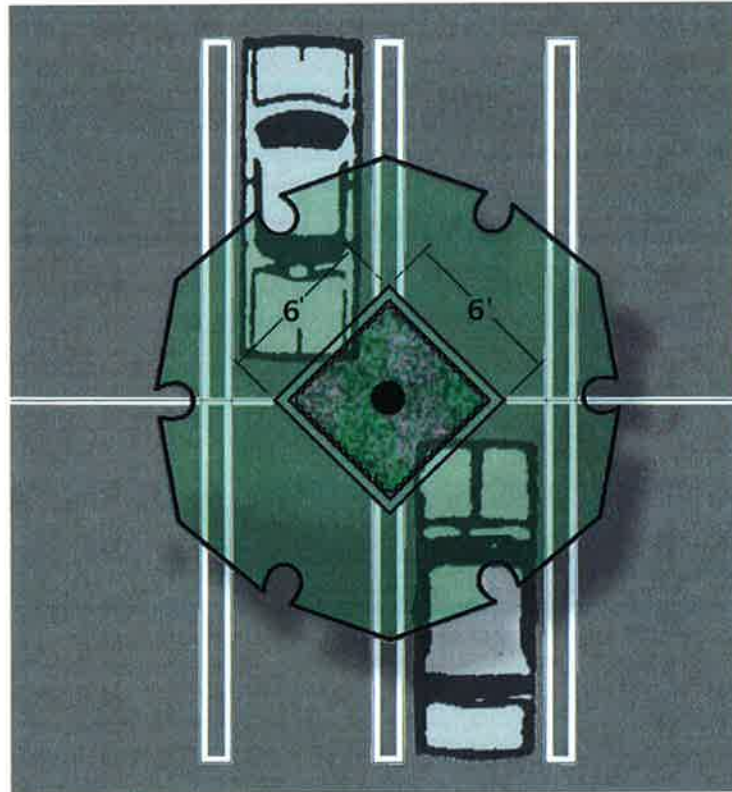
- 1 **Arecastrum romanzoffianum**
Queen Palm
- 2 **Washingtonia robusta**
Mexican Fan Palm
- 3 **Archontophoenix alexandrae**
King Palm
- 4 **Phoenix dactylifera**
Date Palm
- 5 **Metrosideros excelsa**
New Zealand Christmas Tree
- 6 **Melaleuca linariifolia**
Flaxleaf Paperbark
- 7 **Eriobotrya deflexa**
Bronze Loquat
- 8 **Arbutus menziesii**
Madrone
- 9 **Cupaniopsis anacardioides**
Carrotwood

PLANT PALETTE | SHRUBS

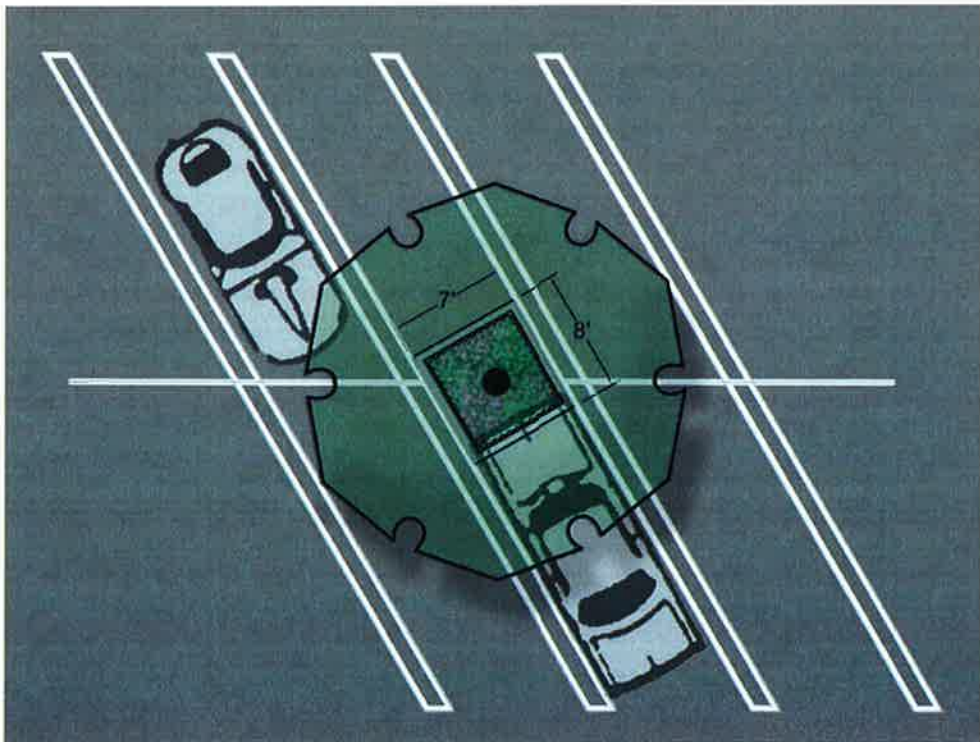
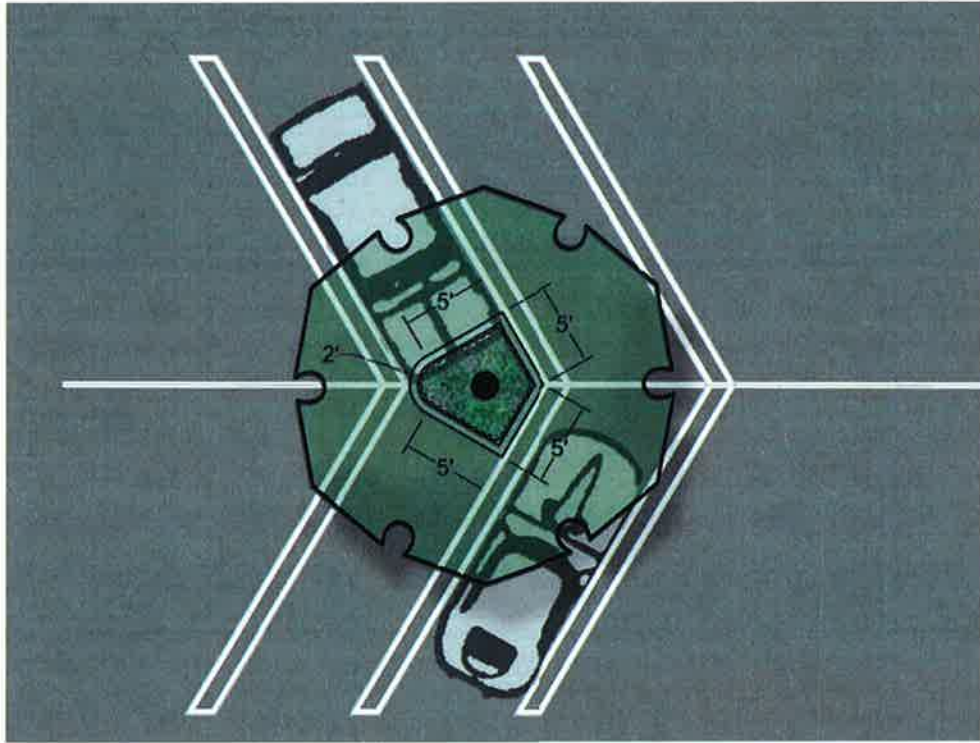
- 1 Cistus ladanifer
Gum Cistus
- 2 Rosmarinus officinalis prostratus
Prostrate Rosemary
- 3 Strelitzia reginae
Bird of Paradise
- 4 Bougainvillea spectabilis
Great Bougainvillea
- 5 Aloe vera
Aloe Vera
- 6 Agave victoriae-reginae
Queen Victoria Agave
- 7 Agave perryi
Parry's Agave
- 8 Agave attenuata
Fox Tail Agave
- 9 Anigozanthos 'Bush Gold'
Kangaroo Paw
- 10 Phormium tenax 'Jack Spratt'
Jack Spratt New Zealand Flax
- 11 Calamagrostis acutiflora
'Karl Forester'
Feather Reed Grass
- 12 Jasminoides trachelospermum
Star Jasmine
- 13 Carissa macrocarpa
Natal Plum
- 14 Pyracantha coccinea
Firethorn
- 15 Hesperoyucca whipplei
Yucca whipplei
- 16 Juncus species
Rushes (For Bioswale Conditions)
- 17 Carex species
Sedges (For Bioswale Conditions)



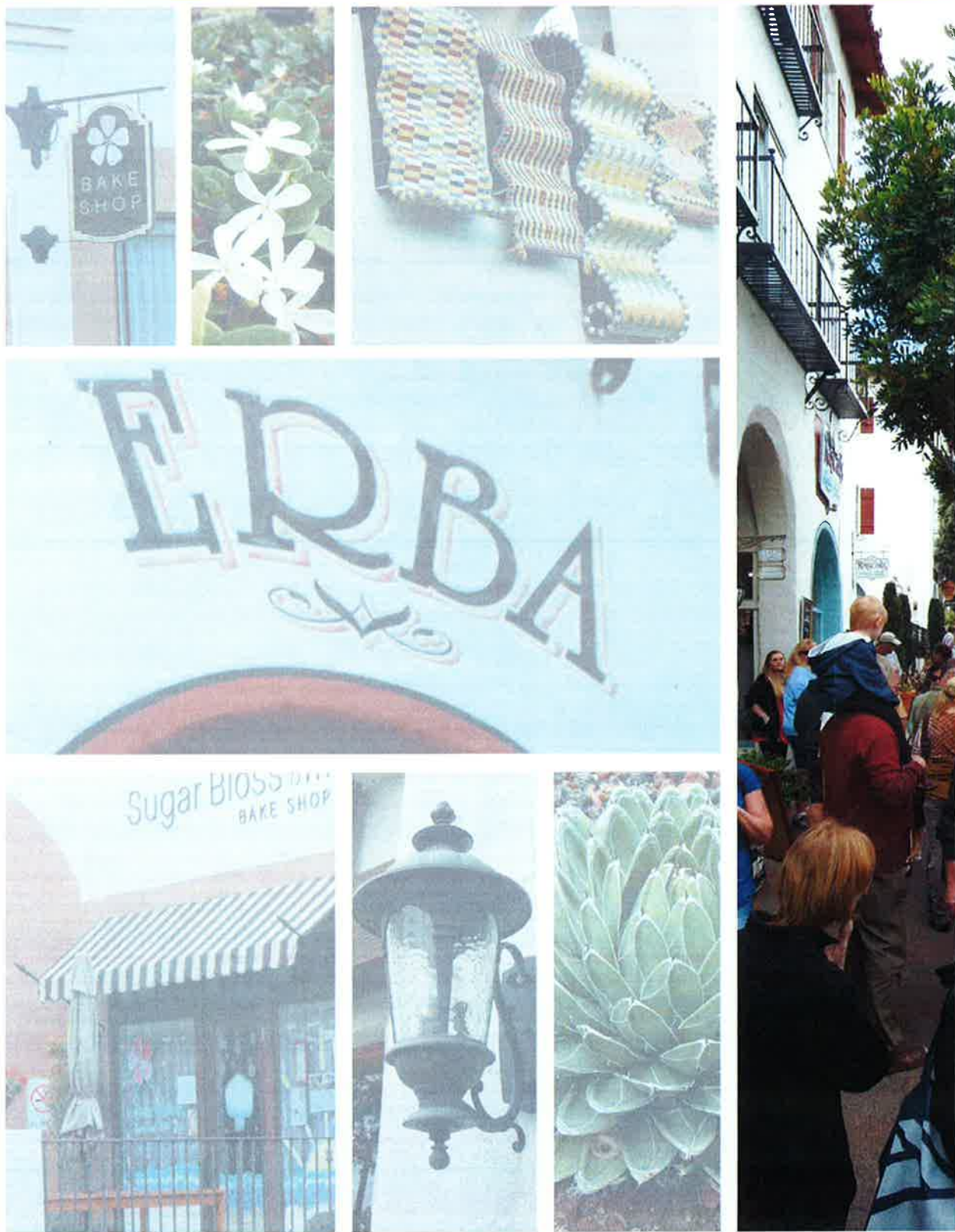
TYPICAL 90 DEGREE PARKING TREE WELLS



TYPICAL DIAGONAL PARKING TREE WELLS







**CHAPTER 4:
PHASING PLANS & CONCEPT LEVEL COST ESTIMATES**

COST ESTIMATE OVERVIEW

The cost projections for the different phases of the Downtown Paseo Plan are performed with limited base information. Contingencies have been included in the estimates to account for possible unknown cost factors. The following pages outline the elements for each phase of Avenida Del Mar Paseo and El Camino Real Paseo. A summary of the phasing costs are outlined below.

Avenida Del Mar Paseo Phasing Cost Summary

- Avenida Del Mar Paseo Near Term Phase = \$389, 162
- Avenida Del Mar Paseo Mid Term Phase = \$283, 706
- Avenida Del Mar Paseo Long Term Phase = \$721, 284



El Camino Real Paseo Phasing Cost Summary



- El Camino Real Paseo (South) Near Term Phase = \$49, 734
- El Camino Real Paseo (South) Long Term Phase = \$60, 640
- El Camino Real Paseo (North) Mid Term Phase = \$65, 202
- El Camino Real Paseo (North) Long Term Phase = \$165, 172

NEAR TERM IMPLEMENTATION



LEGEND

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor

-  Avenida Del Mar Near Term Improvements
-  El Camino Real Near Term Improvements



NEAR TERM IMPLEMENTATION AVENIDA DEL MAR PASEO PLAN



LEGEND	
	Proposed Shared Pedestrian & Vehicular Corridor
	Existing Pedestrian Paseo Through Building
	Asphalt Paving
	Special Paving
	Lighted Bollard Opportunity
	70W Light Fixture SDG&E Phase I Underground
	Proposed Additional Light
	Public Parking Lot (City Leased-Privately Owned)
	Public Parking Lot Existing Wayfinding & Parking Signs
	Existing Wayfinding & Parking Signs
	Proposed Wayfinding Signs

CONCEPT LEVEL COST ESTIMATE

The estimate of probable cost for the different phases of the Downtown Paseo Plan are performed with limited base information. Contingencies have been included in the estimates to account for possible unknown cost factors.

The near term implementation would include elements following the SDG&E undergrounding operation. The probable costs do not include the undergrounding construction cost or materials. The proposed design elements in the near term phase consist of:

- Type II Asphalt Slurry Seal 20' wide Alley ROW
- Type II Slurry Seal and Restriping of Parking Lot
- Special Paving at Pedestrian Access Point to Existing Paseos- (Optional Paving Types)
- New SDG&E Poles and Lights
- Wayfinding Signs
- 3 New Drive Aprons to Parking Lot C off Ave Cabrillo -(No change to parking space count)
- Irrigation Mainline, Laterals and Sleeves

NEAR TERM IMPLEMENTATION - DEL MAR PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT TYPE 2 SLURRY SEAL	23,000	SF	1.00	\$23,000	20' Wide Alley ROW=22,600sf
demo & subgrade	Concrete Pavers	2,000	SF	24.00	\$48,000	Pedestrian crossing accents in alley ROW
demo & subgrade	Colored Scored Concrete -(option)	2,000	SF	14.00	\$28,000	OPTIONAL COST NOT INCLUDED IN SUBTOTAL
demo & subgrade	Concrete -(option)	2,000	SF	9.00	\$18,000	OPTIONAL COST NOT INCLUDED IN SUBTOTAL
	CONCRETE DRAIN PAN	1,300	LF	0.00	\$0	Not in this phase
	6" WIDE CONCRETE EDGER	2,500	LF	15.00	\$37,500	
	SDG&E-70w LIGHT-(70' spacing min.)	18	LF	2500.00	\$45,000	14 lights on Undergrounding Plan, 4 extra lights recommended
	LIGHT BOLLARD	11	EA	1500.00	\$16,500	
	ADJUST UTILITIES TO GRADE	10	EA	350.00	\$3,500	
	PARKING LOT STRIPING	36,000	SF	0.30	\$10,800	Lot 'A'= 10,815sf, Lot 'B'=3,975sf, Lot 'C'= 13,890sf, Lot 'F' =8,270sf
	PARKING TYPE 2 SLURRY SEAL	36,000	SF	1.00	\$36,000	Lot 'A'= 10,815sf, Lot 'B'=3,975sf, Lot 'C'= 13,890sf, Lot 'F' =8,270sf
	SIGNAGE	10	LS	5000.00	\$5,000	
	TRASH ENCLOSURE	0	EA			Not in this phase
	DRIVE APRONS (LOT C)	900	SF	12.00	\$10,800	3 relocated drive aprons to Lot '3' off Ave Cabrillo
	IRRIGATION MAINLINE	2,000	LF	10.00	\$20,000	
	IRRIGATION LATERALS	4,000	LF	7.00	\$28,000	
	SLEEVES	200	LF	5.00	\$1,000	
	WATER SERVICE	0	EA	2500.00		Not in this phase
	BACKFLOW	0	EA	1500.00		Not in this phase
	CONTROLLER	0	EA	5000.00		Not in this phase
	VALVES	0	EA	35.00	\$0	Not in this phase
	TREES	0	EA			Not in this phase
	LANDSCAPE AREA W/SOIL PREP	0	SF			Not in this phase

Subtotal: \$285,100

SUBTOTAL: \$285,100

MOBILIZATION: \$14,255

DESIGN CONTINGENCY (10% of subtotal): \$29,936

CONTINGENCIES (20% of subtotal): \$59,871

CITY ADMIN CONTINGENCY (25% of Sub Total): \$74,839

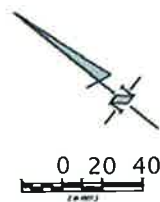
ESTIMATED TOTAL: \$389,162

NEAR TERM IMPLEMENTATION

EL CAMINO REAL SOUTH PASEO PLAN



LOCATION MAP



LEGEND

-  Asphalt Paving
-  Proposed 70W Light Fixture
-  Lighted Bollard Opportunity
-  Proposed Wayfinding Signs

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor

 Area Enlarged

CONCEPT LEVEL COST ESTIMATE

The estimate of probable cost for the different phases of the Downtown Paseo Plan are performed with limited base information. Contingencies have been included in the estimates to account for possible unknown cost factors.

The near term implementation for the El Camino Real segment would include elements following the SDG&E undergrounding operation. The cost projections do not include the undergrounding construction cost or materials. The proposed design elements in the near term phase for ECR consist of:

- **Type II Asphalt Slurry Seal in the 20' wide Alley ROW**
- **Lighting**
- **Wayfinding Signs**
- **Irrigation Mainline, Laterals and Sleeve**

NEAR TERM IMPLEMENTATION - EL CAMINO REAL SOUTH PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT TYPE 2 SLURRY COAT	7,760	SF	1.00	\$7,760	20' Wide Alley ROW=22,600sf
demo & subgrade	Concrete Pavers	0	SF			Not part of this phase
demo & subgrade	Stamped Concrete - (option)	0	SF			Not part of this phase
demo & subgrade	Concrete - (option)	0	SF			Not part of this phase
	CONCRETE DRAIN PAN	0	LF			Not in this phase
	6" WIDE CONCRETE EDGER	875	LF	15.00	\$13,125	
	SDG&E-70w LIGHT-(70' spacing min.)	3	EA	2500.00	\$7,500	
	LIGHTED BOLARDS	4	EA	1500.00	\$6,000	
	ADJUST UTILITIES TO GRADE	3	EA	350.00	\$1,050	3 existing manhole covers
	PARKING LOT STRIPING	0	SF			Not in this phase
	SIGNAGE	2	LS	1000.00	\$1,000	Not in this phase
	TRASH ENCLOSURE	0	EA			Not in this phase
	IRRIGATION MAINLINE	0	LF			Not in this phase
	IRRIGATION LATERALS	0	LF			Not in this phase
	SLEEVES	0	LF			Not in this phase
	WATER SERVICE	0	EA			Not in this phase
	BACKFLOW	0	EA			Not in this phase
	CONTROLLER	0	EA			Not in this phase
	VALVES	0	EA			Not in this phase
	PALM TREES	0	SF			Not in this phase
	TREES	0	EA			Not in this phase
	LANDSCAPE AREA W/SOIL PREP	0	SF			Not in this phase

Subtotal: \$36,435



SUBTOTAL: \$36,435
MOBILIZATION: \$1,822
 DESIGN CONTINGENCY (10% of subtotal): **\$3,826**
 CONTINGENCIES (20% of subtotal): **\$7,651**
 CITY ADMIN CONTINGENCY (25% of Sub Total): **\$9,564**
ESTIMATED TOTAL: \$49,734





MID TERM IMPLEMENTATION



LEGEND

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor

-  Avenida Del Mar Near Term Improvements
-  El Camino Real Mid Term Improvements



MID TERM IMPLEMENTATION AVENIDA DEL MAR PASEO PLAN



LOCATION MAP



- Avenida Del Mar Paseo Corridor
- El Camino Real Paseo Corridor
- Area Enlarged

LEGEND

- Proposed Shared Pedestrian & Vehicular Corridor
- Existing Pedestrian Paseo Through Building
- Upgrade to Existing Private Trash Enclosure
- Trash Enclosure Location
- A B Public Parking Lot (City Leased-Privately Owned)
- C F Public Parking Lot
- Proposed Tree Planting

CONCEPT LEVEL COST ESTIMATE

The midterm implementation would include elements that would be added to the completed near-term facilities. The additional trash enclosures proposed for this phase would eliminate two (2) public parking spaces from Lot A and two (2) public parking spaces from Lot C. The proposed design elements in the mid-term Del Mar phase consist of:

- 3 New Trash Enclosures (one at Lot A and two at Lot C) (Loss of 4 parking spaces total)
- Parking Lot Tree Plantings in Public Parking Lots C & F, and City Leased Lot A
- Landscape Planters, and Irrigation Systems (private lots C&F and City leased lot A)
- Upgrade Existing Private Trash Enclosures to Current Municipal Code Requirements

AVENIDA DEL MAR PASEO PLAN

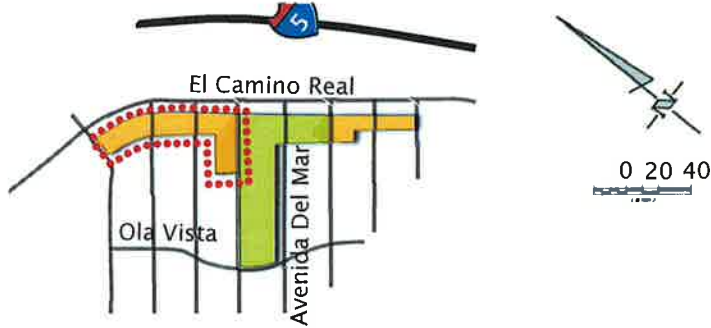
MID TERM IMPLEMENTATION - DEL MAR PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT TYPE 2 SLURRY COAT	0	SF			Not in this phase
demo & subgrade	Concrete Pavers	0	SF			Not in this phase
demo & subgrade	Colored Scored Concrete (option)	0	SF			Not in this phase
demo & subgrade	Concrete - (option)	0	SF			Not in this phase
	CONCRETE DRAIN PAN	0	LF			Not in this phase
	6" WIDE CONCRETE EDGER	1,325	LF	15.00	\$0	Around planter areas
	SDG&E-70w LIGHT	0	EA			Previous phase
	ADJUST UTILITIES TO GRADE	0	LS			Previous phase
	PARKING LOT STRIPING	0	SF			Previous phase
	SIGNAGE	0	LS			Not in this phase
	TRASH ENCLOSURE	3	EA	40000.00	\$120,000	
	IRRIGATION MAINLINE	0	LF			Previous phase
	IRRIGATION LATERALS	0	LF			Previous phase
	SLEEVES	0	LF			Previous phase
	WATER SERVICE	3	EA	2500.00	\$7,500.00	One (1) per Lot A,B, and C. Lot F currently has irrigation
	BACKFLOW	3	EA	1500.00	\$4,500.00	One (1) per Lot A,B, and C. Lot F has a backflow
	CONTROLLER	1	EA	5000.00	\$5,000.00	
	VALVES	8	EA	35.00	\$280.00	Two (2) valves per parking lot A, B, and C
	24" BOX TREE	11	EA	550.00	\$6,050	Lot A, B, C, and F
	13' TALL PALM TREE	30	EA	2000.00	\$60,000	Lot A, B, C, and F
	LANDSCAPE AREA W/SOIL PREP	2,655	SF	1.70	\$4,514	Lot A, B, C, and F
	Subtotal:				\$207,844	

SUBTOTAL:	\$207,844
MOBILIZATION:	\$10,392
DESIGN CONTINGENCY (10% of subtotal):	\$21,824
CONTINGENCIES (20% of subtotal):	\$43,647
CITY ADMIN CONTINGENCY (25% of Sub Total):	\$54,559
ESTIMATED TOTAL:	\$283,706

MID TERM IMPLEMENTATION EL CAMINO REAL NORTH PASEO PLAN



LOCATION MAP



- Avenida Del Mar Paseo Corridor
- El Camino Real Paseo Corridor
- Area Enlarged

LEGEND

- Asphalt Paving
- G Public Parking Lot
- Proposed Tree Planting
- Existing Wayfinding & Parking Signs
- Proposed Wayfinding Signs

CONCEPT LEVEL COST ESTIMATE

The proposed design elements included in the mid-term phase for North segment of El Camino Real Paseo occur entirely in the public parking lot off Ave. Cabrillo. The parking lot 'G' improvements consist of:

- Landscape Planting, and Irrigation System in Parking Lot 'G'
- Type 2 Slurry Seal and Restriping of Parking Lot 'G' (No Loss of Parking Spaces)

MID TERM IMPLEMENTATION - EL CAMINO REAL NORTH PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT OVERLAY	0	SF			Not in this phase
demo & subgrade	Concrete Pavers	0	SF			Not in this phase
demo & subgrade	Stamped Concrete - (option)	0	SF			Not an option in this phase
demo & subgrade	Concrete - (option)	0	SF			Not an option in this phase
	CONCRETE DRAIN PAN	0	LF			Not in this phase
	6" WIDE CONCRETE EDGER	435	LF	15.00	\$6,525	Around planter areas
	SDG&E-70w LIGHT	0	EA			Not in this phase
	ADJUST UTILITIES TO GRADE	0	EA			Not in this phase
	PARKING LOT STRIPING	10,240	SF	0.30	\$3,072	Parking Lot 'G' on Ave. Cabrillo
	PARKING TYPE 2 SLURRY SEAL	10,240	SF	1.00	\$10,240	Parking Lot 'G' on Ave. Cabrillo
	SIGNAGE	1	LS	500.00	\$500	Not in this phase
	TRASH ENCLOSURE	0	EA			Not in this phase
	IRRIGATION MAINLINE	0	LF			Previous phase
	IRRIGATION LATERALS	0	LF			Previous phase
	SLEEVES	0	LF			Previous phase
	WATER SERVICE	1	EA	2500.00	\$2,500	One (1) at parking lot G
	BACKFLOW	1	EA	1500.00	\$1,500	One (1) at parking lot G
	CONTROLLER	1	EA	5000.00	\$5,000	One (1) at parking lot G
	VALVES	2	EA	35.00	\$70	Parking lot G
	24" BOX TREE	6	EA	550.00	\$3,300	Parking lot G
	13' TALL PALM TREE	6	EA	2000.00	\$12,000	Parking lot G
	LANDSCAPE AREA W/SOIL PREP	1,800	SF	1.70	\$3,060	Parking lot G

Subtotal: \$47,767



SUBTOTAL:	\$47,767
MOBILIZATION:	\$2,388
DESIGN CONTINGENCY (10% of subtotal):	\$5,016
CONTINGENCIES (20% of subtotal):	\$10,031
CITY ADMIN CONTINGENCY (25% of Sub Total):	\$12,539
ESTIMATED TOTAL:	\$65,202





LONG TERM IMPLEMENTATION



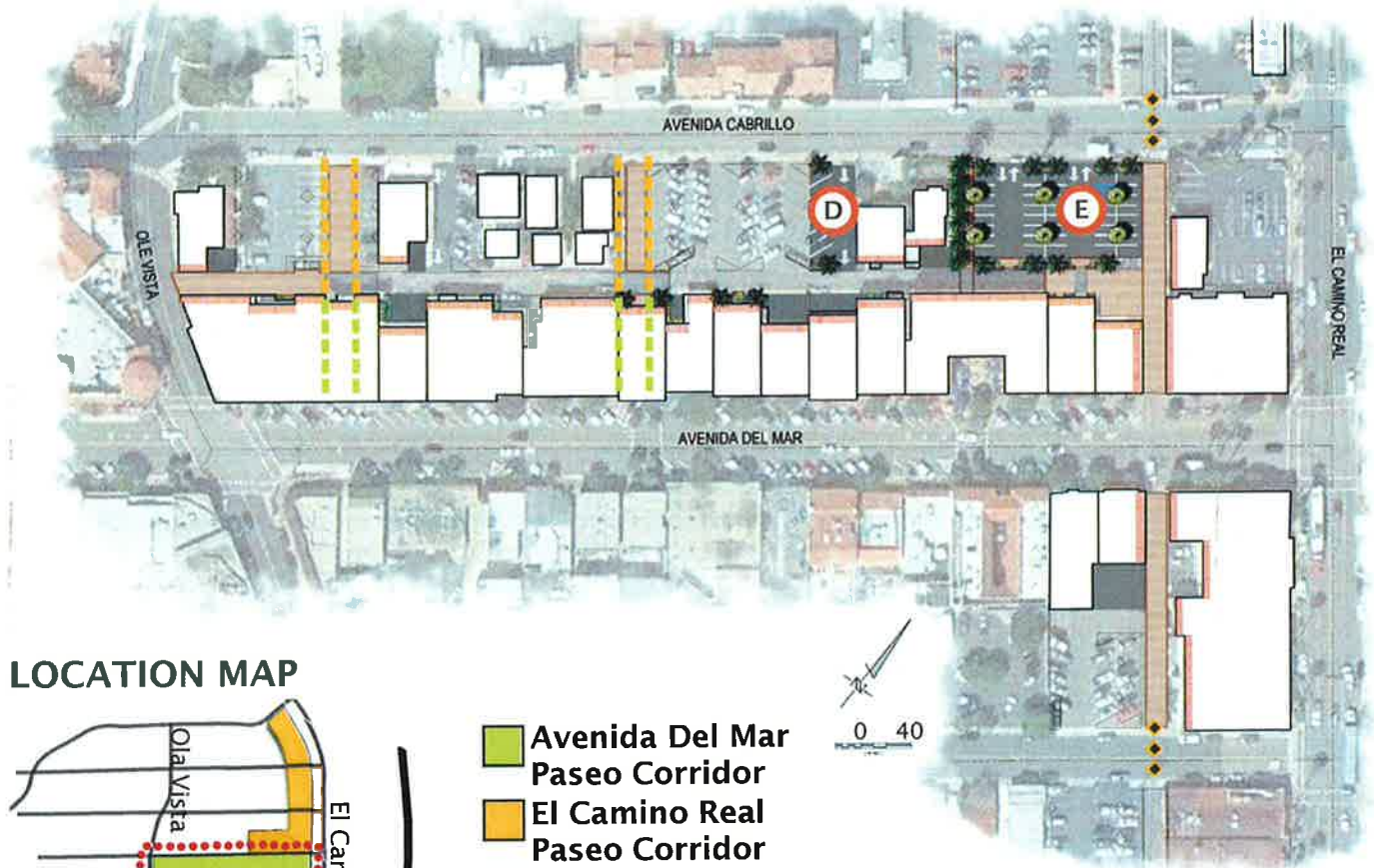
LEGEND

-  Avenida Del Mar Paseo Corridor
-  El Camino Real Paseo Corridor

-  Avenida Del Mar Near Term Improvements
-  El Camino Real Long Term Improvements



LONG TERM IMPLEMENTATION AVENIDA DEL MAR PASEO PLAN



LOCATION MAP



- Avenida Del Mar Paseo Corridor
- El Camino Real Paseo Corridor
- Area Enlarged

LEGEND

- Proposed Shared Pedestrian & Vehicular Corridor
- Existing Pedestrian Paseo Through Building
- Asphalt Paving
- Special Paving
- Crossing Treatment Opportunity (Further Studies Needed)
- Privately Owned Parking Lot
- Proposed Tree Planting
- Facade Improvement Opportunity

CONCEPT LEVEL COST ESTIMATE

Most of the long-term proposed improvements in the Del Mar Paseo are those areas outside the public right-of-way or publicly owned parking lots. These suggested improvements on private property are opportunities to further improve the corridor and tie adjacent lots to paseo improvements that may already be in place. The proposed design elements included in the long-term phase consist of:

- As Available, Private Building Façade Improvements Facing the Alleyway
- Possible Private Parking Lot Landscape Improvements to Match the Public Lot Improvements
- Landscape Planters, Irrigation System Adjacent to Private Building within the Alleyway
- Additions to Specialty Paving Along the Paseos (Alley ROW) at key locations

Other future proposed elements may include Paseo Street crossing treatments, wall murals, and public art along the paseo corridors.

LONG TERM IMPLEMENTATION - DEL MAR PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT TYPE 2 SLURRY COAT	0	SF			Not in this phase
demo & subgrade	Concrete Pavers	16,610	SF	24.00	\$398,640	Alley ROW=11,245sf, Paseo Linkages=3,365sf, other=2,000sf
demo & subgrade	Colored Scored Concrete (Option)	16,610	SF	12.00	\$199,320	OPTIONAL COST NOT INCLUDED IN SUBTOTAL
demo & subgrade	Concrete - (Option)	16,610	SF	9.00	\$149,490	OPTIONAL COST NOT INCLUDED IN SUBTOTAL
	CONCRETE DRAIN PAN	0	LF			Not in this phase
	6" WIDE CONCRETE EDGER	2,100	LF	15.00	\$31,500	Not in this phase
	SDG&E-70w LIGHT	0	LF			Not in this phase
	ADJUST UTILITIES TO GRADE	0	LS			Not in this phase
	PARKING LOT STRIPING	14,895	SF	0.30	\$4,469	Lot D=3,650sf, Lot E=11,345sf, other=5,000sf
	PARKING TYPE 2 SLURRY SEAL	14,895	SF	1.00	\$14,895	Lot D=3,650sf, Lot E=11,345sf, other=5,000sf
	SIGNAGE	0	LS			Not in this phase
	TRASH ENCLOSURE	0	EA			Not in this phase
	IRRIGATION MAINLINE	100	LF	12.00	\$1,200	Private Parking Lot D and E
	IRRIGATION LATERALS	800	LF	7.00	\$5,600	Private Parking Lot D and E
	SLEEVES	200	LF	5.00	\$1,200	Private Parking Lot D and E
	WATER SERVICE	2	EA	2500.00	\$5,000	Private Parking Lot D and E
	BACKFLOW	2	EA	1500.00	\$3,000	Private Parking Lot D and E
	CONTROLLER	2	EA	5000.00	\$10,000	Private Parking Lot D and E
	VALVES	4	EA	35.00	\$140	Private Parking Lot D and E
	24" BOX TREE	6	EA	550.00	\$3,300	Private Parking Lot D and E
	13' TALL PALM TREE	21	EA	2000.00	\$42,000	Private Parking Lot D and E
	LANDSCAPE AREA	5,100	SF	1.70	\$8,670	Private Parking Lot D and E
Subtotal:					\$528,414	

SUBTOTAL:	\$528,414
MOBILIZATION:	\$26,421
DESIGN CONTINGENCY (10% of subtotal):	\$55,483
CONTINGENCIES (20% of subtotal):	\$110,967
CITY ADMIN CONTINGENCY (25% of Sub Total):	\$138,709
ESTIMATED TOTAL:	\$721,284

LONG TERM IMPLEMENTATION

EL CAMINO REAL NORTH PASEO PLAN



LOCATION MAP



- Avenida Del Mar Paseo Corridor
- El Camino Real Paseo Corridor
- Area Enlarged

LEGEND

- Crossing Treatment Opportunity (Further Studies Needed)**
- Asphalt Overlay Paving**
- Facade Improvement Opportunity**
- Proposed Tree Planting**
- Existing Wayfinding & Parking Signs**
- Proposed Wayfinding Signs**

CONCEPT LEVEL COST ESTIMATE

The proposed design elements included in the North El Camino Real Paseo consist of:

- Opportunities for Parking Lot Tree Planting and Irrigation System on Private Lots Adjacent to the Alleyway (No Loss of Parking Spaces if Trees are Added)
- Type II Asphalt Slurry Seal of 20' Wide Alley ROW
- Opportunities for Paseo Street Crossing Treatments
- Opportunities for Private Building Façade Improvements Adjacent to the Paseo Corridor
- Wayfinding Signage

LONG TERM IMPLEMENTATION - EL CAMINO REAL NORTH PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT TYPE 2 SLURRY COAT	13,630	SF	1.00	\$13,630	20' wide Alley ROW
demo & subgrade	Concrete Pavers	0	SF			Not in this phase
demo & subgrade	Concrete Pavers - (Option)	0	SF			Not in this phase
demo & subgrade	Concrete - (Option)	0	SF			Not in this phase
	CONCRETE DRAIN PAN	682	LF	30.00	\$20,460	
	6" WIDE CONCRETE EDGER	1,482	LF	15.00	\$22,230	6" wide concrete edger on both sides of alley ROW
	SDG&E-70w LIGHT-(70' spacing min.)	4	EA	2500.00	\$10,000	
	LIGHTED BOLLARD	7	EA	1500.00	\$10,500	
	ADJUST UTILITIES TO GRADE	1	EA	350.00	\$350	Manhole
	PARKING LOT STRIPING	0	SF			Not in this phase
	SIGNAGE	3	LS	1500.00	\$1,500	Not in this phase
	TRASH ENCLOSURE	0	EA			Not in this phase
	IRRIGATION MAINLINE	325	LF	12.00	\$3,900	Private Parking Lot
	IRRIGATION LATERALS	350	LF	7.00	\$2,450	Private Parking Lot
	SLEEVES	100	LF	5.00	\$3,900	Private Parking Lot
	WATER SERVICE	1	EA	2500.00	\$2,500	Private Parking Lot
	BACKFLOW	1	EA	1500.00	\$1,500	Private Parking Lot
	CONTROLLER	1	EA	5000.00	\$5,000	Private Parking Lot
	VALVES	2	EA	35.00	\$70	Private Parking Lot
	24" BOX TREE	1	EA	550.00	\$550	Private Parking Lot
	13' TALL PALM TREE	10	EA	2000.00	\$20,000	Private Parking Lot
	LANDSCAPE AREA	1,450	SF	1.70	\$2,465	Private Parking Lot

Subtotal: \$121,005

SUBTOTAL: \$121,006
MOBILIZATION: \$6,050
 DESIGN CONTINGENCY (10% of subtotal): \$12,706
 CONTINGENCIES (20% of subtotal): \$25,411
 CITY ADMIN CONTINGENCY (25% of Sub Total): \$31,764
ESTIMATED TOTAL: \$165,172

LONG TERM IMPLEMENTATION

EL CAMINO REAL SOUTH PASEO PLAN



LOCATION MAP



LEGEND

- ◆◆◆ Crossing Treatment Opportunity (Further Studies Needed)
- ▤ Upgrade to Existing Private Trash Enclosure
- ▬ Asphalt Sealing & Striping
- Ⓜ Public Parking Lot (City Leased-Privately Owned)
- 🌴 Proposed Tree Planting
- Facade Improvement Opportunity

CONCEPT LEVEL COST ESTIMATE

The long-term improvements for the south segment of El Camino Real Paseo are primarily occurring on private properties. The three existing private trash enclosures adjacent to the paseo corridor will need to comply with municipal codes for screening and covers. The other proposed improvements are suggested parking lot landscape improvements to Lot 'H' located behind Dukes Griddle & Grill along Ave Granada. No parking spaces will be lost by adding trees. The proposed design elements included in the Long-term phase for El Camino Real consist of:

- Opportunities for Parking Lot Tree Planting and Irrigation System on Private Lots Adjacent to the Alleyway (Lot H)
- Opportunities for Paseo Street Crossing Treatments
- Opportunities for Private Building Façade Improvements Adjacent to the Paseo Corridor
- Upgrade 3 Existing Private Trash Enclosures to Current Municipal Code Requirements

LONG TERM IMPLEMENTATION - EL CAMINO REAL SOUTH PASEO						
CAT.	ITEM	QUANT	UNIT	COST/UNIT	COST	DESCRIPTION
	ASPHALT OVERLAY	0	SF			Not in this phase
demo & subgrade	Concrete Pavers	0	SF			Not in this phase
demo & subgrade	Stamped Concrete - (option)	0	SF			Not an option in this phase
demo & subgrade	Concrete - (option)	0	SF			Not an option in this phase
	CONCRETE DRAIN PAN	0	LF			Not in this phase
	6" WIDE CONCRETE EDGER	150	LF	15.00	\$2,250	Around planter areas
	SDG&E-70w LIGHT	0	EA			Not in this phase
	ADJUST UTILITIES TO GRADE	0	LS			Not in this phase
	PARKING LOT STRIPING	8,350	SF	0.30	\$2,505	Private Parking Lot 'H' (Behind Duke's Griddle & Grill)
	PARKING TYPE 2 SLURRY SEAL	8,350	SF	1.00	\$8,350	Private Parking Lot 'H' (Behind Duke's Griddle & Grill)
	SIGNAGE	0	LS			Not in this phase
	PUBLIC TRASH ENCLOSURE	0	EA			Not in this phase
	IRRIGATION MAINLINE	325	LF	12.00	\$3,900	Private Parking Lot H
	IRRIGATION LATERALS	350	LF	7.00	\$2,450	Private Parking Lot H
	SLEEVES	100	LF	5.00	\$3,900	Private Parking Lot H
	WATER SERVICE	1	EA	2500.00	\$2,500	Private Parking Lot H
	BACKFLOW	1	EA	1500.00	\$1,500	Private Parking Lot H
	CONTROLLER	1	EA	5000.00	\$5,000	Private Parking Lot H
	VALVES	2	EA	35.00	\$70	Private Parking Lot H
	24" BOX TREE	0	EA			Not in this phase
	13' TALL PALM TREE	6	EA	2000.00	\$12,000	Private Parking Lot 'H' (Behind Duke's Griddle & Grill)
	LANDSCAPE AREA W/SOIL PREP	0	SF			Not in this phase

Subtotal: \$44,425

SUBTOTAL: \$44,425
MOBILIZATION: \$2,221
 DESIGN CONTINGENCY (10% of subtotal): \$4,665
 CONTINGENCIES (20% of subtotal): \$9,329
 CITY ADMIN CONTINGENCY (25% of Sub Total): \$11,662
ESTIMATED TOTAL: \$60,640