



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: October 6, 2020

Agenda Item 8C
Approvals:
City Manager ES
Dept. Head _____
Attorney _____
Finance TJA

Department: Community Development and Public Works
Prepared By: Jonathan Lightfoot, Economic Development Officer
Matthew Schmelzel, Management Analyst

Subject: *CONCEPTUAL MODIFICATIONS TO AVENIDA DEL MAR AND AVENIDA VICTORIA*

Fiscal Impact: Yes. The temporary reconfiguration of Avenida Del Mar as a one-way street would cost about \$56,000 - \$71,000 depending on the extent of work. The permanent expansion of the Avenida Victoria sidewalk in the Pier Bowl would cost \$415,000 - \$725,000 depending on the extent of work.

Summary: At the August 18, 2020 meeting, City Council directed staff to return with information on potential plans and costs for right of way modifications to support on-going business support through the Outdoor Operations program as well as an improved pedestrian experience along Avenida Del Mar and in the Pier Bowl area.

Background: To support businesses impacted by the operational restrictions due to Covid-19, the City Council voted to implement an outdoor operations program at the June 2 meeting. At the August 18 meeting, the City Council expanded the scope of the emergency support program to incorporate other business sectors that the State had directed to operate outdoors and supported extending the program until June 30, 2021. The Council also directed staff to return with two conceptual plans: 1. A temporary reconfiguration for one-way traffic on Avenida Del Mar, focusing on the 100 and 200 blocks; and 2. A permanent expansion of the sidewalk along Avenida Victoria in the Pier Bowl with bulb-outs and landscaping.

Discussion: Public Works reviewed the rights of way and provided estimates for costs and preliminary sketches as seen in Attachments 1 through 3 for the two conceptual plans.

Avenida Del Mar One-Way Temporary Conversion

Avenida Del Mar, from El Camino Real to Calle Seville (also referred to as the 100 and 200 blocks of Del Mar) is 60 feet wide, with two, 14-foot wide vehicle lanes (one in each direction) in the center and diagonal parking that occupies the remaining 16 feet along each side of the street. The memo in Attachment 1 describes the concept in more detail, and a plan view of the one-way traffic concept is provided in Attachment 2.

Two scenarios are presented. Both include one-way traffic going down Del Mar (east to west). Both scenarios would involve removing the double yellow centerline, and painting new white line edges with arrows to indicate the one-way flow of traffic. Per

OCFA, the minimum drive aisle width is 20-feet. This leaves 20-feet on each side of the drive aisle. Diagonal parking extends about 16 feet from the curb. The realignment effectively captures 4 feet of new usable street space on each side of the street. The conceptual plan maintains angled parking with two options: either leaving the existing striping as-is on the left side of the road requiring drivers to back into spaces or repainting to allow drivers to park head in on either side of the street. The cost estimate to reconfigure the street is about \$56,000 if the diagonal parking on the south side of the street is not modified (requiring drivers to back into these spaces), or about \$71,000 to modify those diagonal spaces to eliminate the back-in movement. These costs include initial installation and then eventual removal to restore the existing condition.

Staff does not think that this realignment meets the intended goal of the Council: to maintain on-street dining while recovering additional parking. If the right of way were larger, it could be divided into drive aisle, parking, dining, sidewalk – where a strip of open space for dining would be available for the full length of Avenida Del Mar. However, the end result of a 4-foot strip of available space would not meet the needs of most restaurants – especially those with constructed platforms. Additionally, an unbroken stretch of narrower dining adjacent to the curb would create challenges for visitors to exit their cars and cross through dining areas to get to the sidewalk.

While the temporary conversion may not be practical, the exercise still provides valuable information for Council in continued discussions about how to make the downtown more pedestrian friendly. For instance, the exercise shows that the sidewalk on Avenida Del Mar could be expanded on both sides by 4 feet. The current sidewalk is about 7-feet wide, so the change would result in an 11-foot wide sidewalk. Any permanent change would need to be reviewed by the Coastal Commission, as alterations in parking inventory and road access to coastal resources like the Pier are projects that would require that agency's review, as well as a comprehensive traffic and parking study of the downtown area.

Avenida Victoria Sidewalk Expansion

This concept envisions a permanent sidewalk expansion along the mixed use buildings on the inland side of Avenida Victoria. Several of these businesses, Bear Coast Coffee, La Galette, and Pierside, have participated in the outdoor dining program and brought a new life and energy to the Pier Bowl area. Expanding the sidewalk would permanently improve the visitor and pedestrian experience in the Pier Bowl.

Engineering staff reviewed two concepts as described in the memo in Attachment 1 and depicted in Attachment 3. Both would expand the sidewalk by 7 feet while removing some curb adjacent loading or parking areas. The sidewalk is generally 9-foot wide, but there are a variety of intrusions into that space including ADA ramps, railings, and signage. The expanded sidewalk would be 16 feet wide.

The first concept is a widened sidewalk for the full block length from Coronado Lane to Monterey Lane. This concept removes all loading and temporary parking along the

curb and would require modifying/relocating three storm drain catch basins. The projected cost is \$725,000.

The second concept limits the area of work to the area currently occupied by outdoor dining, extending from the crosswalk area near Beach Ice Cream to the end of the Pierside frontage. This alignment captures additional sidewalk space in front of the majority of food-oriented businesses while leaving a loading zone in place (in front of Cosentinos Pizza near Coronado Lane) and leaving some parallel parking in place along the curb area closer to Monterey Lane. The estimated cost of this alternative is about \$415,000.

Additional Considerations

Businesses along El Camino Real have expressed interest in expanded outdoor dining as well; however, they are limited by the safety concerns of on-street dining next to higher speed traffic. Several businesses have expressed interest in expanded sidewalks in the T-Zone. The expenses associated with the Victoria sidewalk expansion concept provide a baseline for the likely capital expenditures that would be involved. The lineal length of the sidewalk between Avenida Cabrillo and Avenida Granada is similar to the lengthier alternative on Avenida Victoria. It could reasonably be assumed that it would have a similar cost of around \$725,000.

The City could also opt to maintain the outdoor dining program in a manner that is not reliant on capital improvements. Through a zoning amendment and development of a formal "Parklet Program", which would take several months to process, the City could establish parameters for an annual program to allow on-street dining. The City currently has emergency approval from the California Coastal Commission to use parking areas for outdoor business operations in response to the Covid-19 pandemic. However, that approval will expire when the State's emergency order ends. A permanent program would need to incorporate a plan to balance the use and demand of these parking resources. Council had previously initiated discussions regarding parking in-lieu fees to allow for flexibility in development. If adopted, these fees could also be extended to encompass a parklet program. The resulting revenue from participating businesses could be used to support programs like expansion of the SC Trolley service. Creating improved transit access to the downtown and coastal areas would be consistent with the City's Coastal Land Use Plan and would likely gain the support of the Coastal Commission. City Council would need to formally initiate a zoning amendment should they desire to pursue a permanent parklet program.

Recommended

Actions:

STAFF RECOMMENDS THAT the City Council consider:

1. Implementing a temporary one-way traffic pattern for Avenida Del Mar during the local emergency in response to Covid-19 and provide direction to staff on the duration of the temporary alignment;
2. Directing staff to incorporate any of the above mentioned capital improvements into the formal CIP process for future budget consideration and planning;
3. Initiating action on either of the additional consideration alternatives as referenced in the staff report.

- Attachments:**
1. Conceptual Description and Scope
 2. Avenida Del Mar: Conceptual Plans for Temporary One-Way
 3. Avenida Victoria: Conceptual Plans for Sidewalk Expansion



Memorandum Public Works Department

September 28, 2020

To: Jonathan Lightfoot, Economic Development Officer
From: Tom Bonigut, Public Works Director/City Engineer
Subject: **Del Mar One-Way Street and Victoria Sidewalk Expansion**
Copies: Erik Sund, Interim City Manager
Cecilia Gallardo-Daly, Community Development Director

Per your request this memo provides summaries, estimated costs and concept sketches for the subject potential projects. Please feel free to contact me if you have any questions or need additional information.

Avenida Del Mar One-Way Temporary Conversion

Avenida Del Mar, from El Camino Real to Calle Seville (also referred to as the 100 and 200 blocks of Del Mar) is 60 feet wide, with two, 14-foot wide vehicle lanes (one in each direction) in the center and diagonal parking that occupies the remaining 16 feet along each side of the street. The concept to convert this section of Del Mar to one-way traffic is generally depicted in Attachment 1 and involves the following:

- Remove the existing double yellow centerline.
- Install two white edge lines, 10 feet on each side of the old centerline to provide a single, 20-foot wide one-way vehicle lane. This is the minimum one-way lane width required by OCFA. This leaves up to 20 feet on each side that could be used to support outdoor dining areas.
- Install arrow pavement legends and signage to inform drivers that Avenida Del Mar is a one way street, especially at intersections, alleys and driveways.
- Adjust signals at El Camino Real and Ola Vista, including covering/bagging unnecessary signal heads (e.g. opposite direction of one-way flow), modifying phasing, etc.
- No changes to diagonal parking on the north side (downhill direction) of the street as vehicles will be able to access diagonal parking spaces as they currently do.
- To use existing diagonal spaces on the south side of the street, vehicles would need to back into these spaces, just as for the back-in diagonal parking at the Ola Hanson Beach Club on West Avenida Pico. This requires the addition of wheel stops where a street light, tree or pole exist so that cars do not hit these objects.

The cost to make this conversion is about \$31,000, and an additional \$25,000 would be needed to return back to the existing two-way condition. If it is preferred that the diagonal parking spaces on the south side of the street be re-oriented so as to not require backing in, then the total cost

to implement the one-way concept increases by another \$15,000 to \$71,000 total (includes installation and removal). Since staff understands that the possible one-way configuration would be temporary, no traffic analysis has been conducted to evaluate potential impacts of new traffic patterns associated with a permanent one-way configuration of the 100 and 200 blocks of Avenida Del Mar. Before consideration of a permanent one-way configuration, a comprehensive traffic study of the Avenida Del Mar vicinity should be conducted. A permanent change will also require more extensive street and signal modifications. Finally, note that the temporary configuration as proposed only provide about 4 additional feet on each side of the street to support outdoor dining areas (given the minimum 20-foot vehicle lane width needed by OCFA). Therefore, the temporary conversion to a one-way street may not provide significant benefit.

Avenida Victoria Sidewalk Expansion

This potential project involves widening the existing sidewalk on the inland side of Avenida Victoria between Coronado Lane to Monterey Lane. That decorative sidewalk (Ole Hanson replica tile) is about eight feet wide, and the project would widen the sidewalk another seven feet by using the existing parallel parking and loading zone areas. There are two options depicted in Attachment 2 and described below.

Option 1 – Widen Sidewalk from Coronado Lane to Monterey Lane

- Keep existing curb, and add about 7 more feet of decorative sidewalk area with new curb face.
- Modify/relocate three existing storm drain catch basins.
- Relocate existing water meters.
- Eliminates 40 feet of 3-minute passenger loading zone/20-minute commercial loading zone, 80 feet of 3-minute passenger loading zone, and 10 metered parking spaces
- Cost is approximately \$725,000.


Option 2 – Widen Sidewalk only in front of Restaurants

- Keep existing curb, and add about 7 more feet of decorative sidewalk area with new curb face from 608 Victoria to 624 Victoria.
- Modify/relocate one existing storm drain catch basin.
- Relocate existing water meters.
- Eliminates 80 feet of 3-minute passenger loading zone and two metered parking spaces.
- Keeps 40 feet of 3-minute passenger loading zone/20-minute commercial loading zone near Coronado Lane.
- Cost is approximately \$415,000.
- The area eliminated in this concept near Monterey Lane would have no need or benefit from widening the sidewalk as the adjacent parcels have no outdoor amenities or need for a wider sidewalk.



DRAWING NO: EXHIBIT AVE DEL MAR		SHEET 1 OF 1	
CITY OF SAN CLEMENTE			
LOGGING SCALE: 1"=20'	DATE: 09/2020	APPROVED: [Signature]	
DRAWN BY: JMR	DESIGNED BY: JMR	PUBLIC WORKS DIVISION / CITY ENGINEER	
CHECKED BY:		APPROVED: [Signature]	
REFERENCES		APPROVALS	
REV:	DATE:	BY:	ASPD:
REVISIONS			
DESCRIPTION			



EXHIBIT 1 AVE. VICTORIA SIDEWALK CITY OF SAN CLEMENTE		DRAWING NO. SHEET 1 OF 1
		DATE: 09/20/20 DESIGNED BY: JMH CHECKED BY: JMH APPROVED BY: TOMA, ERIN/LE, PJE, JARRE, JAVIE PUBLIC WORKS DIRECTOR / CITY ENGINEER
ENGINEERING SCALE: 1"=20' DRAWN BY: MH CHECKED BY:	REFERENCES	APPROVALS
REVISIONS NO. DATE: BY: APPROVED:		

