

Camino del Mar

Streetscape Plan



Camino del Mar Streetscape Plan

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I. EXECUTIVE SUMMARY



Looking through the canopy of a Torrey Pine tree



Corner of 15th Street and Camino del Mar, c. 1934

Overview

Few communities have a place in California lore that can compare with Del Mar. Its reputation, steeped in history and romance, was earned by an exemplary stewardship of Del Mar's remarkable natural and built environment. Its breathtaking topography - studded with the rare Torrey Pine - offers remarkable ocean views that have enticed the rich, the famous and the rest of us to this special spot on the California coast. Running through the heart of Del Mar is its main street – Camino del Mar – the Road of the Sea. The road courses up and down, in and out of shade and shadow, past broad ocean views and intimate cafes as it slices through a near complete cross-section of the character of Del Mar. As much as the beach, Camino del Mar is a public meeting place for the community.

This study looks at the careful interventions that can be made along the three mile length of the road to preserve and enhance those qualities that the people of Del Mar hold dear.

Streetscape Plan Concept

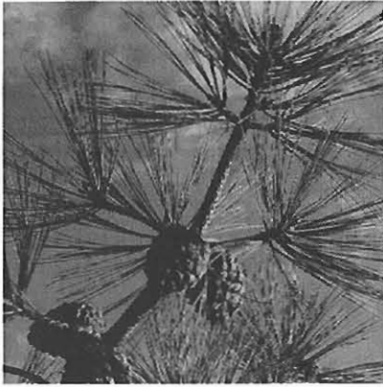
Early in the design of the streetscape plan a series of diagrams were prepared to determine the overall concept for Camino del Mar. These diagrams included traffic, pedestrian and bicycle circulation, planting, parking and the spatial sequence and visual quality of the experience of traveling along Camino del Mar. The design approach was to pay attention to the existing situation and record what is present to provide insight to the quality and uniqueness of place. With the advice and endorsement of community members, City Planning staff, the Steering Committee, and the City Council, the streetscape plan concept was developed. The preferred automobile traffic scheme maintains the existing lane configuration and number of travel lanes along Camino del Mar with lane width modifications to allow for enhancements to pedestrian and planting areas. Bicycle lanes for northbound and southbound travel are improved with the proposed addition of a bicycle /pedestrian bridge at the Jimmy Durante – Grand Avenue /Camino del Mar merge. A continuous pedestrian path on the entire west side of Camino del Mar is provided, with improvements to the pedestrian path on the east side of Camino del Mar where there is the opportunity. The guiding principal for the improvement of Camino del Mar is to enhance those qualities that the Community

values and to selectively remove those things that detract from the character of Del Mar.

Implementation

Development of the Camino del Mar Streetscape Plan will occur incrementally through public and private efforts. The intent is to enhance the corridor with such elements as planting, pedestrian paths and street furniture, concurrent with the necessary future street and drainage improvements initially set forth in the City Council resolution which adopted the Traffic and Parking Advisory Committee (TPAC) report of May 1993.

Using the TPAC report as a guide, the Camino del Mar Streetscape Plan has refined and given clear shape to the "Del Mar character".



Indigenous Torrey Pine tree



Tree planting photograph, circa 1970



Newly planted Torrey Pine tree at City Hall

II. INTRODUCTION



Dramatic character and form of Torrey Pine trees



Pedestrian amenities

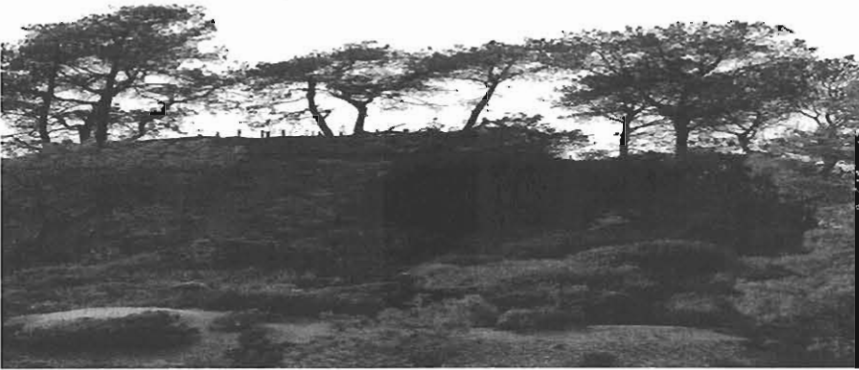
Using this Report

A description of the overall characteristics and qualities of the City of Del Mar and a specific analysis of the Camino del Mar streetscape are contained in this document. The purpose of this report is to provide overall concepts and a description of the proposed character with enough detail to direct future preparation of technical drawings. This report will be used by City staff, designers, residents and property owners. These guidelines contain qualitative factors that should be used to review future projects to reinforce the specific character described in this report. Design guidelines and statements in this report are meant to inspire and serve as a benchmark for excellence, not constrain creativity.

This study has two related parts with a third component. This report contains a narrative describing the unique and special qualities of Camino del Mar with diagrams and illustrations guiding the design of the streetscape; and, 2) technical plans to guide the overall geometry of the public right-of-way. The first part contains general guidelines as well as specific recommendations for “typical” situations that may be appropriate in more than one situation. Illustrative drawings and descriptions of materials are also provided to give the character of the improvements. Included in the first part are specific recommendations related to illustrative drawings with descriptions of materials, street furnishings, paving, and planting improvements, mixed-use and signage guidelines for the “Village”, and compliance with the American with Disabilities Act (ADA).

The second part contains plan drawings for the entire length of Camino del Mar. These drawings indicate improvements to Camino del Mar’s “infrastructure” – the northbound and southbound traffic lane configurations, parking, bicycle lanes, signalized and all-way stop intersections, medians, and parkways. Pedestrian paths, planting areas, bus stops and other streetscape elements are also shown on these drawings. These drawings are to be used as the basis for the design of future street improvements by the City Engineer, private developers whose property abuts the public right-of-way, and other consultants. The Technical Plans and Diagrams are also in digital form (AutoCAD release 12) for use by the City Engineer and future consultants.

As an adjunct to this report large-format drawings were prepared as part of this study. The large-format workshop drawings are reduced in this report to document the process. Full scale originals are available for review at the City of Del Mar Planning Department.



The natural beauty of the Torrey Pine tree - unique to Del Mar

The following text describes how various different people or groups will use this report –

CITY COUNCIL As the “welcoming party” and ultimate arbiters for developers and residents looking to make improvements in Del Mar, the Council needs to be well versed with the Concept and Character portions of the report. Council’s job is to inform and share the community’s aspirations for the character of Del Mar with anyone who wants to build or make changes along the Camino del Mar right-of-way. This report gives Council a strong, well-researched and documented rationale for guiding development. It provides a rich language for sharing the unique qualities of Del Mar with others.

CITY MANAGER / PLANNING DEPARTMENT The Manager and Planning Director will use the report to develop annual budgets for capital improvement projects in the Camino del Mar right-of-way. Like City Council, the Planning Department serves on the “front line” answering questions regarding land use and regulations. For example, inquiring developers can be told about Del Mar’s desire for mixed-use development in the village and how their projects can best “fit” into the Del Mar environment. This report dictates the physical characteristics of public property and guides the development of adjacent private property. The Planning Department will be called on to make interpretations of the report guidelines for each unique development situation along Camino del Mar. For this reason they will have the most intimate knowledge of the organization of the report and the back-up technical drawings, so that they might point developers and property owners to the most relevant sections. The Planning Department will review project proposals to insure that they are in conformance with the report.

The Planning Department will coordinate all infrastructure projects to insure that the public safety and aesthetic components of the report are included. They will inform other public agencies (County of San Diego, CalTrans, SANDAG, etc.) and franchise utilities of the report contents as it might affect their agency.

It will be necessary for the Planning Department or private property developers to hire consultants to refine the design and prepare construction documents for improvements shown in the report. Public right-of-way work along Camino del Mar would typically be overseen by the Planning Department in collaboration with the City Engineer, to refine the design and budget requirements.

The City Manager and Planning Department may also engage consultants for traffic engineering and financial impact / market analysis studies as suggested by the Merchant's Association to gain more quantifiable data on the impact of the recommendations in the report.

CITY ENGINEER The engineer will maintain the digital computer file drawings of the 3 mile long public right-of-way modifications developed in the report (the Technical Plans and Diagrams). These will be the framework for preparation of design development and construction documents for all future lane striping, paving, curb work, pedestrian and bicycle path, and ADA improvements. The Construction Components section of the report provides specific colors, textures, materials and products for all paving and street furniture. In collaboration with the Planning Department, the engineer will develop project budgets for capital improvement projects using the streetscape plan recommendations and the technical drawings. As part of on-going city maintenance, drainage improvements and infrastructure projects, specific planting, materials and products recommended in the streetscape plan should be part of the engineering budget.

PROPERTY OWNERS Current or potential property owners abutting the study area are encouraged to familiarize themselves with the Concept and Character sections of the report so that they can understand those qualities of Del Mar that the community-at-large holds dear. They can also review the technical drawings and the specific materials and products required for their area. The Planning Department can help them with questions and interpretations.

DEVELOPERS The report tells a complete story about the character of Del Mar and as such provides great clues for a developer making a decision about the right market location for their projects. It establishes a benchmark for the quality level that will be expected of new construction.

PRIVATE CONSULTANTS As property owners and developers begin to plan improvements they will hire consultants to design their projects. These consultants will need to be conversant with the guidelines in the report. They will use their design skills to interpret the guidelines for their project in the unique Del Mar spirit.

PUBLIC CONSULTANTS Landscape Architects, Architects and Engineers may be hired as needed to refine the designs in the public right-of-way for a specific project location. These consultants would prepare design development and construction documents based on the Technical Plans and Diagrams and the required materials and products in the Construction Components section of the report. These consultants will need to be conversant with the guidelines specified in the report.

Background

The City of Del Mar created the Traffic and Parking Advisory Committee (“TPAC”) for development of a Camino del Mar Master Plan in 1992. Several meetings and workshops were conducted in 1992 and 1993 to receive public input and make recommendations to the City Council. One of the basic premises of the Committee’s work is recognition of the “need for the future reconstruction of major portions of Camino del Mar” and the “opportunity to enhance this corridor through the heart of the Village by improvements in such areas as pedestrian, bicycle and vehicular circulation, landscaping, parking and street furniture”. TPAC recommended that public amenities be designed and built concurrent with future City street improvements. The outcome of the committee’s work was creation of the TPAC report, adopted by the City Council in May, 1993, which includes aesthetic and functional recommendations for the Camino del Mar streetscape plan.

In May, 1995, the City and Steering Committee selected the planning and design firm of ANDREW SPURLOCK MARTIN POIRIER Landscape Architects to follow up on the work of TPAC and assist Del Mar in the creation of the Camino del Mar Streetscape Plan. The Camino del Mar Steering Committee, representing residents and business owners, including several TPAC members, has worked with the consultant, City officials and staff to develop this report. Through extensive public meetings and display of the consultant’s work, the recommendations in this report have evolved to represent a truly collaborative process — celebrating the dedication and vision of the Steering Committee, City Council and Del Mar citizens to enhance Camino del Mar.

This report describes recommendations from the November 28, 1995, City Council Meeting and March 11, 1996, Steering Committee Meeting. Included in this report is a discussion of the Consultant's recommendations where they differ, in some instances, from the City Council and Steering Committee.

Purpose of the Streetscape Plan

This report and the Technical Plans and Diagrams will be used by City staff, community members, developers and design consultants for future public and private improvements on Camino del Mar or adjacent to Camino del Mar.

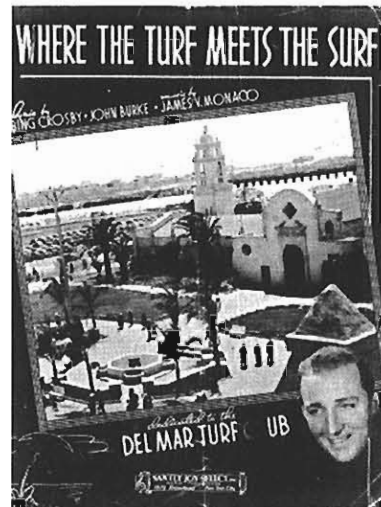
III. STREETScape CONCEPT

The "Del Mar" Character

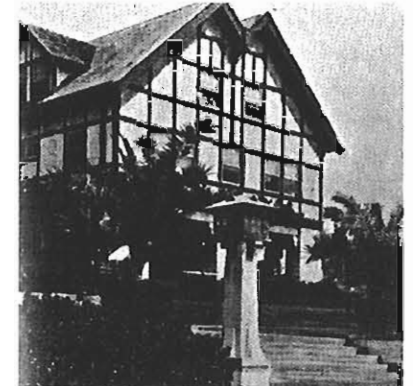
The TPAC report was emphatic about enhancing Del Mar's "charming, eclectic, unique village character". There is a common mental picture that we all make when we think of that character, but it is important to establish, through more descriptive words and images, Del Mar's character. Bing Crosby's famous song title "Where the Turf meets the Surf" is a remarkably succinct description of the two strongest images of Del Mar – Landscape and Ocean. The "Turf" was of course the racetrack but it also alludes to the dense plantings of Monterey Cypress and Torrey Pines that give Del Mar its wooded forest quality. The "Surf" is the Pacific Ocean, a palpable presence throughout Del Mar, influencing every decision that might interrupt someone's view of it.



Rock haus



"Turf and Surf" Landscape



Stratford Inn

Construction in the 1920's began what was to be the strongest character imagery for Del Mar. It is described in Nancy Hanks Ewing's book "Del Mar, Looking Back" as the appearance of "Stratford-on-Avon". The developers even chose to name the first hotel the Stratford Inn. This imagery is found in the half-timber construction of the early "Village" buildings (original Stratford Inn/Hotel Del Mar, Kockritz Building, now Stratford Square, South Coast Land Company garage at 13th Street now Country Downs et. al, and the Powerhouse/bath house). This style is characterized by the use of wood timber and plaster, brick bases for buildings, steep roof pitches, wood shake shingles, darker colors (browns, brick reds, and dark greens), natural materials in the public right of way - wood, flagstone and cobblestone (WPA curbs and gutters), and a human scale in terms of pavement from the days before the domination of the



Corner of 15th Street and Camino del Mar

automobile. Most people imagine Del Mar in these “Stratford-on-Avon” terms. To reinforce this English country character a number of Monterey Cypress trees were planted throughout the “Village” area. Over time these trees and the native Torrey Pines created a dark, ‘wooded’, forest-like quality in much of the “Village” and upland areas of Del Mar.

The newer buildings that have responded to this character have been the L’Auberge Hotel, Del Mar Plaza and the shops located at the southeast corner of 15th Street and Camino del Mar. Parallel with the “Stratford-on-Avon” / “Village-in-the woods” style were good examples of Craftsman Era and neo-colonial Spanish cottages and buildings (St. James Church, the train station, and Keller House/Rock Haus). The amalgamation of these styles gives Del Mar its eclectic quality that differentiates it from the more unified character of Rancho Santa Fe or Santa Barbara. When done with quality materials and sensitivity to human scale these styles are complimentary of each other and are successful side-by-side.

Del Mar has invested heavily in this more rustic, “village-in-the woods” look and this is what distinguishes Del Mar from the other beach communities. The recommendations in this Plan enhance those things that contribute to this character and remove those things that detract from it. It is recommended that the city develop formal design guidelines which specify the “village-in-the woods” character.

Detracting from Del Mar’s “village-in-the woods” style are bulky, ‘box-like’ buildings done in light colors, without details that give presence and character. Use of non-native trees with light bark, exotic broadleaf ‘jungle’ foliage, brightly colored awnings and signage, and large expanses of uninterrupted paving also detract from the village character.



Rustic Village character

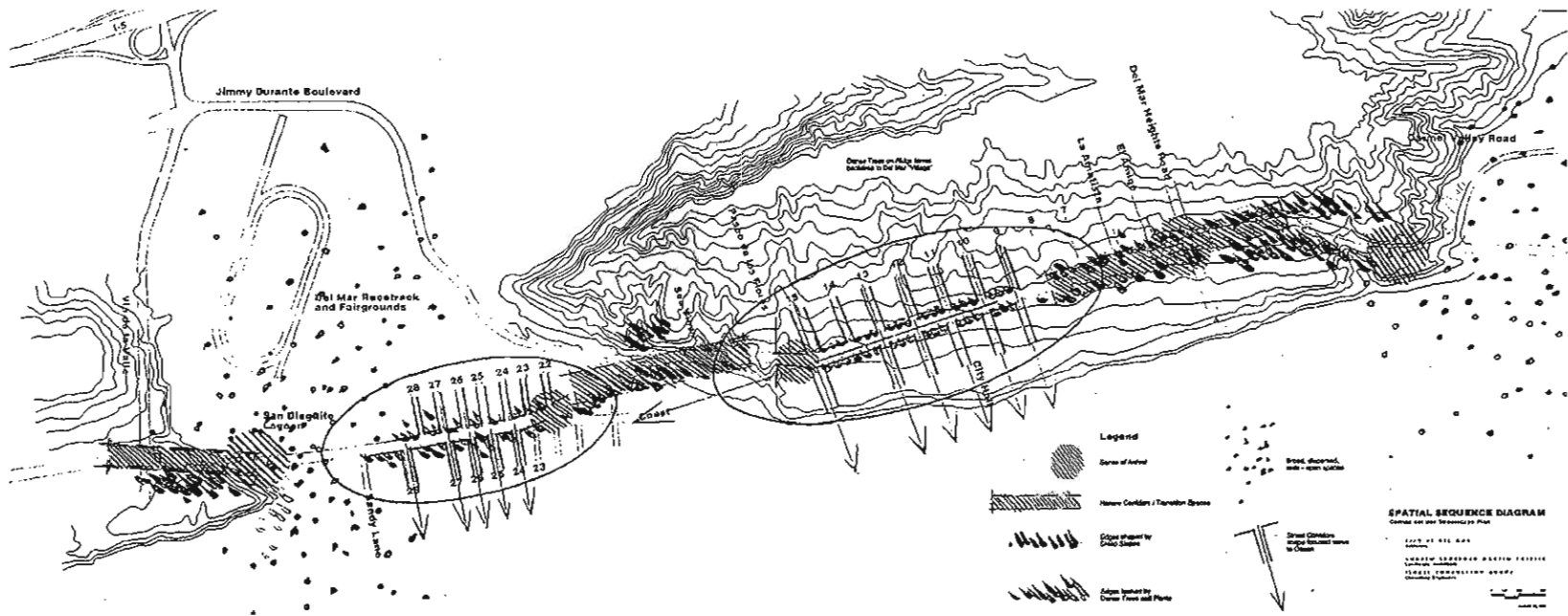


Pedestrian scale at Del Mar Plaza

Spatial Sequence

Camino del Mar runs from Via de la Valle at the north to the bridge south of Carmel Valley Road. There are a variety of distinct “places” and experiences along this route that can be differentiated from one another.

The boundaries and qualities of these areas are identified on the SPATIAL SEQUENCE DIAGRAM OF EXPERIENCE AND PERCEPTION. Different places and experiences are perceived as such because they have different physical attributes. As with the overall "Del Mar character", a thorough, complete description of the character for these distinct places is established. The north and south entries, the beach area, the “Village”, and the transition places can be richer experiences when their individual qualities are defined and enhanced.



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

Spatial Sequence Diagram
Figure 1



Sweeping views at northern entry to Del Mar

Entries to Del Mar

Arrival to Del Mar from both north and south - whether on foot, by bicycle or in a car - is an experience of moving up and down and in and out of beautiful landscape features. The entry from the north at Via de la Valle takes one down through golden bluffs on the west side, covered with dense Monterey Cypress. As one descends past the median planted with Torrey Pine trees, the view opens up into a sweeping panorama of the lagoon, racetrack and mountains to the east with the beach and Pacific Ocean to the west. Straight ahead is the low lying beach residential district.



View to the Pacific Ocean from "Village"



Golden bluffs at southern entry to Del Mar

Arriving from the south you rise up through similar golden bluffs - only here they are taller and steeper and covered with chaparral and the rare native forest of Torrey Pines. The ascent takes longer, but every moment is enjoyable as the view is so special. The long grade creates a sense of anticipation for arriving to the "Village". With both the north and south arrival experiences one gets the sense they have finally arrived when the grade flattens out. To the north this occurs as one crosses the bridge over the San Dieguito Lagoon estuary - from the south it occurs at 4th Street/ Del Mar Heights Road. The areas between Via de la Valle and the bridge, and Carmel Valley Road to Del Mar Heights Road are the entry zones/thresholds and are developed with specific elements that enhance the sense of arrival.



The Del Mar "village" character



Distinct planting in Beach Area

The "Village" of Del Mar

All would agree that when standing at the corner of 15th and Camino del Mar one is in the "Village" proper of Del Mar. But when are you not in the "Village"? The Plan identifies the "Village" boundaries as 9th Street at the south and Paseo de los Flores at the north. In this zone, most of the buildings are commercial or institutional uses lined up along the public right-of-way. The street system is a more regular grid pattern. One finds more pedestrian amenities such as sidewalks, benches, news racks, cafes, in this zone.

Beach Residential

A distinct zone of residential use extends from the south end of the lagoon bridge to 22nd Street. Like the "Village" this area has a high amount of pedestrian traffic and parked cars. Here people are going to the beach - not the store! There is also a regular street pattern with many of the streets having good vistas west to the sky and horizon, welcoming you to the ocean beyond. Design controls have resulted in a low profile to the buildings and the landscape contains a more varied range of plants than one finds in the "Village" area. The beach sand is present along the roadside. A wide range of colors - mostly in light shades - is found on the buildings.

Transitions - the places in between

You know when you are entering Del Mar, when you are in the beach residential area, and when you are in the "Village", but there remain two other zones that have a more neutral, background character which we call the "transition" spaces. They occur at the two ends of the "Village" - from 9th to Del Mar Heights Road at the south, and from Paseo de los Flores to 22nd Street to the north. Both places are rather densely planted and have few cross streets or driveways to interrupt the traffic flow. Few buildings are located close to the road. These zones provide a good separation and buffer between the "Village" and residential areas, but the neutral, background quality of these spaces with the lack of 'obstacles' or distractions for the motorist encourages higher driving speeds. This higher speed traffic does not foster a pleasant pedestrian environment.



Transition from Del Mar Heights Road to Village on Camino del Mar



Torrey Pine tree

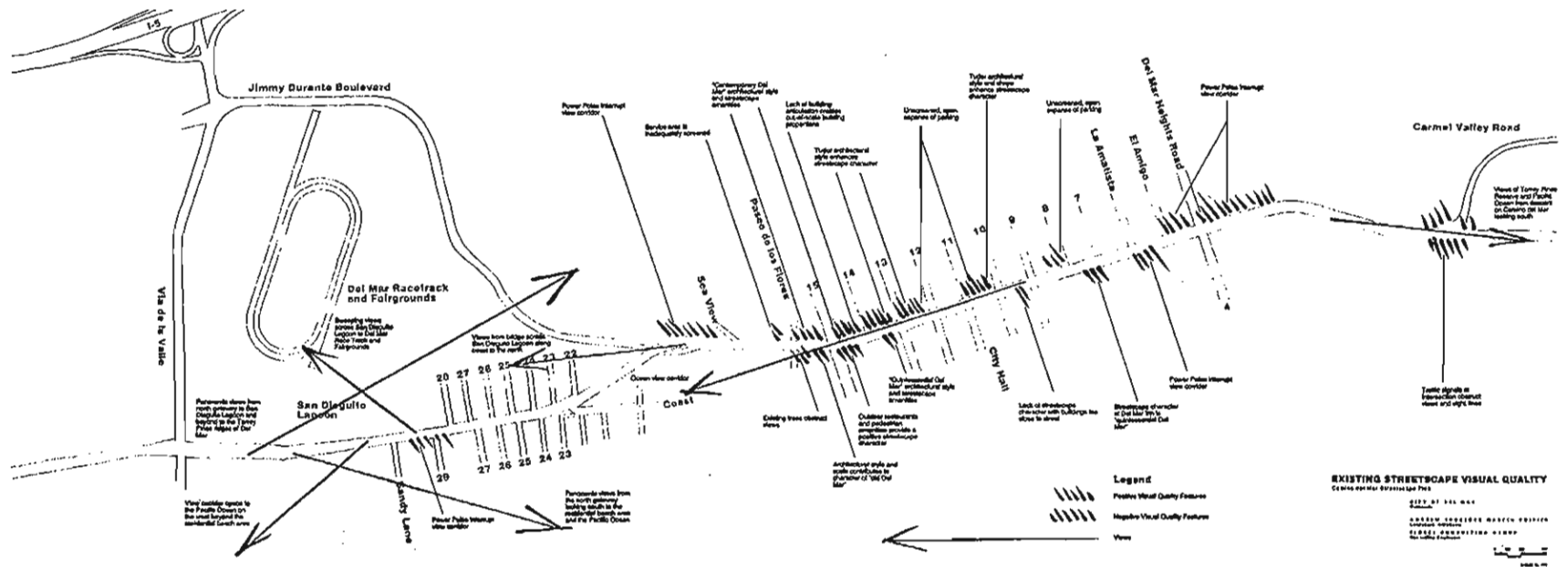


Monterey Cypress tree

Visual Quality

Much of Del Mar is of the highest visual quality. The 'turf and surf' - the landscape and the ocean - are the major high visual quality elements found along Camino del Mar. The views down side streets to the ocean, the views across Peñasquitos and San Dieguito Lagoons, the Torrey Pines Reserve and the views north down Camino del Mar to the sea from 11th to 15th Streets are essential to the experience of being in Del Mar and must be preserved. The Monterey Cypress, though susceptible to disease, has contributed significantly to the visual character of Del Mar and are recommended in limited areas. The golden bluffs at both ends of Del Mar, as well as the rich building styles and materials described previously must also be preserved.

Utility poles, brightly colored buildings, buildings with blank walls, broad expanses of paving, shiny metal, plastic, and large signs do not contribute to the character of Del Mar and should be removed or modified.



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Existing Streetscape Visual Quality
 Figure 2

The Torrey Pine

The Torrey Pine is the tree of Del Mar. Donald Cultross Peattie, in his 1953 book *A Natural History of Western Trees*, (Houghton Mifflin Company) informs us that this tree has been called the Del Mar Pine. Occurring naturally nowhere else in the world save Santa Rosa Island, the Torrey Pine is in almost every view one has of Del Mar. The Torrey Pine is a dramatic 'thread-of-continuity' that runs through Del Mar and is adopted in the Plan as the primary tree along Camino del Mar. In natural conditions its unique open character, dark trunk and grey green foliage provide a beautiful frame for views, but when over-irrigated it becomes a dense screen. Del Mar's landscape is a careful balance of the "Turf and Surf". It is essential that the landscape does not overwhelm or obstruct ocean views. Placement of new trees and replacement of diseased/dead trees has been considered in light of view impact from both private properties and along the public right-of-way. (See the Technical Plans and Diagrams for locations of existing trees, proposed new trees and proposed replacement trees). Maintenance and enhancement of public view corridors is a key component of the Plan.



Torrey Pine State Reserve

Scenic View Corridors

Protecting and enhancing existing views as well as providing new views is a basic consideration of any proposed streetscape improvement, particularly in the Village area. Scenic views from public streets, roads or pedestrian trails are considered the Primary Scenic Views this Plan intends to protect and enhance. "Primary Scenic Views" are defined in the City of Del Mar Zoning Ordinance. In several locations trees may need to be thinned, pruned or removed, such as the trees located at the Inn L'Auberge, which are beginning to block this Primary Scenic View corridor. Although views to the east of the hillsides should be considered, the major objective of this Plan is to protect and enhance public views of the ocean to the west down the side streets, and of the ocean from the long view looking north and south on Camino del Mar. Both long and short views as indicated in the VISUAL QUALITY diagram should emphasize the views from streets and pedestrian spaces, public open space and terraces at buildings. Several illustrations of the long view are included in this Plan, such as the "VIEW LOOKING NORTH AT 12TH STREET" and "VIEW LOOKING NORTH AT 13TH STREET". Included with these illustrations are recommended improvements that protect and enhance the long range view opportunities for persons in vehicles and pedestrians on Camino del Mar.



Scenic View Corridor at 13th Street to Pacific Ocean in the distance

IV. ELEMENTS

Pedestrian Improvements

Examination of the public right-of-way shows that few paths for pedestrians exist outside the "Village" area. Many of the existing pedestrian areas do not meet the standards for accessibility mandated in the Americans with Disabilities Act (ADA), and there is a major automobile - pedestrian conflict at the Jimmy Durante merge. In the "Village" area there are a number of locations where on-street parking changes from parallel to diagonal and the natural flow for pedestrians is behind the diagonally parked cars. This condition is unsafe for pedestrians and undesirable for merchants who would prefer to have people walk along their storefronts. The problem is compounded in some areas where the parking stalls are located too close to the buildings - leaving excess space along the street and insufficient space near the storefronts for pedestrians.



Pedestrian pathway in the Village



Shaded pedestrian path



Excess existing right-of-way along street

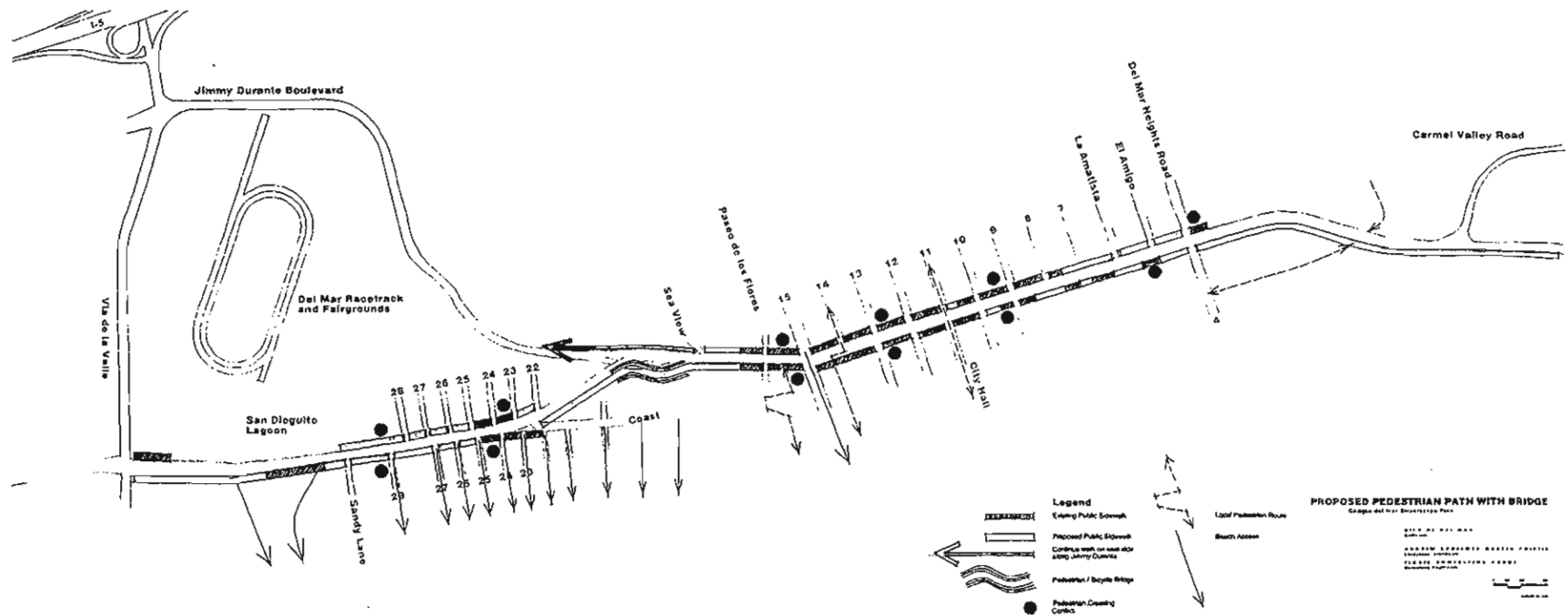
Research shows that there is room to construct pedestrian paths along most of the length of Camino del Mar. At this time it is unnecessary to provide a path on both sides of the street for the entire length. The west side, being the ocean side, is the appropriate place to focus expenditures for pedestrian improvements, and this plan locates a continuous 5 foot wide path along the entire west side of Camino del Mar from Via de la Valle to Carmel Valley Road. Natural grade impediments and little or no pedestrian demand indicate that a continuous path would be impractical along portions of the east side of Camino del Mar (e.g. north of the bridge over San Dieguito Lagoon, and south of Del Mar Heights Road).



"Pedestrian friendly" path with planting to create Village environment

On the east side there are places where a path exists or new paths are warranted, for example between Del Mar Heights Road and 8th Street. Should the demand rise for a continuous pedestrian path on the east side it could be accomplished, but would entail more significant costs for retaining walls. The PROPOSED PEDESTRIAN PATHWAY diagram, Figure 3, shows the recommended locations for all pedestrian paths.

Our analysis shows that compliance with ADA is achievable, but it will be a significant undertaking in some areas due to the need for retaining walls and ramp construction. By pushing the diagonal parking stalls out closer to the street and carefully placing plants and low stone seat walls in the right-of-way, pedestrians are directed to safe passage along the storefronts. By 'piggy-backing' carefully designed elements (paving details, planting, signage, seat walls, benches, etc.) into these functional upgrades the community can reinvest in the "Del Mar character" at the same time.



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

Proposed Pedestrian Path with Bridge
Figure 3



Approaching Jimmy Durante from bridge above railroad tracks

The Jimmy Durante / Grand Avenue merge conflict can be minimized by installing a pedestrian/bicycle bridge on the west side of Camino del Mar as proposed by Kent Whitson, Transportation Planner for the City of Del Mar. Pedestrians traveling north and south could use the bridge. It would be very much in keeping with the pedestrian friendly orientation of Del Mar to solve the merge conflict by building a special bridge for pedestrians and cyclists instead of trying to manipulate the road with new intersections and/or signals. The bridge would create a memorable vantage point for views southwest down the railroad tracks to the ocean or north to the racetrack - views that cannot be enjoyed from the car.

Residential Access Connections across Camino del Mar

Several residential access points that intersect Camino del Mar provide connections from the adjacent residential neighborhoods to the beach. The two locations identified by the City Council as important connections are located at: 1) Pine Needles, extending east along Pine Needles Drive, and 2) at the intersection of Camino del Mar and the alley between 7th and 8th Streets, extending to the east and west from Camino del Mar. Both of these connections are important local routes that should consist of a paved, minimum 5 foot wide pedestrian path.

At the alley between 7th and 8th Streets on the west side of Camino del Mar a city project, called the Winston School Drainage Improvement, is part of the Capital Improvement Program and will include improved pedestrian access. This project represents the opportunity to improve pedestrian access while the existing drainage conditions are being improved. This drainage easement would be a good location to create a universal access path for public use. Given the existing grade changes from Camino del Mar to Stratford Court, a system of ramps and stairs would need to be built. The path should be warm, colored concrete and the character of the steps and ramps would be similar to the 12th Street Illustration drawing with stone walls and concrete paths interwoven with planting.



Access to beach through residential access connections

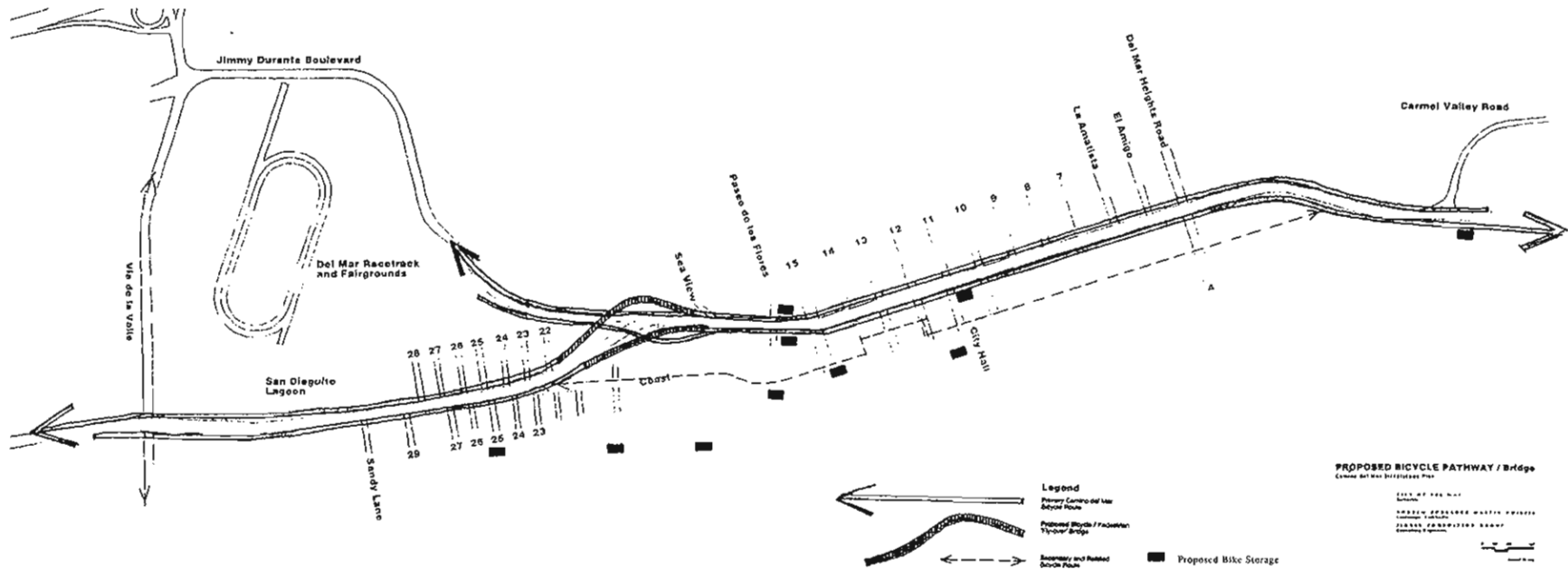


Camino del Mar is a popular regional bicycle route

Bicycle Improvements

Contrary to the erratic, 'stop-and-start' paths or routes that pedestrians must currently endure, the bicyclists enjoy a continuous, relatively uninterrupted route along Camino del Mar. One major problem area exists where the southbound bicyclists merge with Grand Avenue/Jimmy Durante automobile traffic. Unseen, fast moving cars come 'out-of-nowhere' and the bicyclist has little space for stopping. Northbound bicyclists are moving with the automobile traffic and can see all the cars by checking over their shoulders. Considerable sight distance is available for the northbound biker to wait for traffic to clear so that they can cross over the northbound Jimmy Durante lane.

The proposed bridge, described in the "Pedestrian Improvements" section, would eliminate the merge conflict between southbound cars and bikes and also reward bicyclists with great views up and down the railroad tracks.



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

Proposed Bicycle Pathway / Bridge
Figure 4



Southern entry at Carmel Valley Road and Camino del Mar merge

The southern entry to Del Mar at Camino del Mar and Carmel Valley Road is another location where bicycle and pedestrian safety is problematic. Future modifications to this intersection include improvements to help reduce the conflicts between bicycle / pedestrian paths and vehicular traffic. The Plan recommends improvements to the aesthetic and functional aspects of bicycle / pedestrian access at this intersection. (See the Technical Plans and Diagrams).

Currently, the existing medians at the Carmel Valley Road intersection with Camino del Mar provide a place for pedestrians to stop while crossing; however the medians do not contain a clearly identified, paved crosswalk. The Plan recommends that the medians along Camino del Mar north of Carmel Valley Road and both existing traffic islands be widened and planted to provide pedestrian refuge areas. To reduce conflicts between vehicles and pedestrians, pedestrians crossing Camino del Mar will be directed to the south side of the intersection and the north side of the intersection will not contain a crosswalk. The crosswalk at the south side of the intersection will be clearly striped and the island widened and asphalt paths added. Along the west side of the intersection, where Carmel Valley Road terminates into Camino del Mar, an entry trellis and stone seatwall will improve the southern gateway to Del Mar, as well as identify the pedestrian crossing area for drivers.

The Plan recommends a 5 foot wide striped bicycle lane for southbound cyclists on Camino del Mar. Northbound cyclists must merge with northbound vehicles in two locations: 1) vehicles coming from San Diego making a right turn from Camino del Mar to Carmel Valley Road and 2) vehicles making a right turn from Carmel Valley Road onto Camino del Mar. The Plan does not address changes to the number of traffic lanes or geometry at this intersection, therefore, it is more difficult to reduce conflict between northbound cars and bikes. A minimum 6 foot wide bicycle lane along the east side of Camino del Mar with a wide tapered bicycle refuge area at both merging areas is proposed to provide cyclists with an area to stop or merge with vehicles.

Bicycle parking and storage areas should be added at key locations along Camino del Mar and at connections to local bicycle routes. The following locations are recommended by the City of Del Mar Community Plan and Local Coastal Program for bicycle storage: 15th Street on the southeast side; at 11th Street in front of City Hall; and on the west side of Camino del Mar at Carmel Valley Road.

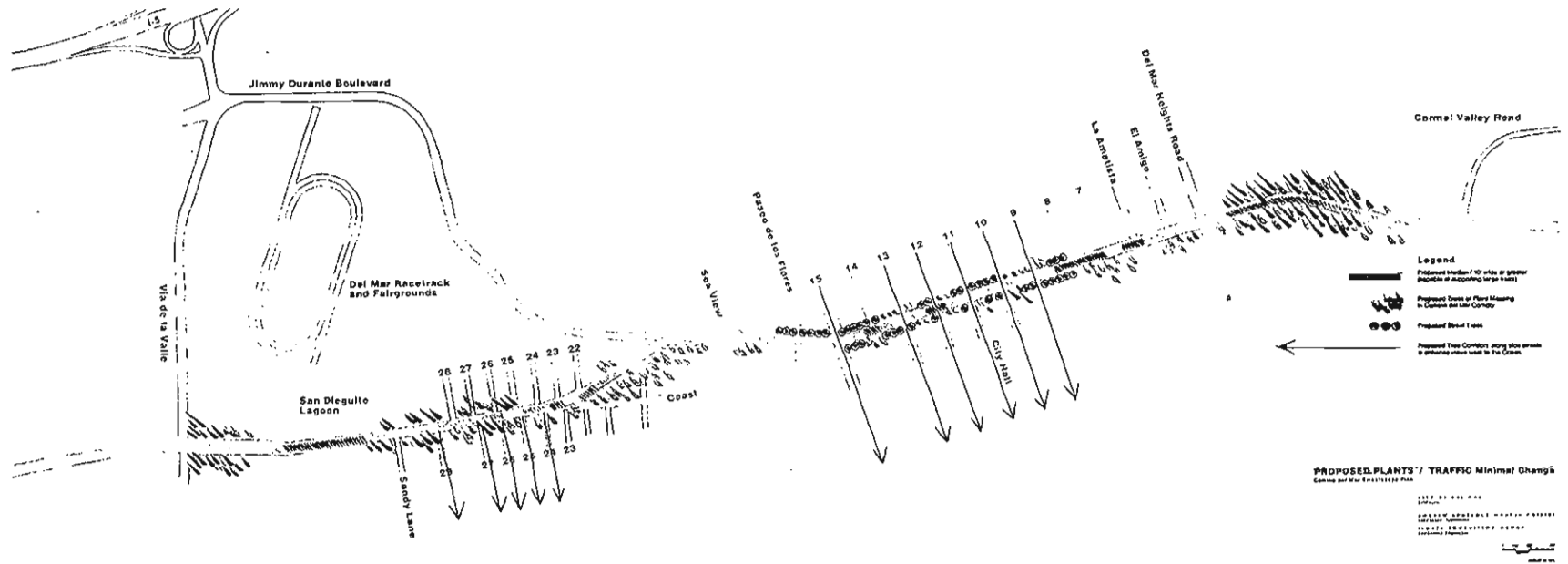


Planting in pedestrian parkway creates a shaded path

Planting Improvements

“Trees are a part of everything mentioned...” said the authors of the TPAC report. They also recommended “wide branching trees” as a tool to reduce traffic speeds. More large canopy trees and narrower travel lanes tends to reduce automobile speeds since the driver’s awareness is more focused on the roadway corridor and they must concentrate on maneuvering their vehicle through a more contained path. In general, “visually” narrowing the road with increased canopy trees helps create a cautious and calming affect which can alter the driver’s expectancy and reduce travel speed to the posted limits.

This plan supports those ideas and recommends groupings of trees in key places along Camino del Mar to create a canopy to frame ocean views and heighten the sense of arrival and passage. The PROPOSED PLANTING diagram, Figure 5, shows the conceptual planting scheme for the length of Camino del Mar.



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

Proposed Plants / Traffic Minimal Change
 Figure 5



Torrey Pine trees will frame and accentuate views

The existing traffic lanes along Camino del Mar do not have consistent dimensions. In many cases the lane widths encourage excessive vehicular speeds and exceed the width that Kent Whitson, Transportation Planner for the City of Del Mar, believes is necessary for safe, efficient traffic flow. This excess space can be reclaimed to enhance the visual and functional qualities of the roadway through the addition of pedestrian paths, parking spaces and new planting areas. The first priority is given to pedestrian amenities. Median planting helps to reduce the visual impact of road paving, but only when it is large enough (at least 8' wide) to support significant tree and groundcover planting. Where excess lane width is found in areas adjacent to existing 8 foot wide medians, the additional planting space is added on the sides of the road at the sidewalks, commonly referred to as the "parkway". The plants installed by the Garden Club at City Hall are exceptionally appropriate for median and parkway planting areas (see the recommended plant list in the Planting Improvements Section of this report).

Currently in the medians, there are many plant materials which are out of character with the surrounding natural landscape in terms of color, form, and density. The large expanses of yellow gazania groundcover are too uniform and garish for the subtle, eclectic character of Del Mar. The light bark of the Melaleuca trees is too strong of a contrast with the darker bark of the Torrey Pine and the general background landscape colors. Black pines are too dense and do not develop the large wide branching open character of the Torrey Pine. These species are non-indigenous, unrelated to coastal type plants and compete with the Torrey Pine's importance. These plants are recommended to be removed over time as adjacent areas are modified. Included in the detailed Planting Improvement Section of this report is a recommended list of plants by location: the "Village", Entries/Gateways, and Beach Residential.



The Torrey Pine is the Del Mar tree

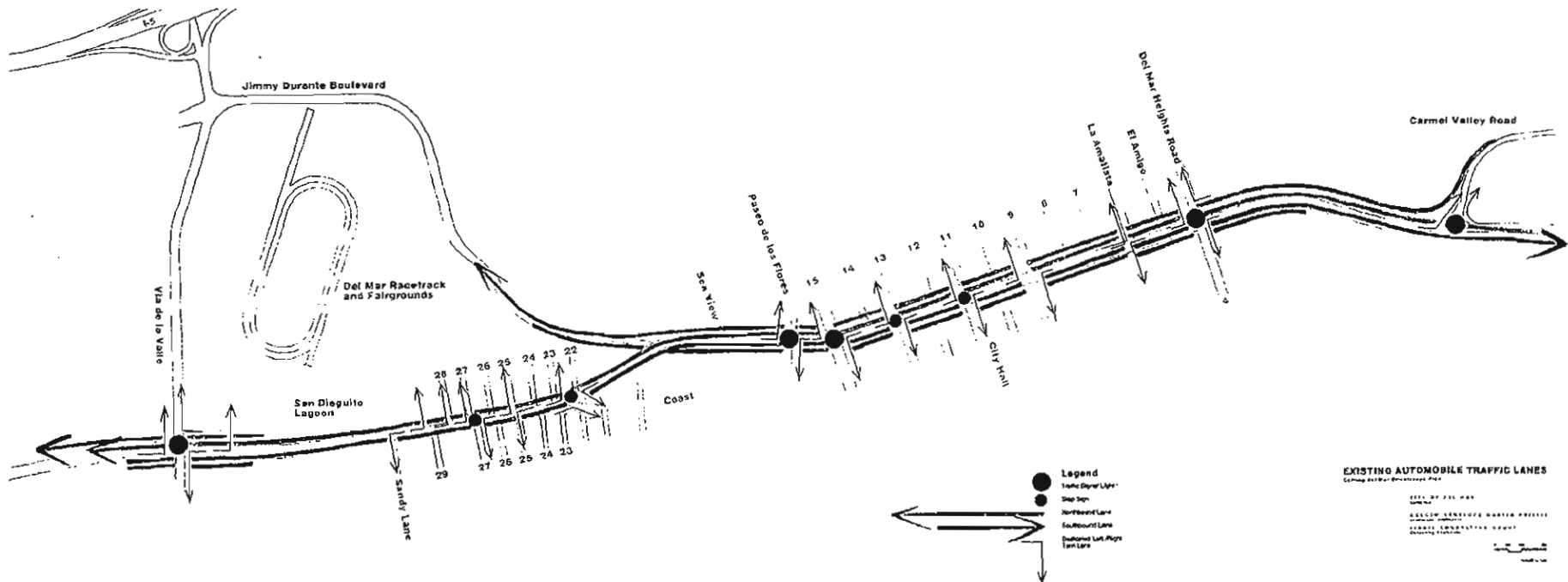
Traffic Improvements

Traffic configurations were the most discussed element of this Plan. Del Mar has historically prioritized the pedestrian qualities of the community and the intent of this Plan is to reinforce that priority without adversely affecting automobile circulation.

The basic structure of the streetscape plan was derived from the preferred traffic scheme (approved by the Steering Committee and endorsed by the City Council) with the lane configuration and number of travel lanes used to determine bicycle and pedestrian circulation, parking and planting areas. In order to provide background information while reviewing this report, several specific recommendations from the TPAC Report are also included. A description of the Consultant's recommendations, where they differ from the City Council and Steering Committee, is also included as a frame of reference and to describe alternative schemes that were not approved, yet have merit.



Existing lane configuration and number of lanes to remain through Village



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

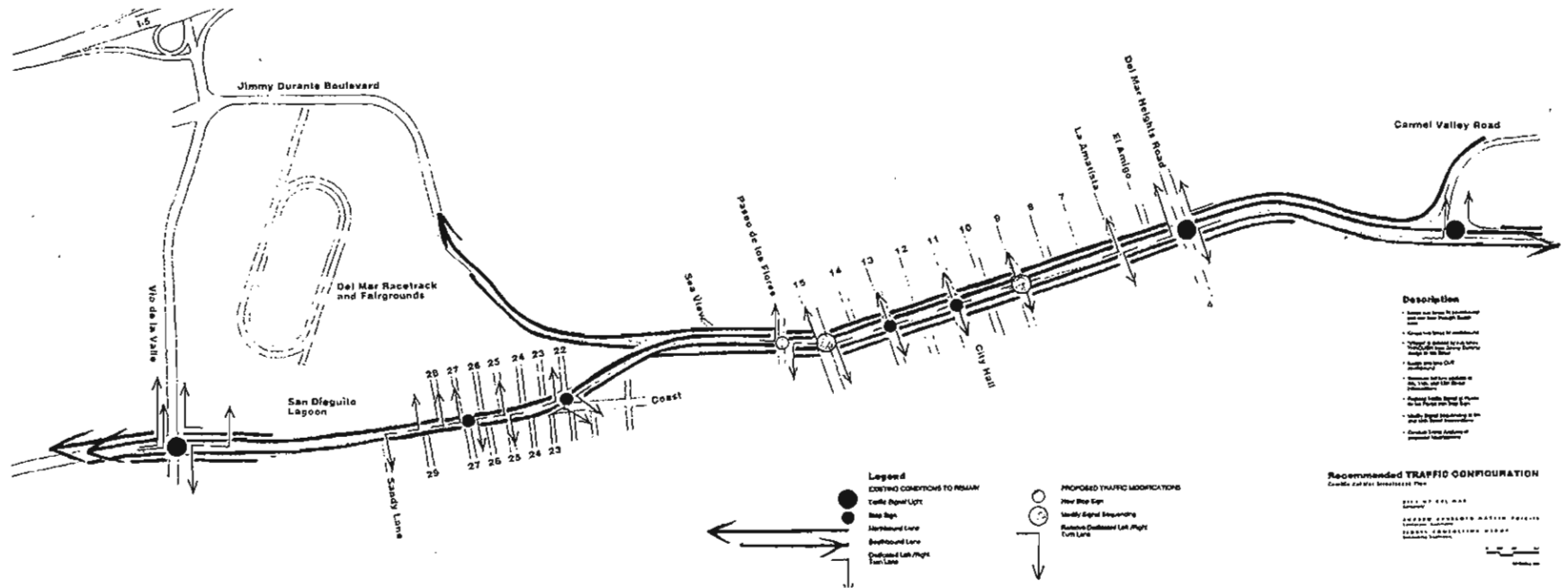
Existing Automobile Traffic Lanes
Figure 6



Southern entry to Del Mar from Carmel Valley Road

The current Camino del Mar lane configuration is shown on the EXISTING AUTOMOBILE TRAFFIC LANES diagram, Figure 6. The diagram indicates that Carmel Valley Road to Del Mar Heights Road is two lanes northbound and one lane southbound. Del Mar Heights Road to the Jimmy Durante Merge has two lanes in both directions. From the Jimmy Durante merge to just south of the Via de la Valle intersection there is one lane in each direction, and at the Camino del Mar and Via de la Valle intersection there are two lanes in and out of Del Mar.

TPAC endorsed a concept of “one-lane-in, two-lanes-through-and out” for automobile traffic. This phrase captures the spirit of TPAC’s intentions and in spirit it can be accomplished - but is not literally achievable. Without major reconfiguration there can only be one lane through the beach residential area. Currently, southbound traffic leaving Del Mar is reduced to one lane past Del Mar Heights Road.



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

Proposed Automobile Traffic Lanes
Figure 7



Excess lane width can be reduced for wider medians and larger pedestrian parkways

This Plan maintains the existing lane configurations and number of travel lanes for the entire length of Camino del Mar. The modifications recommended in the PROPOSED AUTOMOBILE TRAFFIC LANES diagram, Figure 7, involve lane width reductions, possible replacement of traffic signals with stop signs, and the potential for removal of dedicated left turn lanes at certain 4-way stop sign intersections. Some options for lane modifications were suggested by the Consultant and Steering Committee members, and though not adopted in this Plan, a description of these options is included for the record.

Lane width reduction

The existing automobile travel lanes (some are as wide as 15 feet) can be reduced to provide increased area for wider medians and larger parkways on both sides of the street. Automobile travel lane widths have been modified based on criteria provided by the City's Transportation Planner, Kent Whitson. In the locations where there are two automobile lanes, the lanes may be 11 feet wide and the bicycle lanes 5 feet wide. In the locations where there is one automobile lane, the lanes should be 12 feet wide and the bicycle lanes 6 feet wide. Such reduced lane widths are consistent with city roadway designs and satisfy requirements for emergency vehicles. The city has successfully used these guidelines to build Jimmy Durante, north of Camino del Mar with a 12 foot wide traffic lane and 6 foot wide bike path, and along Camino del Mar at Del Mar Plaza where each traffic lane is 11 feet wide.

Serpentine

Consistent with the TPAC Report, a segment of Camino del Mar from Del Mar Heights Road to 9th Street is recommended to have a somewhat "serpentine" alignment. The area gained by reducing the width of the automobile traffic lanes can be used to create a subtle "serpentine" or meandering affect. There are other portions of Camino del Mar that currently meander and this serves to lessen traffic speed. The Technical Plans and Diagrams maintain this affect.



Transition area to create "serpentine" or meandering affect



Recommended replacement of signal at Pasel de los Flores with stop signs

Stop Signs substituted for Traffic Signals

Both TPAC and this Plan endorse the use of stop signs as a means of modulating the flow of traffic and lowering average speed without reducing the general overall level of service. This plan ultimately proposes that traffic signals be retained only at Via de la Valle, Del Mar Heights Road, and Carmel Valley Road. Traffic signals at Paseo de los Flores and 9th Street could be replaced with 4-way stop signs. It is currently observed that motorists speed-up to beat the “red-light” signal as they approach Paseo de los Flores and 9th Street. This puts fast moving vehicles in conflict with pedestrians – contrary to the slower pace desired through the “Village”. There was sentiment for the eventual removal of the traffic signal at 15th Street and replacement with a 4-way stop sign; however, due to the high volumes of pedestrian and vehicular traffic at this intersection it appears that the signal does the best job of modulating flows at this time. (See the Technical Plans and Diagrams for the location of signalized and 4-way stop intersections).

Left Turn Lane Removal

This Plan examined the utility of the dedicated left turn lanes at four-way stop sign intersections and recommends some of the existing left turn lanes be considered for conversion to landscaping and wider pedestrian refuges. This transition should be a somewhat slow, evolutionary process where, if proven successful at one intersection (for example: Camino del Mar and 13th Street at the new Del Mar library), it could be implemented at other intersections. Since all vehicles must stop and give way in the order they arrive at the intersection, a left-turn vehicle has basically the same right-of-way as anyone else, and the dedicated left turn lane may not be essential to the flow of traffic. The dedicated lane does provide some increased stacking distance and some increased efficiency. However, in the “Village” area at 11th and 13th Streets the lanes are already at the advised minimum width and the left turn lanes do not allow enough room for a sufficiently wide landscaped median strip. By removing the left turn lane, a safer refuge for pedestrians midway across the street is provided and the median can be built wide enough to support tree growth. Also, U-



Left turn lane at 13th Street



Possible removal of left turn lanes to create wider medians and pedestrian parkways



Pedestrian parkway enhancements at store fronts

turns can be more safely accommodated. The safety and aesthetic enhancements for the pedestrian are deemed worth the sacrifice of traffic efficiency and seem consistent with the direction in the TPAC report.

This Plan supports removal of left turn lanes as a way of gaining pedestrian space. However, outright removal of left turn lanes is not supported by the Steering Committee at this time. The consensus of the Steering Committee is that removal be done on an interim, low-cost basis to allow for reversal, if necessary. This report recommends the City remove the left turn lanes at one intersection as an interim change that can be monitored. Removal of left turn lanes would be considered at the all-way stop intersections of 11th Street and 13th Street. The parameters for judging the success of any interim changes would be based on benchmark traffic monitoring at the intersection for turning movements, delay, and pedestrian activity done prior to the removal. If the interim change improvements are found to provide adequate capacity and safety enhancements, similar changes could be considered at other intersections. Left turn lanes would remain at signalized intersections; however, if signals are replaced with 4-way stop signs the opportunity will arise to consider these intersections as candidates for left turn lane removal. The exceptions to this strategy are 4-way stop intersections in the Beach area that only have one moving lane and at the southbound portion of the Paseo de los Flores intersection where the dedicated lane facilitates left turns into the parking structure at the Del Mar Plaza to help minimize traffic impacts at 15th Street.

The Community Plan for the City of Del Mar, March 1976, contains language that supports the use of experiments for traffic modifications. The Community Plan criteria could be the basis for future temporary solutions such as the removal of left turn lanes. The Community Plan recommends a "temporary low-cost solution" be considered to reduce traffic lanes "...with the remaining space being utilized for landscaping, parking and a bicycle right-of-way. The Community Plan recommends "...a temporary low cost solution that will allow for monitoring over a six month to one year period of time" (page 72). If, after this monitoring period, the concept is determined to be safe and effective, efforts should be made to install permanent improvements.

The lane arrangement shown in the Technical Plans and Diagrams reflect the ultimate configuration and maximize pedestrian and planting space.

Unadopted Lane Modifications

The following ideas were raised as the Plan was developed, and though NOT adopted by the Steering Committee, were judged relevant as a record of the options considered by the Steering Committee and City Council:

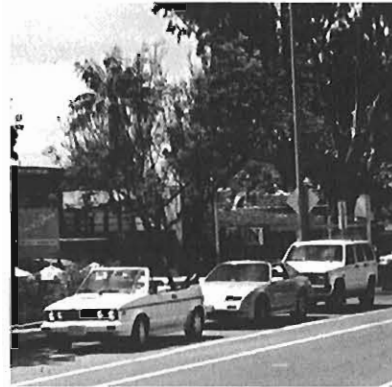
A lane configuration alternative proposed by the consultant provides “one lane in” from Via de la Valle and Carmel Valley Road. The alternative of “one lane in” to Del Mar from Solana Beach is problematic due to the two existing southbound lanes on Highway 101 as it becomes Camino del Mar south of Via de la Valle. Southbound, the “one lane in” from Via de la Valle would continue through the beach area until it merges with the Jimmy Durante traffic. From that point there would be two moving lanes until one gets to the existing lane reduction south of Del Mar Heights Road, to “one lane out”. Northbound traffic flow is more complex given the complications with the intersection of Carmel Valley Road and Camino del Mar. The number of traffic lanes moving north from the Camino del Mar/Carmel Valley Road intersection was not decided by consensus of the Steering Committee.

Since this Plan asserts that the “Village” does not begin until 9th Street, the Consultant recommended the possibility of providing only one moving lane in both directions between Del Mar Heights Road and 8th Street. North of 8th Street, the road would expand to two moving lanes. This idea was supported by TPAC.

During the morning rush hour, southbound traffic through the Carmel Valley Road intersection is backed-up to Del Mar Heights Road. Although, this Plan does not modify the lane count, TPAC had endorsed the concept of “one-lane-in, two-lanes-through-and out”. However, this concept has repercussions such as replacing existing landscaping with pavement. Two lanes southbound from Del Mar Heights Road would facilitate increased traffic flow out of Del Mar. It will be necessary to have a comprehensive traffic analysis and to review the existing right-of-way to add a second southbound lane to balance the pedestrian/gateway enhancement with the additional traffic lane.

Parking Improvements

Based on the 1987 parking study and measurements from the City Engineer's survey plans, there are approximately 322 parking spaces along the Camino del Mar corridor. The space required to construct the proposed 'safe crosses' at intersections and the installation of access ramps eliminates 12 spaces. By re-configuring the road edge in the beach residential area a net loss of 5 parking spaces results. Additionally, adjusting the lane widths on the south side of 9th Street, creates room for 10 new parking spaces. This is not a significant increase, and the increase is not in the locations that will benefit the merchants. Along Camino del Mar between 13th and 15th Streets the merchants have voiced a need for additional parking. This area is the Village core and, according to merchant studies, shows a deficit of parking with limited or no off-street parking. Research for this Plan shows this to be the segment of Camino del Mar in which the travel lanes are at a minimum and the least opportunity to claim excess area for parking exists. The research conducted also shows that the 'marketplace' for providing parking spaces in the public right-of-way has effectively found every achievable spot. Therefore, the total result is a net loss of 2 parking spaces. To make a significant increase in parking would require more dramatic efforts, such as removal of traffic lanes to add diagonal parking, elimination of space currently used as pedestrian serving space (the restaurant at the southeast corner of 13th Street and Camino del Mar), or construction of a parking structure. The PROPOSED PARKING IN PUBLIC R.O.W. diagram, Figure 8, indicates the locations of all parking spaces along Camino del Mar as listed below:



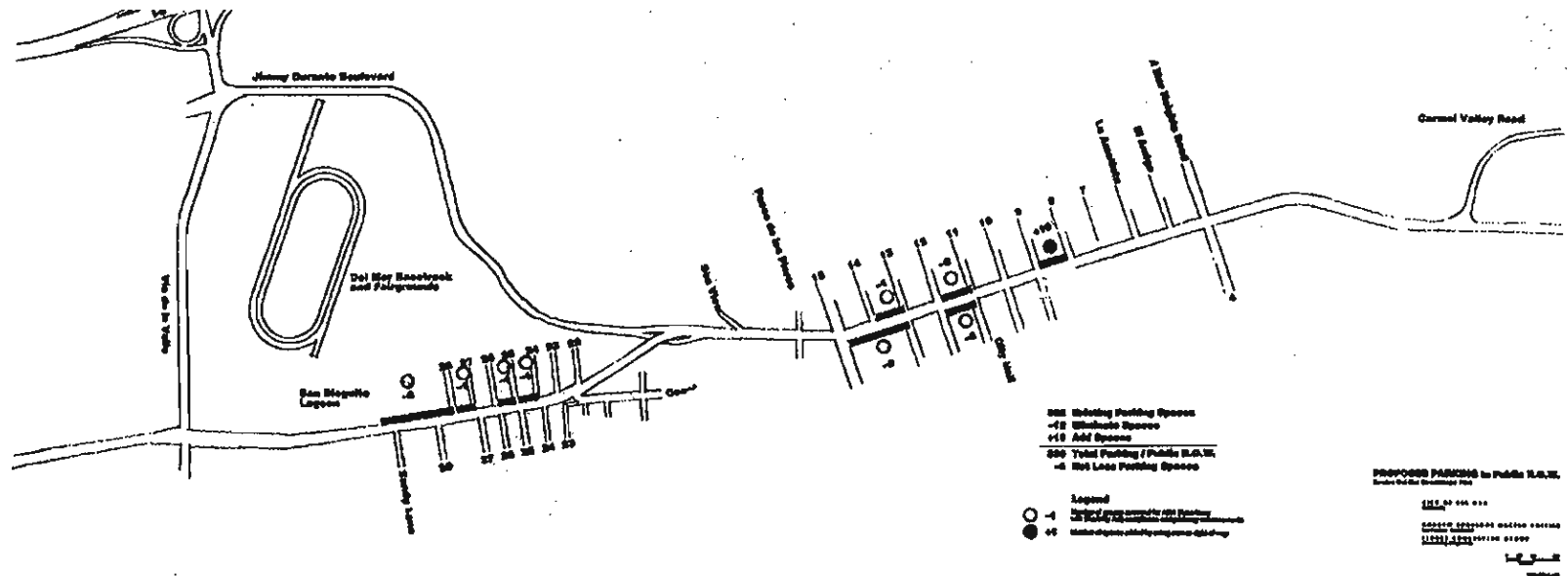
Parallel parking along bicycle lane in the Village



Existing angled parking in Village area

322	Existing Parking Spaces
-12	Eliminate Spaces
<u>+10</u>	<u>Add Spaces</u>
320	Total Parking / Public R.O.W.
-2	Net Loss Parking Spaces

The TPAC recommendation to shuttle “Village” employees from remote lots should be pursued in more detail. A survey should be conducted among the merchants to determine whether remote parking would yield a significant number of spaces and whether the logistics are practical. Better utilization of existing structured parking (located at the corner of 10th Street and Camino del Mar, Canterbury Square, and the corner of 12th Street and Camino del Mar, office building) could be increased with improved directional signage. Merchants near these locations should encourage employees to park in these structures, leaving convenient on-street parking for customers.



Large-format workshop drawings are reduced in this report to document the process. Full-scale originals are available for review at the City of Del Mar Planning Department.

Proposed Parking in Public Right-of-way
 Figure 8

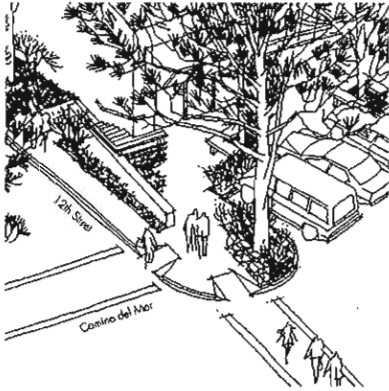
Parking Structure

TPAC stated that "... structures devoted to parking should be prohibited." This is one issue with which this Plan deviates from the TPAC recommendations. The natural topography east and west of Camino del Mar in the "Village" is ideal for accommodating sensitively designed underground parking structures similar to the one at the Del Mar Plaza. There is enough grade change on the east side of Camino del Mar to easily accommodate two levels of parking with shops or housing above and still leave views uninterrupted from homes above to the east. Del Mar could create a more vital pedestrian precinct served by the Del Mar Plaza parking structure at the north and a new structure toward the southerly portions of the "Village" - near 10th and 11th Streets. The structure is a more convenient alternative to street parking, especially if parking enforcement is high, and can keep traffic off the side streets. An underground structure is the only aesthetically acceptable way to increase the parking in proximity to the "Village".

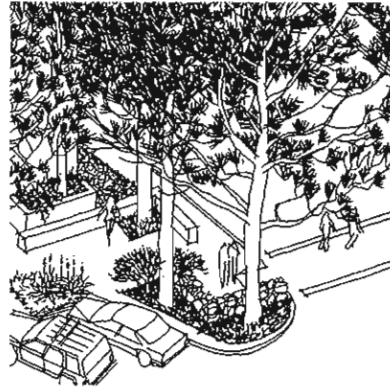
This Plan recognizes that a low-scaled, appropriately designed parking structure, set into the hillside on the east side of Camino del Mar between 15th and 10th Streets, may be appropriate for future consideration. As further described in the Mixed Use Guidelines Section of this report, the east side of Camino del Mar is appropriate for a parking structure due to the natural topography, available infill development and redevelopment opportunities. But more importantly, the height limit is 26 feet (as measured from the curb at Camino del Mar). The east side of Camino del Mar could accommodate an at-grade parking structure or a subterranean structure encapsulated with commercial and residential uses. Specifically, the height control results in the building height at the rear property line to match the height of the existing, adjacent single family residential neighborhood. On the west side of Camino del Mar the height limit is 14 feet, which makes it more difficult to attain a mix of uses with a parking structure. The west side does not offer the flexibility the east side of Camino del Mar affords for a parking structure.

The Steering Committee also recognized that a parking study is not a part of this Plan and recommended that creative parking solutions such as off-site employee parking, shared parking and other efforts continue to be made by the Merchant's Association, TPAC and citizen committees to address the parking issues.

V. ILLUSTRATIVE DRAWINGS



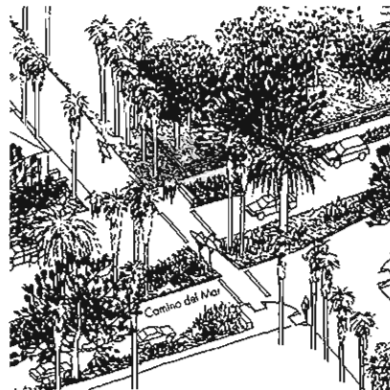
Low seat walls to define pedestrian area for pedestrians at storefronts



Parking area moved away from storefronts to create pedestrian area

The illustrative drawings in this Section depict the implementation of the various design ideas at specific locations. The locations were chosen because they exemplify the key issues that are being addressed by the Plan.

This page illustrates details from several of the illustrations on the preceding pages. These detailed illustrations are intended to highlight and describe key elements recommended in this report.



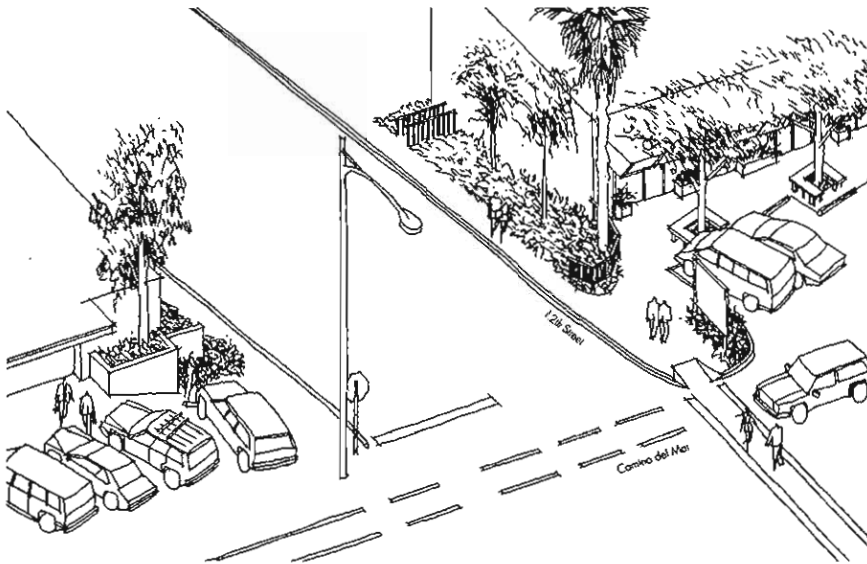
Reinforce eclectic tree selection in beach area at cross streets



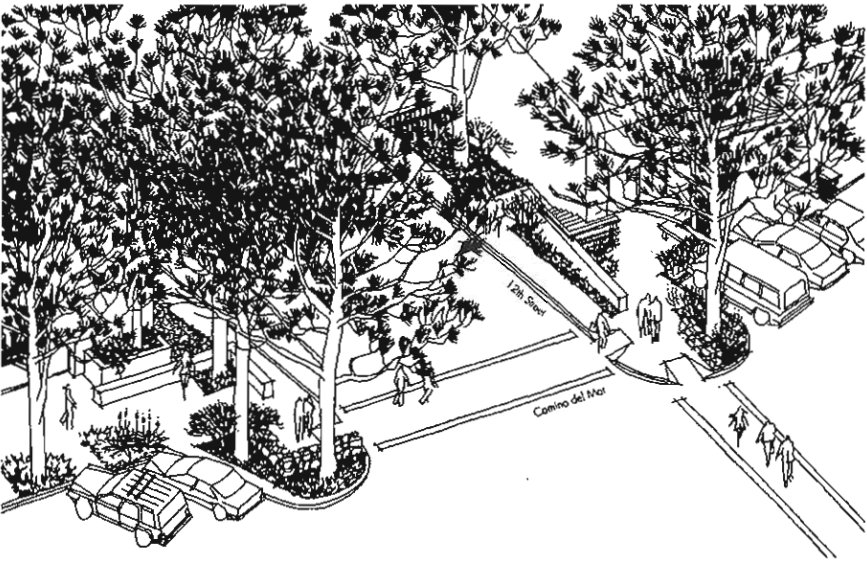
Widen median and provide increased variety of plantings

12th Street Pedestrian and Universal Access Improvements

The illustration of existing conditions in the EXISTING CONDITIONS AT 12TH STREET drawing shows the steep grades and unrelieved paved areas that make this intersection uninviting for pedestrians and virtually impossible to access for the disabled. The diagonal parking overwhelms the storefront, thus pedestrians are inclined to walk behind the cars. Proposed improvements show a series of low walls to retain the earth so that sloping paths can be constructed for access by all pedestrians. Stairs are added for direct access west on 12th Street. The locations of walls, paths and plantings are calculated to guide pedestrians toward the storefronts. The parking is moved out a comfortable distance toward the street which allows for additional planting to screen the cars from the pedestrian pathway. The Torrey Pine trees provide dappled shade and reinforce the wooded forest "Del Mar character". The PROPOSED IMPROVEMENTS AT 12TH STREET illustration shows improvements that promote pedestrian safety and universal access for this particular situation; however, the character of these recommendations can be applied to the specific designs for 10th and 11th Street intersections or any other steep grade condition in the public right-of-way.



Existing Conditions at 12th Street and Camino del Mar / View looking West



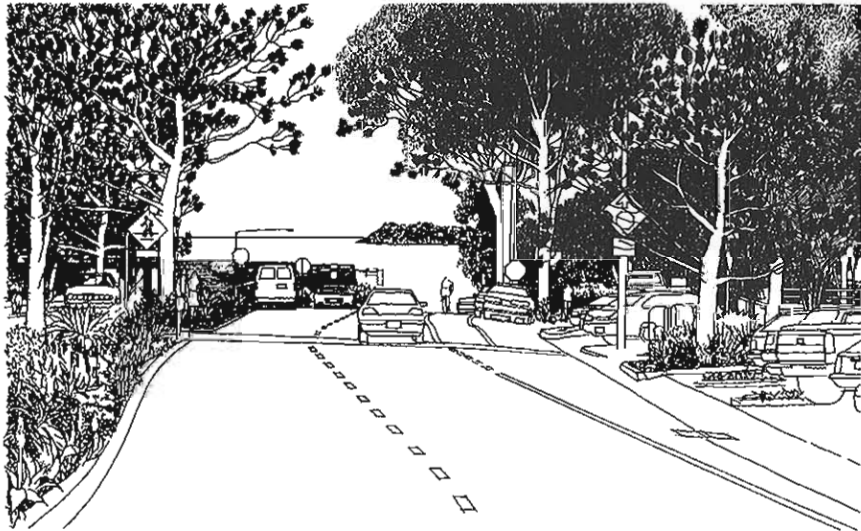
Proposed Improvements at 12th Street and Camino del Mar / View looking West

View North at 12th Street

The illustration, EXISTING CONDITIONS VIEW NORTH AT 12TH STREET, depicts one of the major scenic views on the Camino del Mar corridor. In the illustration the existing conditions show a narrow median at the pedestrian crossing that does not provide sufficient room for pedestrian refuge. The groundcover plantings are too uniform, lacking the variety and subtlety seen the plantings at City Hall and the Post Office (see the Planting Improvements Section of this report for the recommended plant list). Distant ocean views are interrupted by low dense trees in the median and trees at the Inn L' Auberge (on the west side of Camino del Mar at 15th Street). In the PROPOSED IMPROVEMENTS VIEW NORTH AT 12TH STREET, the median is expanded to provide more room for pedestrian refuge as part of the 'safe crossing' features. As large existing trees die or are replaced, they are replaced with Torrey Pines. The variety of median plantings are increased to include native and drought tolerant species. Distant ocean views are expanded by replacing low dense trees in the median with Torrey Pines and pruning or removing selected trees at the Inn L' Auberge.



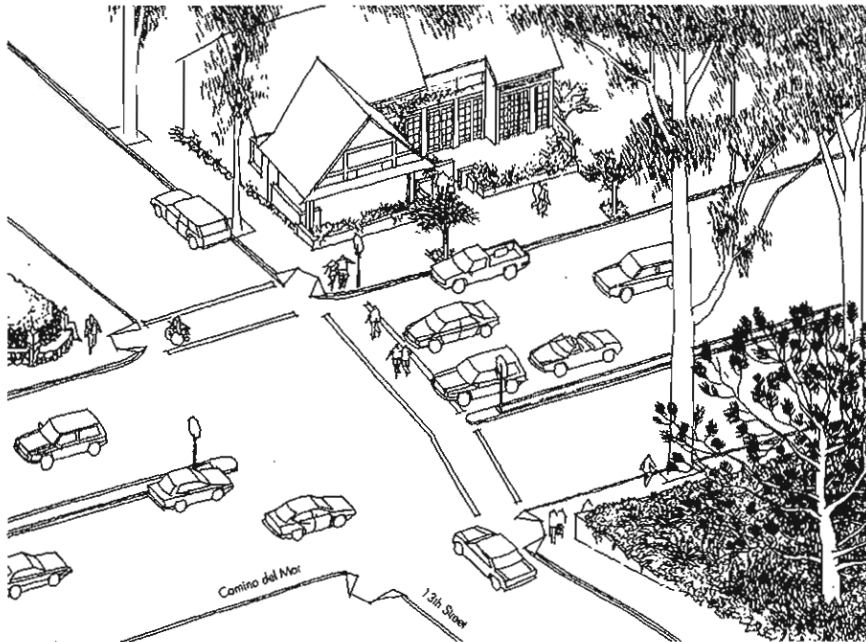
Existing Conditions View looking north from 12th Street and Camino del Mar



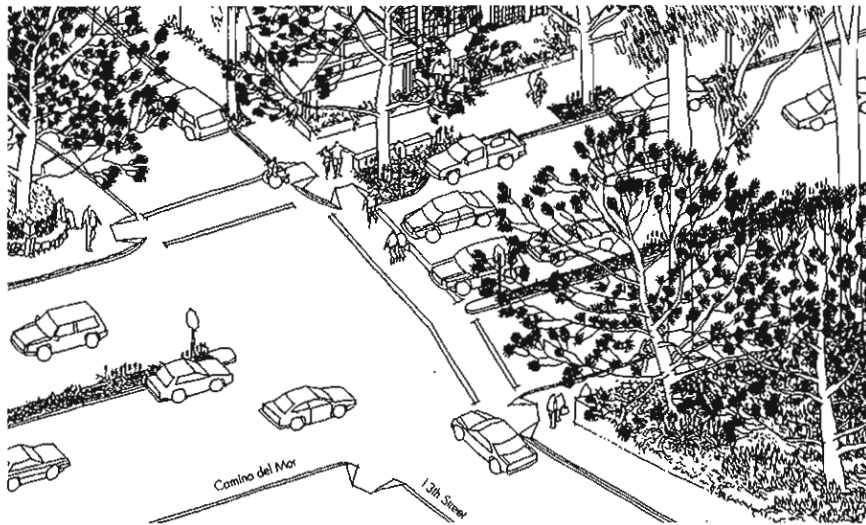
Proposed Improvements View looking north from 12th Street and Camino del Mar

13th Street Improvements

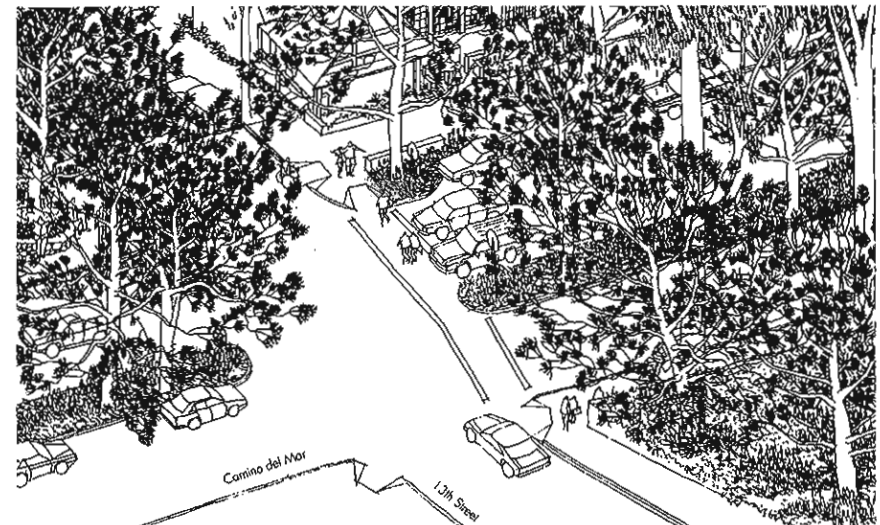
The EXISTING CONDITIONS AT 13TH STREET drawing shows some of the best examples of Del Mar Village character with half timber construction, craftsman detailing, wood shingled roofs, natural colors and well maintained private planting. Pedestrians at this intersection must cross 5 moving lanes of traffic and 2 parking lanes. The existing narrow medians do not support vigorous plant growth. The PROPOSED IMPROVEMENTS AT 13TH STREET drawing shows the improvements gained by dedicating more space to pedestrian and planting amenities, including the opportunity to add groundcover planting in the median. Trees can be added to the side of the street within areas currently 'red-zoned' for no parking. This reduces the distance the pedestrian has to travel to cross traffic lanes to cross the street, without eliminating parking spaces. Further, by removal of the left turn lanes, an 8' to 10' wide median could be installed to support the planting of large trees. The PROPOSED IMPROVEMENTS AT 13TH STREET illustration shows the improvements that promote pedestrian safety for this particular situation; however, these recommendations are intended for use in the specific design of all intersections.



Existing Conditions at 13th Street and Camino del Mar / View looking West



Left Turn Lane Remains at 13th Street and Camino del Mar / View looking West



Left Turn Lane Removal at 13th Street and Camino del Mar / View looking West

View North at 13th Street

The illustration EXISTING VIEW LOOKING NORTH AT 13TH STREET, similar to the view looking north at 12th Street, is one of the most remarkable scenic corridors along Camino del Mar. The large existing trees give character to the street and sidewalk. Traffic lanes in this location are at the minimum recommended width and space is limited due to building frontages. The existing narrow median does not provide optimum room for pedestrian safety while crossing at the 13th Street intersection (6 feet or more of room is needed to accommodate strollers or wheelchairs). Overall the dominant element in the view is asphalt. The illustration PROPOSED VIEW LOOKING NORTH AT 13TH STREET shows there is a potential to remove left turn lanes at 4-way stop intersections and realign the traffic lanes to gain additional room for pedestrian space. This allows two options 1) use space at roadside to expand sidewalk/planting area, 2) use space in the middle of Camino del Mar to create a 'refuge' area for pedestrians to wait in as they cross the street. Most of the Steering Committee members favored the second option which is illustrated in the Technical Plans and Diagrams Section of this report. Both options reduce the distance that a pedestrian would be walking in traffic lanes while crossing the street. It is anticipated that temporary curbs could be installed to create the realignments either on the side of in the median.



Existing View looking north at 13th Street and Camino del Mar



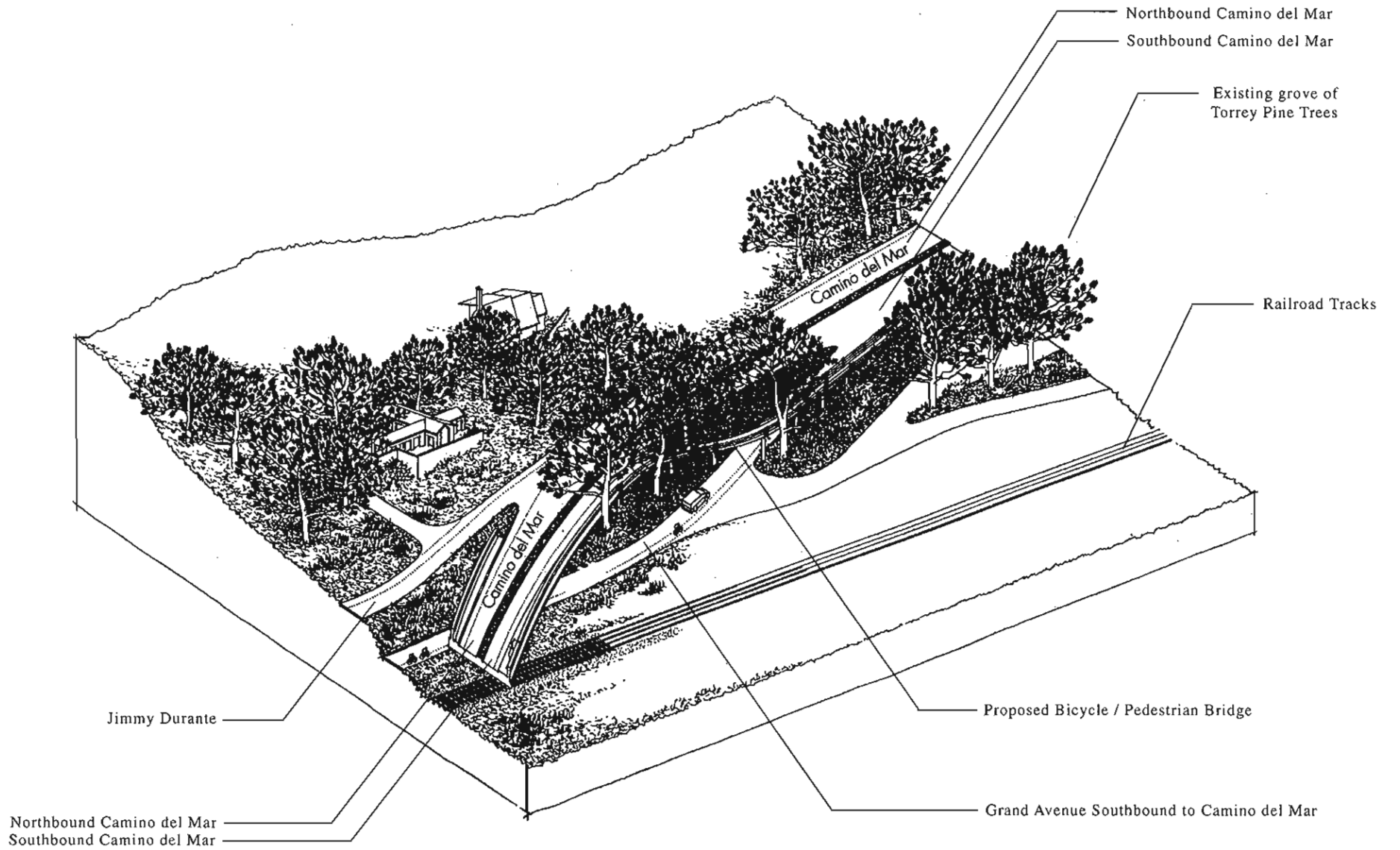
Proposed Improvements looking north at 13th Street and Camino del Mar

Pedestrian / Bicycle Bridge at the Jimmy Durante / Grand Avenue Merge

The drawing PROPOSED JIMMY DURANTE/GRAND AVENUE MERGE PEDESTRIAN/BICYCLE BRIDGE illustrates the location of the bridge winding through the existing grove of Torrey Pine trees. The surrounding topography of Camino del Mar at the railroad overpass bridge – with Jimmy Durante at Grand Avenue coming up from below – allows the bridge to be built with a maximum slope of 5% making it accessible for all. The bridge can be used by southbound bicyclists to avoid the merge conflict with Grand Avenue and by pedestrians moving both north and southbound. The southbound bicycle merge conflict is greatest due to blind approach with vehicles climbing up Grand Avenue and screened by trees. Northbound cyclists are moving side by side with traffic and have a longer transition zone to wait in before crossing over the northbound Jimmy Durante lane to continue northbound on Camino del Mar.



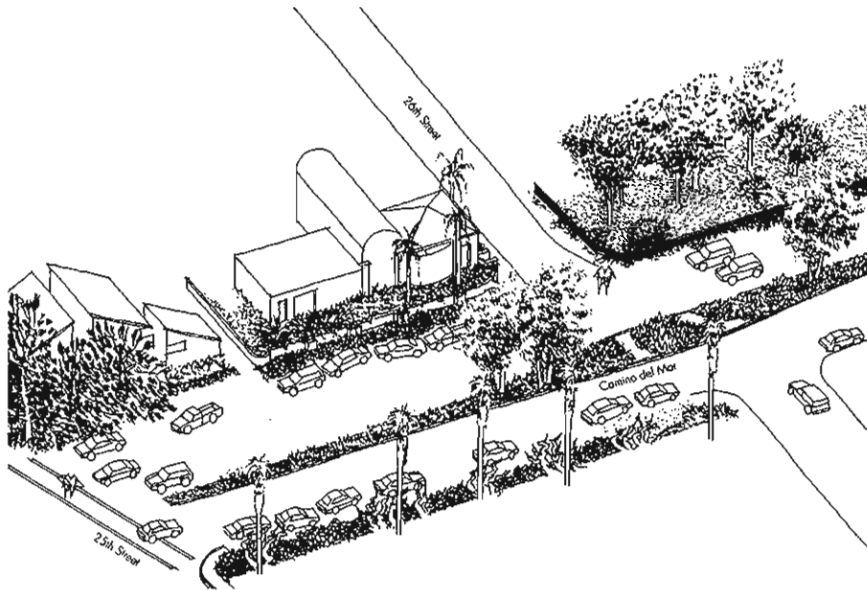
Dedication of Jimmy Durante Boulevard



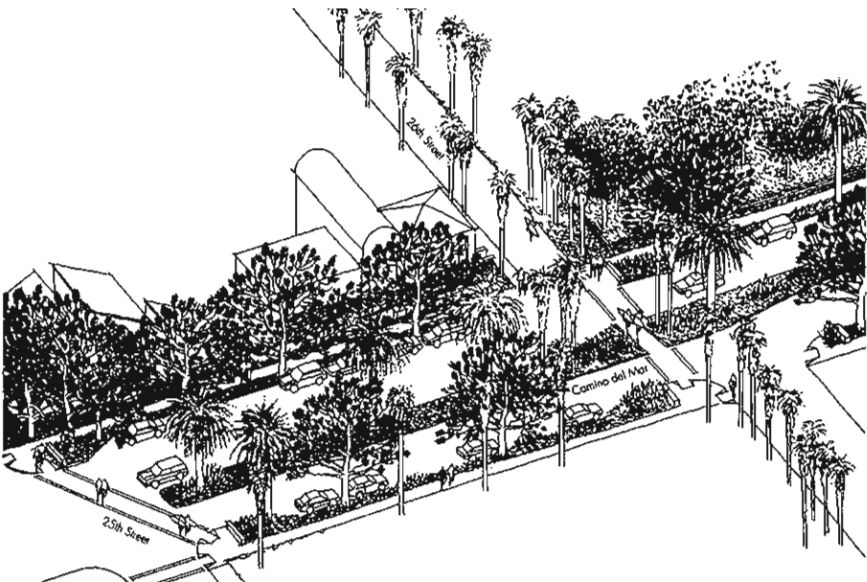
Proposed Jimmy Durante / Grand Avenue Merge Pedestrian and Bicycle Bridge / View looking West toward existing residential area

Beach Residential Character / 25th Street and 26th Street

The EXISTING CONDITIONS AT 25TH STREET AND 26TH STREET drawing illustrates a particularly open, unlandscaped edge of Camino del Mar at 25th Street. Parking here is haphazard because there is no curb or defined edge of paving. The lack of curb allows cars to 'sprawl' over the entire roadside setback — restricting pedestrian movement. Existing medians consist of spotty plantings and bare areas that present an unkempt appearance. In the PROPOSED IMPROVEMENTS AT 25TH STREET AND 26TH STREET illustration, the existing traffic lanes and turn lanes are maintained, and new pedestrian paths installed on both sides of Camino del Mar. An asphalt curb keeps parked cars out of the pedestrian area. The existing median is wide enough in many locations to support large trees. The side streets all lead a short distance to the beach and the Plan proposes that each street be planted with a unique tree - in this case Mexican Fan Palms - to celebrate the vista to the ocean. The eclectic tree selection should be reinforced by using a wide variety of tree types — with an emphasis on palm trees and flowering succulents. The beach area should have a different character than the “Village”. It can achieve this differentiation most easily through the use of unique trees and plants. The proposed improvements sketch illustrates the use of a variety of palms in the median with a few Torrey Pines for continuity.



Existing Conditions at 25th and 26th Street and Camino del Mar / View looking West



Proposed Improvements at 25th and 26th Street and Camino del Mar / View looking West



Transition from Beach Residential to Village approaching the bridge over railroad tracks



View of lagoon and Pacific Ocean at northern entry to Del Mar

Via de la Valle Entry

The Plan recommends marking the arrival to Del Mar at Via de la Valle from Solana Beach at the north. Proposed at the Via de la Valle entry is a grouping of Torrey Pine trees, pedestrian scale trellises, and bus shelters that serve as a welcoming threshold for pedestrians. The materials at this entry should be craftsmen quality wood structures with stone or brick bases. The materials should be dark in color. A simple sign welcoming people to Del Mar should appear in the median for automobile drivers and on the trellises at a smaller scale for the pedestrians. In the Construction Components Section of this report are images of the proposed entry/bus stop materials.

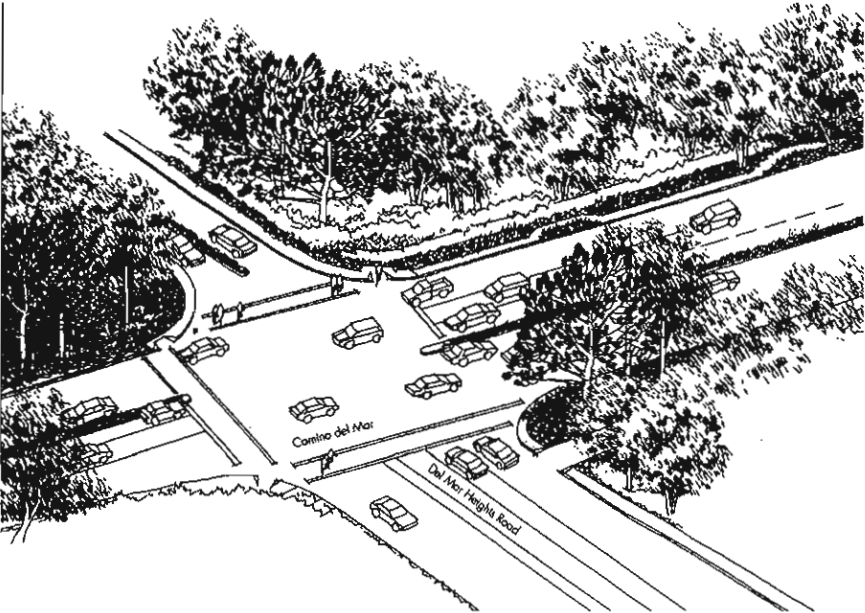
The Plan creates a dramatic tunnel effect with the Torrey Pine canopy arching over the street. This tree canopy stops where the bluff slope on the west drops down – allowing sweeping views across the San Dieguito Lagoon and to the ocean. A continuous path along the west side of Camino del Mar extends the entire length of Camino del Mar to the bridge at Carmel Valley Road — beginning at the Via de la Valle intersection.



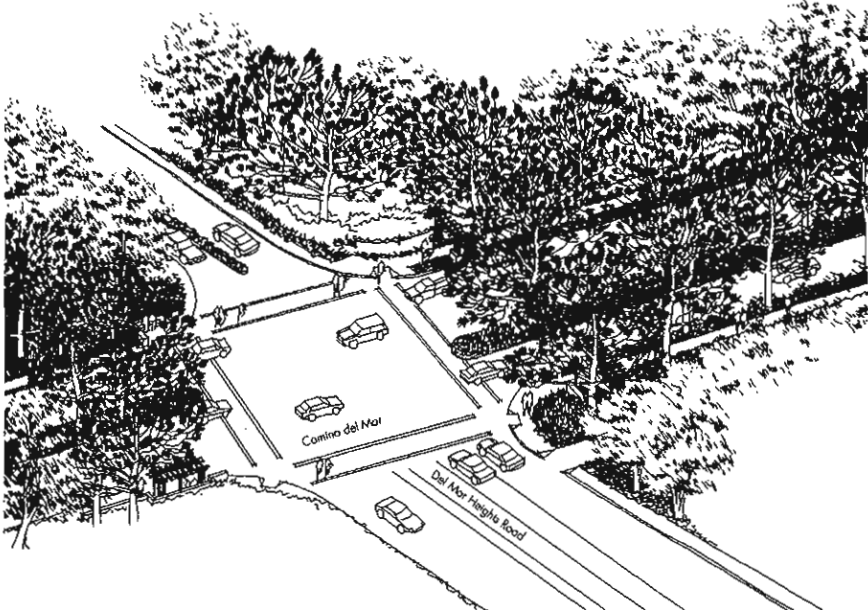
Proposed Improvements at Via de la Valle and Camino del Mar looking south

Del Mar Heights Road Entry

As described in the SPATIAL SEQUENCE diagram, the arrival from San Diego at the south end of town is a continuous experience from Carmel Valley Road to Del Mar Heights Road -- but you feel you have arrived when you get to Del Mar Heights Road. The arrival experience can be enhanced by planting Torrey Pine trees to exaggerate the change from bright open light of the Torrey Pines beach area to the darker, more enclosed landscape of the "Village" -- reinforcing the wooded forest quality of Del Mar. The illustration PROPOSED IMPROVEMENTS AT DEL MAR HEIGHTS ROAD show wooden trellis structures, with stone or brick bases, located at the bus stop on the southeast corner and at the north-east and west corners, to signify "arrival". From Del Mar Heights Road to 8th Street the Plan recommends a slight 'serpentine' effect to the road alignment by adding space to the side of Camino del Mar, roughly paralleling the existing "serpentine" median. This will permit room for a new sidewalk and some additional landscaping, especially along the east side of Camino del Mar.



Existing Conditions at Del Mar Heights and Camino del Mar / View looking West



Proposed Improvements at Del Mar Heights and Camino del Mar / View looking West

VI. CALIFORNIA ACCESS CODE (TITLE 24) AND THE AMERICANS WITH DISABILITIES ACT (ADA) GUIDELINES



Pedestrian path of travel



Public right-of-way pedestrian path of travel

The ADA mandates nondiscrimination on the basis of disability, and thereby requires various actions from the City. A basic objective of the ADA, in regard to the existing public right-of-way along Camino del Mar, is to remove physical and communication barriers where “readily achievable”. The City of Del Mar will make determinations as to what is “readily achievable” in the public right-of-way as segments of the Camino del Mar corridor are implemented.

The dramatic natural topography of Del Mar gives the place much of its visual character, but precludes access in many parts of the City. The traffic lane width reductions proposed in this Plan provide room for the construction of paths in many places that are currently inaccessible to pedestrians. A pedestrian path of travel has been identified along with guidelines for improvements that will begin to bring the public right-of-way into compliance with the ADA. This Plan serves as the framework for guiding future accessibility and as such cannot identify or specify all aspects of compliance. As portions of the Plan are implemented, it will be the responsibility of the City and its design consultants to insure that their work complies with current accessibility requirements. Although not a specific requirement of the ADA, the City should involve the disabled community to review accessibility of facilities and make recommendations on appropriate actions.

Working from the City of Del Mar’s Transition Plan, dated March 21, 1994, the public pedestrian path of travel in this report can be the basis for locating and prioritizing accessible pathways and ramps to public facilities and transportation. This report represents a snapshot of a point in time and is not intended to be the definitive report on ADA compliance for Camino del Mar.

This report does not prioritize which improvements should take place first. However, on-going City sponsored capital improvement projects, such as drainage and street improvements, should include improvements in the public right-of-way as part of ADA compliance and implementation of the recommendations in this report. Some recommendations are preliminary in nature and require more detailed design study and code verification to confirm feasibility and costs.



Steep existing grade on east side of Camino del Mar



The "Village" zone

Accessible pedestrian Path of Travel

There is adequate room to construct pedestrian paths along most of the length of Camino del Mar. The arrangement of the pedestrian path of travel is discussed elsewhere in this report. The accessible path of travel along Camino del Mar is constrained by natural topographic barriers. The various stopping and starting points for the accessible path (both in its ultimate configuration and interim phases) will need to be identified with signs and tactile warning cues for the benefit of the disabled community. The proposed Accessible Path areas, moving from north to south, are as follows:

BEACH ZONE - The west side of Camino del Mar from the intersection of Via de la Valle across the San Dieguito Lagoon Bridge to Sandy Lane. The east side of Camino del Mar from Sandy Lane to the north side of 22nd Street. The west side of Camino del Mar from Sandy Lane to the intersection at 22nd Street, continuing south across the existing railroad bridge to a proposed pedestrian/bicycle bridge at the Jimmy Durante merge to Paseo del los Flores.

"VILLAGE ZONE" - The east and west sides of Camino del Mar throughout the "Village" and "South Village" area from Paseo de los Flores to Del Mar Heights Road.

ENTRYS/GATEWAYS - At the northern entrance to Del Mar at Via de la Valle, there will be pedestrian paths on both sides of Camino del Mar. On the east side of Camino del Mar the path of travel will end at the Brigantine parking lot and identification signs will need to be placed to identify the end of the accessible path. On the west side of Camino del Mar the accessible path will continue from Via de la Valle to Del Mar Heights (4th Street). At the southern entrance to Del Mar at Carmel Valley Road, a pedestrian path is proposed; however, the topography, natural barriers and physical site constraints preclude an accessible path from Carmel Valley Road to Del Mar Heights Road on the east side of Camino del Mar.

Modifications in the accessible Path of Travel

As areas are improved and brought into the path of travel system there are modifications that will be required to comply with the ADA. By ‘piggy-backing’ carefully designed elements (paving details, planting, signage, seat walls, and street furniture) into these functional upgrades the “Del Mar character” can be enhanced at the same time.

This report recommends a 60" (5 foot) wide surface for the path of travel – paved in asphalt or warm colored concrete with a medium sandblast or light exposed aggregate finish, similar to the paving in front of the Del Mar Plaza. Careful attention must be applied when placing signage, utility structures, street furniture, etc. along the path of travel to insure that minimum clearance standards are maintained. Current law requires a minimum 48" clear width with 36" in cases of hardship.

The west side of the intersections at 11th and 12th Streets require reconfiguration of the travel path, re-grading and the construction of retaining walls in order to be brought into current compliance standards. Crosswalks on the steep east side intersection in the “Village” are improved by reconfiguring the travel lanes toward the west. This provides additional level area for the crosswalk.

In areas where paving has lifted due to settlement or root intrusion, or where brick or unit masonry pavers are installed, it will be necessary to provide regular maintenance to insure that the surface variation and gradient do not exceed the mandated levels. Cross-slopes in the path of travel will need to be modified where they exceed a 2% gradient. Dirt or loose gravel surfaces along the public path of travel must be paved with stable, firm, and slip resistant surfaces.

While this report discusses the public right-of-way, there are “semi-public” thoroughfares such as the path on the south side of Camino del Mar at 14th Street, at retail centers and businesses where pedestrians use private property as a short cut between Camino del Mar and the alley. Although owners of these properties cannot be required as part of this plan to remove barriers or otherwise improve their property, they should be consulted regarding any future modifications and the City should work with private owners to achieve ADA compliance.



Segments of the path of travel requiring modifications for accessibility



Ramp access at 11th Street is too steep



Review existing and new signalized intersections to benefit the visually impaired

Signalized Intersections

At signalized intersections on Camino del Mar, it is recommended that control buttons for pedestrian crossings be large, conforming-type buttons mounted no higher than 48" above the adjacent ground surface, when signals are replaced or significant modifications are made. Audible signals, that emit a tone when the light changes, can be a benefit for the visually impaired, if properly located. There is a need for separation between signal tone sources so that a person is not confused by conflicting signals. Given the community's desire to limit signalized intersections there seems to be adequate distance separation between locations along Camino del Mar. The City should consult people with vision impairments as improvements to signalized intersections are made. The above improvements to signalized intersections should be incorporated where feasible at such time that intersection improvements are planned.

Curb Ramps and Cross Walks

All intersections should have curb ramps even if the crossing location is not totally compliant. There are conflicting interpretations as to the requirement for curb ramps to be placed perpendicular to the curb or at a 45° angle as is commonly found. Curb ramps located at a 45° angle place the pedestrian and wheelchair user more in the direct line of traffic, particularly vehicles making right turns. This study recommends that unless natural or legal barriers exist, the curb ramps should be placed perpendicular to the curb – one ramp in each direction of crosswalk travel. The preferred location for curb ramps is in the center of the crosswalk of each street corner. Where it is necessary to locate a curb ramp in the center of the curb return, there are compliance issues dealing with the street surface marking to identify pedestrian crosswalks and the location of the curb ramp in relation to the crosswalk areas. The surface of curb ramps and its flared sides must be stable, firm and slip-resistant and of contrasting finish from that of the adjacent sidewalk. Curb ramps throughout will be made of concrete. In the beach residential area the curb ramps should be constructed with black concrete to match the asphalt paths.



Existing ramp configuration at the northwest corner of 12th Street and Camino del Mar



Placement of utilities, signs, newspaper racks, light poles and other appurtenances should be placed to avoid conflicts with the path of travel

Appurtenances

Light poles, news paper racks, benches, trash receptacles and other appurtenances which create obstacles for the disabled community are often placed in the public right-of-way. Such elements present a problem in the pedestrian path of travel since they can obscure or obstruct sight lines and access. Placement of such elements must be outside the prescribed path-of-travel.

Parking

At this time, there is not a quantifiable ratio or distribution of accessible parking in the public right-of-way required by ADA. Using the required parking space ratio for parking spaces in private lots and garages, a total of eight (8) accessible parking spaces are required for the entire length of Camino del Mar. Currently, there are five (5) accessible parking spaces along Camino del Mar in the following locations: (1) accessible parallel space is located on the west side of Camino del Mar between 15th and 13th Street, (3) accessible diagonal spaces are located on the west side of Camino del Mar in front of City Hall between 12th and 11th Street, and (1) accessible parallel space is located on the east side of Camino del Mar between 12th and 11th Street. All of the existing, specifically accessible-designated parking spaces are located in the "Village". The use of a Disabled Person Placard displayed in the vehicle is the current means of providing accessible parking in the public right-of-way along the entire length of Camino del Mar.

As stated in the Elements Section (Parking Improvements) of this report, there is limited area in the public right-of-way to add any parking along Camino del Mar. In order to create pedestrian safe crossings, the Plan reduces the number of public parking spaces along the street. Conversion of standard parking spaces to accessible parking spaces on Camino del Mar will also reduce the overall number of spaces. Vehicular placards will continue to be the primary method the City provides accessible parking in the public right-of-way.

Since there is not a quantifiable standard for providing accessible parking spaces in the public right-of-way, this plan can only address the criteria for placement of such parking spaces, not specific requirements. Distribution of accessible parking should be configured at the locations in close proximity to public facilities and the most heavily frequented establishments. The following narrative is intended to address issues particular to locating accessible diagonal and accessible parallel parking in the public right-of-way.

Diagonal Parking

Diagonal parking poses several difficulties for providing compliant access aisles to allow people to exit their vehicle and access the sidewalk. In particular, the "crown" of the street, for drainage, in some instances is greater than the maximum 2% cross slope as allowed by the ADA. Vans with lifts have difficulty on such slope conditions and the wheelchair user approaching the ramp will face an incline which is difficult to maneuver. Additionally, van users that exit their vans at the rear, face the hazard of exiting their vans within the path of passing vehicles.

The second issue is that ADA does not allow parking configurations which require a wheelchair user to pass behind cars other than their own. Each diagonal accessible space should have its own curb cut where it reaches the sidewalk. This can be accomplished at the parking space located at the end of diagonal parking lots, particularly in the locations this report proposes new pedestrian safe crossings. The addition of a curb ramp and sidewalk along the planting area parallel to the parking space would be preferable. Appropriate signage for such facilities must be provided.



Parking in the Village illustrates the issues inherent to providing accessible parking



Parallel parking along Camino del Mar

Parallel Parking

The primary issue with accessible, parallel parking spaces is the requirement to locate an adjacent loading zone at the same elevation as the parking space. This would require removal of an area of sidewalk and/or planting at each desired location. Vehicle/van users would be able to exit their vehicles onto a level surface out of vehicular traffic. This could be accomplished along Camino del Mar, in areas with an extra wide existing sidewalk. Location of the curb ramp for parallel parking spaces does pose a problem for the seeing impaired. A detectable warning device would need to be provided to alert the user the ramp is at a parallel parking space and not at a traffic intersection crosswalk. Appropriate signage for such facilities should be provided.

Parking Structures

The current situation along Camino del Mar is such that a parking structure would be the most appropriate method to increase standard and accessible parking in the “Village”. Such a parking structure could be a public or private parking garage. A parking structure allows a more effective and comprehensive approach to the needs for level access and loading areas than can be found in the undulating topography of Camino del Mar. Design of a future parking structure should take into consideration the minimum headroom requirements for the accessible parking route and accessible passenger loading zone.

Signage

Many of the ADA requirements include signage to identify accessibility. Use and placement of required signs is subject to the specific case-by-case situation and interpretation. An example of such ADA mandated signs is the placement of signs along or leading to the accessible route of travel and signs to demarcate the stopping and starting points of the accessible path.

VII. CONSTRUCTION COMPONENTS

The construction materials used for improvements are selected to complement the colors and textures of the natural environment and those of the more treasured existing buildings and structures of Del Mar.

Curbs



Detail of existing curb and gutter on 12th Street from WPA construction

Even the profile of curbs can contribute to the visual quality of the streetscape. It is important to consider the functional requirements of each curb location when selecting a straight or soft, angled curb face. The straight curb face (1:3, horizontal to vertical proportion) is appropriate when maximum definition of road edge is required due to the limited space, urban conditions of the “Village” area, or to control drainage water run-off. The straight edge curb, similar to current Regional Standard Drawings G-1 and G-2, should be used in the Village along the street-side curb edge. The soft, angled curb face (2:3, horizontal to vertical proportion), similar to current Regional Standard Drawings G-6, is appropriate for more residential and natural areas, such as the median curbs in the Village and all other curbs outside the Village. Consideration should be given when selecting appropriate curb materials. Asphalt has a softer appearance and darker color than is normally found with concrete. Unless the curb face is anticipated to carry large, regular drainage water flow or subject to regular tire abrasion (as in the “Village” area) asphalt should be used. When concrete is required it should be blended with warm colored cements and aggregates or colored admixtures to soften its appearance. Concrete curbs should be finished with a light broom or light sandblast surface. Where curbs or curb ramps are required adjacent to asphalt paving they should be constructed with black concrete to match the asphalt. If cost was no object the best curbs would match those from the 1930's WPA work, as seen along Camino del Mar.

Roadways

The road surface of Camino del Mar should be exclusively asphalt. Special paving would only serve to create the “over-designed” style that the Community wants to discourage. Straightforward, functional materials and pavement markings will contribute to the simple, common background character the road has always maintained. When concrete is required as a street material, black colored concrete should be used, particularly at cross gutters. To achieve a black colored concrete, construct the element (i.e.: gutter, curb, paving) using natural concrete,



Camino del Mar roadway with automobile, bicycle and parking lanes



Excess lane width to reduce for wider medians and larger pedestrian parkways

chemically stain it with "L. M. Scoffield Co. Black" (or equal) and lightly sandblast over the stained concrete to retain a dark, black finish.

Pedestrian crosswalks

The Technical Plans in this report show the new lane configurations, including crosswalk locations. The research for this Plan shows a need for improved pedestrian access across the Camino del Mar roadway. In the Village at pedestrian crosswalks, the intersections are improved by expanding sidewalks into untraveled portions of the roadway and by widening medians, thereby reducing the distance pedestrians must walk across moving travel lanes. In the Beach Residential area, crosswalks have been designed at key locations where pedestrians currently cross the roadway, through the planting median. In these locations, new crosswalks have been added and asphalt paths created through the median to improve pedestrian access.

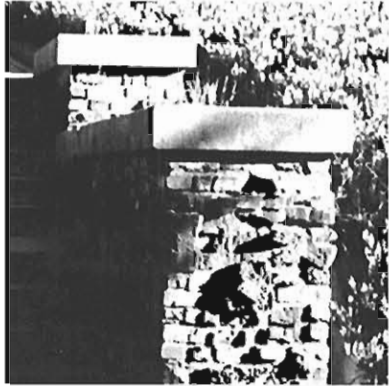
The exact locations for marking such crosswalks will be determined as the street improvements occur. According to the City's Transportation Planner Kent Whitson, marking crosswalks will need to be determined on a case-by-case basis. For example, if there are too many consecutive crosswalks with striping, Camino del Mar will have the appearance of an "urban" roadway. If an intersection is striped and there is not a signal or stop sign, signage would need to be added to alert vehicles to the pedestrian crossing ahead. In both cases, the Technical Plan is intended to provide guidelines for crosswalk locations, but not for striping or signing. All signing and striping must conform to CALTRANS guidelines for consistency and safety. The exact locations for future marked crosswalks will be determined as street improvement drawings are completed.



Pedestrian Bridge Character

Pedestrian bridges

Wood, Cor-ten © steel (with its dark rust finish), and natural colored concrete are recommended for pedestrian bridges. These materials are appropriate for the proposed pedestrian/bicycle bridge at the Camino del Mar Jimmy Durante/Grand Avenue Merge. Currently, the bridge over the San Dieguito Lagoon is paved with wood timbers that are too widely spaced for ADA requirements, however, this wood surface helps distin-



Rock Haus



Del Mar Library

guish the bridge as a special place. These timbers should be repositioned to tighten the gaps. New bridge construction could be similarly distinguished if wood planking is used.

Walls

Retaining walls and seat walls required in the public right-of-way should be constructed of dark brown/mottled red brick, golden brown granite, sandstone or limestone as used at the Del Mar Plaza. Walls may be capped with warm colored precast concrete. If the grout material must show at all, the walls should be grouted with natural colored cement.

This Plan endorses "craftsmen" detailing in brick work as found at the Rock Haus on 15th Street and Luneta. The cast concrete wall caps, brick, and grout at the Rock Haus and Del Mar Library are appropriate material colors.



Pedestrian path at Del Mar Plaza

Paths

In keeping with the simple, rustic, unpretentious character of Del Mar, the typical pedestrian path should be either asphalt or warm colored concrete. The functional considerations for paths are similar to curbs – areas with higher traffic levels should be paved with concrete. A minimum 60" wide surface for the public sidewalk, path of travel is used throughout unless natural or legal obstructions are encountered.

Concrete paths should be medium sandblasted or chemically retardant finished. Stone or brick paving should be restricted to areas on private property to distinguish the public right-of-way. The sidewalks along Camino del Mar at the Del Mar Plaza are a fine example of the use of special stone work on private property and appropriate concrete color and texture paving.

The Village

Currently, the primary material used for public sidewalks is concrete, with various finished surfaces. Some locations use asphalt, dirt or decomposed granite. Adjacent to the sidewalk, on either side, are other paving materials and finishes (such as brick, unit masonry and stone). It would be possible to create a standard paving area of 60" wide as the public sidewalk and use different paving and textures on either side, such as entrances to businesses and along planting areas or curbs, where there is a wide public sidewalk. This would serve as an aesthetic feature that continues the "eclectic" use of materials adjacent to the path of travel, while in the path of travel consistent materials will be used. Currently, brick is used in a number of locations at the entrances to store fronts and businesses. This feature should continue to be used in the future. This would also create a surface treatment and texture that is a highly useful information device to allow a person using a cane to determine the accessible path of travel. The path of travel would consistently be a smooth surface, while areas outside the path of travel could be easily detected with a different surface treatment. This recommendation for the public sidewalk paving system in the "Village" would maintain and enhance the variety of paving surfaces that create a unique pedestrian experience in the "Village", while meeting ADA criteria.

South of the Village between 9th and 4th Street/Del Mar Heights Road, the recommended path surface paving material is asphalt. Along this segment of Camino del Mar, the paths are more informal, with connections to the residential neighborhoods to the east and west that do not have paved paths. At intersections with curb ramps, the material should be constructed with black concrete to match the asphalt. However, due to concerns with motorists visibility, curb returns and gutters should be lighter (more of a "natural concrete") to help delineate the path of travel for turning vehicles. This will also help separate pedestrians standing/waiting on the corner from moving vehicles.



Eclectic pedestrian path in the Village using street trees and seat walls



Textured surface in the path of travel



Concrete path of travel with brick



Brick and wood trellis with trailing vines for "rustic" entry gateway



Wood trellis integrated with bus stop shelter at major entries/intersections



Enhance southern entry to Del Mar from Carmel Valley Road with entry gateway /trellis

Beach Residential

The recommended path surface paving material in the Beach Residential area is asphalt, unless concrete is required for engineering purposes. Where curb ramps are required they should be constructed with black concrete to match the asphalt. To achieve a black colored concrete, construct the element (i.e.: gutter, curb, paving) using natural concrete, chemically stain it with "L. M. Scoffield Co. Black" (or equal) and lightly sandblast over the stained concrete to retain a dark, black finish.

Similar to the paving system designed for the "Village", the beach area contains several areas where brick bands are used to connect parallel parking spaces to the public sidewalk through planting areas. The addition of brick-on-sand and placed in bands perpendicular to the public sidewalk should continue to be encouraged.

Entries / Gateways

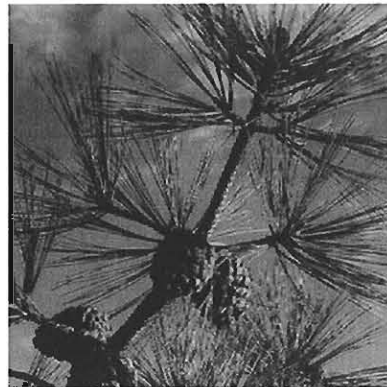
Since the city entries are in the more rustic areas of Del Mar, the public sidewalk at these locations should be simple, asphalt paving. At the entries on Camino del Mar, the gateway walls should be brick and stone with a wood trellis above. Signage at the entries should be a dark material, such as wood, with a simple sign text such as, "Welcome to Del Mar".

VIII. PLANTING IMPROVEMENTS

This Plan was developed to help determine future locations of plantings and recommendations for tree placement along the entire length of Camino del Mar. This plan considered the location and density of trees in light of view impacts from both private properties and along the public right-of-way. It is essential that the landscape does not overwhelm or obstruct ocean views. (See the Technical Plans and Diagrams for locations of existing trees, proposed new trees and proposed replacement trees).



Torrey Pine frames views to the ocean



Torrey Pine needle bundles and cones



Torrey Pines State Reserve

Torrey Pine

The Torrey Pine is the tree of Del Mar. Donald Culross Peattie, in his 1953 book A Natural History of Western Trees, (Houghton Mifflin Company) informs us that this tree has been called the Del Mar Pine. Occurring nowhere else in the world save Santa Rosa Island, the Torrey Pine is in almost every view one has of Del Mar.

Researchers believe that moderate temperatures, high humidity and abundant fog probably contribute to its survival, especially during dry periods. Researchers hypothesize that the localized existence of the Torrey Pine is due to the foggier and cooler conditions at the Reserve and the soil type. A majority of the existing trees grow in coarse, sandy soil derived from ancient shore and dune deposit. In locations where the



Open, irregular and picturesque form of trees framing ocean views

Torrey Pine is more protected, the tree is fast growing. In areas where the Torrey Pine is exposed, it does not grow as fast.

The Torrey Pine's unique open character, dark trunk and grey green foliage should be one of the 'threads-of-continuity' that runs through Del Mar, but, it is important that the landscape does not overwhelm or obstruct ocean views. Selection of the Torrey Pine tree as the most appropriate street tree in Del Mar was based on specific criteria developed with the Steering Committee through public meetings. As described above, the indigenous location and unique character of the Torrey Pine creates a streetscape environment which cannot be replicated anywhere else. The broad, open, irregular and picturesque habit of the Torrey Pine tree found in the natural environment can also be maintained as a street tree. Along the street parkway and median, the Torrey Pine tree, with proper maintenance, will frame views to the ocean and create the scale, height and form appropriate to a built environment, and to reinforce the Del Mar character. Proper maintenance and watering of Torrey Pines allow the tree to retain the open, branching quality that frames rather than blocks views. Dense groupings of Torrey Pine trees are limited to areas where ocean views would not be obstructed, namely at the entry zones at Carmel Valley Road and Via de la Valle.

Given its rarity, beauty and presence in the Del Mar landscape, the consultant recommends that the Torrey Pine tree be the primary street tree for Camino del Mar. The Torrey Pine will be one of the 'threads-of-continuity' desired by the community. In areas where the Torrey Pine is replacing an existing tree (diseased or dead), the Torrey Pine is intended to be planted in the same location or within 5'-10' of the location indicated on the Technical Plans. The intent is to diagrammatically indicate tree locations. Drawings depict a schematic planting plan to provide direction for future improvements and does not preclude the flexibility to locate future street trees given site constraints and views. The spacing of Torrey Pine trees should be varied from 15 feet to 45 feet on center to avoid a rigid geometric appearance.

There are areas in the public right-of-way that could benefit from a tree but the area is not large enough to support the root structure of the Torrey Pine. In those instances, the plan recommends trees with smaller root structures.



Branching pattern of the Torrey Pine



Windswept natural form of the Monterey Cypress

Monterey Cypress

At the northern gateway to Del Mar is a stand of Monterey Cypress on the bluff to the west of Camino del Mar above the terminus of the lagoon at the ocean. The Monterey Cypress has contributed much to the visual 'lore' of Del Mar, and though they are susceptible to disease this plan recommends continued plantings in the northern gateway zone, the public right-of-way in the Beach residential and on private property at the discretion of the owner. The picturesque form of the Monterey Cypress, created with age and windy coastal conditions, is a compatible tree with the Torrey Pine in a maritime environment.

Similar to the Torrey Pine, the Monterey Cypress is limited to two significant groves, at Cypress Point north of Carmel and at Point Lobos State Park, just south of it. Always located within one-half mile of high tide and along a few winding miles of shoreline, the Monterey Cypress is also one of the rarest North American species. The Monterey Cypress is certainly one of the most distinct tree forms, given the affect of sea wind and salt spray. The asymmetrical tree form is characterixed by a flat-topped crown, with the base of the trunk sprawling along the ground and the branches and their foliage in a mat to the leeward side. It is the maritime conditions and close habit of a Monterey Cypress' growth that creates a form comparable only to the tortured shape yielded through the Japanese gardeing technique known as 'bonsai'.

Plant Palette

The following general plant list is recommended for the proposed medians and parkway planting areas shown in the Technical Plans and Diagrams. Specific plant materials recommended for the Village, Entries/Gateways, and Beach Residential area are also provided in this section.

Botanical Name

Common Name

Groundcovers

Arctostaphylos 'Carmel Sur'	Prostrate Manzanita
Baccharis pilularis 'Twin Peaks'	Prostrate Coyote Brush
Ceanothus G. 'Yankee Point'	California Lilac
Eriogonum fasciculatum 'Dana Point'	Prostrate California Buckwheat
Fragaria chiloensis	Beach Strawberry
Salvia 'Pt. Mugu'	Sage

Shrubs

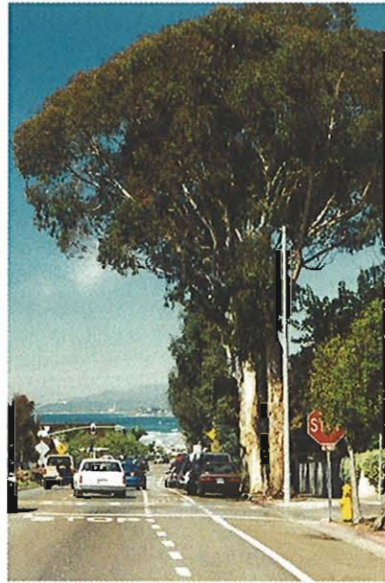
Arctostaphylos 'Howard McMinn'	Manzanita
Ceanothus maritimus	Maritime Ceanothus
Eriogonum cinerium	Ashy Leaf Buckwheat
Rhamnus Californica 'Eve Case'	Coffeeberry
Rhus integrifolia	Lemonadeberry
Ribes speciosum	Fuschia Flower
Ribes viburnifolium	Evergreen Currant

Perennials and Grasses

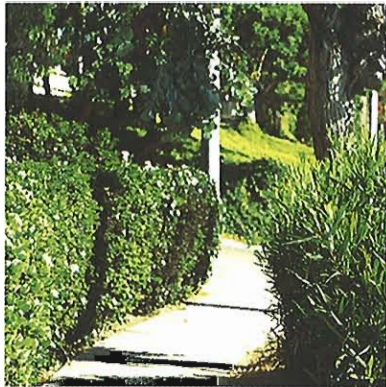
Aloe species	Aloe
Armeria maritima	Sea Thrift
Artemesia pycnocephala 'David's Choice'	Sandhill Sage
Dudleya species	
Elymus condensatus 'Canyon Prince'	Blue Wild Rye
Eriogonum grande rubescens	Pink Buckwheat
Festuca Californica	California Fescue
Galvesia speciosa 'Firecracker'	Island Bush Snapdragon
Heuchera maxima hybrids	Alum Root
Iris douglasia hybrids	Pacific Coast Iris
Muhlenbergia rigens	Deer Grass
Verbena lilacina	Verbena



Torrey Pine, *Pinus torreyana*



Eucalyptus trees at Camino del Mar and Thirteenth Street



Pedestrian path enhanced with planting in the public right-of-way



Variety of parkway plants at City Hall

The Village

The eclectic collection of majestic plant materials located in the “Village” is one of the most outstanding features along Camino del Mar. There are distinct zones of Eucalyptus along the parkway and Torrey Pine trees in the median. Interspersed are a number of other specimens such as the *Dracaena Draco* and Palms, hedges and potted plants that contribute to the character of the “Village”. Of particular interest is the row of Eucalyptus in front of the site of the Del Mar Library, and that of the Mediterranean planting in front of businesses at the west side of Camino del Mar between 14th and 13th Streets. The community has expressed an appreciation for the Torrey Pine tree along with concern that, unless carefully located, they can block important ocean views from the “Village”.

Plants for the Public right-of-way in the “Village”:

- *Pinus torreyana*, Torrey Pine, in limited locations.

The plan considered the location and density of Torrey Pine trees in light of view impacts from both private properties and along the public right-of-way. It is essential that the landscape does not overwhelm or obstruct ocean views. In the “Village” Torrey Pine trees are planted as individual specimens or small groupings of 2-3 trees to allow their unique, open silhouette to frame views and unify the streetscape. In locations too small for Torrey Pine trees: the plan recommends *Cercis canadensis*, ‘Forest Pansy’, *Raphiolepis indica* (trained as small tree form) and *Leptospermum laevigatum* (tree form).

- Groundcover planting, similar to the Garden Club palette at City Hall, found in the “Plant Palette” section should be used.

Existing *Melaleuca* and Black Pine trees have distinctive bark and branching structures that disrupt the intended continuity of the street tree canopy, and will be replaced over time with Torrey Pine trees. Private property owners are encouraged to plant trees of their individual choice as a means of reinforcing the existing eclectic character.



Richly textured, low water use plantings at the northern and southern entries and gateways to Del Mar

Entries/Gateways

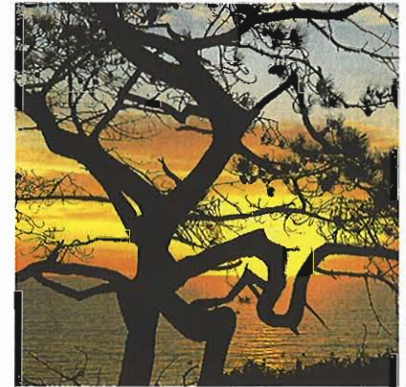
The rustic landscape elements at the northern and southern gateways to Del Mar should be preserved and enhanced. The dramatic entry to Del Mar from the south at Carmel Valley Road, with its golden sandstone bluffs and distinct character of the Torrey Pines, frames the ascent to Del Mar. Torrey Pines should continue to be planted along the west side of Camino del Mar and in the median at Carmel Valley Road. From the north entry to Del Mar at Via de la Valle, Monterey Pines sweep the ridge above the road on the west side. The focused view south on Camino del Mar should continue to be framed with Torrey Pine trees. However, at the bridge, the broad expansive view across to the lagoon to the ocean should not be obstructed.

Plants for the Entries/Gateways:

- *Pinus torreyana*, Torrey Pine
- *Cupressus macrocarpa*, Monterey Cypress, at the northern gateway
- Groundcover planting, similar to the Garden Club palette at City Hall, found in the "Plant Palette" list



Detail of groundcover planting at entries and gateways



Indigenous Torrey Pine



Lines of palms direct beach access and focus views to the Pacific Ocean



Beach Residential

The Beach Residential area from the bridge at the lagoon to the north side of 22nd Street is a relatively flat, narrow area with narrow residential streets that intersect Camino del Mar. The Beach Residential area should have a different character than the “Village”, and be planted with a predominately Mediterranean planting palette utilizing a variety of palms, with intermittent Torrey Pine trees for continuity. The residential streets that intersect Camino del Mar provide direct beach access and affords views west to the ocean. These streets may develop their own planting palette with a specimen tree selected for use along the side street. Each street may have its own “theme” tree to differentiate the beach access streets from Camino del Mar and accentuate the ocean view.

Plants for the Beach Residential area:

- *Washingtonia filifera*, California Fan Palm
- *Washingtonia robusta*, Mexican Fan Palm
- *Phoenix canariensis*, Canary Island Date Palm
- *Pinus torreyana*, Torrey Pine
- *Cupressus macrocarpa*, Monterey Cypress, in select locations
- *Platanus racemosa*, California sycamore
- Groundcover planting similar to the Garden Club palette at the City Hall, found in the "Plant Palette" list

It is noted that *Phoenix canariensis*, *Cupressus macrocarpa*, and *Platanus racemosa* are susceptible to specific diseases, yet with prudent care following accepted horticultural practices these trees can be maintained in healthy, vigorous condition. Many fine, healthy specimens of these trees can be found in Del Mar and they have been selected to preserve this existing landscape character.



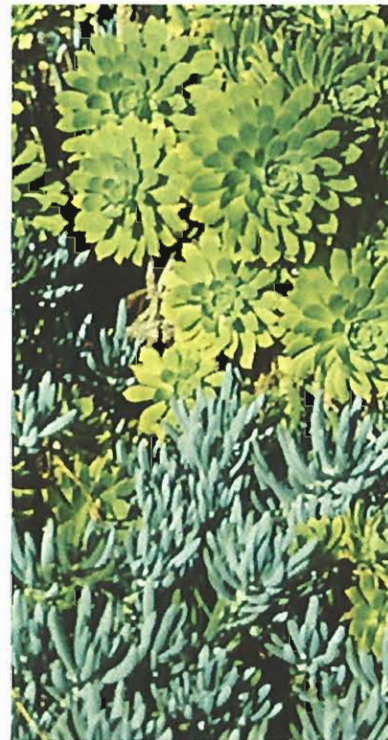
Low, water use plants enhance parkway



Pots in warm, earth tone colors

Pots

The use of potted plant materials brings a rich, human scale to the pedestrian experience. Pots placed in clusters or lining the entrance to a business provide color and individuality. At outdoor cafes and rest areas, potted plant materials provide intimate seating areas which screen the individual from vehicular activity. Judicious use of potted plants should be considered so that such elements are not obstructions in the pedestrian path. Pots in warm, earth tone colors, made of terra cotta, wood or concrete are appropriate, although any richly detailed pot made from natural materials is acceptable.



Succulents provide color and texture



Potted plant materials bring a rich, human scale to the pedestrian experience



Low water use and low maintenance plant materials support water conservation



Eclectic collection of existing plants along Camino del Mar

Irrigation Guidelines

Permanent irrigation should be provided at new planting areas. An irrigation system should be designed that utilizes low water and low maintenance and does not contribute to surface run-off. Drought tolerant, low water use plant materials that support water conservation are recommended. Creative and pragmatic approaches to water conservation through the design of landscape irrigation should be utilized.

In order to create a natural growing condition for the Torrey Pine tree along the parkway and in the median of Camino del Mar, it will be important to properly install and maintain the trees. When the Torrey Pine tree is properly watered it grows in a broad, open and irregular form. Torrey pine street tree plantings will frame view corridors and individual trees allow views through to the ocean beyond. It will be important to maintain the natural character and form of the tree. Over-irrigation of the Torrey Pine creates a dense growth pattern with more uniform branching that is unnatural and reduces the open character, that allows views through the tree. Heavy soil conditions also contribute to a dense growth pattern. Future planting should be in coarse, sandy soils which are similar to the natural environment of the slopes of Torrey Pine State Reserve. Irrigation of the Torrey Pine tree should be limited to simulate natural water levels for the tree. Torrey Pines should be irrigated on valves separate from adjacent planting areas for maximum control. All shrubs and groundcover adjacent to Torrey Pine trees must be matched for similar water requirements. Once established, the Monterey Cypress is also a drought tolerant tree. Irrigation and maintenance practices for Torrey Pine trees should also be used for Monterey Cypress trees.

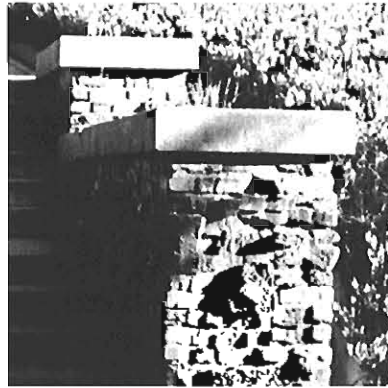


Torrey Pine trees support low water use

IX. FURNISHINGS



Private property owner furnishings contribute to Village character



Stone wall with concrete cap reinforces the craftsman quality

Components of the site furnishings palette for Camino del Mar have been selected to reinforce the eclectic, craftsman quality of the “Village”. A complementary palette of site furnishings comprised of lighting, benches, trash receptacles, bicycle racks, news racks and low seat walls will contribute to the overall character of the streetscape design.

Private property owners are encouraged to install site furnishings to reinforce the public right-of-way streetscape design. Private donations for site furnishings, similar to the bench donations at Seagrove Park and Powerhouse Park, should be encouraged. The appropriate city permits should be required for private installation. The public site furnishings listed in this document should also be referred to by private property owners. Installation of site furnishings by private property owners must comply with the standards in this Plan, as well as ensure an unobstructed, minimum 5 foot wide public path of travel.

Lighting

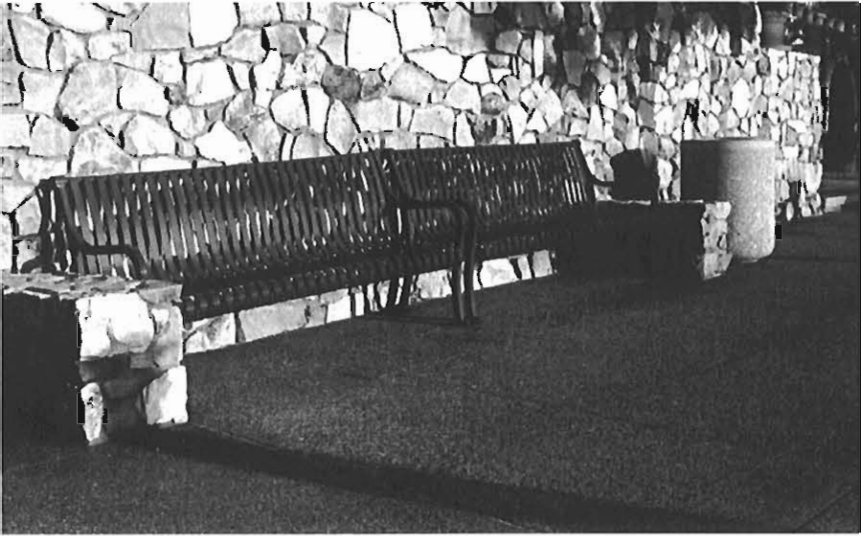
All fixtures in the public right-of-way should be kept simple and unobtrusive. Ornate or “historic” fixtures do not reflect the character of Del Mar and create the unwanted “over-designed” look. The existing street lights should remain as the primary light source for vehicular right-of-way, such as the Caltrans galvanized metal light standards or the box-style light standard with natural color, smooth finish concrete poles as found in front of the Del Mar Library. These light fixtures should be used along Camino del Mar where required of new street improvements or requested for lighting improvements. Street lighting should be supplemented with pedestrian scale fixtures along the walkways. New lights along the public sidewalk may be customized by the individual property owner, such as the light fixtures in front of Cafe Del Mar.



Pedestrian scale light fixtures at private property are encouraged

Benches

Several benches have been selected for the Camino del Mar streetscape. The intent is to use a “family” of sensitively detailed metal or wood benches to provide continuity, yet allow the flexibility for benches of varying sizes to be used at particular locations along the corridor. Precast concrete, plastic and fiberglass are not appropriate materials for benches. The family of benches includes a variety of lengths, such as 6 to 8 foot long benches typically found in the public right-of-way and “conversation” benches that are 3 to 4 feet wide that are intended for two people, as well as individual chairs and benches that are 18" to 2 feet wide.



Canterbury, Bowery Bench, steel furniture



Janus Cie, City Seat, recycled material bench with arms, Durawood furniture



Typical beach-style, wood bench



Smith and Hawken, Giverny bench, teak furniture

Benches will be placed at all bus stops. In the “Village”, benches will be located at heavily used pedestrian areas, as well as locations that the business community believes would benefit private users. In the Beach Residential area, benches can be located where appropriate, particularly at major access points to the beach. In addition to the proposed benches, the low stone walls proposed at the pedestrian safe crossings in the “Village” and the Beach Residential area provides additional public seating.

Bench Specifications:

- Janus et Cie, City Seat, Recycled material bench with arms, Durawood, (1.800.24 JANUS)
- Smith and Hawken, Giverny, Bench and arm chair, Teak (1.415.389.8300)
- Canterbury, Bowery Bench, Steel (1.800.935.7111)



Smith and Hawken, Somerset Armchair and Chelsea table, teak furniture

Trash Receptacles

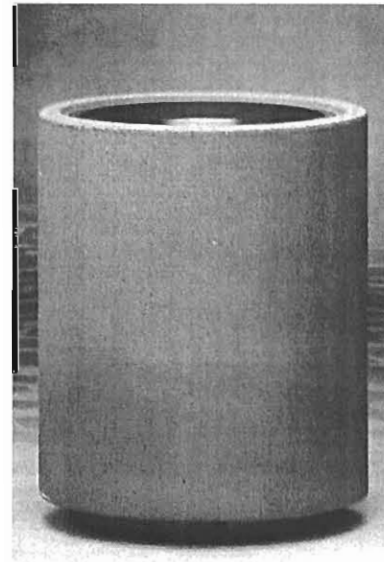
Warm concrete, sandblasted finish concrete cylinders should be used as trash receptacles. The top of the trash receptacle should be a simple metal cover without an exposed plastic trash liner. Bins for recycled materials, such as newspapers, should consist of the same materials as trash receptacles and be located at key places along Camino del Mar.

Trash Receptacle Specifications:

- Terra-Form, Weatherstone - Gray, style TF1220, concrete base, light sandblast finish. Waste Container Top - Bronze (Aluminum). (1.800.231.4836)
- Dura Art Stone, Color S-7, style TR-B, concrete base, light sandblast finish. Waste Container Top -Black (Fiberglass). (1.800.821.1120)



Existing trash receptacle of warm grey, colored concrete with light sandblasted finish and simple metal cover



Concrete trash receptacle,
Dura Art Stone

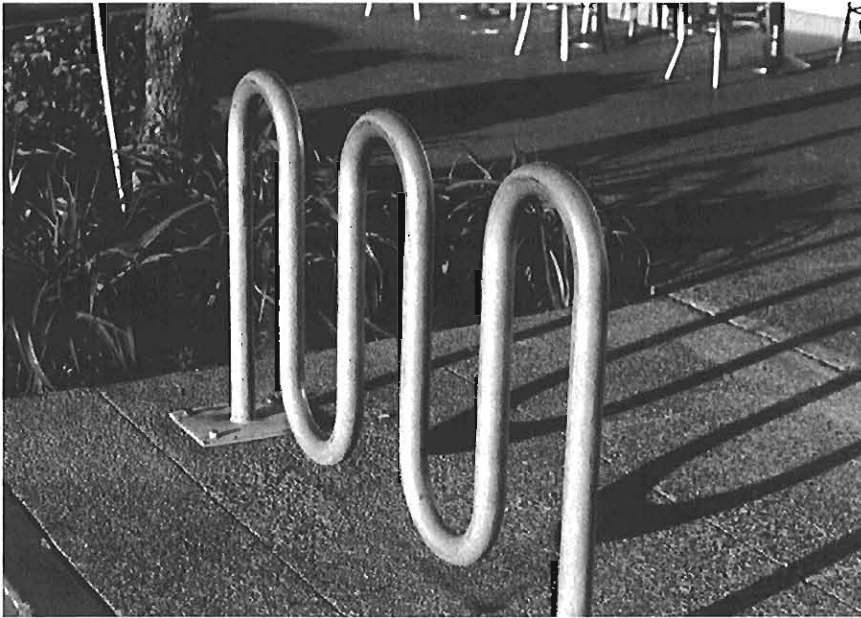
Bicycle Racks

Simple galvanized bicycle racks that are available in various sizes to provide bicycle storage in the places identified in the PROPOSED BICYCLE PATHWAYS diagram, figure 4. Placement of the bicycle racks should be at locations where the width of the public right-of-way can accommodate the rack with bicycles, outside the path of travel. Installation of the bicycle rack should be perpendicular to the sidewalk, to not block the path of travel when the bicycles are stored.

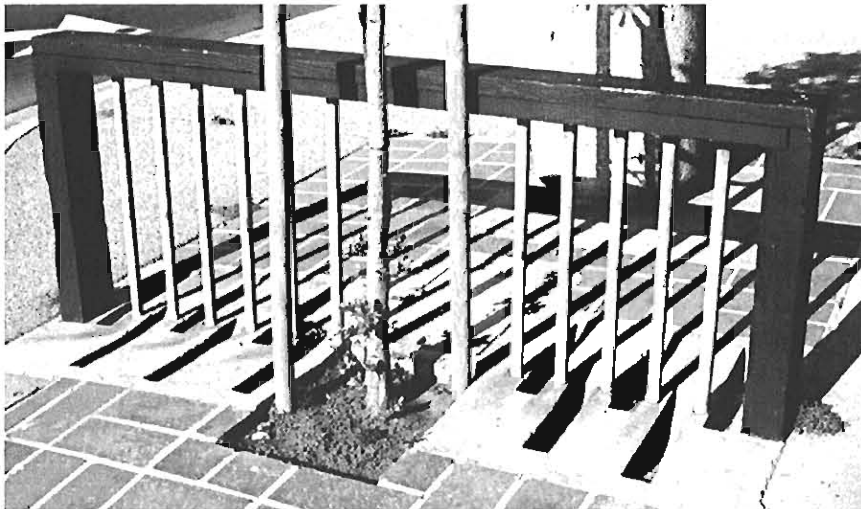
Two examples of bicycle racks are identified as appropriate for use along Camino del Mar. A wood design for a bike rack is an alternative to the specified aluminum rack available through product manufacturers. Given the eclectic quality of furnishings along Camino del Mar, individual property owners are encouraged to fabricate other types of bicycle racks, such as the examples found at the corner of 15th and Camino del Mar.

Bicycle Specifications:

- Ribbon Rack, aluminum. (1.212.505.6500)
- Bicycle Rack, appropriate wood designs with some metal parts for securing bicycles (similar to photo example)



"Ribbon Rack" bicycle rack, aluminum



Wood and aluminum bicycle rack at 15th and Camino del Mar

News Racks

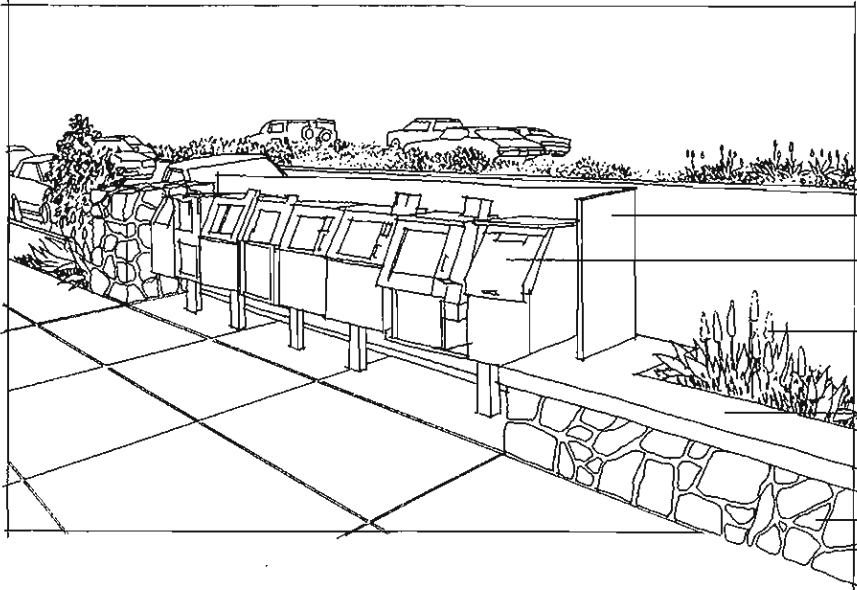
Proposed News Racks should be made of a stone foundation, with Cor-ten @ steel back, and sides, as illustrated. The front opening of the enclosure provides for display and retrieval of newspapers. The flexibility of this design creates a system that will accommodate any number of news racks clustered together. The illustrative News Rack drawings shown in this report use a custom stone and steel enclosure that can be designed to accommodate the number of newspaper racks at a particular location on Camino del Mar, from two to as many as eight newspaper racks can be screened. The enclosure can also be adapted for recycling bins with a higher back and sides to screen the recycling bins.

Enclosure Specifications:

- Natural stone and concrete foundation
- Cor-ten @ steel back, sides and top

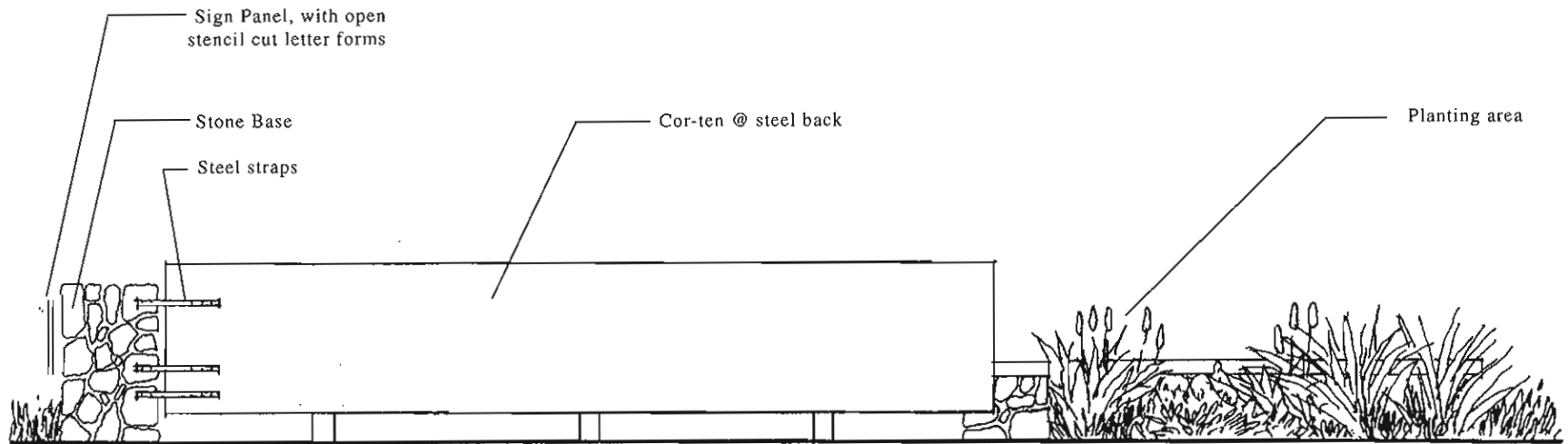


Existing newspaper racks on Camino del Mar

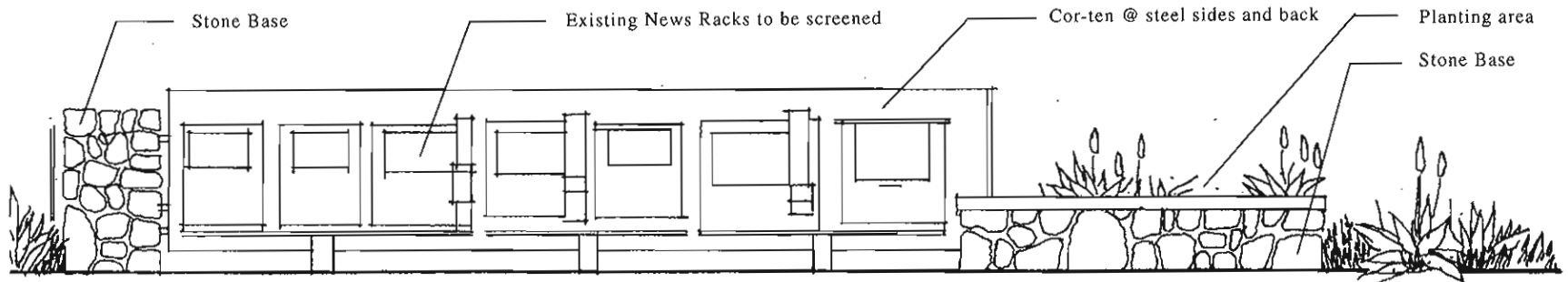


- Cor-ten @ steel sides and back
- Existing News Racks to be screened
- Planting area
- Concrete coping
- Stone Base

Proposed improvements to screen and enclose the existing newspaper racks



Elevation view of Newspaper rack enclosure from street side



Elevation view of newspaper rack enclosure from pedestrian path. Made of natural stone and concrete foundation and Cor-ten steel.



Trellis provides shade and creates a unique "Del Mar" style bus shelter



Existing bus stop on Camino del Mar and 13th Street

Bus stops

Sheltered bus stops are preferable, even in a mild climate such as Del Mar, as they provide shelter from both the winter winds and the hot summer sun. All bus shelter facilities must be universally accessible in conformance with current ADA standards. Bus shelters are a significant feature in the streetscape and the aesthetic quality of the bus stop area should be given extreme attention. Advertising should not be placed on the shelter and benches since it detracts from the overall design.

Design of bus stops, including benches, trash receptacles, and shelter should be consistent with the overall character of the streetscape, while providing for individuality based on location. Use of such materials as stone, brick, wood and Cor-ten @ steel and "natural, rustic" materials may be appropriate, depending on the location. Use of design competitions to create unique bus stops for specific places would foster the highly crafted eclectic character of Del Mar.



Brick wall detail with concrete cap and wood guard rails



Natural, rustic materials such as wood and brick

X. MIXED-USE GUIDELINES



Multi-level public outdoor area at
Del Mar Plaza



Strong pedestrian oriented area at
15th Street and Camino del Mar

The area referred to as the “Village” of Del Mar extends from Paseo de los Flores to 9th Street on both sides of Camino del Mar. This area is in the City’s Central Commercial Zone which consists of pedestrian oriented retail activities and a limited number of office uses. The area south of 9th Street to 8th Street is predominantly office/professional uses. The following guidelines have been developed to assist the City and property owners with consideration of overall mixed-use and signage design guidelines for the Village on a block-by-block basis. It is important to note that these guidelines are intended to serve as suggestions to those who may be upgrading existing commercial property or developing new commercial property in the future.

Village Character

Typically, mixed-use refers to a combination of land uses that include a diverse range of businesses and activities that support a “live, work and play” atmosphere. In this instance, the mixed-use guidelines include land use, types of commercial, street and store front activities as well as programmatic recommendations for the “Village” to create an active, diverse use, pedestrian-oriented place. Mixed use development is characterized by a mixture of non-residential and residential uses which occur in the same building or building site. Where non-residential and residential development are mixed in the same building, the non-residential component is usually located on the ground floor or upper floors. Residential uses typically occur on the second floor.

As previously discussed in the Parking Section, use of topography to provide underground parking with store front commercial and office/residential above is recommended. Parking entrances should be directed to the alley and side streets — not directly off Camino del Mar, in order to minimize curb cuts, reduce pedestrian/vehicle conflicts, and limit views of parking areas from the street. New parking located below grade will allow more area for building development and landscape area at or above street level. Use of public parking lots and parking structures will help encourage small lot development and support a strong pedestrian environment. Along the street front of Camino del Mar emphasis should be placed on the pedestrian and the store front commercial uses.

Multiple uses of the public right-of-way should be encouraged where adequate area would permit sidewalk cafes, kiosks, push carts and other outdoor-oriented business uses. While it is common for tables and chairs to be freely placed about, these uses should be located in such a manner that the highly used pedestrian areas along the sidewalk are not blocked and do not conflict with accessible travel. Where possible, there should be containment of seating areas to address this issue. The placement of seating at the southwest and southeast corners of 15th Street and Camino del Mar, and the southeast corner of 13th Street are good examples.

Residential Uses

In order to gain a more dynamic, pedestrian-oriented environment, a strong residential component is recommended for the Village. Opportunities for residential development, contribute to the mix of uses, and to the pedestrian-oriented nature of the Village. The Village supports a wide



Outdoor areas with sidewalk cafes contribute to a pedestrian-oriented "neighborhood"



Residential, commercial and retail activities to create a residential neighborhood array of housing opportunities, given the access to public transportation and supporting commercial uses. When and if redevelopment occurs, an appropriate design opportunity for affordable residential development can be explored. The recommendations in this report suggest that residential development be located on the east side of Camino del Mar due to land availability, topographic opportunities and relationship to existing commercial and residential uses. Several locations are suggested for future residential uses; however, other locations may be determined appropriate, upon further study, and should not be precluded. These guidelines are intended to provide a variety of housing opportunities in the Village.

These guidelines do not assume major redevelopment of entire blocks — instead these guidelines recommend phased, infill development which is the more appropriate means to provide affordable housing within the existing Village infrastructure. Incremental, infill development is a means of providing future residential development in the Village while maintaining the commercial activity. The height control in the Village provides for building mass and scale that would accommodate residential uses, while maintaining views to the ocean.

The inclusion of residential uses in the Village requires that specific site planning issues be addressed, as with any new residential development — whether it is a conversion of an existing building, infill development of a vacant property or redevelopment of an entire block. The design approach in the Village for residential uses is to encourage development which will have common public parking, a mixture of compatible uses with ground floor retail and residential above, and more open space for events and uses such as outdoor cafes. Given the existing building locations, available surface parking, access issues, existing mix of uses, land availability, topographic conditions and proximity to the adjacent residential development, the east side of Camino del Mar is more appropriate for residential use. Specifically, reuse of existing buildings and infill development are more conducive for residential uses on the east side of Camino del Mar.

East side of Camino del Mar

- Topographic change from Camino del Mar to the alley provides greater flexibility for storefront commercial, residential above and residential at the back of the property along the alley.
- The height control results in the building height at the rear property line to match the height of the existing, adjacent single family residential neighborhood.
- Conversion of surface parking areas with infill development, including residential uses, and conversion of terraced parking to infill development is available.
- Several large, existing properties could be redeveloped (as described in the block-by-block narrative).



View north at 13th Street
Topographic change on the east side of Camino del Mar is a typical condition

The west side of Camino del Mar is less appropriate for residential development due to the lack of available area for incremental development, relationship to adjacent single family residential and topographic considerations.

West side of Camino del Mar

- There are fewer opportunities for surface or terraced parking to be redeveloped with residential uses.
- Height/bulk issues with any new buildings would create a wall along the rear property line at the alley . This is not in character with the scale of the adjacent single family residential.
- The alley is an active commercial delivery corridor with potential conflict with residential uses.
- The height control does not offer the flexibility the east side of Camino del Mar affords for a mix of commercial and residential uses.

Suggested Residential design guidelines

- Orient residential units near front/street property lines and orient entries to the alley.
- Alley access to garages or surface parking is preferred to minimize the conflict with pedestrian-oriented activities along the street frontage.
- Driveways for residential uses should not conflict with access to loading/unloading facilities needed by commercial activity.
- Residential units and entries oriented to Camino del Mar can increase the sense of a Village “neighborhood” and provide more public/private outdoor space from Camino del Mar.
- Future development on Camino del Mar should focus on the treatment of public edges of private development, public spaces and pedestrian links to parking and open space areas.



Streetscape enhanced with planting



Shaded pedestrian path increases “neighborhood” character

Before the city actively promotes residential development in the Village, it is suggested that a more detailed study be conducted that conveys the existing conditions, urban design concepts and development standards for affordable housing.

Future Studies

- Describe the basic land use regulations, site development regulations and performance standards designed to govern residential uses in the Village. Include allowable uses, maximum and minimum regulations, required yards: front/side/rear set backs, maximum Floor Area Ratio (FAR), landscaping, parking, signage, and other site development regulations.
- Provide supplemental illustrations as required to show the basic architectural, environmental, landscape architectural and urban design character to be attained in the Village.
- The streetscape concept in this report provides the framework for future study of housing opportunities.

Commercial Uses

Better utilization of existing commercial property and parking available in existing parking structures would strengthen the commercial activities. Large, single purpose businesses and businesses serving automobile enterprises (such as drive-through restaurants, banks, etc.) are not recommended. Ground floor retail activities in this area are preferred to office uses; however some office use is desirable located at the upper floors of mixed use development and in the southern portion of the Village. The mix of use should be governed primarily by the "market". However, all ground floor uses should have windows and activity spaces that animate the street level. Residential above commercial is preferred. Shopkeeper units, when the owner of a retail business lives above the shop, would contribute to the mix of uses. A diversity of shops to serve Del Mar residents, tourist and regional shoppers and a variety of eating establishments with both indoor and outdoor dining areas will reinforce the pedestrian-orientation of Del Mar. Ultimately, more of the surface parking lots should be replaced with shops, cafes and planting areas with parking located in parking structures.



View across Camino del Mar from east side to west side

Architectural Character

At its inception, Del Mar's strong imagery was derived from the half-timber construction, brick bases for buildings, steep roof pitches, wood shake shingles, darker colors, natural materials and a "Village in the Forest" quality. The shops located at the southeast corner of 15th Street and Camino del Mar are good examples of the early building tradition. Stands of native Torrey Pine trees reinforce the dark, wooded, Village quality. Newer buildings such as the Inn L'Auberge and Del Mar Plaza have responded to the "Stratford-on-Avon" style created in the 1920's. However, the introduction of bulky, light colored buildings without the rich craftsman detail has detracted from the quality that makes Del Mar a desirable destination.



Village architectural character



Pedestrian-oriented activity at the corner of 15th Street and Camino del Mar

Creation of a specific "architectural theme" that creates homogenous architecture should be avoided. The early Tudor style and the better new buildings are good examples of the types of features appropriate for building scale, design detailing, and articulation of building form, without creation of an entire street with homogenous buildings. The objective for future development on Camino del Mar is to sensitively design buildings with a mix of commercial businesses and store fronts, outdoor cafes, seating areas, and residential uses.

New structures and redevelopment of existing structures should retain the pedestrian scale. An attention to detail that retains a low scale intensity of development, utilizes designs which preserve ocean views, and promotes a continuous pedestrian path on both sides of Camino del Mar are basic criteria for creating a cohesive streetscape.



Outdoor seating areas with freely placed tables and chairs



Outdoor cafe area at the street level with commercial uses in the floors above

Streetscape Character

This Plan contains improvements for the public right-of-way adjacent to private property. A strong, continuous streetscape that supports individual improvements at private property, yet provides continuity for the public right-of-way is essential. At the pedestrian level the use of warm colors, rich textures and diverse planting enhance the human scale of the place. Overhead utilities, sign clutter, murals and blank building walls should be prohibited. Removal of sign clutter, undergrounding of all utilities, especially along the east side of Camino del Mar south of 9th Street to 4th Street, and the use of appropriate lighting will improve the visual quality of the Village. The contribution by private owners to the streetscape with benches, street trees and extensive planting will promote beautification of Camino del Mar in the Village. Landscaped areas in the middle of blocks for outdoor dining and entrances to small shops, as well as connections from Camino del Mar to the alley should be encouraged.

Outdoor cafes and sidewalk cafes that partially or wholly extend into public property can contribute to the pedestrian environment on Camino del Mar. Tables, chairs, trash receptacles and other items, if located near street curbs, can interfere with car doors, pedestrian movement along the street and pedestrian access to parking spaces. A clear area of at least five feet in width must be maintained for pedestrian use over the entire length of the sidewalk in front of the cafe. Furniture should be of a uniform color and design and of substantial construction to withstand outdoor use.

Block-by-Block Recommendations

The following is a block-by-block description of recommendations for mixed-use and streetscape opportunities that contribute to the commercial vitality, pedestrian oriented development and visual character of Camino del Mar. For ease of review, this narrative describes the Village from north to south, for the east side of Camino del Mar and for the west side of Camino del Mar between Paseo de los Flores and 9th Street.

Both sides of Camino del Mar north of 15th Street

Both the Inn L'Auberge and the Del Mar Plaza are examples of a mix of commercial retail and visitor serving uses appropriate for Camino del Mar. The architectural character, public open space and pedestrian activity anchors the Village at its northern edge. These projects express the "Del Mar" character for new development.

East side / 15th Street to 14th Street

A mix of office uses and retail commercial use, and pedestrian activities coexist along this block. Modifications to eliminate or reduce surface parking would greatly improve the streetscape character and afford additional commercial use. The existing outdoor cafe area is a good example of the extension of indoor eating to the public right-of-way, while maintaining the public path of travel. The corner surface parking lot, however, creates a congestion problem when patrons use the parking lot for quick trips to the adjacent retail establishments. Consideration should be given to replace the surface parking lot. The existing topography would lend itself to a new building that includes below grade parking and a mix of commercial uses.

It is recommended that the public plaza in front of the existing freestanding bank building be redeveloped. A landscape area that connects to the adjacent outdoor cafe is preferable. The topography would also lend itself to a building with parking below or at the back of the lot and a terraced building with pedestrian connections to the alley. Along the length of the block, parking is available off the alley.

On the north side of 14th Street, the surface parking lot at the corner continuing underneath the building does not contribute to the pedestrian environment of Camino del Mar. The surface parking lot and blank wall of the office building could be redesigned to invite pedestrian activities at the corner of 14th Street and Camino del Mar.

East side / 14th to 13th Street

This area contains several individual medical/office professional buildings on the south side of 14th Street which are separated from the Del Mar library located at 13th Street and Camino del Mar. In front of the office buildings runs a continuous pedestrian path, interrupted by the entrance to a surface parking lot which serves the office building. Along the length of the block, parking is available off the alley. A new building, infill development, could replace the surface parking lot to create a continuous building edge along Camino del Mar, with the potential to create a mix of office/professional uses and residential development. Additional commercial uses could be located on Camino del Mar with residential development above commercial along Camino del Mar and a parking structure located below residential along the alley. Vehicular access to residential development is recommended off the alley and not from Camino del Mar. Infill development in this block would provide a continuous row of buildings and uninterrupted pedestrian path along Camino del Mar. The Plan does not recommend changes to the existing parallel parking, except for additional planting at both ends of the continuous parking area. In front of the library, the east side of the pedestrian path will be landscaped and the mature stand of Eucalyptus trees preserved. Recent development at the library site has been consistent with the recommendations in this Plan.

East side / 13th Street to 12th Street

This block contains a mix of retail, restaurant and office commercial uses. Along the length of the block, parking is available off the alley. This Plan does not recommend changes to the existing mix of commercial uses. The recommendations in this block are to improve the streetscape character. The restaurant at the corner is one of the best examples of the use of indoor/outdoor activities, with attractive walls, lighting and landscape expressive of the "Del Mar" character. However, the office building that wraps around behind the cafe does not contribute to the pedestrian environment or orientation to Camino del Mar. Additional planting and redesign of the parking area to eliminate, if feasible, the curb cut on Camino del Mar would also improve the streetscape. Parking access should be redirected to 13th Street.

Adjacent to the surface parking area at Cafe Del Mar is a long, narrow building which contains a restaurant and office uses. An outdoor cafe is



Cafe Del Mar is a good example of private improvements such as low walls, lighting and lush planting that contributes to an attractive public streetscape environment

located in front of the building at the street. Adjacent to this building are several two-story commercial buildings fronted by a surface parking lot. The commercial buildings are two stories and one contains an outdoor eating area on the second floor with a mix of commercial retail uses on the ground floor. The parking lot located in front of the building breaks up the continuity of the pedestrian path and creates conflict between pedestrians and vehicles. The Plan recommends placement of additional planting and redesign of the parking lot to improve the appearance. If feasible, the Plan recommends removal of the surface parking lot. A clear pedestrian path from the public sidewalk to the private storefronts would also attract pedestrian activity to retail businesses and restaurants.

North of the 12th Street intersection is a terraced office building, with extensive planting and a water feature at the building entrance. Diagonal parking is located off Camino del Mar and the pedestrian path is located away from the street through the landscaped area along the building. Access to the upper floors of the building are provided off Camino del Mar. The entrance to the below grade parking structure is located off 12th Street. This parking structure is not well-signed and if, space is available, it could provide needed public parking in the area merchants have identified as high demand.

East side / 12th Street to 11th Street

This block of Camino del Mar contains several commercial buildings that are broken up by narrow access ways to surface parking lots behind the buildings. There is no alley access in this block; however, a deck parking area is located off 11th Street to serve the corner building. Redevelopment of the existing parking areas could provide structured parking which utilizes the change in grade and creates more parking in the center of the Village. Along Camino del Mar is located a series of diagonal parking spaces which the Plan recommends to be moved westerly to provide more pedestrian space with additional planting islands between spaces. The pedestrian path is located at the face of the building in front of the parking spaces. The Plan recommends planting be added between the parking spaces and pedestrian path. The Plan does not recommend changes to the mix of commercial uses.



At 11th Street, topographic change at intersection with diagonal parking and pedestrian path at the storefront

East side / 11th Street to 10th Street

A mix of retail and office uses exist at Lemon Tree Corner with landscaped courtyards between the individual buildings at the back of the block. The buildings create a low scale pedestrian environment with a surface parking lot located off 11th Street. In front of the corner building is diagonal parking. The Plan recommends improved pedestrian access at the storefront by moving the diagonal parking closer to the street. The change of grade up to the east from Camino del Mar is pronounced in this location given the siting of the existing office building. In front of the building along Camino del Mar the landscaping on the slope is inadequately planted under the mature trees. Additional planting would greatly improve the streetscape character.

At Canterbury Square on the north side of 10th Street is a mix of professional and medical office, retail, and restaurant uses, well designed in the Del Mar spirit. This building has below grade and deck parking from an access drive off 10th Street. This parking area is not well-signed and if parking is available, it could provide needed public parking in the center of the Village. The Plan does not recommend changes to the mix of commercial uses.



Canterbury Square between 11th and 10th Streets on Camino del Mar

East side / 10th Street to 9th Street

The south side of 10th Street at the existing Gasoline service station is a major visual divergence from the Del Mar character and is one of the few large lots remaining in the Village with redevelopment potential. The surface parking lot creates an expanse of black asphalt that marks the transition from the central Village with a mix of retail and visitor serving commercial to the south Village with office uses. There are several options for redevelopment of the site: 1) improve the existing station, 2) redevelopment of the entire site retaining a needed local serving use, such as the service station, with other commercial uses, and 3) redevelopment of the entire site without a service station.

First, if the entire block is not redeveloped, at a minimum, the street frontage should be improved with additional planting and a non-contiguous public pathway that separates the pedestrian from the roadway and



Gasoline station at 10th Street and Camino del Mar offers a site for mixed-use development, particularly residential uses

provides planting to screen the “sea of asphalt”. The current service station is a “standard” scheme that could be located anywhere. Modifications to the property at the street frontage, paved areas and existing buildings would tailor the standard design and create a “personality” specific to Del Mar. Replacement of unused paved areas with extensive planting to reduce the overall amount of asphalt, craftsman style materials such as brick or stone added to the building facade, and signage consistent with the Signage Guidelines in this Plan will improve this property.

The second and third option involve redevelopment of the entire site, with two schemes for the future mix of commercial uses. Complete redevelopment of this property would define the southern gateway to the Village and provide an “anchor” with a mix of commercial uses similar to Del Mar Plaza at the northern gateway. Integration of a new service station with a mix of commercial uses retains a needed local and visitor-serving use in Del Mar. If retaining the service station is deemed to be infeasible or inappropriate, the entire site should be redeveloped with a mix of commercial uses, including local and visitor-serving uses. A terraced building with structured parking, pedestrian oriented commercial and public terraces, would greatly contribute to the Camino del Mar streetscape. Access to the parking structure should be from 10th Street, not Camino del Mar. This site may be appropriate for future residential development, given the available site area and proximity to existing visitor commercial uses. Along Camino del Mar, store front commercial uses are recommended, with residential above.

The mixed use guidelines and specific recommendations in this Plan should be applied to redevelopment of this block. With any of the above redevelopment options, consideration should be given to redevelopment of the surface parking at the back of the office building on the north side of 9th Street to improve the entire block.

West side / 15th Street to 13th Street

Stratford Square located on the south side of 15th Street is exemplary of the mix of uses, architectural style, streetfront and pedestrian-oriented activities that contribute to Camino del Mar's unique character. The Plan does not recommend changes to the existing mix of commercial uses. Although pedestrians have created a mid-block cut through at the existing median on Camino del Mar, a permanent crosswalk should not be provided in this location, since the Plan recommends a wider median for planting and a crosswalk is provided at 14th Street. There is a local pedestrian route from Camino del Mar to the Del Mar Lane with landscape planting and seat walls that should be preserved.

The surface parking lot located at the terminus of 14th Street breaks up the rhythm of the series of small shops and restaurants along this block. Although the parking lot is screened from the street, the site is underutilized as a parking lot and should be redeveloped. Consistent with the other buildings in this block, new construction should create strong pedestrian oriented, storefront uses. The change of grade down to the alley affords the use of a building which terraces down to parking below or additional shops. At street level, views down 14th Street should be retained, where feasible, to emphasize the proximity to the ocean to the west.

At mid-block is a mix of commercial uses and exemplary architectural design on the north side of 13th Street. The outdoor dining on the street and alley side of the buildings, mix of building styles and variety of commercial uses contributes to Camino del Mar's unique character. Use of private street improvements, such as paving, planting, seat walls, and furniture provide a rich pedestrian environment that attracts business activity.



Views to the ocean from east side of Camino del Mar through trees

West side / 13th Street to 12th Street

This block has a variety of commercial uses such as office, retail and restaurant uses in multiple buildings with pedestrian access from the street, as well as the alley. The Plan does not recommend changes to the existing mix of commercial uses; instead the Plan recommends streetscape improvements to improve business and pedestrian activities. Along the length of the block, parking is available off Del Mar Lane. On the south side of 13th Street is a surface parking lot that has the potential for redevelopment. Several elements that should be retained or replaced with redevelopment of the surface parking lot at street level is the use of low seat, retaining walls with planting areas.

Mid-block, at the Arts Park Building, is one of the few locations where buildings are situated below the Camino del Mar roadway. This quirk is one of the wonderful events that give Del Mar its eclectic character and should be maintained. ADA mandated accessibility will need to be provided by the property owners and it will be important that these modifications conform with the character of public right-of-way improvements for access. In front of the buildings is diagonal and parallel parking, and one segment is a pedestrian path adjacent to the street. In other locations, the pedestrian path is located adjacent to the building face. The Plan recommends moving the parallel parking closer to the street to expand the area for pedestrian use and planting.

North of 12th Street the Plan recommends moving the diagonal parking area closer to the street so that the excess area at the front of parking spaces may be used for private improvements at the storefronts. This creates a more pedestrian friendly area separated by planting from the parked cars, with increased space at the storefronts for window shopping and merchandising.

West side / 12th Street to 11th Street

This block also has a variety of commercial uses including office, retail, local serving commercial, bank and the Chamber of Commerce. The Plan does not recommend changes to the existing mix of commercial uses, but instead recommends streetscape improvements to improve business and pedestrian activities. Along the length of the block, parking is available off the alley. In front of the buildings diagonal parking is available. The Plan recommends moving the diagonal parking closer to the street, in

order to use the excess area for added planting between the parking area and pedestrian path of travel, as well as widening the pedestrian path adjacent to the building face in the private right-of-way. The Plan also recommends additional planting islands between parking spaces.

West side / 11th Street to 10th Street

The area at City Hall could be improved with redevelopment of the existing building and surface parking lot. The grade steeply slopes down from Camino del Mar to the existing building and parking lot. Redevelopment of the site would be an opportunity to provide structured parking below the roadway grade and terrace the building away from the street to create public open space along Camino del Mar. Redevelopment of this block affords the opportunity for consolidation of city services buildings, such as an expanded city hall, fire station, or other city service buildings. Additionally, the cable television station and other commercial office uses could be located in this new civic complex. If the entire site redevelops, attention should be given to the street character along Camino del Mar with the potential for outdoor public gathering areas. If redevelopment of the entire site is not feasible, additional planting along the street and a new pedestrian path would greatly improve this part of Camino del Mar.



City Hall site envisioned for expansion of city services and public gathering space

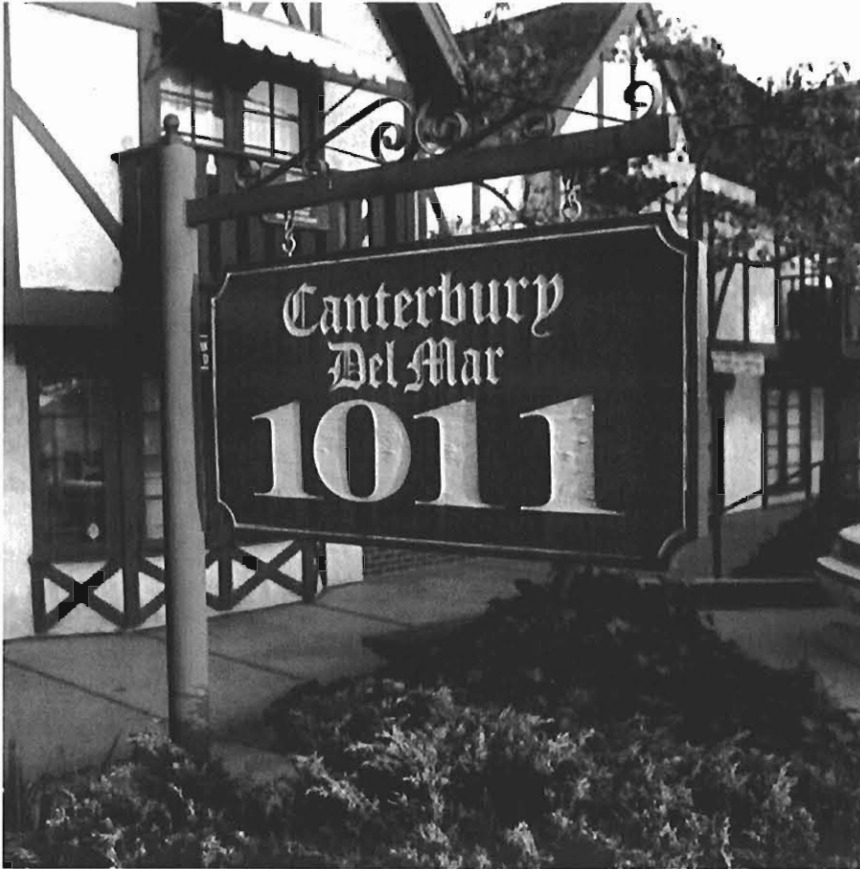
West side / 10th Street to 9th Street

This area contains visitor serving commercial uses. The steep embankment in front of the motel drops off rapidly from Camino del Mar to a surface parking lot below. Access to the site is difficult. The site provides a critical location for redevelopment of the transition area between the civic center/office uses and visitor serving commercial uses to the south. Given the grade separation, structured parking and a new terraced building to provide storefronts at grade would be an opportunity for mixed use commercial. Between the existing motel and commercial building is a surface parking lot with parking below. The current parking access off 9th Street to the below ground parking is preferred to parking access off Camino del Mar. At the commercial building on the north side of 9th Street is a bus stop. The Plan recommends additional planting adjacent to the street to separate the pedestrian path from the street. Planting improvements along this segment of Camino del Mar and a bus shelter with seat walls at the north side of 9th Street would greatly improve this gateway to the Village.



Motel site between 10th and 9th potential redevelopment with visitor-serving commercial and residential

XI. SIGNAGE GUIDELINES



Dark background signs with lighter letter forms in "rustic" materials, color, texture and finish to complement the Village character

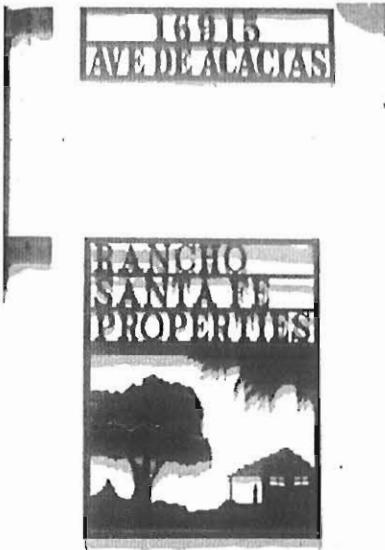
Use of a standardized sign type for the "Village" would not be appropriate. These Signage guidelines are intended for use in the public right-of-way, however they are not intended to replace the criteria recommended for traffic signals and signs designed for public safety.

The following are guidelines to encourage a range of styles that enhance the eclectic and unique qualities found along Camino del Mar. The subtle, dark, colors of the landscape are appropriate to carry over into building and signage character. The basic recommendation is a dark background with light letter forms and graphics with no more than 40% of the sign area used for lettering and graphics. The letter height should be proportionate to the overall sign area. Signs may be made of virtually any material - however, the surface finish of the sign background may not be shiny or glossy - a matte finish is required. Letter forms and graphics may be bright and shiny, however use of neon signs and internal illumination should be limited. Accent colors can be used, but harsh, vibrant tones are discouraged.

Private Property Signage

Carefully designed and executed signs are an important component of the streetscape character. Use of a variety of signs, such as blade signs, arcade signs, plaque signs, awning signs, and fascia panel signs, at private properties along Camino del Mar contribute to the eclectic character. Two and three dimensional signs which project perpendicular to the business provide different signage opportunities. The following sign types should be discouraged: freestanding signs, plastic materials including acrylic letters or plexiglass panels, and plexiglass channel cut letters. Storefronts should be limited to a combination of two signage types to reduce the possibility of "sign clutter", while still allow for sign diversity. The use of neon should be limited to small areas.

Signs should be used on Camino del Mar which reflect the special type or personality of each business. Iconography, such as a three dimensional shoe for a cobbler or a pipe for a tobacco shop is encouraged. Insure that signage is compatible with the architectural style, colors and materials of each structure and its unique location.



Cut out letters and images provide an alternative sign design and contribute to the eclectic quality of the Village

Character

Appropriate materials include painted, weathered, metal (e.g. bronze, copper, stainless steel, wrought iron), and natural finished, and stained wood, glass and inlaid stone. Individual property owner signage should be an appropriate and sensitive response to the building location, architectural style, and have a high level of craftsmanship.

Location

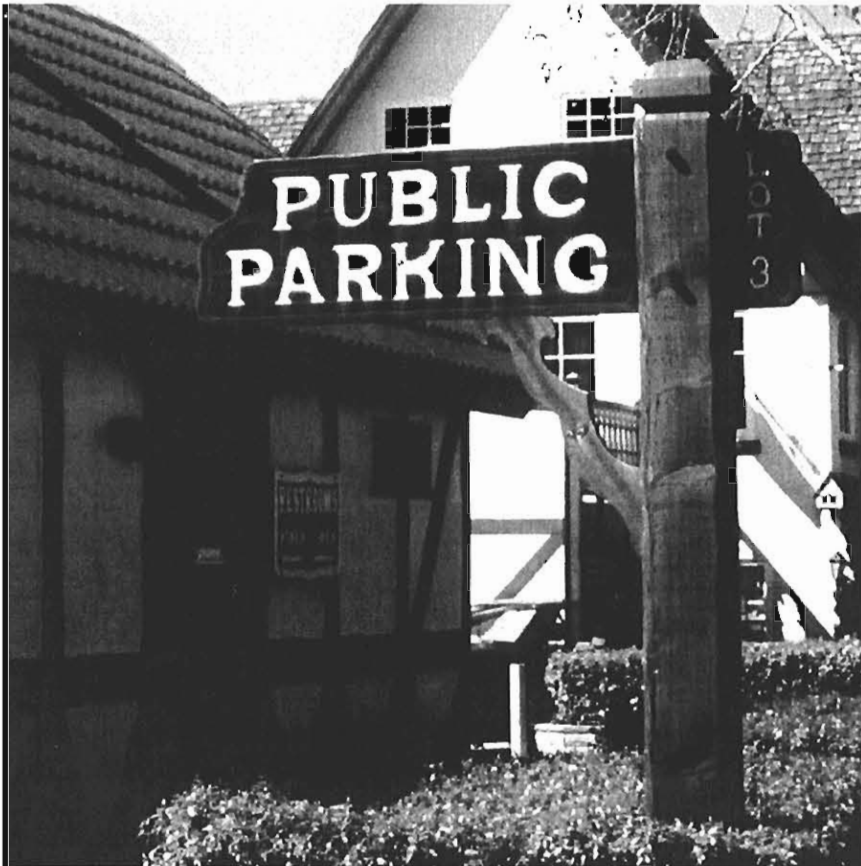
Signs should be permanently installed or affixed to the storefront. Temporary advertising banners, pennants, sandwich boards and other promotional materials should be discouraged.

Area / Size

Individual sign sizes and parameters should be defined by the City's standards. The total signage area allowed for any storefront should be based on the relationship of the storefront square footage and frontage, with respect to maintaining an appropriate pedestrian scale.

Illumination

Use of internally illuminated signs should be limited. Where appropriate, internal illumination may be used if a discrete amount of the sign area is used to highlight business names and/or addresses. Brightly lit free-standing signs and "box" illuminated signs should not be used on Camino del Mar.



Consistent directional signage and information signs will reduce the "clutter" and assist pedestrians in the Village

Public Property Signage

Street signs at the entries to Del Mar at Carmel Valley Road and Via de la Valle should be simple, rustic signs with limited graphics and text.

"Welcome to Del Mar" or similar identification would be appropriate. A dark color, wood sign is recommended. Information / directional signs along Camino del Mar should be in keeping with the overall character of the streetscape. Simple signs with minimal graphics and text are appropriate markers for informational / directional signage. Overall, signage should have a dark background with light color text/graphics as depicted in the images in this Section.

Public Right-of-Way Signage

All traffic signs, as deemed necessary, must conform to CALTRANS guidelines for consistency and safety (i.e., traffic signs must be reflective). Modifications to traffic sign specifications and materials must be approved by CALTRANS (i.e., wood backing, steel or wood posts). Other types of vehicular directional signs, public parking signs, street name signs should also be reviewed for consistency and safety purposes.

XII. IMPLEMENTATION

Plan Drawings

This report includes Technical Plan Drawings for the entire length of Camino del Mar at 1"=50'0". These drawings depict the existing and proposed northbound and southbound traffic lane configurations, parking, bicycle lanes, pedestrian paths, medians and parkway planting areas, basically Camino del Mar's circulation "infrastructure". These drawings are maintained in digital (AutoCAD release 12) format by the City Engineer. These drawings are schematic level plans meant to convey the overall arrangement of right-of-way elements and guide the design of future street improvements. This report is intended to provide enough detail to serve as a point of beginning for the standard design development phase of a construction project. This would be followed by construction contract documents.

The following general notes apply to use of the Technical Plan Drawings and review of future street improvements:

- At the time of implementation, if existing medians, curblines and striping are within a few feet of proposed improvements, consider maintaining the existing conditions to save costs.
- All curves must be smooth, and all transitions must be engineered to meet specific design speed criteria.
- Provide a minimum 6 foot wide median for strollers or wheelchairs.
- Adequate sight distance must be maintained at all intersections and median openings (a relatively clear window of 2.5 feet to 7 feet).
- All intersection curbs, medians, and striping must align properly on tangent or curves accordingly. Considerable engineering is still needed from these plan drawings to create construction documents.
- Wherever possible add "safe crossings" on side streets (with side street parking).
- All parallel parking should be 8' wide (7' if existing).

- The plan drawings show the difference between existing curblines and proposed curblines. Existing curblines are shown as dotted lines and proposed curblines are shown as solid lines on the plan drawings.
- Drainage will be impacted throughout the design, especially at the “safe crossings” and parking turnouts.
- Irrigation will be addressed at the time detailed planting and engineering drawings are prepared.
- Medians are shown in the plan drawings for graphic purposes only. The turning radii flares must conform to the current road way criteria for vehicular turning movements.
- When constructing new medians provide a 12 inch wide concrete or asphalt strip to match adjacent curb to allow for maintenance personnel access.
- Crosswalks are depicted for graphic purposes only and will require further review, and special treatment pursuant to CALTRANS design guidelines.
- Typical planting at the 'safe crossing' locations should consist of low landscaping in front of motorists approaching the crosswalk with larger trees as a backdrop, behind the crosswalk.
- New trees and replacement trees are indicated on the plan drawings using two different symbols. In areas where a tree is replacing an existing tree, the new tree is intended to be planted in the same location or within 5'-10' of the location indicated on the Technical Plans. These plans depict schematic tree and planting area locations to provide direction for future improvements and are not intended to preclude the flexibility to locate future street trees given specific site constraints and views.
- The old Highway 101 roadbed remains buried under much of the Camino del Mar right-of-way. To facilitate proper plant growth and drainage, the old roadbed should be removed as improvements take place in areas designated as planting areas in the Technical Plans. Capital improvement budgets should include a line item for this work.

- This is only a schematic planning document to provide geometric guidelines.

Technical Plans

On the following pages are digital plans created in Autocad Release 12 at 1"=50' 0" for the entire length of the Camino del Mar corridor. The plan drawings are organized as a continuous drawing, from north to south, beginning with page 1 at the intersection of Camino del Mar and Via de la Valle at the north to page 35 at the intersection of Camino del Mar and Carmel Valley Road at the south.

In order for the reader to understand how these plans were created, an example sheet is included with a legend that identifies the existing and proposed Camino del Mar public right-of-way improvements. All of the drawings indicate dimensions for the specific streetscape components: the width and location of automobile, bicycle, pedestrian and parking lanes. Existing automobile, bicycle, pedestrian and parking lanes are dotted lines. The proposed intersection geometries with new automobile, bicycle, pedestrian and parking lanes are shown as solid lines, and new trees are solid circles. New planting areas are indicated with a screen pattern to show proposed median and parkway planting areas. Each sheet contains a north arrow, scale and page number to assist the reader with review of the Technical Plans and Diagrams.

Incremental Projects

The street improvements recommended in this report are intended to be implemented incrementally, over time. The City will use this report to assist private property owners that submit future development proposals on and adjacent to Camino del Mar. As repairs and street improvement projects are made to Camino del Mar the City will use this report to determine future improvements.

Funding Sources

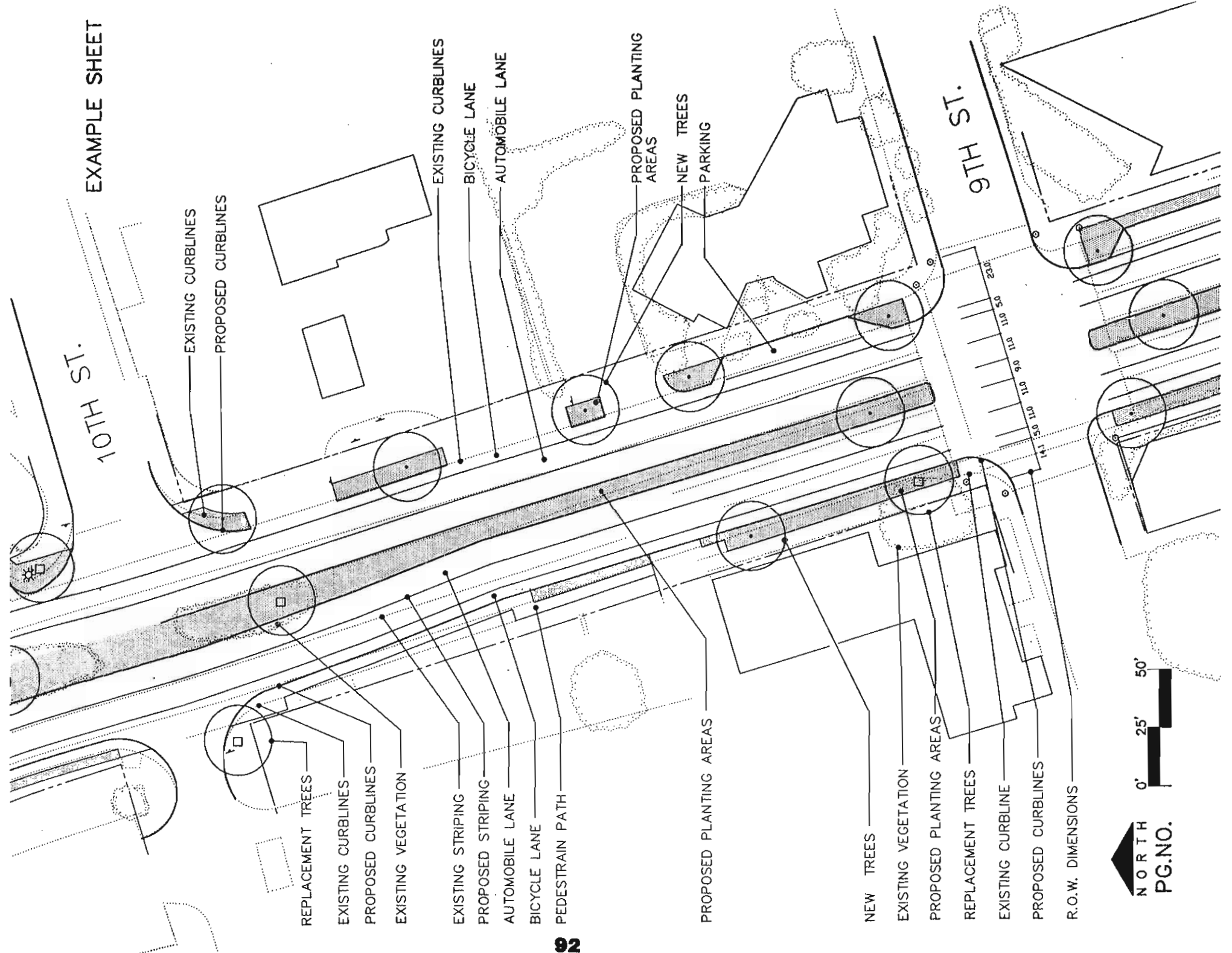
Use of on-going, City-sponsored capital improvement projects will be the primary funding source for implementation of the Camino del Mar Streetscape Plan.

Another good source of funding may be from regional funding recommendations made by San Diego Association of Governments (SANDAG) Bicycle / Pedestrian Facilities Committee.

Other potential funding sources include: Federal Highway Administration (FHWA), TransNet (i.e.: sales tax revenue), Office of Traffic Safety (OTS), ISTEA Transportation Enhancement Activities (TEA).

10TH ST.

9TH ST.



EXISTING CURBLINES
PROPOSED CURBLINES

EXISTING CURBLINES
BICYCLE LANE
AUTOMOBILE LANE

PROPOSED PLANTING
AREAS
NEW TREES
PARKING

REPLACEMENT TREES
EXISTING CURBLINES
PROPOSED CURBLINES
EXISTING VEGETATION
EXISTING STRIPING
PROPOSED STRIPING
AUTOMOBILE LANE
BICYCLE LANE
PEDESTRAIN PATH

PROPOSED PLANTING AREAS

NEW TREES
EXISTING VEGETATION
PROPOSED PLANTING AREAS
REPLACEMENT TREES
EXISTING CURBLINE
PROPOSED CURBLINES
R.O.W. DIMENSIONS

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-49.9
-50.0



NORTH
PG.NO.

VIA

DE

LA

VALLE

11.011 10.810 10.610 10.410 10.210 10.010 9.810 9.610 9.410 9.210 9.010 8.810 8.610 8.410 8.210 8.010 7.810 7.610 7.410 7.210 7.010 6.810 6.610 6.410 6.210 6.010 5.810 5.610 5.410 5.210 5.010 4.810 4.610 4.410 4.210 4.010 3.810 3.610 3.410 3.210 3.010 2.810 2.610 2.410 2.210 2.010 1.810 1.610 1.410 1.210 1.010 0.810 0.610 0.410 0.210 0.010

5.0

ENTRY TRELLIS
STRUCTURE (SEE
FURNISHINGS SECTION
OF STREETScape PLAN)

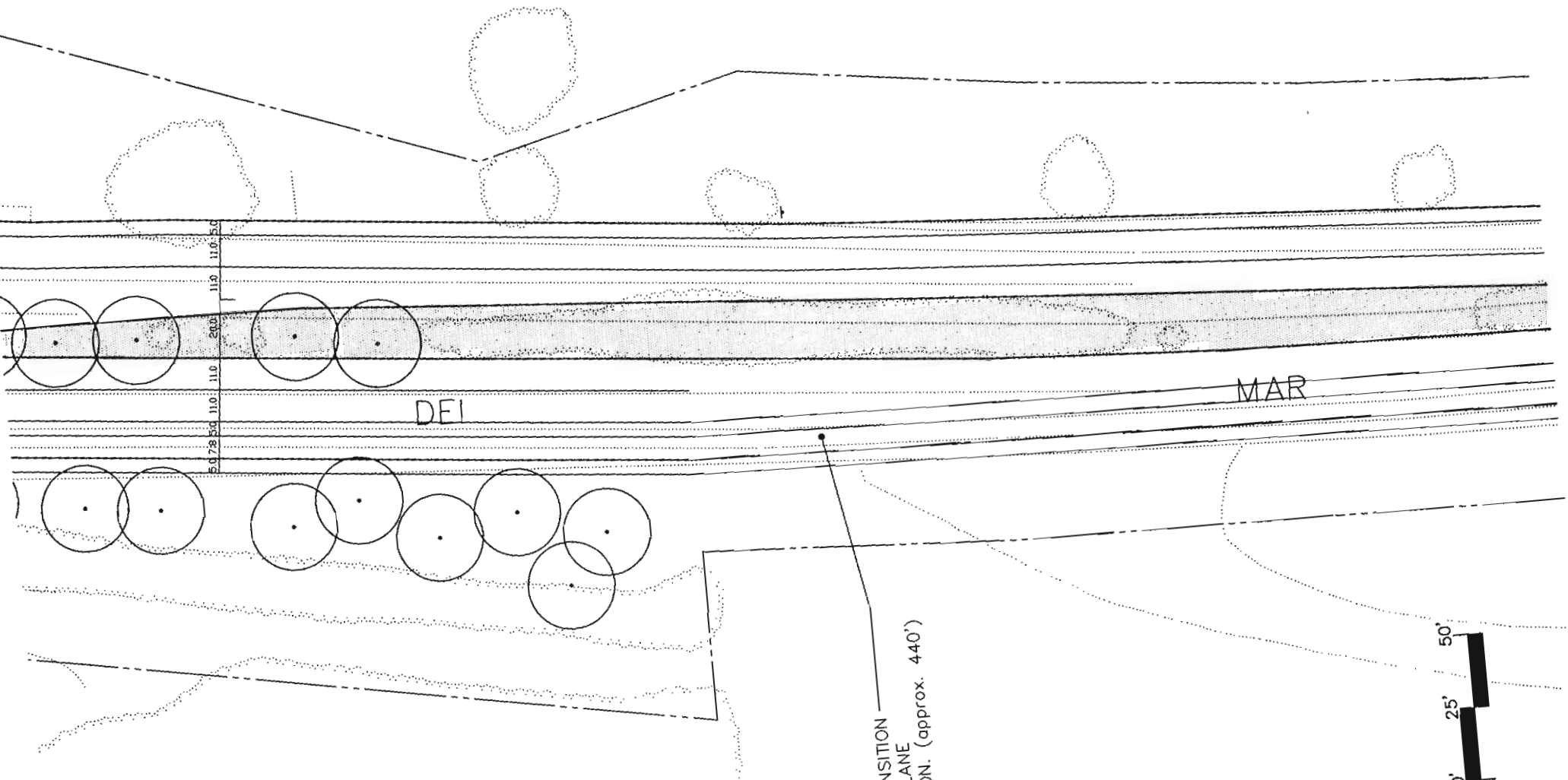
ENTRY TRELLIS, COORDINATE
WITH BUS STOP LOCATIONS.

SMOOTHER TRANSITION.
ANY REVERSING CURVES AND
TRANSITIONS NEED TO BE SMOO

CAMINO

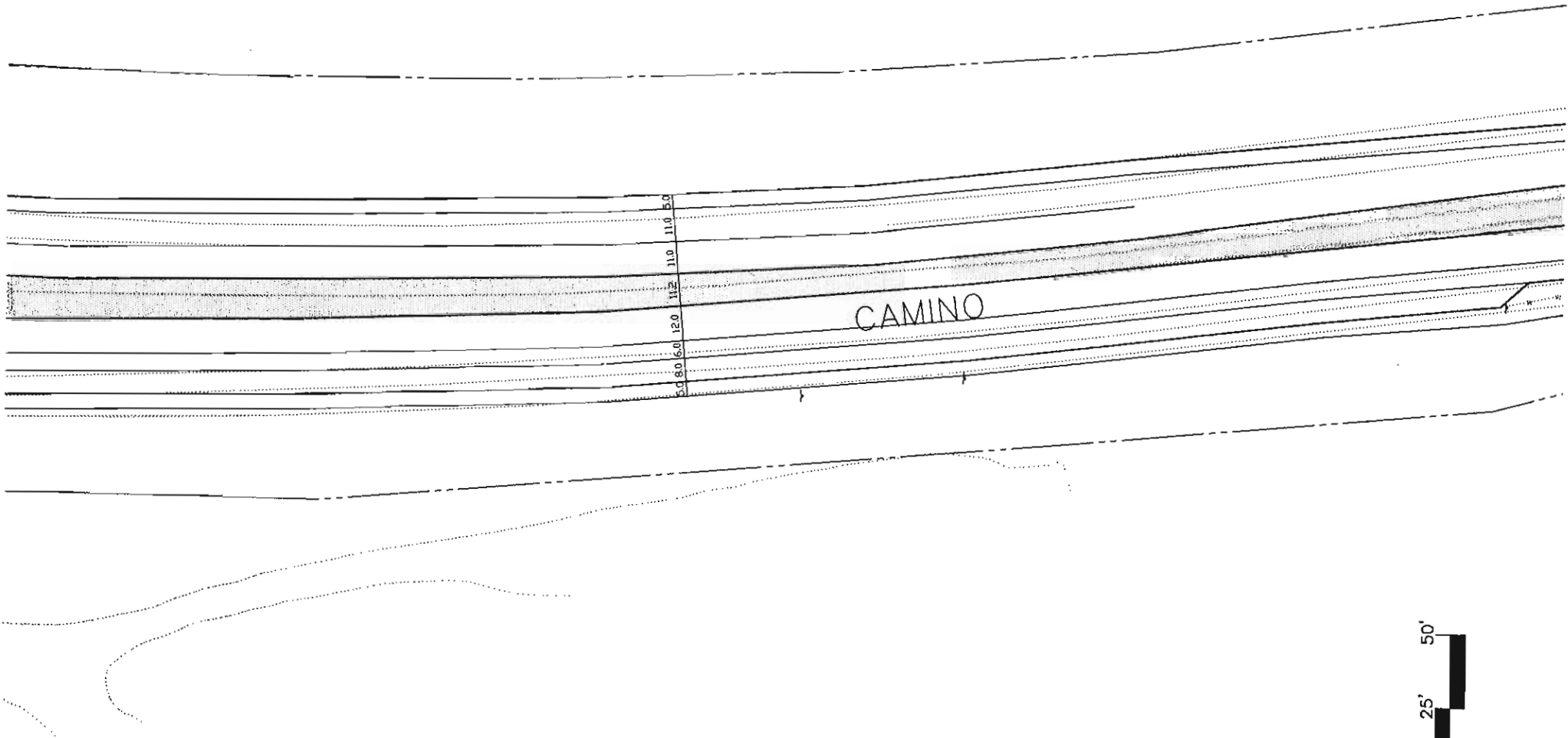


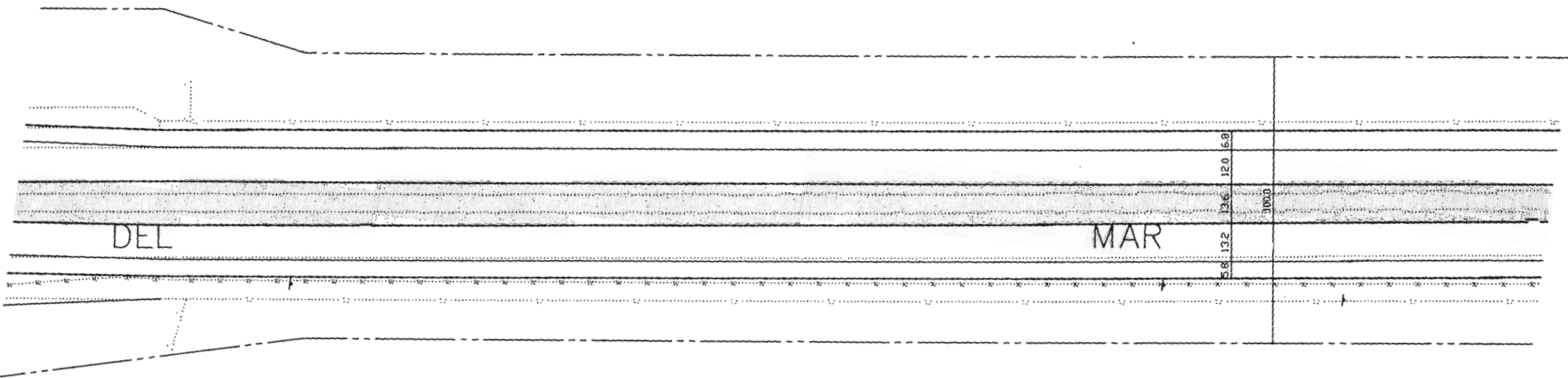
A



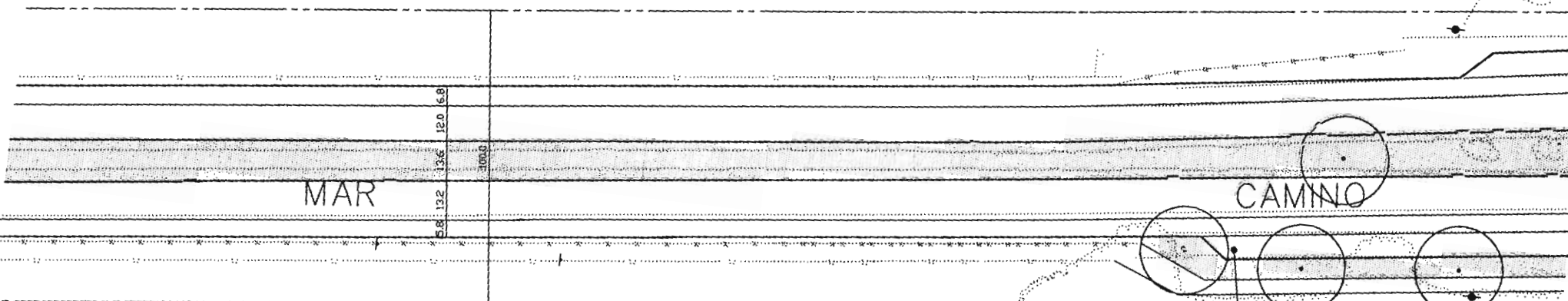
SMOOTHER TRANSITION
PLUS LONGER LANE
DROP REDUCTION. (approx. 440')







RTH
4

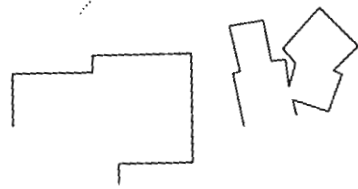


5.8' 13.2' 13.6' 12.0' 16.8'

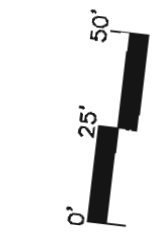
MAR

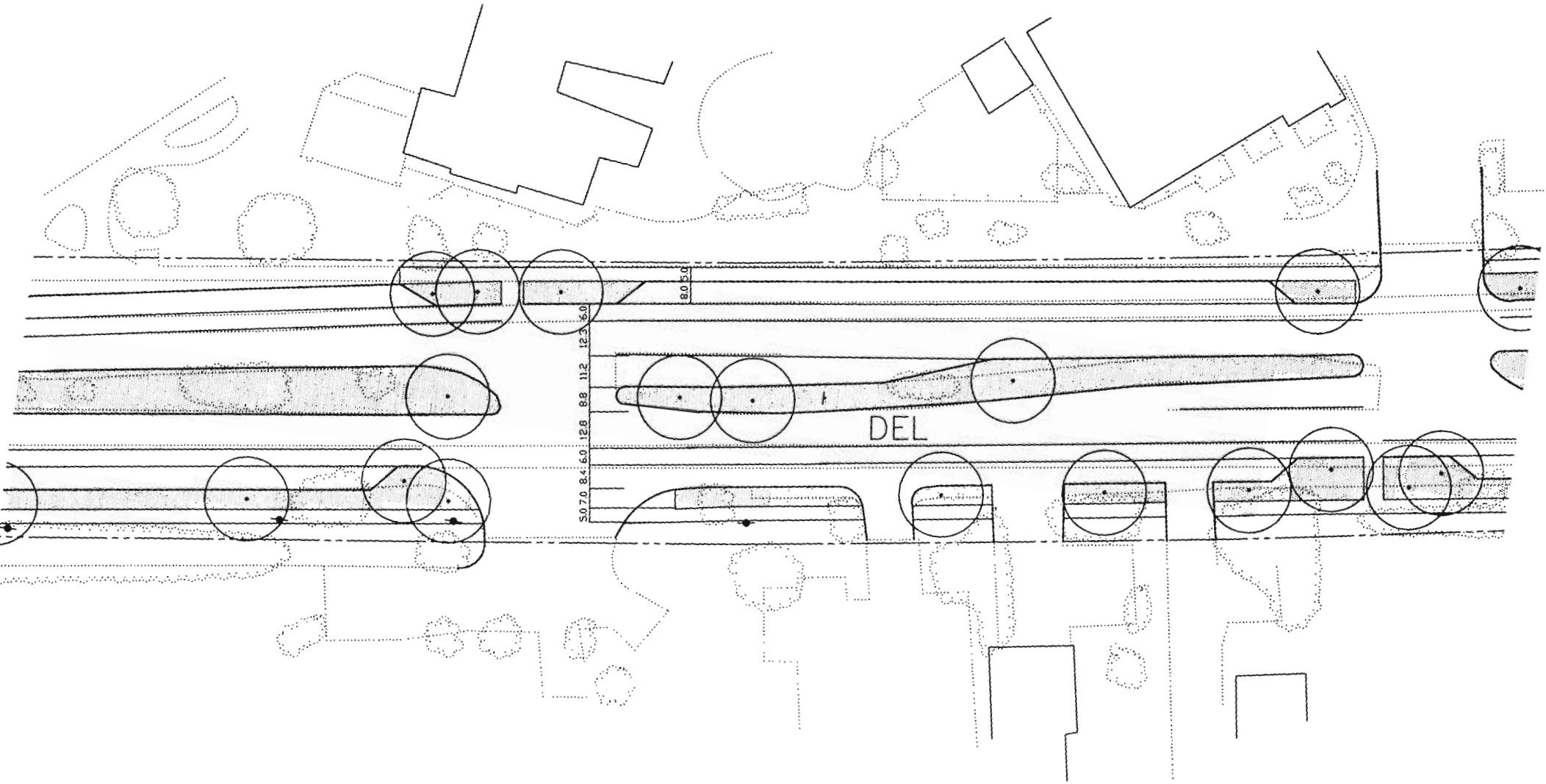
CAMINO

SANDY LN.



USE 15'-20' REVERSING CURVE
FOR ALL PARKING TURNOUTS



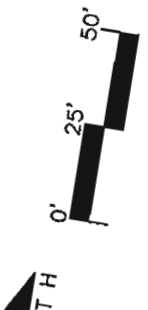
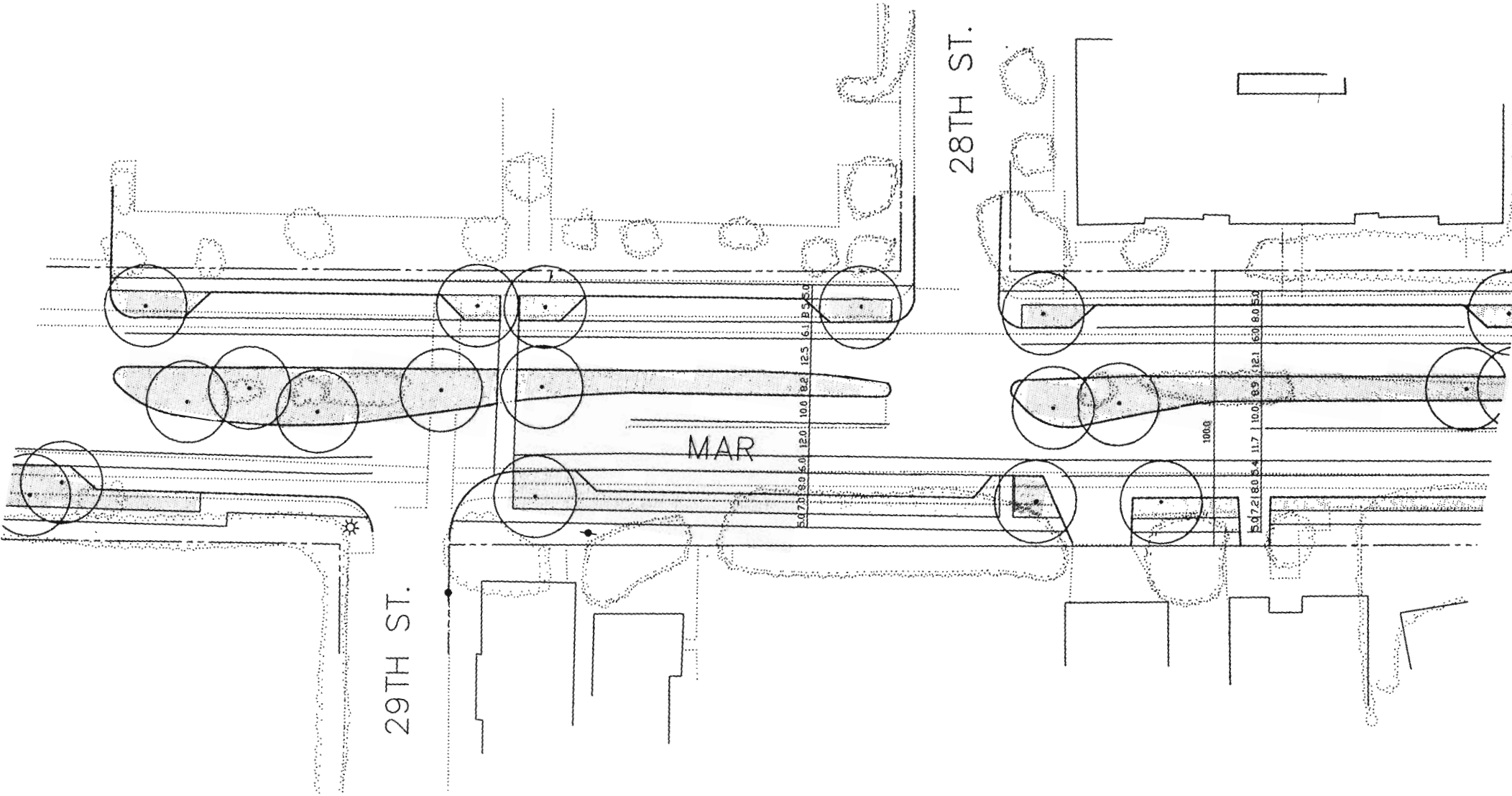


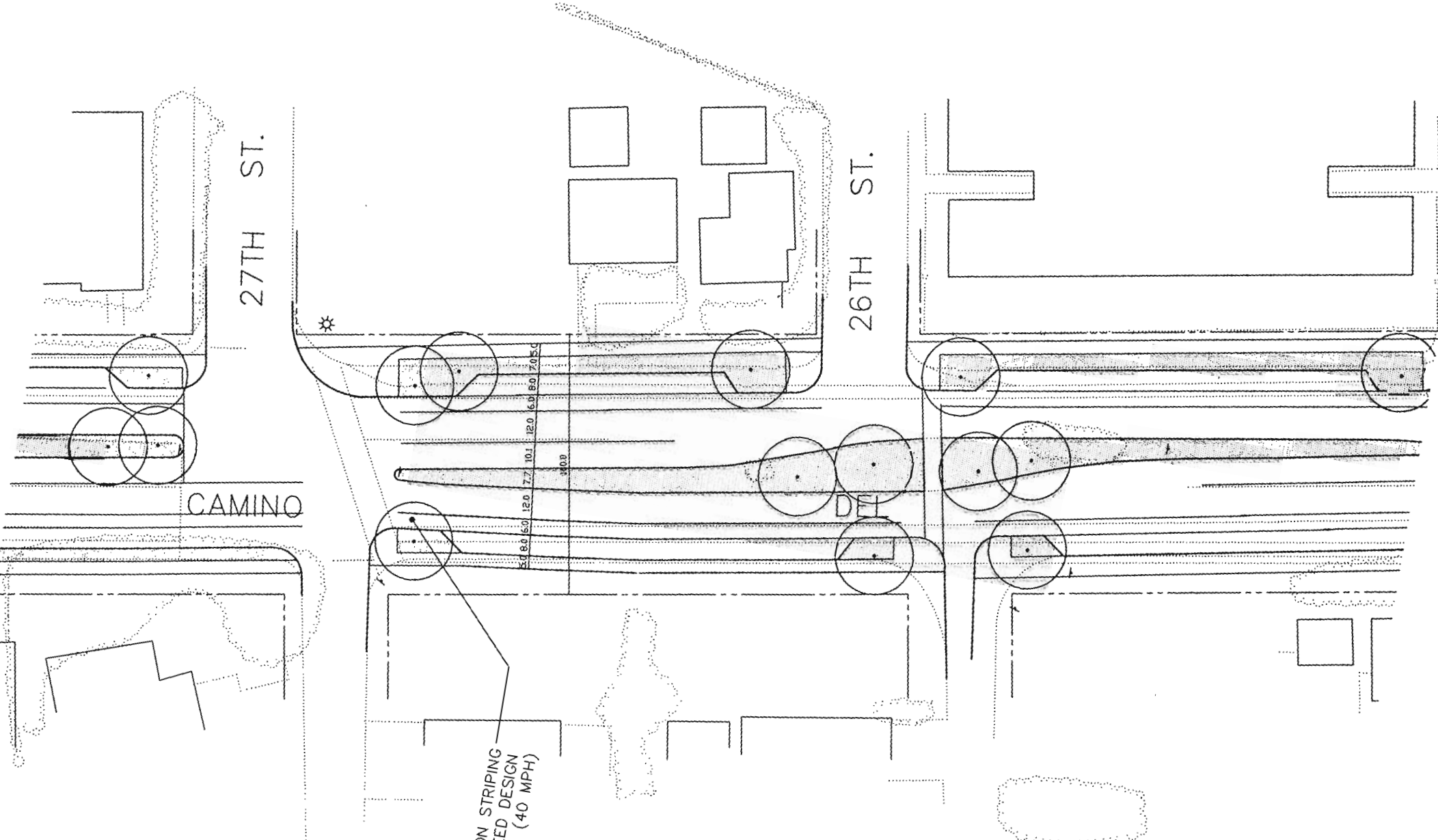
50.70 8.4 6.0 12.8 8.8 11.2 12.3 6.0

80.50

DEL







27TH ST.

26TH ST.

CAMINO

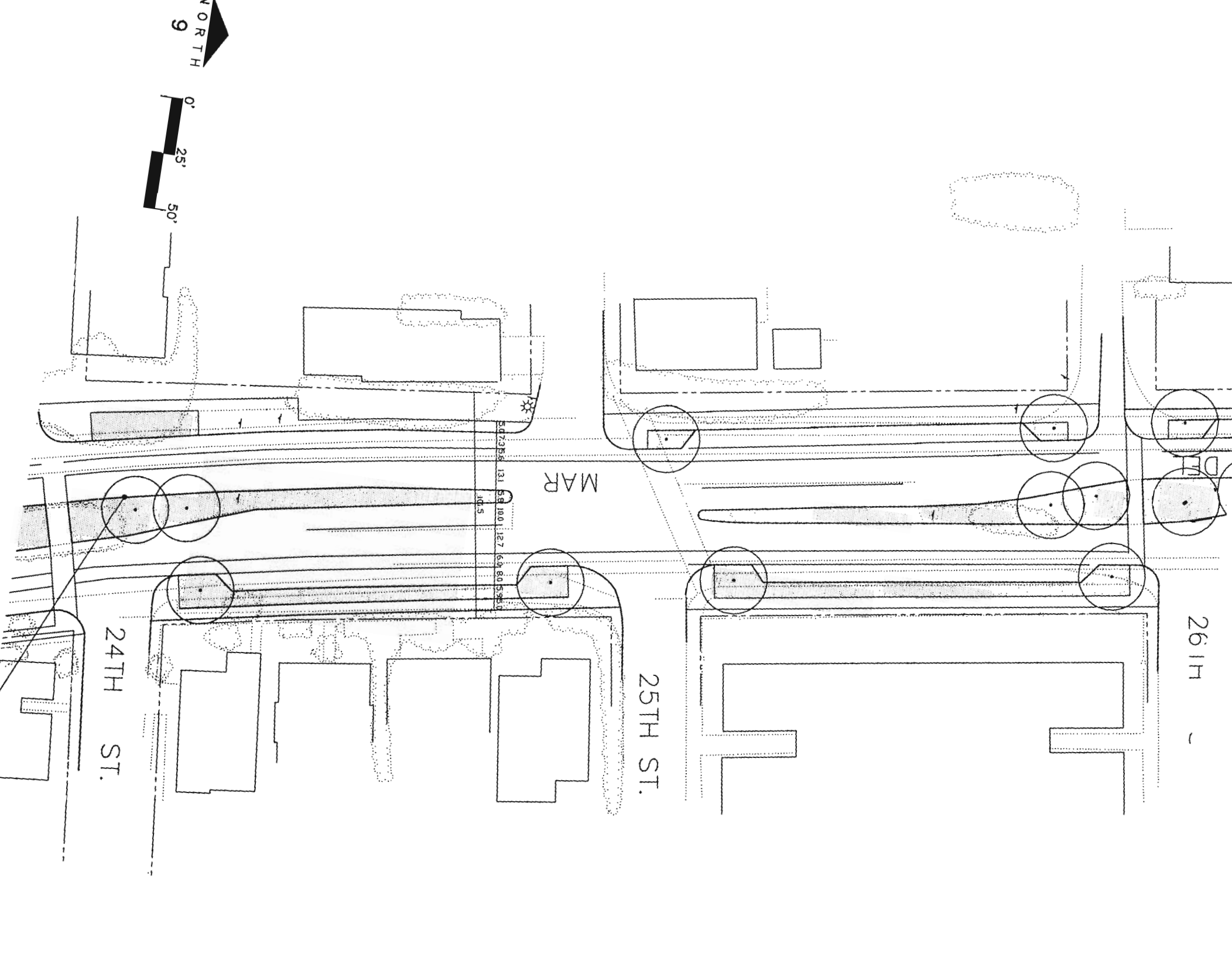
LANE TRANSITION STRIPING
MUST NOT EXCEED DESIGN
SPEED CRITERIA. (40 MPH)

50.0 50.0 12.0 7.7 10.1 12.0 6.9 8.0 7.0 5.0

40.0



NORTH
9



24TH ST.

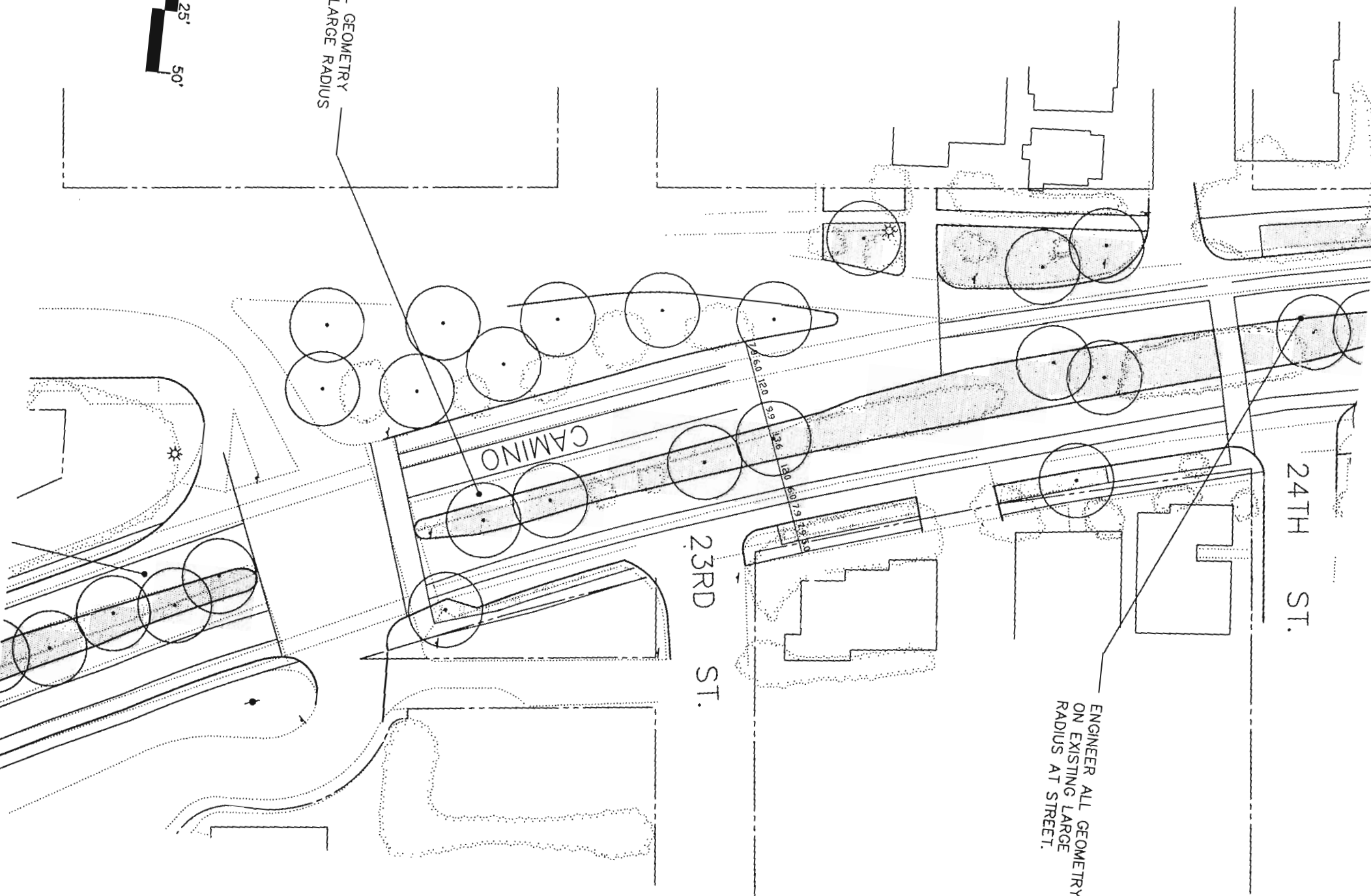
ENGINEER ALL GEOMETRY
ON EXISTING LARGE
RADIUS AT STREET.

23RD ST.

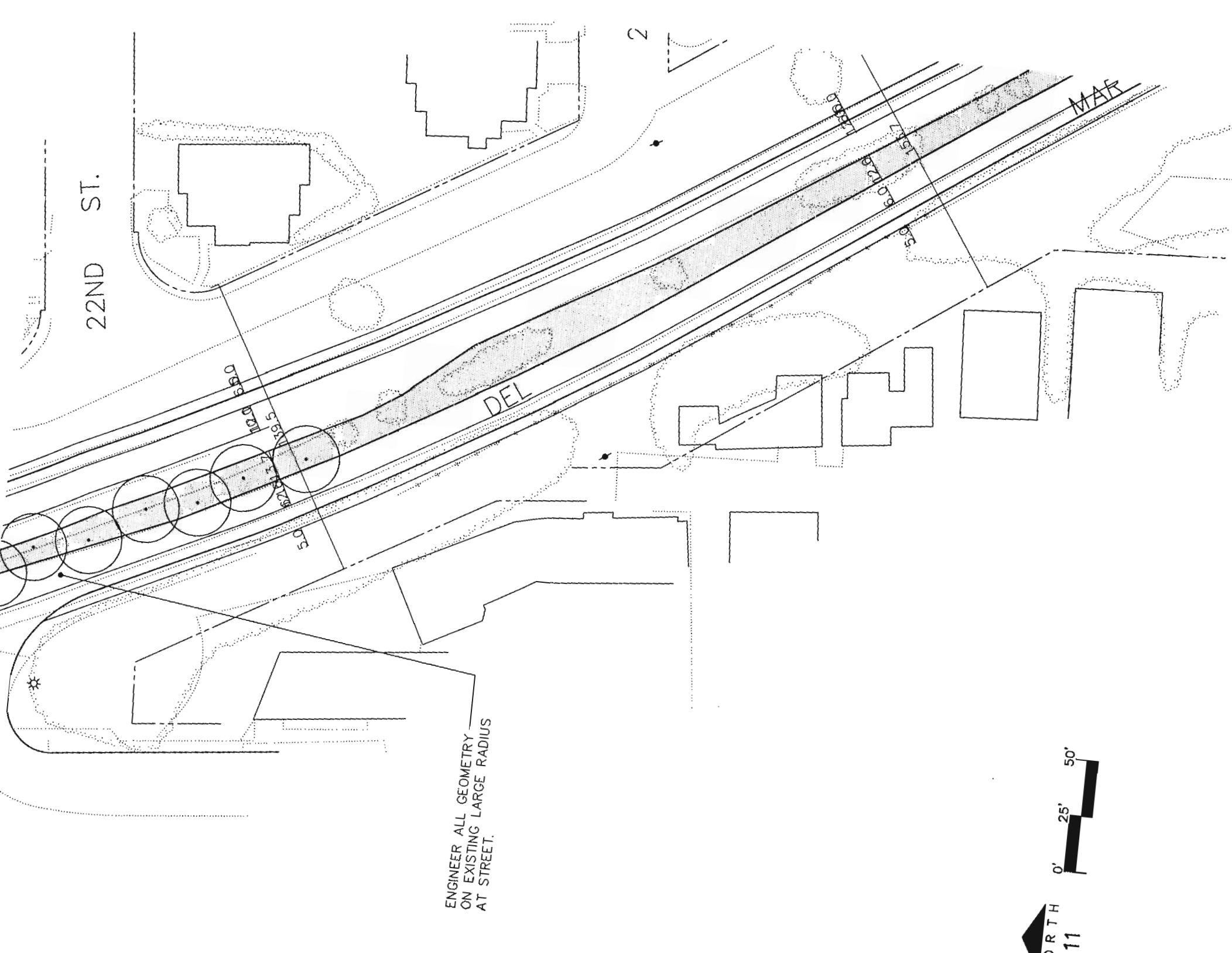
CAMINO

78.50 120 99 136 120 129 129 129

ENGINEER ALL GEOMETRY
ON EXISTING LARGE RADIUS
AT STREET.

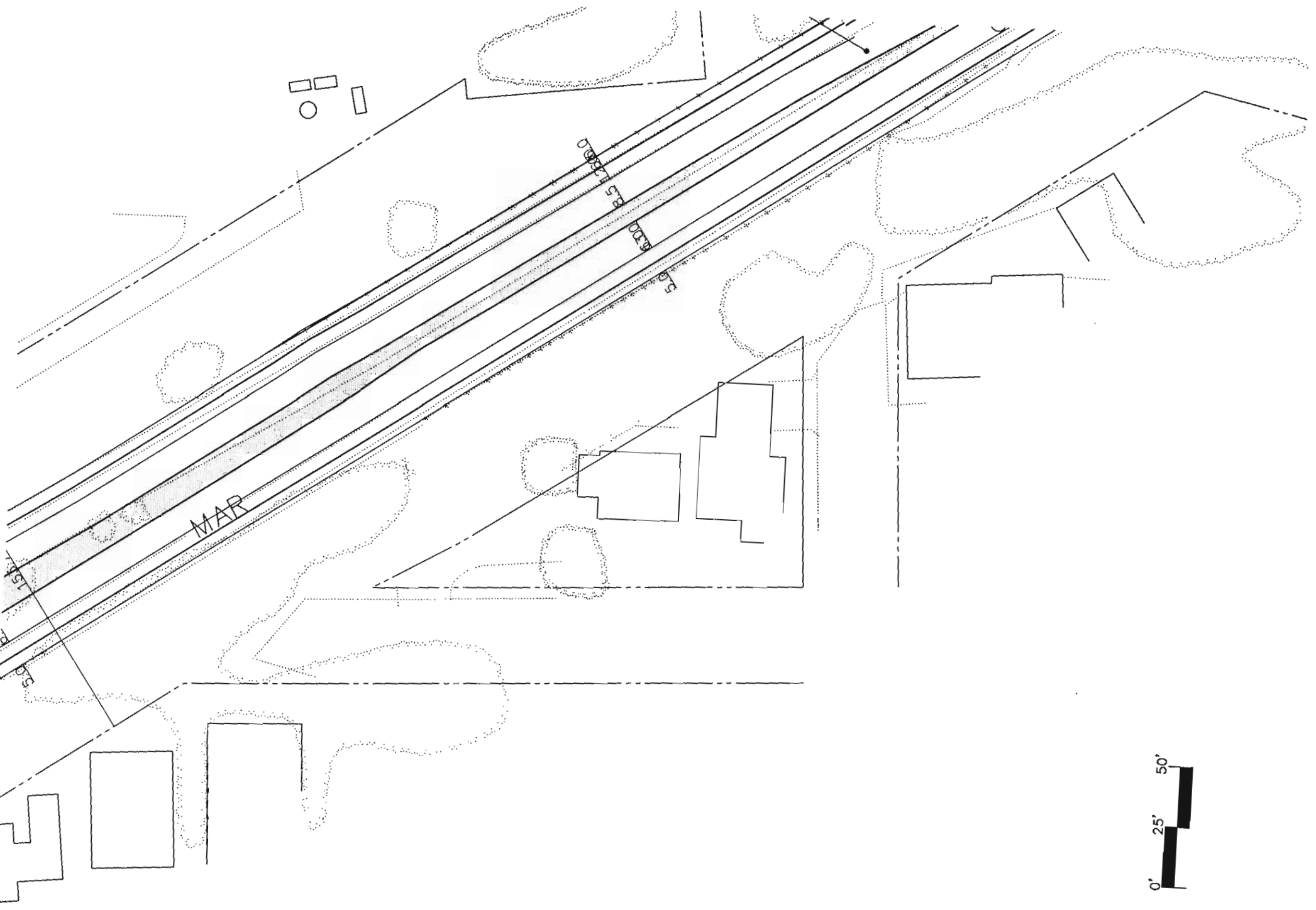


22ND ST.



ENGINEER ALL GEOMETRY
ON EXISTING LARGE RADIUS
AT STREET.





RETAIN EXISTING
MEDIAN AND
LANE STRIPING

RETAIN EXISTING
MEDIAN AND
LANE STRIPING

RETAIN EXISTING
MEDIAN AND LANE
TO KEEP VEHICLE
FROM "GORE" POI

LUZON AV

JIMMY DURANTE BLVD.

GRAND AVE.

A.T. & S.F. R.R.

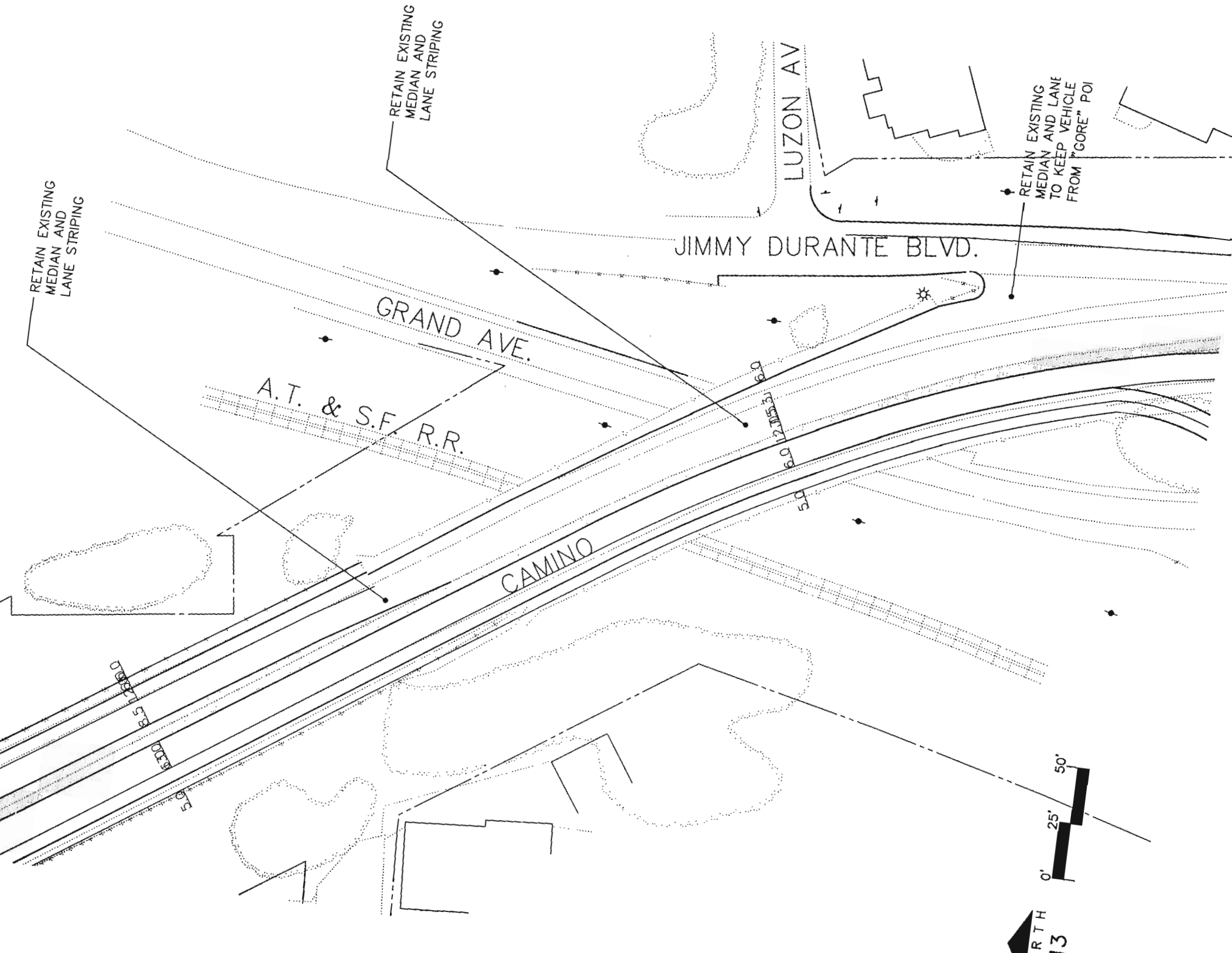
CAMINO

6.0
12.1153
6.0
5.0

5.6
8.00
5.3

0'
25'
50'

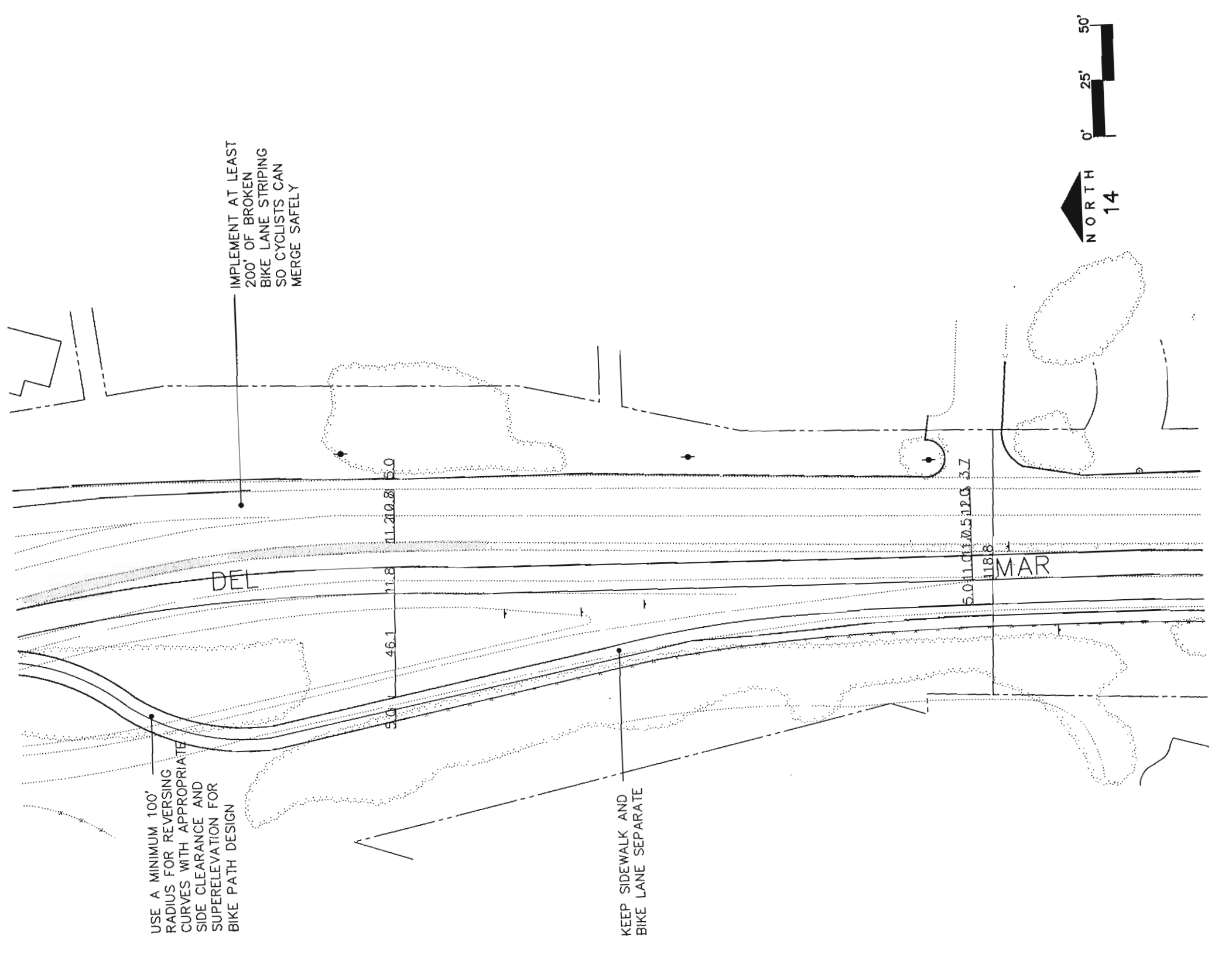
RTH
13

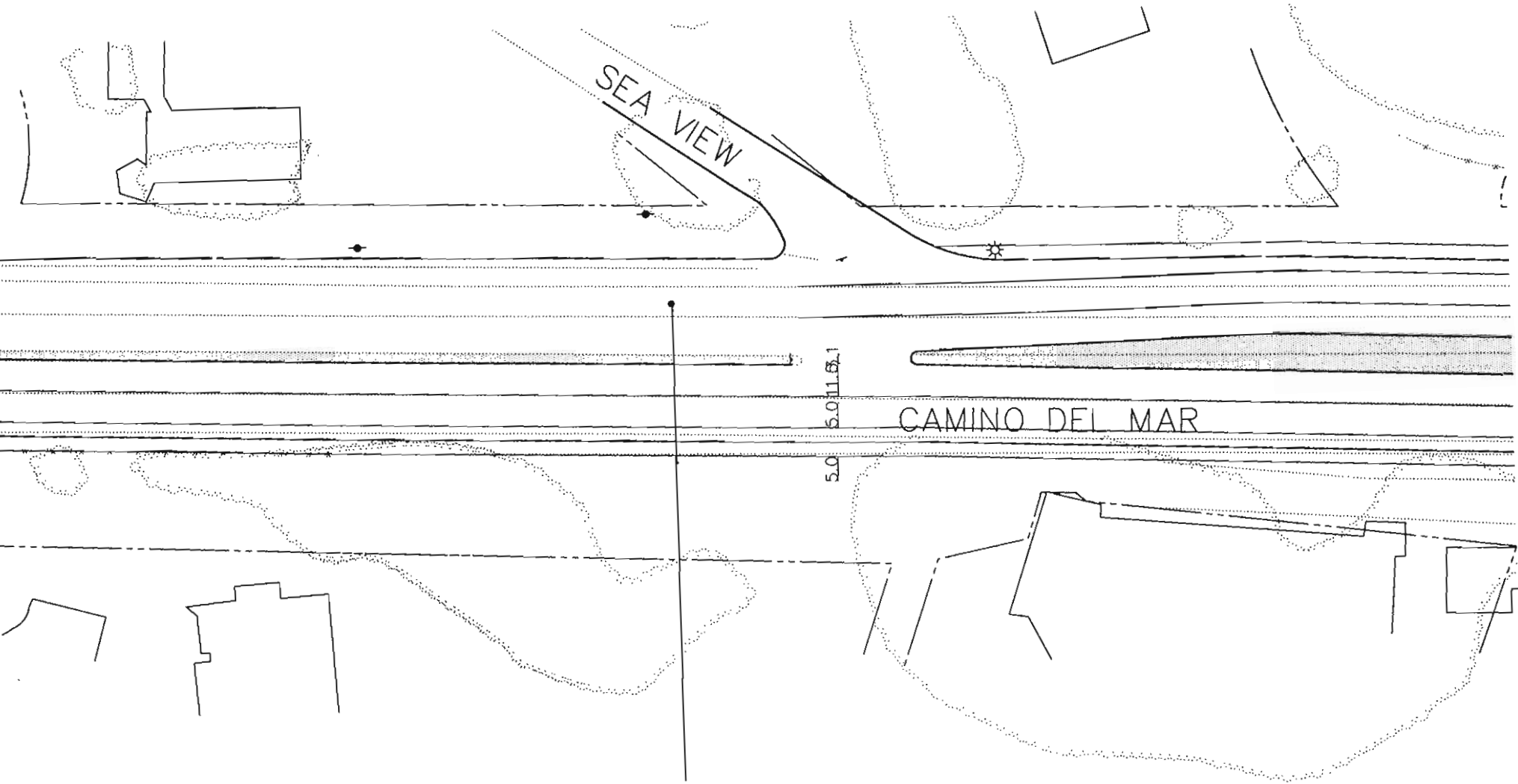


USE A MINIMUM 100'
RADIUS FOR REVERSING
CURVES WITH APPROPRIATE
SIDE CLEARANCE AND
SUPERELEVATION FOR
BIKE PATH DESIGN

IMPLEMENT AT LEAST
200' OF BROKEN
BIKE LANE STRIPING
SO CYCLISTS CAN
MERGE SAFELY

KEEP SIDEWALK AND
BIKE LANE SEPARATE





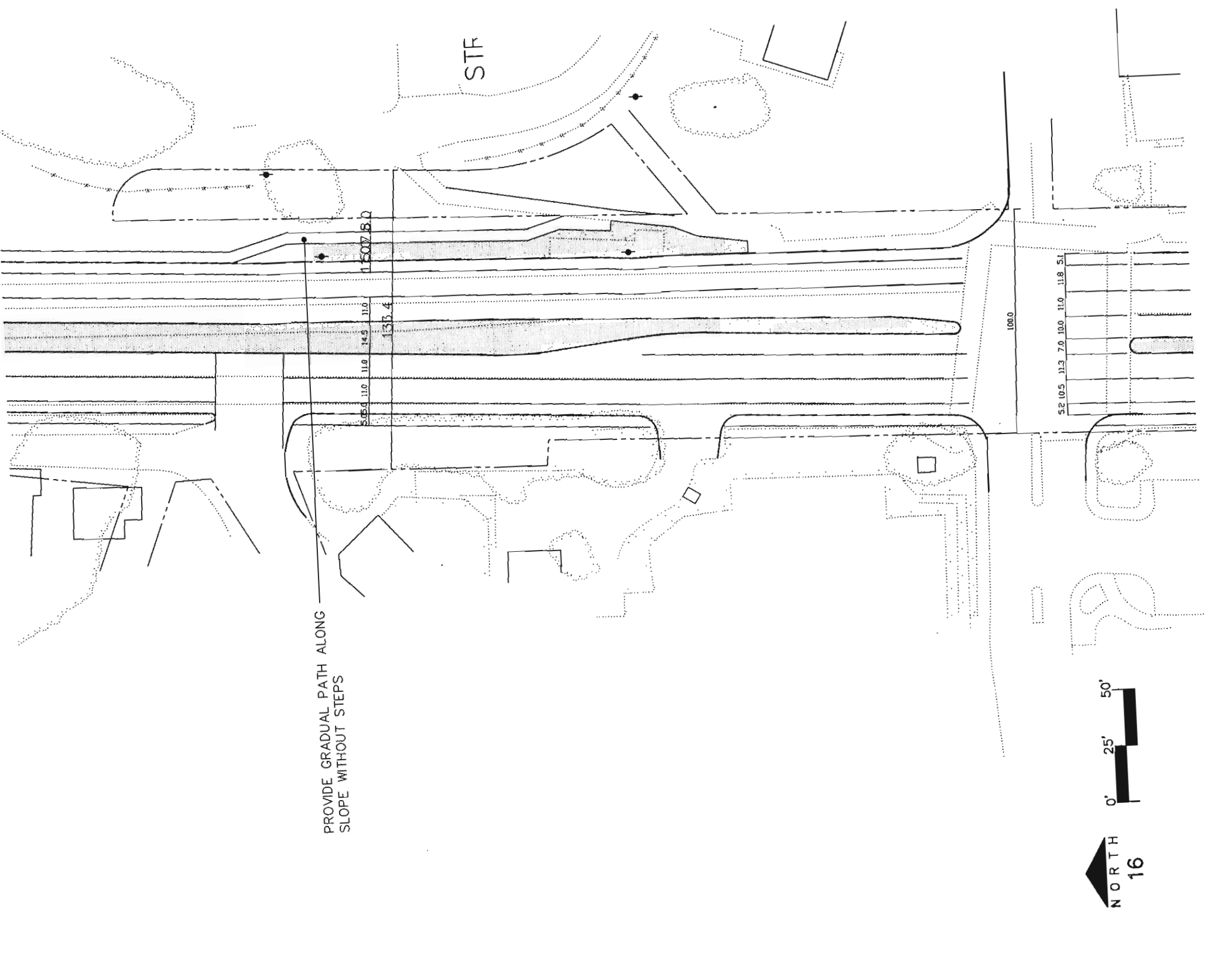
SEA VIEW

CAMINO DEL MAR

RETAIN EXISTING MEDIAN AND
LANE STRIPING ON EAST SIDE

5.0' 5.0' 11.6' 1.1'





15TH ST.

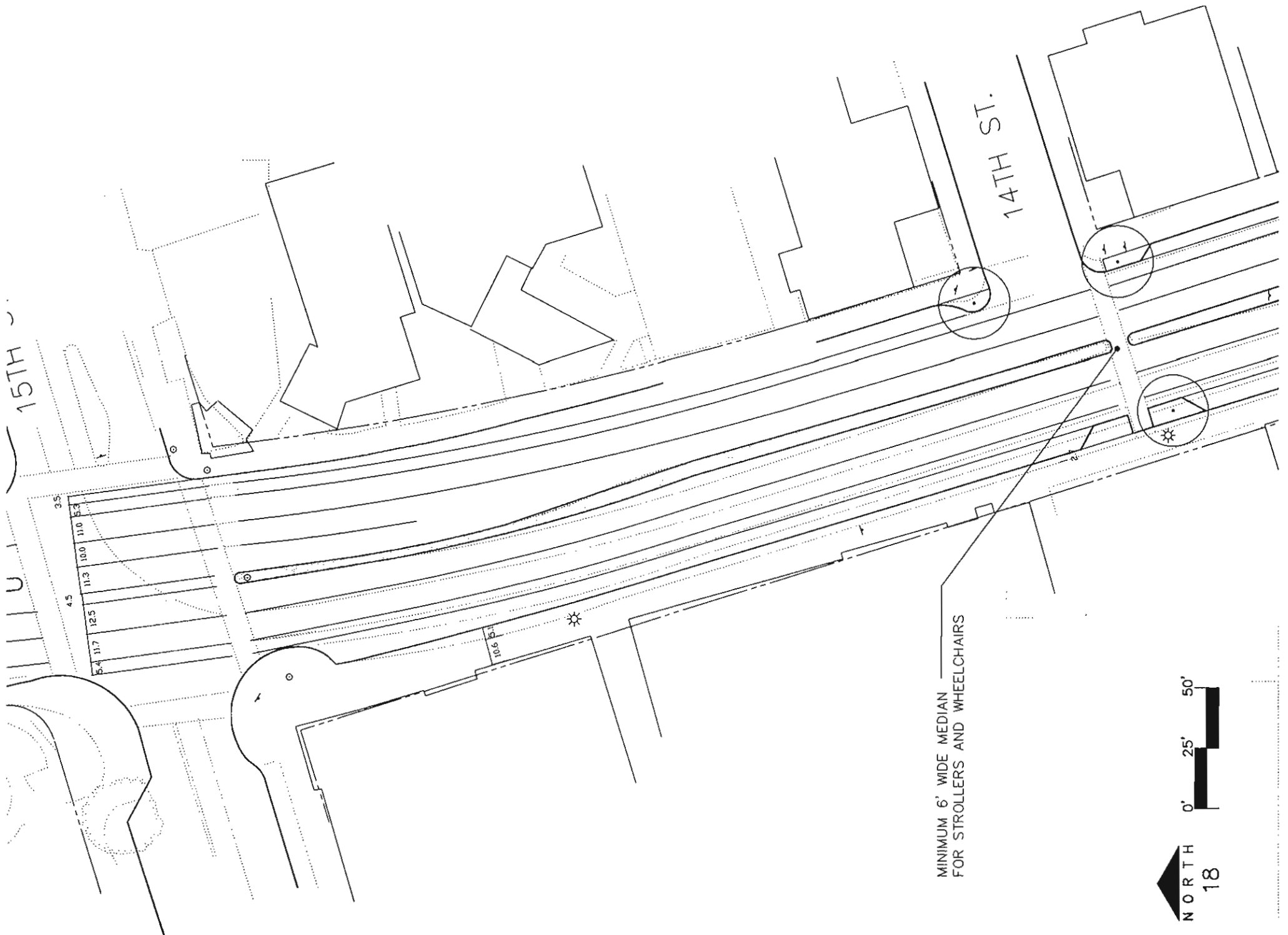
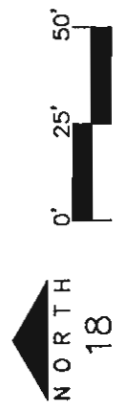
14TH ST.

U

3.5
4.5
5.4
11.7
12.5
11.3
10.0
11.0
5.3

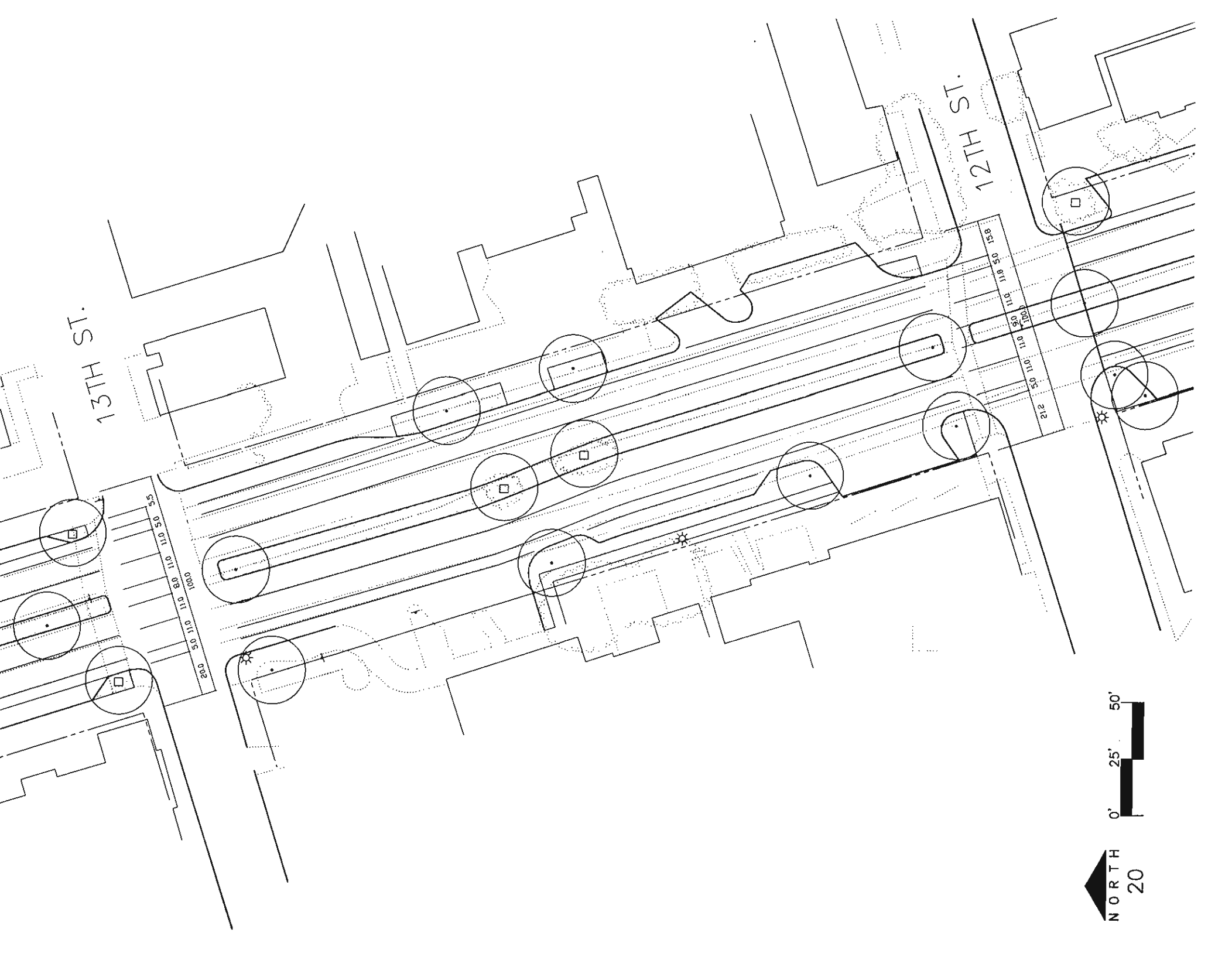
10.6

MINIMUM 6' WIDE MEDIUM
FOR STROLLERS AND WHEELCHAIRS



13TH ST.

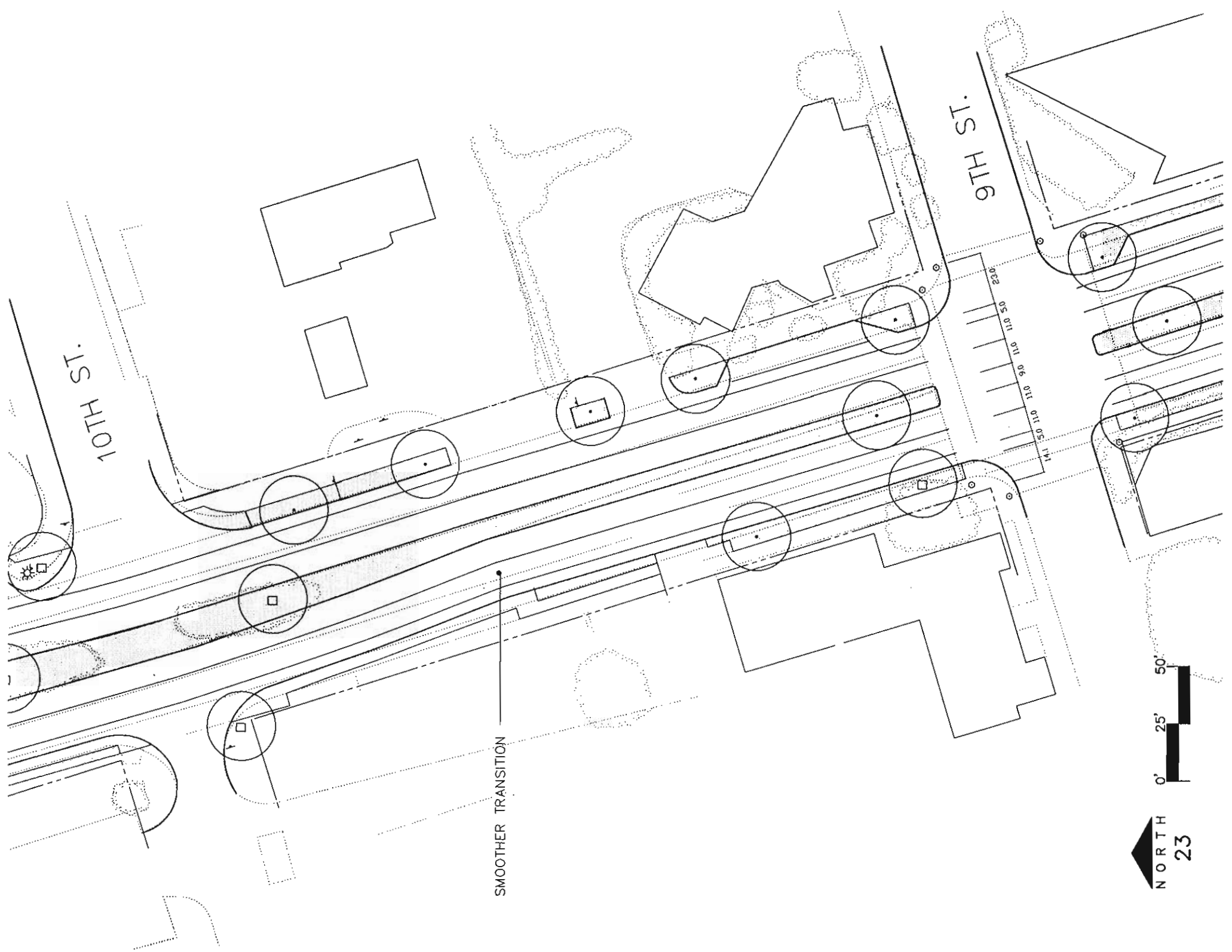
12TH ST.



20.0 5.0 11.0 11.0 8.0 11.0 11.0 5.0 5.5
1000

212 5.0 11.0 11.0 9.0 11.0 11.0 5.0 5.5
1000





10TH ST.

9TH ST.

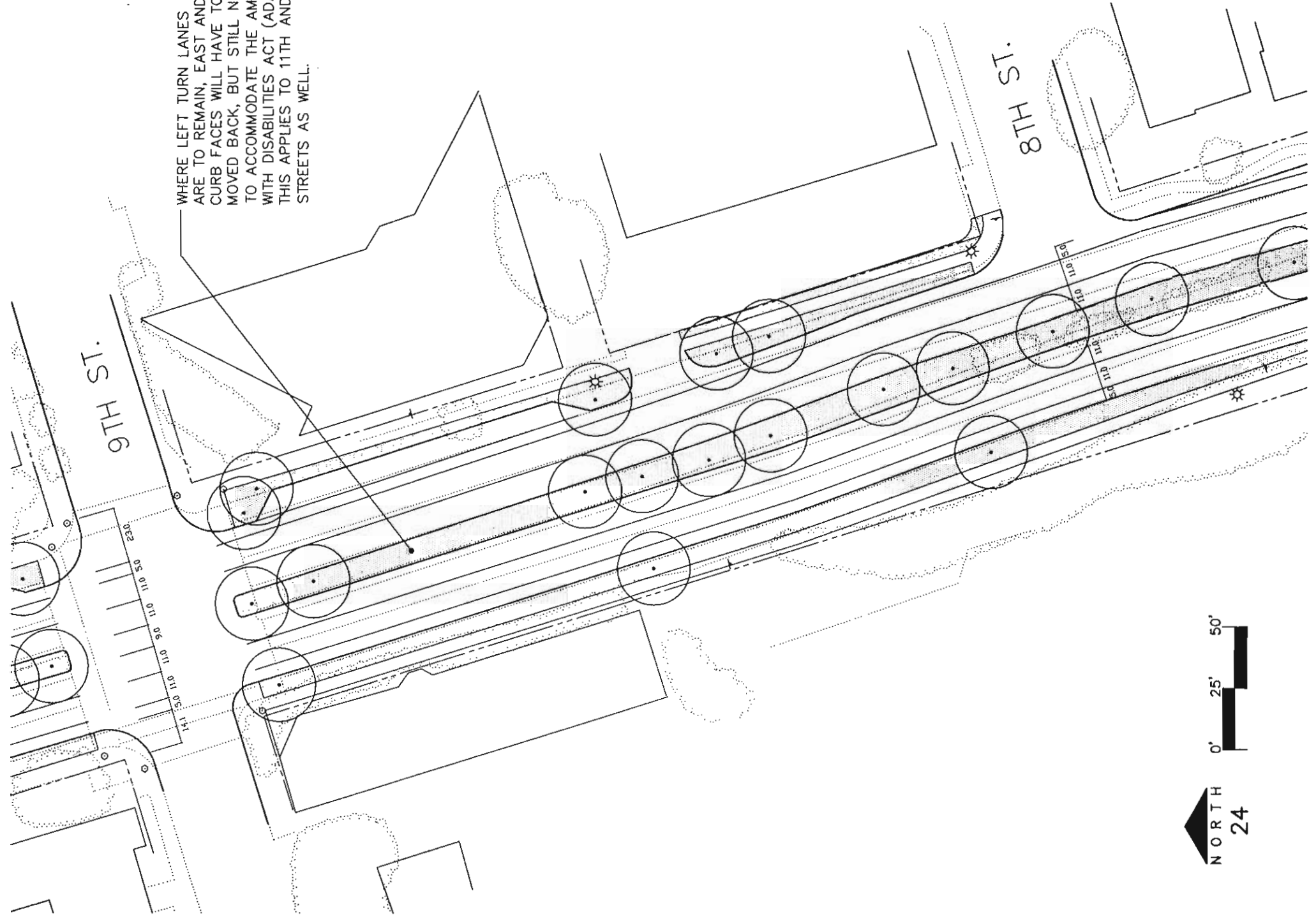
SMOOTHER TRANSITION



9TH ST.

8TH ST.

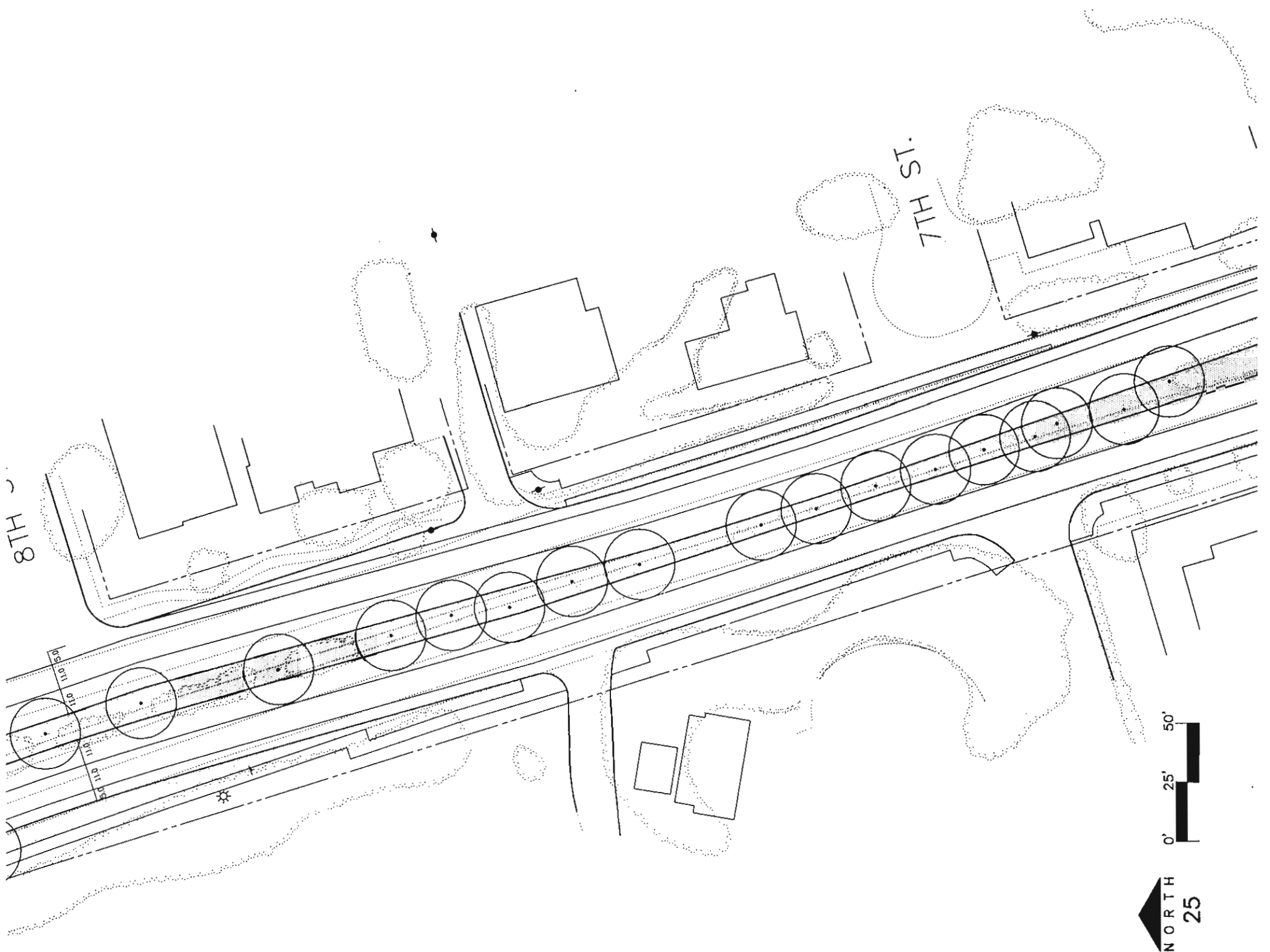
WHERE LEFT TURN LANES
ARE TO REMAIN, EAST AND WEST
CURB FACES WILL HAVE TO BE
MOVED BACK, BUT STILL NEED
TO ACCOMMODATE THE AMERICANS
WITH DISABILITIES ACT (ADA).
THIS APPLIES TO 11TH AND 13TH
STREETS AS WELL.



8TH ST.

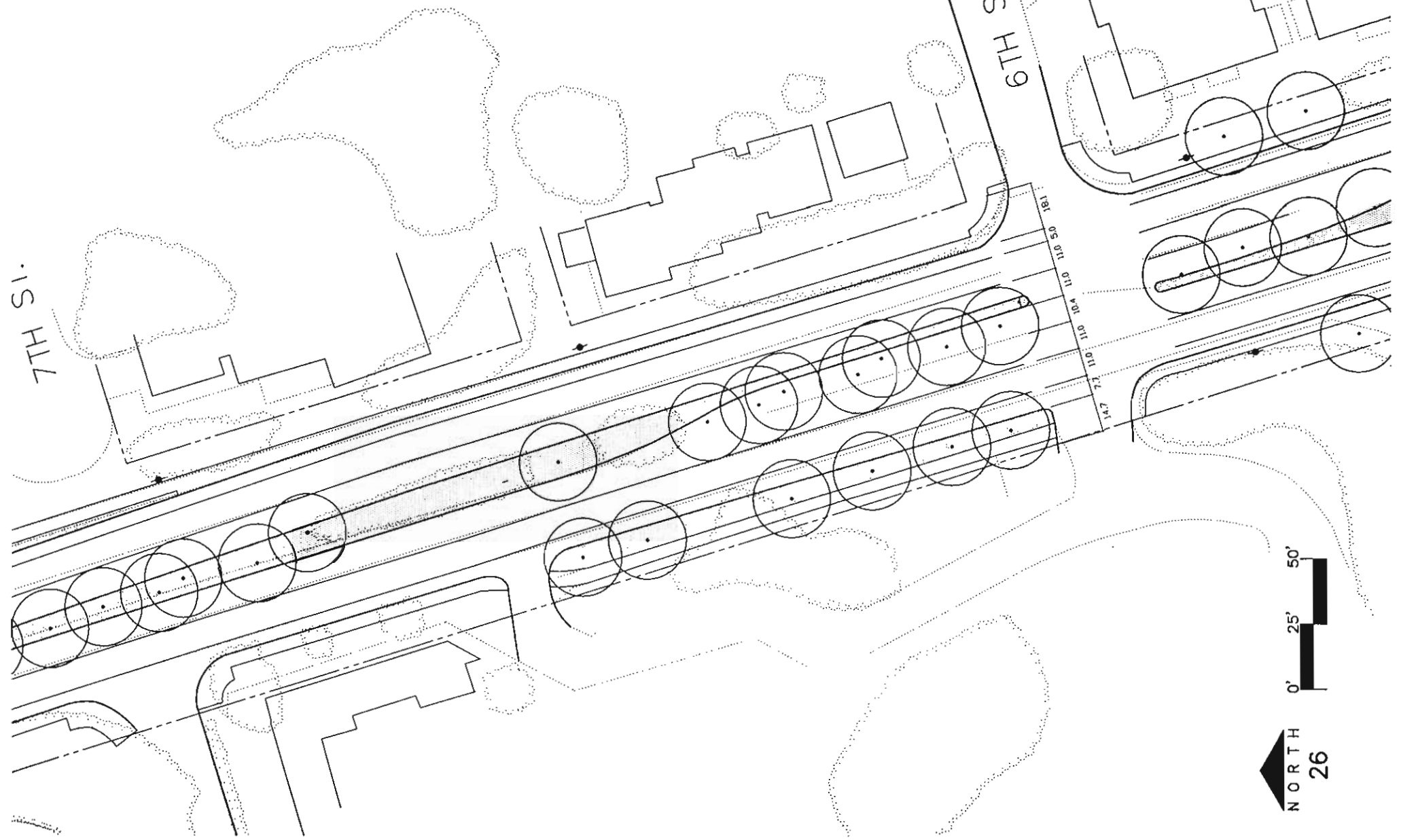
7TH ST.

56 110
56 101
56 110

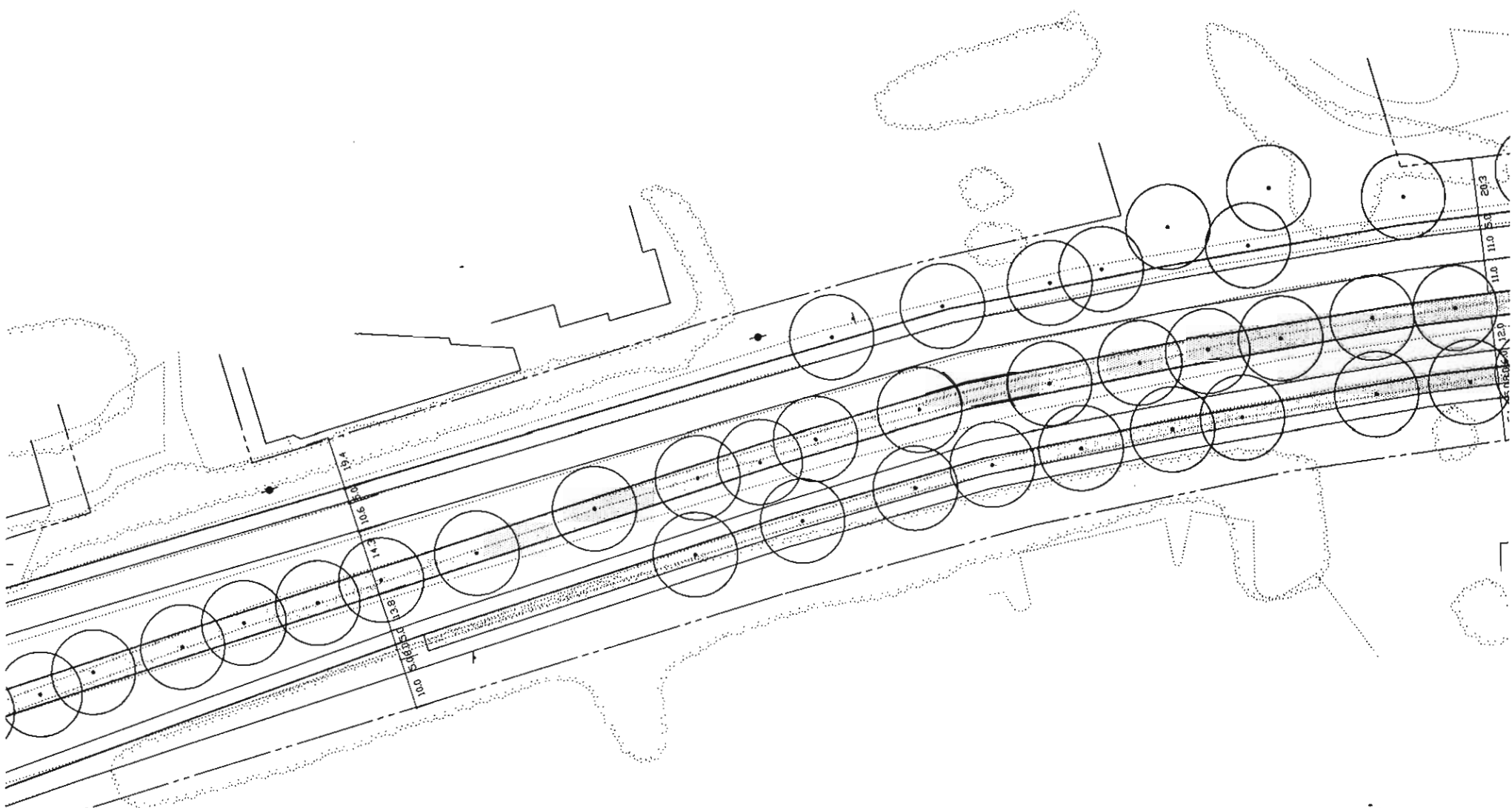


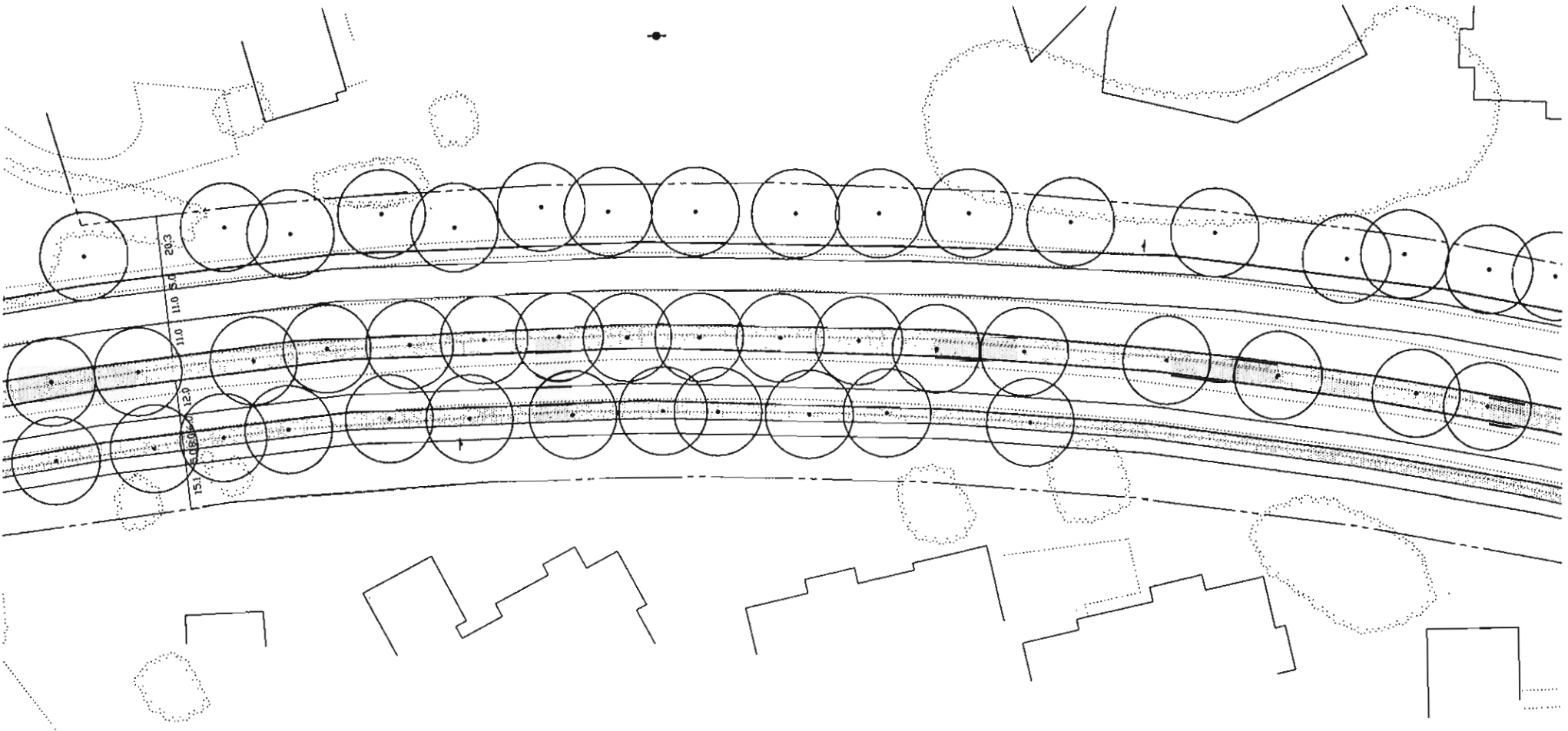
7TH ST.

6TH ST.

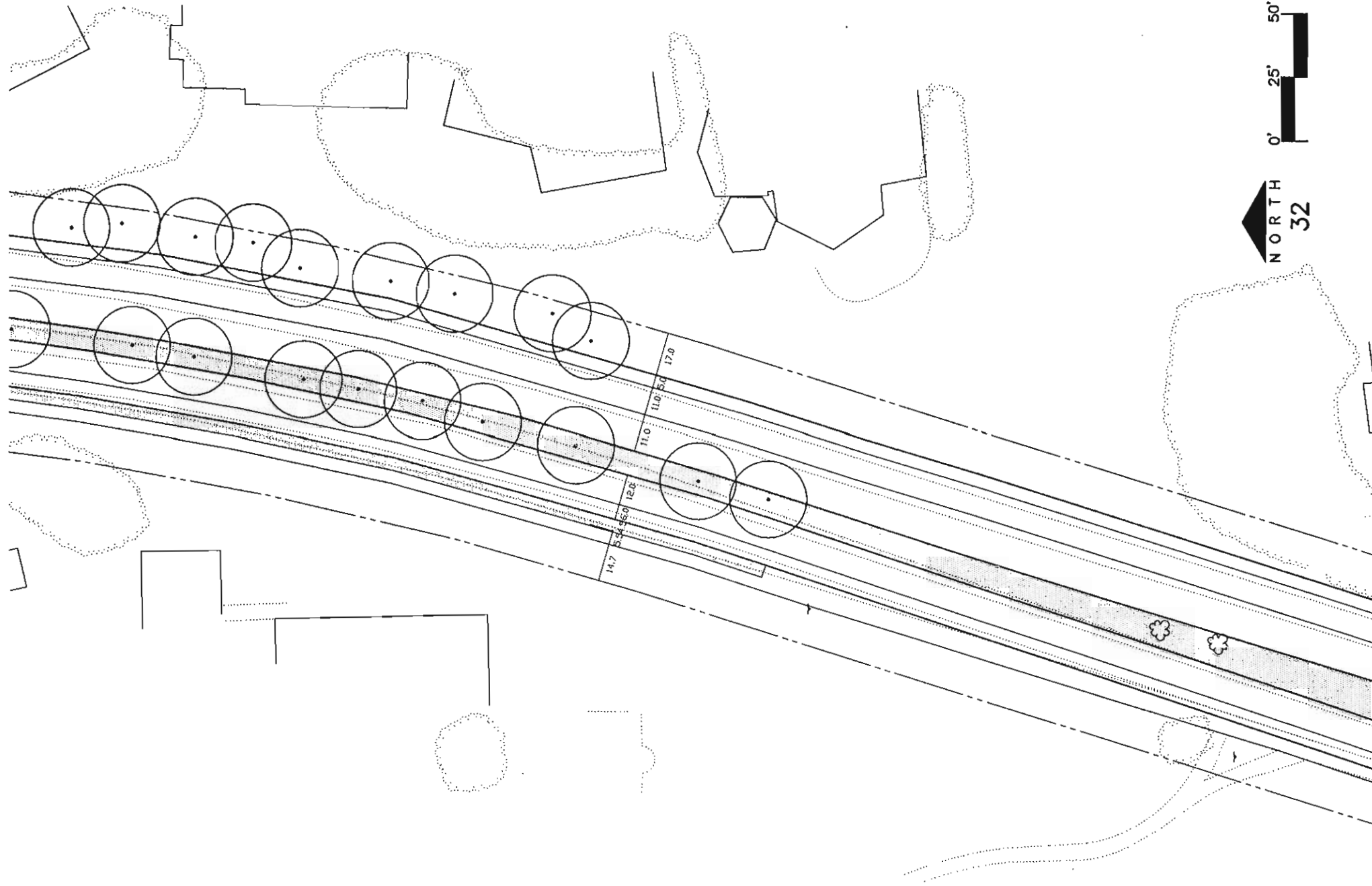


NORTH
26





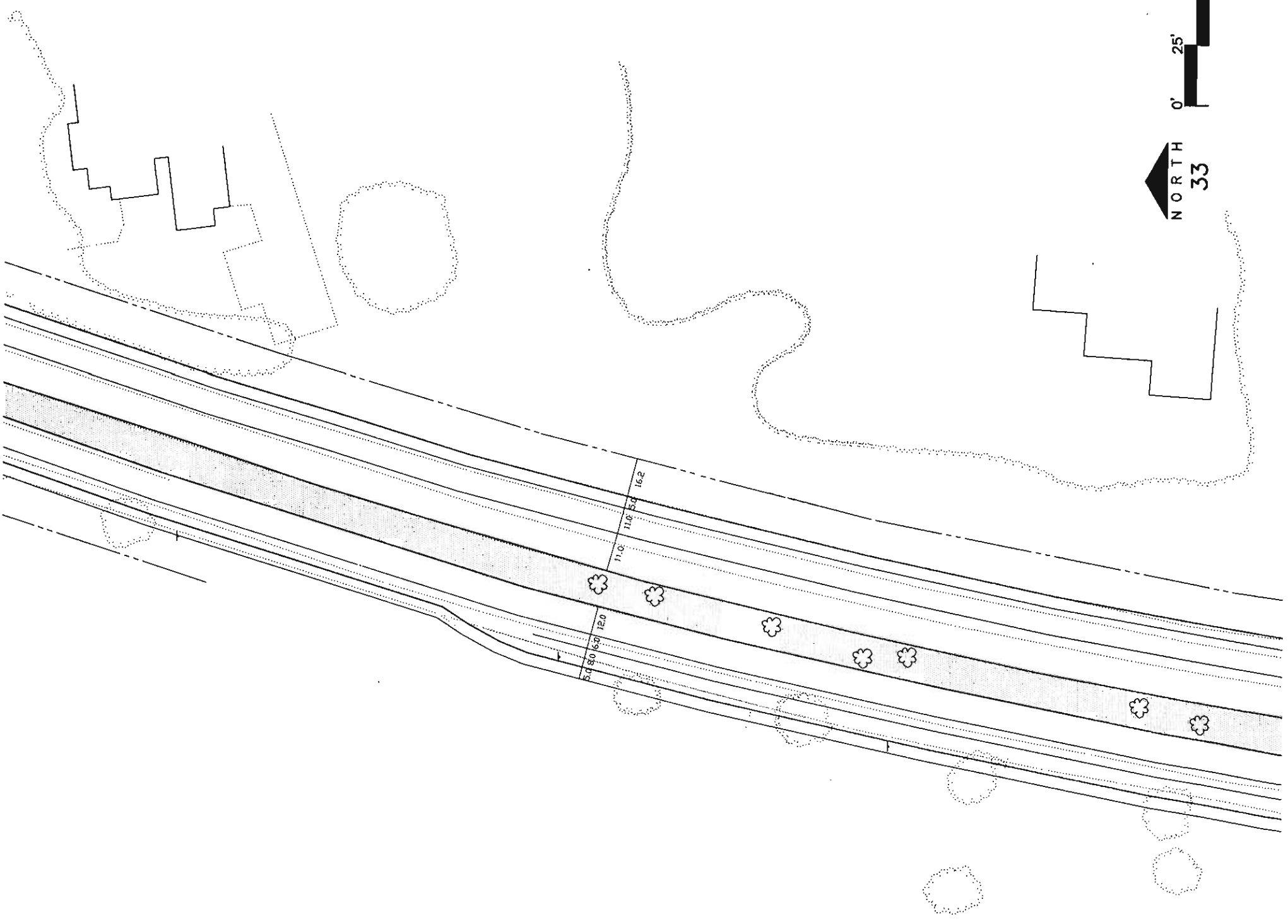
30'



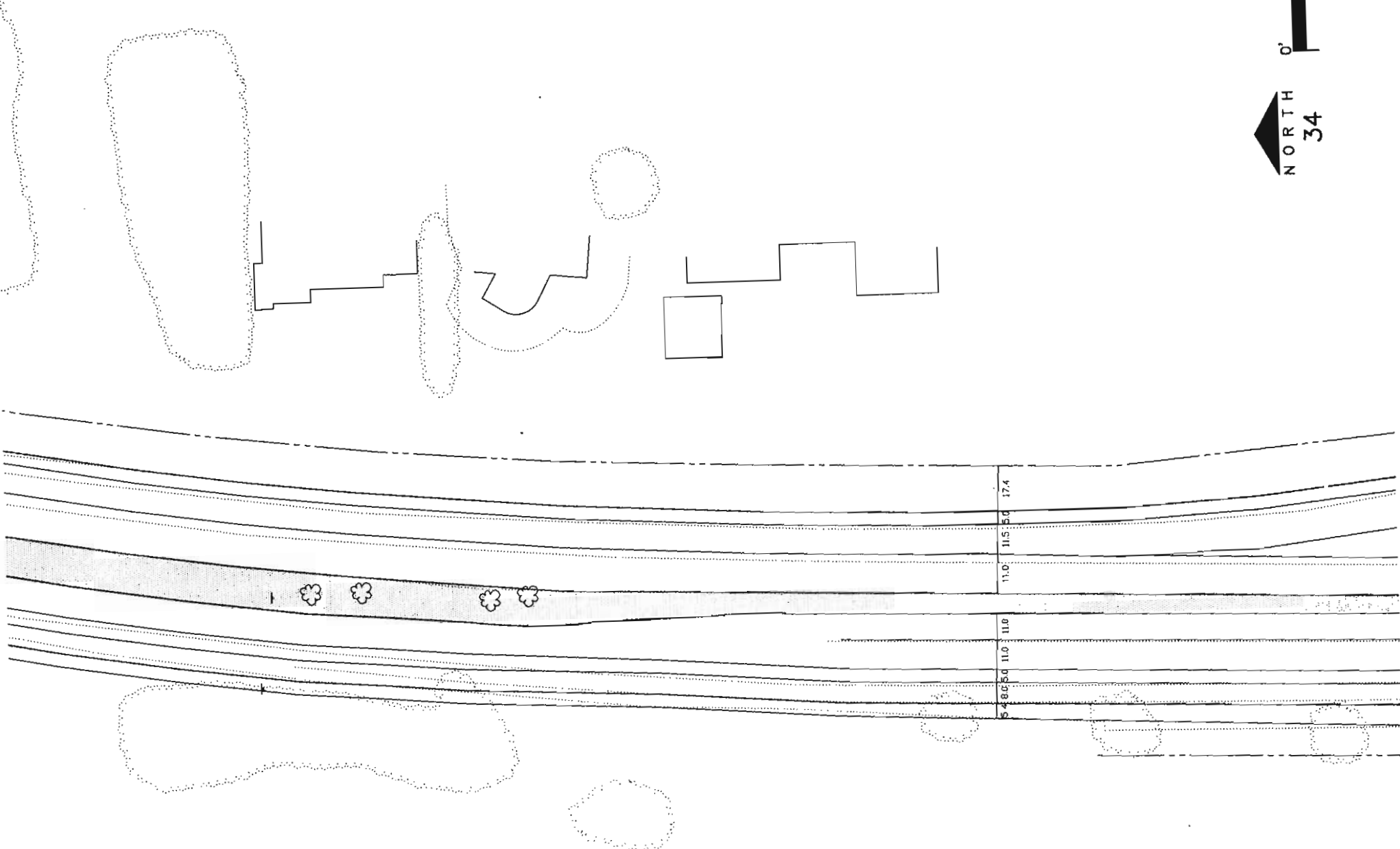
0' 25' 50'

NORTH
32

NORTH
33

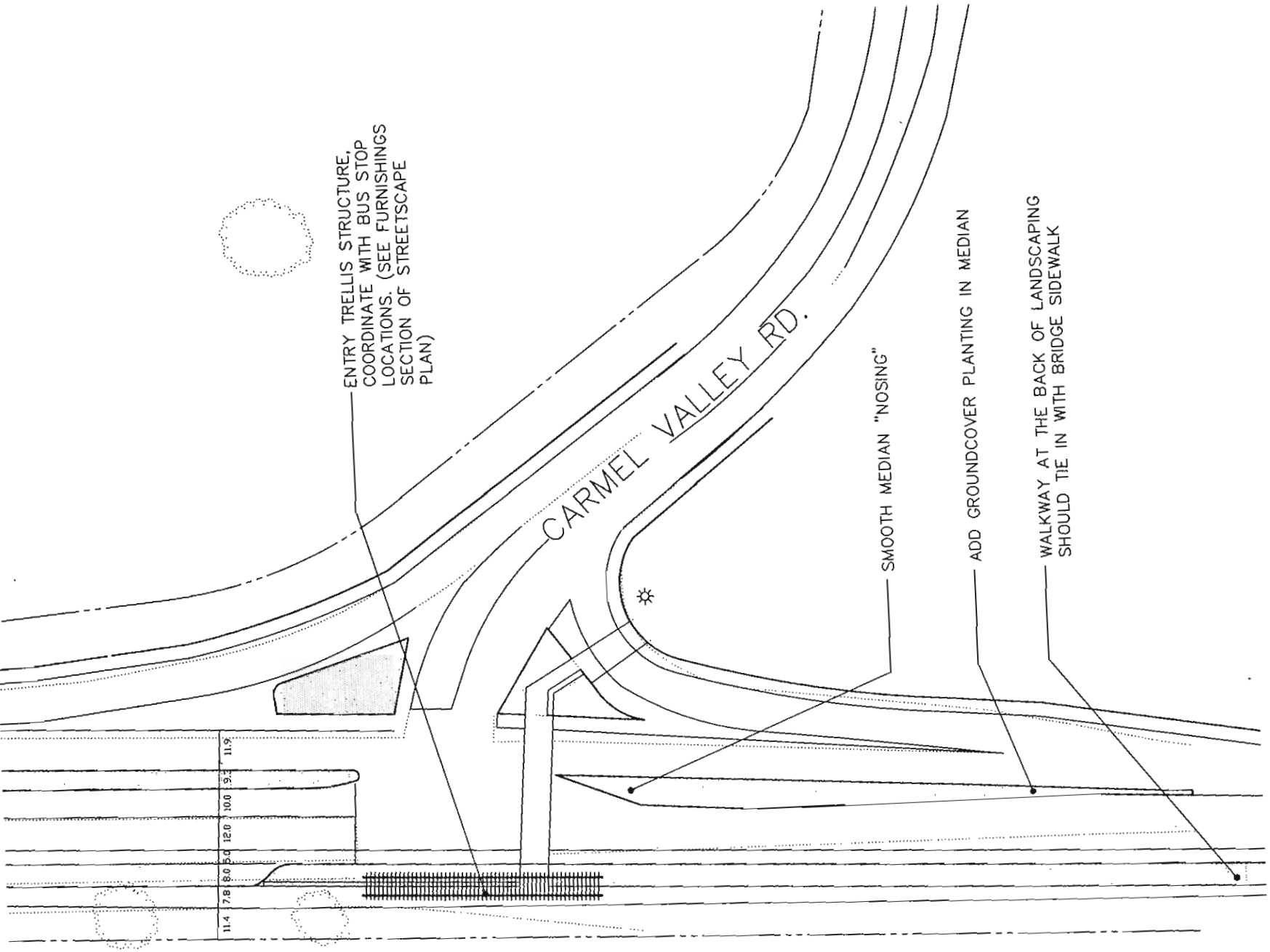


11.0
11.0
5.0
5.0
12.0
12.0



11.0 11.5 17.4

11.0 11.0



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