



chapter 1

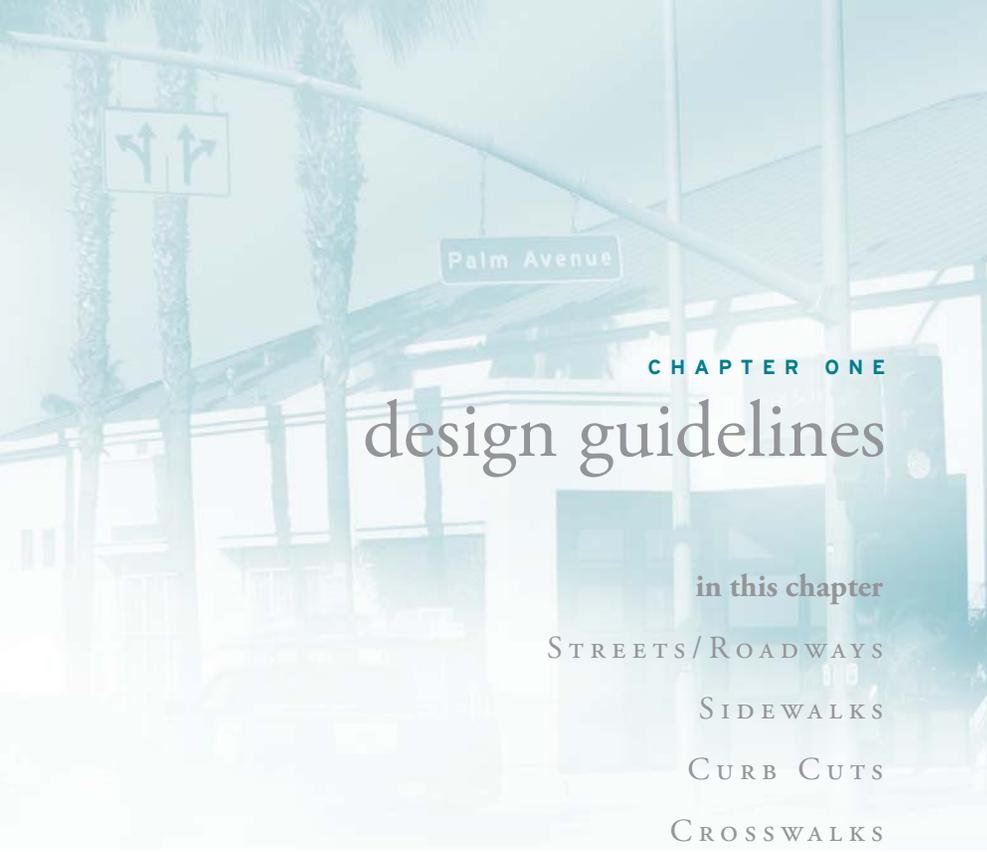
palm avenue

DESIGN GUIDELINES

Caltrans advocates enhancements to state facilities that promote a community's vision and needs. Recognizing that meeting these needs may require flexibility, a process for approving alternative designs exists.

Caltrans

Main Streets: Flexibility in Design and Operations, 2005.



Palm Avenue

CHAPTER ONE

design guidelines

in this chapter

STREETS/ROADWAYS

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These design guidelines are a tool to ensure that the streetscape design of the public right-of-way is conceived and constructed in accordance with the urban design concept described in the previous volume. The guidelines will be used to inform design processes and produce the highest caliber street environment that will help enable the City and community of Imperial Beach achieve their common vision of creating a Main Street along Palm Avenue.

Since Palm Avenue is under Caltrans jurisdiction, the guidelines reflect general Caltrans's state highway standards as well the direction- provided in Caltrans's Main Street: Flexibility in Design and Operations book. The public realm guidelines are meant to be flexible, yet effective means of revitalizing the corridor. A range of implementation options is provided, and a concerted effort has been made to avoid prescriptive guidelines that would stifle creativity.

PUBLIC REALM DESIGN GUIDELINES

The intent of the design guidelines presented on the following pages is to reclaim the public realm from the automobile for the pedestrian. The existing public realm is largely characterized by auto-oriented spaces and parking lots. The public area under discussion includes the right-of-way along Palm Avenue as well the north-south streets extending one block north and south of Palm Avenue.

Improving the public realm will strengthen the character of the entire corridor. The revitalization of the public realm is also the most effective way to create a pedestrian and bicycle-friendly environment that brings life to the street. Reclaiming the public realm will encourage greater opportunities for residents, users and visitors to make use of and enjoy the area.

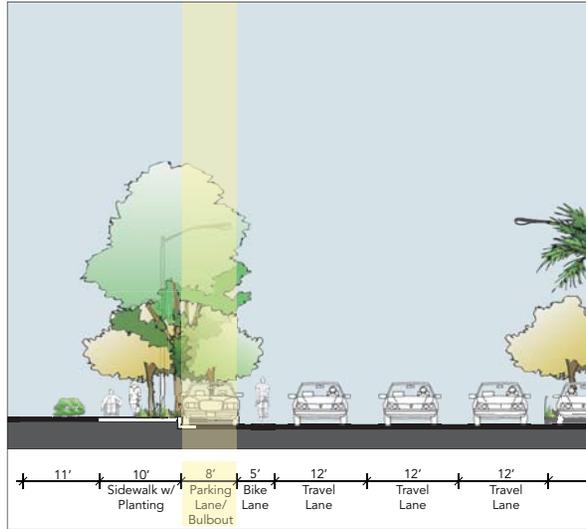


The design of the private realm clearly affects public realm environment especially pedestrians. While the private realm design guidelines are outside the purview of this project, certain private realm built and open space guidelines have been articulated which help mitigate the undesirable affects on the safety and comfort of pedestrians and bicyclists.

These guidelines will improve the overall public-private interface and have been highlighted by an asterisk (*)



1 A I STREETS / ROADWAYS



Parking lanes (1Ai-4)

1Ai-1

Ensure all through travel lanes are a minimum twelve feet in width.

1Ai-2

Ensure all local access lanes in the Mid-Town Sector and along north-south roads to be eleven feet in width.

1Ai-3

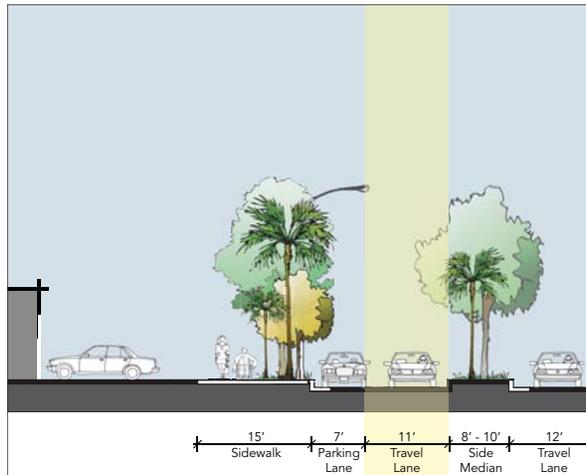
Explore 10' wide left turn lanes in Palm Avenue. Ensure 10' wide left turn lanes in north south local streets.

1Ai-4

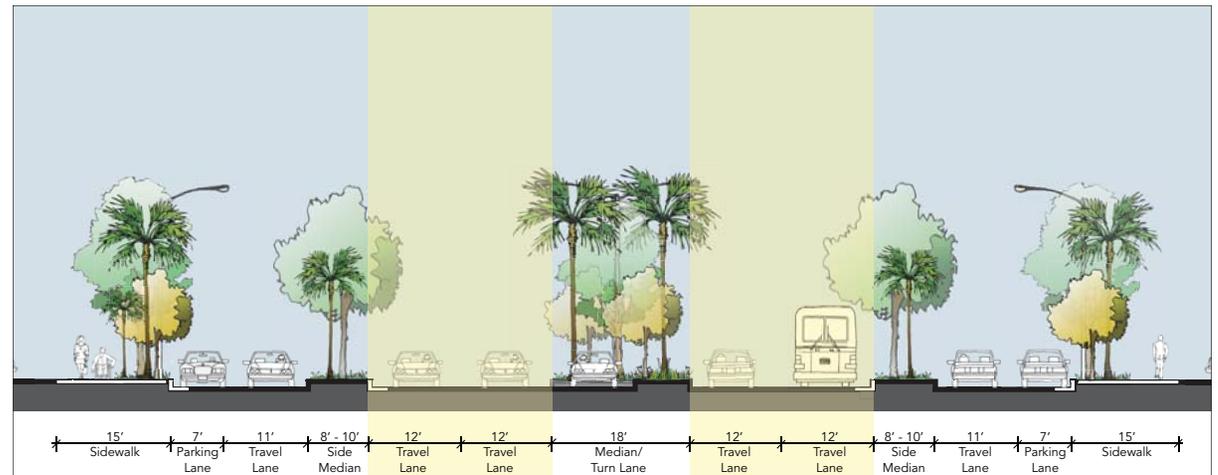
Ensure parking lanes in the East Gateway sector are eight feet in width, and seven feet in width in the Mid-Town Sector on local access lanes within multi-way boulevards.

1Ai-5

Prohibit truck parking via ordinance and enforcement. Explore design options to make truck parking inconvenient, such as bulbouts with tree wells, planter boxes etc. within parking lanes.



Travel lanes (1Ai-2)



Travel lanes (1Ai-1)

1 A I S T R E E T S / R O A D W A Y S

1Ai-6

Ensure that dedicated bicycle lanes in the East End, West End and the Park Sectors are a minimum of five feet in width.

1Ai-7

Design local access roadways in the Mid-Town Sector to be shared by bicycles and automobiles.

1Ai-8

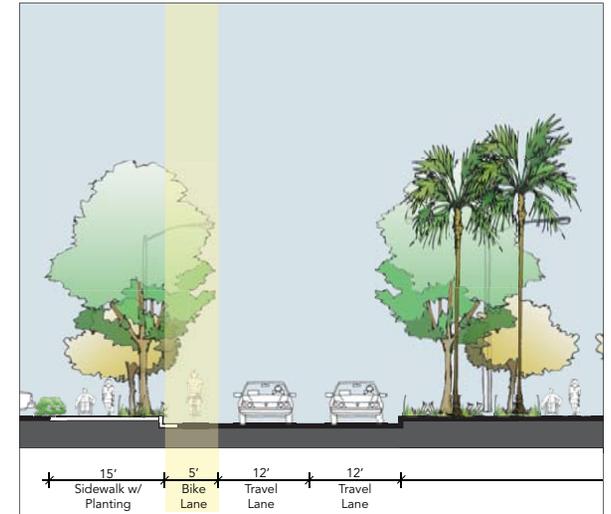
Mark shared bicycle routes with ‘sharrows’ signage along the multi-way boulevard section in the Mid-Town Sector.

1Ai-9

Provide bus stop lanes at least ten feet in width.

1Ai-10

Provide lower traffic speed along local access lanes in the multi-way boulevard section of Mid-Town Sector to discourage through traffic.



Bicycle lanes (1Ai-6)



Local access lanes shared by bicyclists and automobiles (1Ai-7)



Sharrow (1Ai-8)

1 A II SIDEWALKS



Minimum sidewalk width (1Aii-2)



Outdoor seating along sidewalks (1Aii-4)

1Aii-1

Ensure sidewalks on both sides of all streets.

1Aii-2

Ensure all sidewalks are at least six feet wide.

1Aii-3

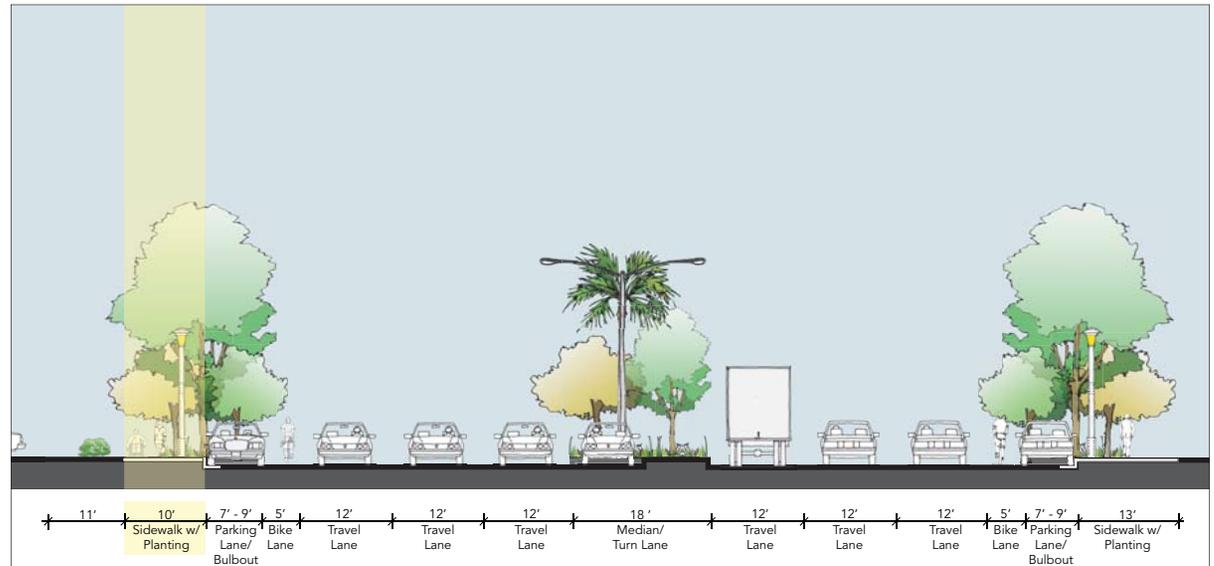
Ensure all sidewalks are at least six feet wide. Require a clear, contiguous, and unobstructed five foot path for ADA access.

1Aii-4

Encourage sidewalks to be ten feet wide to allow pairs of pedestrians to walk side by side or to pass comfortably. Provide additional sidewalk width for outdoor cafe and restaurant seating and additional planting.

1Aii-5*

Create pocket plazas through widened sidewalk space created by bulbouts in parking lanes and front setbacks to private parcels.



Sidewalks on both sides of street (1Aii-1)

1 A II SIDEWALKS

1Aii-6

Locate pocket plazas at key locations along the sidewalk, such as in front of key civic and community amenities and destinations like South Medical Center.

1Aii-7

Design pocket plazas with additional landscaping and pedestrian amenities like seating, trashcans and bicycle racks at pocket plazas.

1Aii-7

Explore special paving at pocket plazas and key nodes in the sidewalks for visibility and special interest.

1Aii-9*

Provide landscaped buffer space between sidewalks and existing pedestrian unfriendly private parcel edge conditions including on-site parking. Where sidewalks are narrow, provide buffer space within private parcel setbacks.

1Aii-10*

Ensure primary pedestrian-oriented entrances of new buildings to face and front the sidewalk. Provide well designed pedestrian paths from sidewalks to entrances of new developments. Where possible, provide similar pedestrian paths to entrances of existing development.

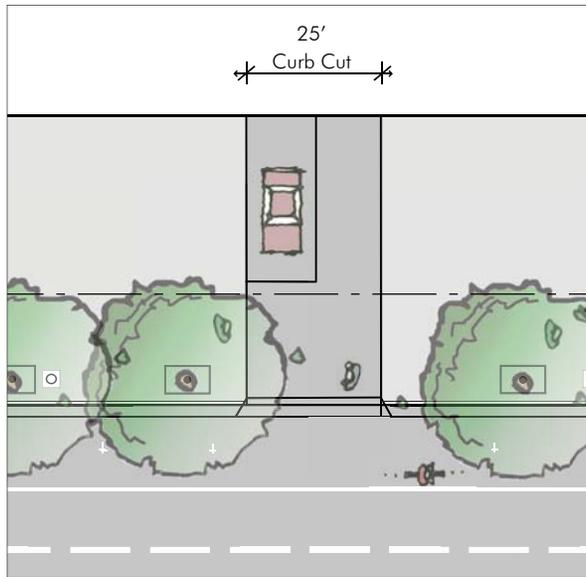


Landscaped buffers along pedestrian-unfriendly parcels (1Aii-9)*



Builtouts with pedestrian amenities (1Aii-5)*

2 A III CURB CUTS



Residential two way entries/exits (1Aiii-2)

1Aiii-1

Minimize curb cuts to improve comfort and safety for all users especially pedestrians and bicylists and pedestrian safety and enhance overall quality of the pedestrian environment.

1Aiii-2

Ensure new and existing commercial uses, except gas stations, have two-way entries/exits that are no more than 25 feet in width. For paired one-way entrances, ensure each entry is no more than 12 feet in width.

1Aiii-3

Allow special consideration for life safety operations, including police and fire, in the design of curb cuts.



Pedestrian-friendly curb cuts

1 A I V C R O S S W A L K S

1Aiv-1

Provide clearly marked crosswalks, which are at least ten feet in width. Setback stop lines from crosswalks by minimum four feet.

1Aiv-2

Ensure ramps for ADA access, at all controlled intersections.

1Aiv-3

Provide a minimum six feet wide refuge for pedestrians in the medians at key intersections. Explore pedestrian traffic push buttons at these pedestrian refuges.

1Aiv-4

Provide bulb-outs at all intersections to minimize crossing distance and increase pedestrian visibility.

1Aiv-5

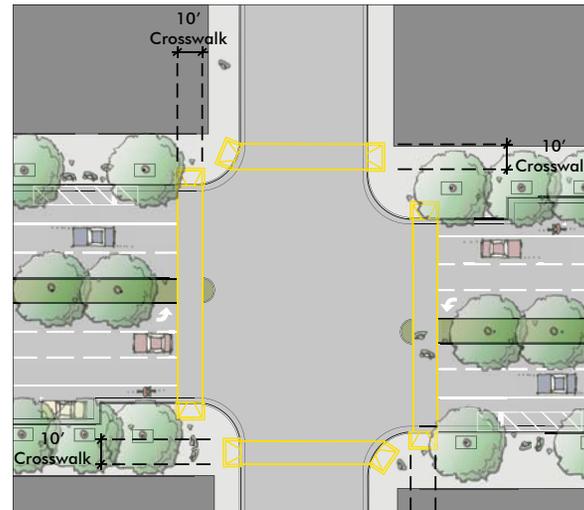
Explore using a smooth, slip-resistant path of travel in the center of the crosswalk for sensitivity to certain ADA conditions. Explore paving the remaining areas of the crosswalk with colored and textured materials, for visibility and visual interest.



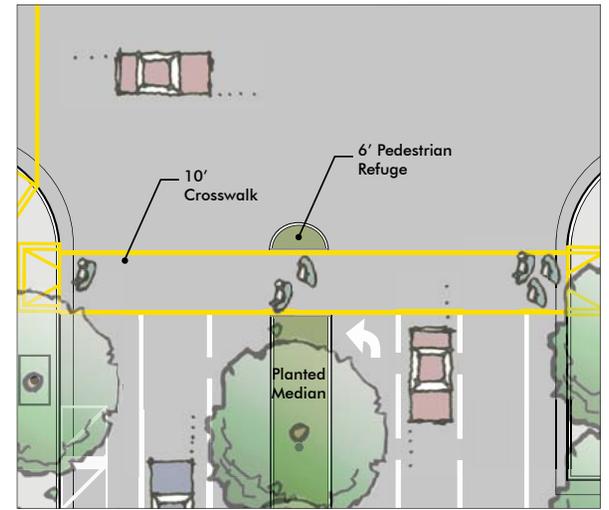
Pedestrian refuge at intersections (1Aiv-2)



Clearly marked crosswalks (1Aiv-1)



Controlled intersection crosswalks (1Aiv-1)



Pedestrian refuge at intersections (1Aiv-3)

2 AV MEDIANS



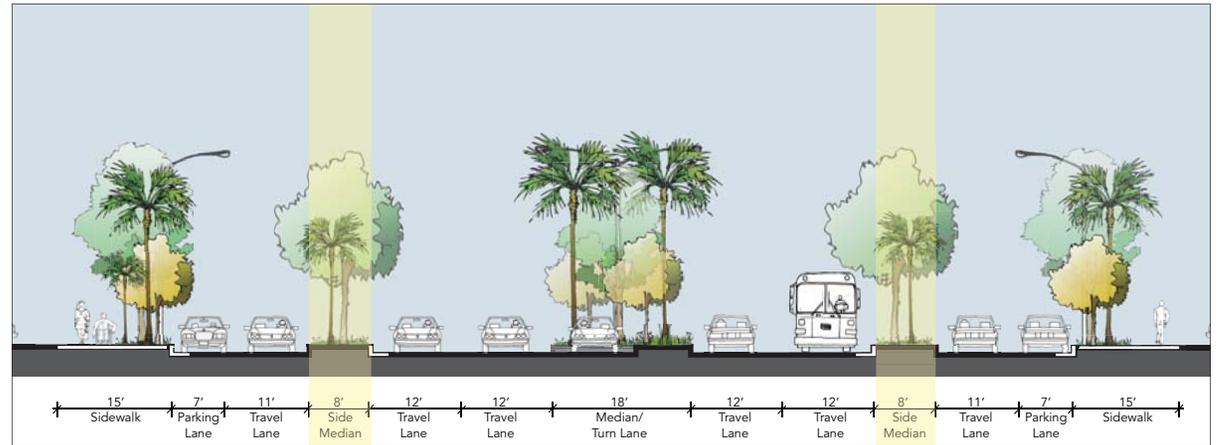
Side landscaped medians

1Av-1

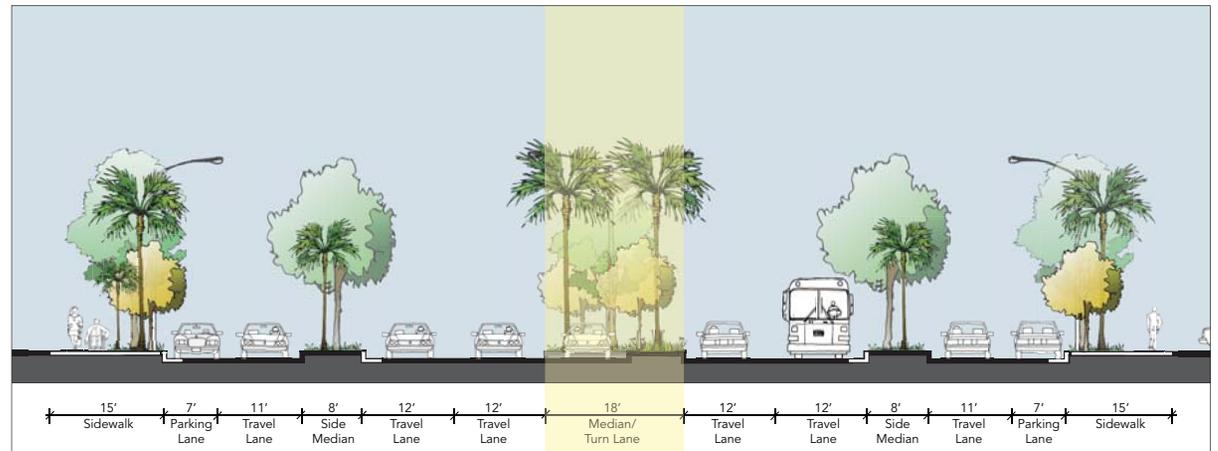
Provide an approximately 18 feet wide central median in the East Gateway, West Gateway and Mid-Town Sectors.

1Av-2

Provide approximately eight foot wide side medians in the Mid-Town Sector.



Side medians in Mid-Town Sector (1Av-3)



Central Median in Mid-Town Sector (1Av-1)

1 A V M E D I A N S

1Av-3

Explore the use of medians at intersections along local north-south streets to calm traffic and enhance the sense of entry into residential neighborhoods.

1Av-4

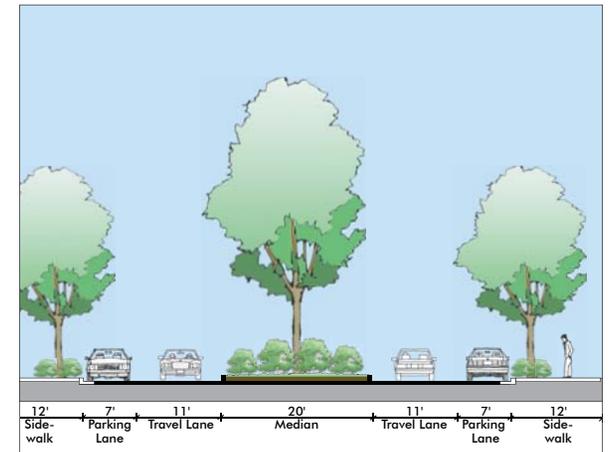
Landscape central and side medians with hardy, low maintenance, and drought tolerant trees and shrubs.

1Av-5

Design medians keeping in mind access to maintenance workers and their equipment, and irrigation systems.

1Av-6

If needed, explore lower curbs in side medians along local access lanes in Mid-Town sector so as to be mounted by emergency vehicles.

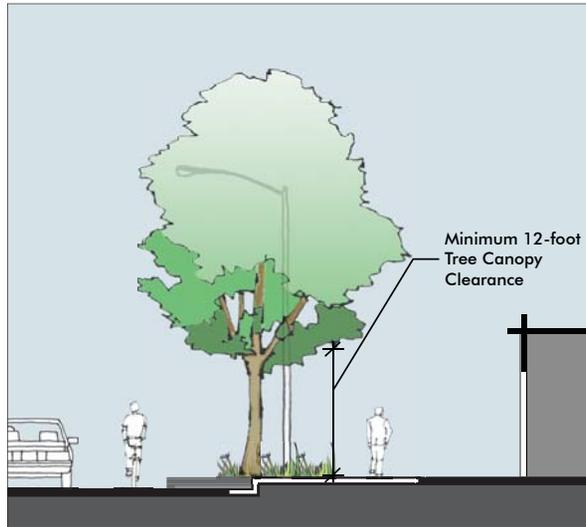


Landscaped medians along north south streets (1Av-3)

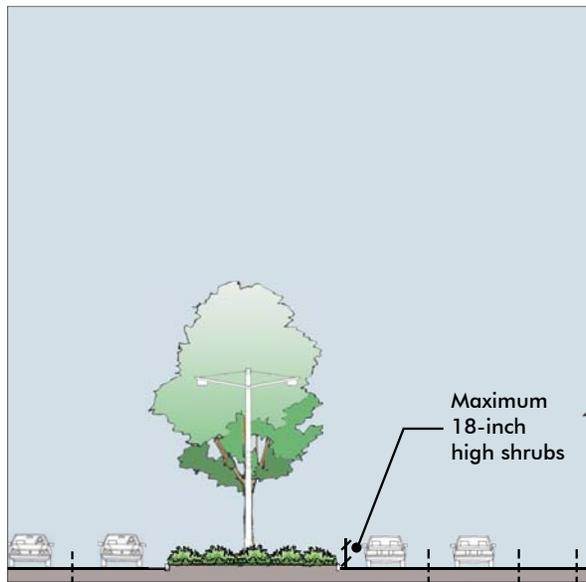


Flowering trees within medians (1Av-4)

1 A VI LANDSCAPING



Clear twelve feet canopy clearance (1Avi-4)



Shrubs in median (1Av-3)

1Avi-1

Provide individual street trees planted approximately 30 feet apart on-center.

1Avi-2

Cluster 2 to 3 trees at certain locations at key locations like pocket plazas and bulbouts.

1Avi-3

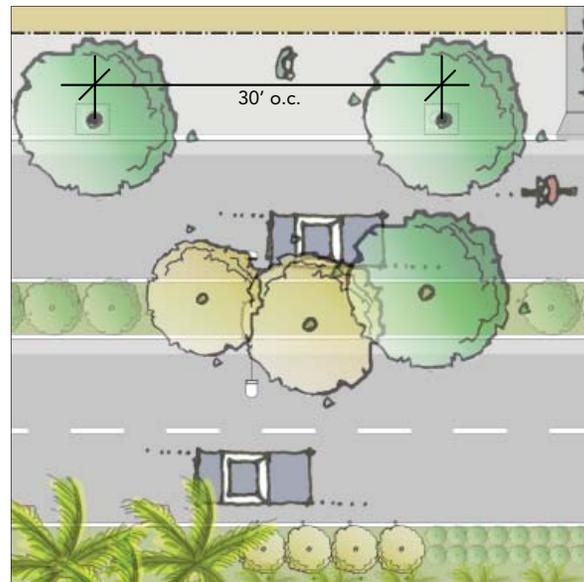
Allow for low height shrubs not more than eighteen inches high in the central and side medians of districts.

1Avi-4

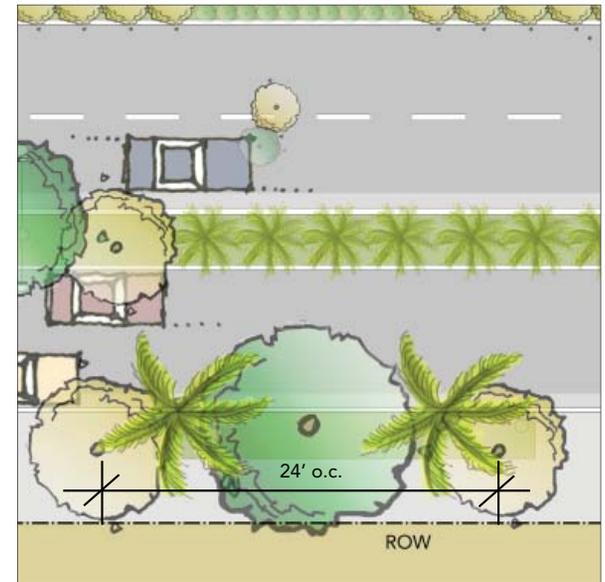
Ensure at least twelve feet tree canopy clearance from the finished sidewalk elevation to provide clear emergency and service access, not block light from the pedestrian-scaled lighting, and to allow for a visual connection to buildings and open spaces along the public right-of-way edge.

1Avi-5

Provide a palette of plantings that emphasize the main street stature and character to all sectors.



Distance between trees (1Avi-1)



Cluster of street trees (1Avi-2)

1 A V I L A N D S C A P I N G

1Avi-6

Ensure the palette of trees and shrubs are drought-tolerant, low-maintenance and hardy to remain robust in the face of harsh conditions, such as long stretches between rain and fast moving truck traffic. For more detail on planting recommendations, follow the recommended landscape palette in Appendix A.

1Avi-6

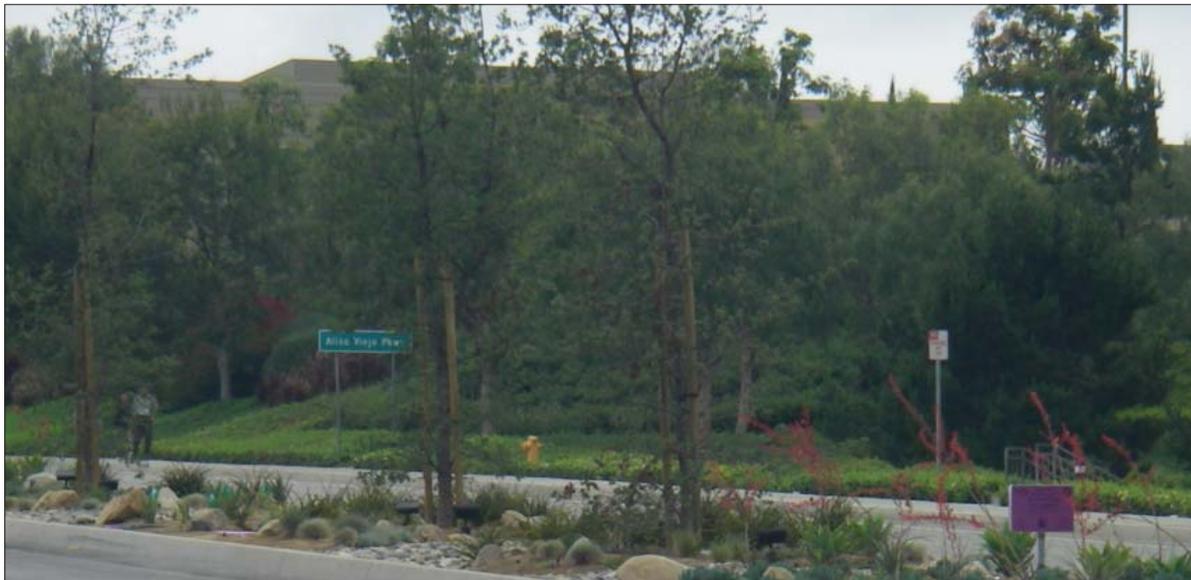
Encourage swales and storm-water planters in West End Sector.

1Avi-7

Explore the use of structural soil two to three feet deep and a minimum ten feet wide under paving in narrow medians and under all sidewalks, in lieu of standard aggregate base. Explore the use of permeable paving over structural soil in the local access lanes adjacent to the side medians.

1Avi-8

Visually connect Old Palm with Palm Avenue by planting new palm trees along Palm Avenue east of 7th Street. Limit palm trees in the West Gateway Sector to emphasize this connection.



Drought tolerant low maintenance planting (2Av-6)

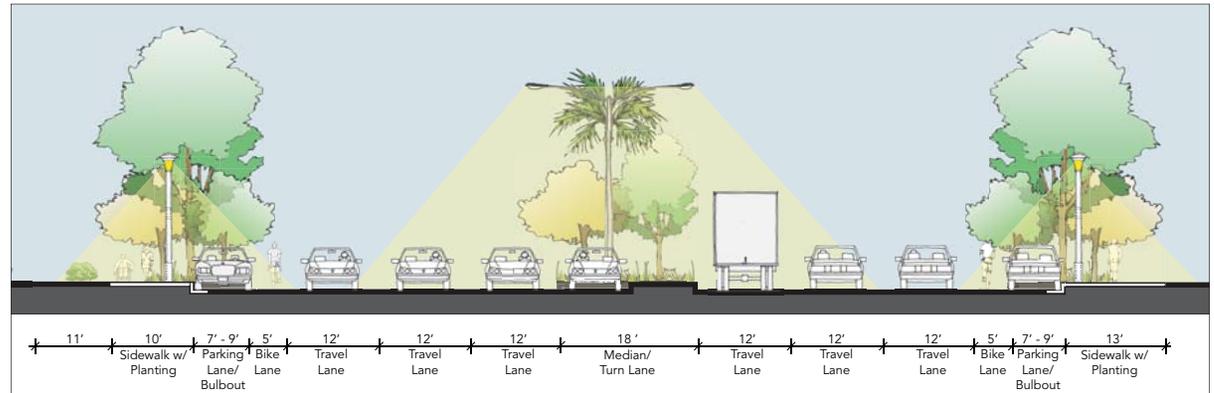
1 AVII STREET LIGHTING

1Avii-1

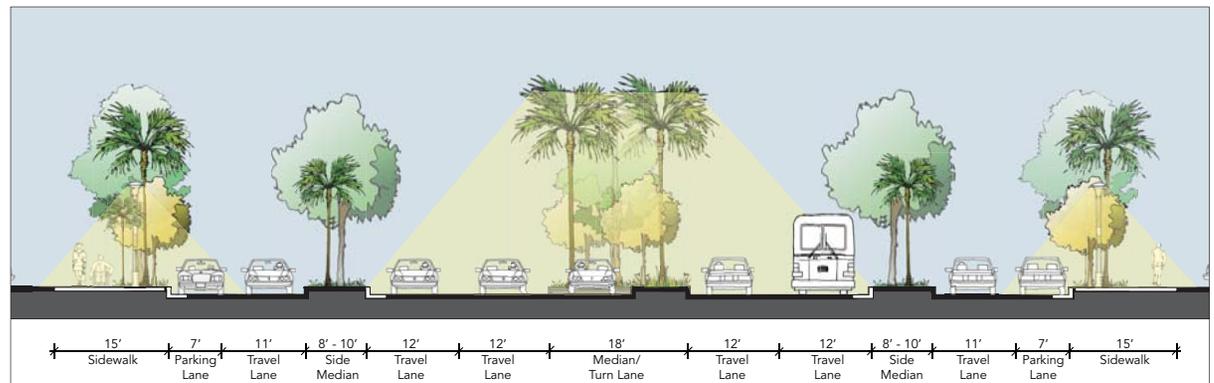
Provide street lighting at two different levels: 1) Pedestrian-oriented lighting that illuminates the sidewalk and part of the adjoining street (that usually includes the parking and bicycle lane); and 2) Automobile traffic-oriented lighting that is centrally placed at a higher height.

1Avii-2

Require pedestrian lighting to be at lower height (approximately twelve feet high), spaced closer, and use full spectrum bulbs. Ensure pedestrian lighting along all sidewalks and explore the use of pedestrian lighting on the side medians of the multi-way boulevard in Mid-Town sector.



Different scale of street lighting (1Avii-1)



Scale of lighting in multi-way boulevard (1Avii-2)

1 AVII STREET LIGHTING

1Avii-3

Require automobile traffic-oriented lighting to be higher, further-spaced and centrally located within medians.

1Avii-4

Where possible, explore keeping the existing central median streetlights.

1Avii-5

Ensure the spacing and type of street lights meet the illumination standards set by the City.

1Avii-6

Ensure the character of street lights compliments other street furnishings such as seating, and emphasize the primary commercial corridor function of Palm Avenue.



Different scales of street lights spaced to meet illumination standards (2Avii-5)

1 AVIII STREET FURNITURE / SPECIAL ELEMENTS



Outdoor seating along sidewalks (1Aii-2)

1Aviii-1

Ensure palette of street furnishings reinforces the pedestrian and bicycle friendly character of Palm Avenue. Balance the need to provide a unique identity to Palm Avenue with the need to provide cost effective street maintenance. Coordinate colors, shapes and materials of street furniture with the other commercial corridors of the City to create a cohesive City wide identity.

1Aviii-2

Provide low-maintenance street furniture elements that include seating, garbage cans, newspaper stands, etc.

1Aviii-3

Locate seating on sidewalks adjacent to major destinations, major mobile home parks, etc. Provide additional seating at regular intervals as development intensifies along the Palm Avenue corridor.

1Aviii-4

Provide multiple options for seating by varying size, materials, configurations, etc.

1Aviii-5

Ensure that seating that is a fixed part of the building does not compromise the minimum five feet of unobstructed access required by the ADA.



Palette of street furnishings

1 AVIII STREET FURNITURE

1Aviii-6

Locate bicycle racks intermittently along the entire corridor, at least once every block, and more frequently if demand exists. Prioritize location of bicycle racks in close proximity to existing and future destinations that provide community amenities.

1Aviii-7

Explore opportunities for artistic design of bicycle racks.

1Aviii-8

Design bus stops to reinforce the identity of Palm Avenue and explore opportunities for individual identity at certain key bus stops / transfer points.

1Aviii-9

Provide shelter, shade, seating and trash receptacles at each bus stop.



Sculptural bicycle racks (1Aviii-8)



Bus shelters with unique signage

1 A I X G A T E W A Y S / S I G N A G E



Context sensitive signage

1Aix-1

Coordinate colors, shapes and graphics of signage with the City's signage system.

1Aix-2

Celebrate the sense of place with public signage on sidewalks and medians.

1Aix-3

Where possible, incorporate signage at bus stops.

1Aix-4

Use signage for wayfinding.

1Aix-5

Use signage to emphasize key locations, intersections, focal points and areas near civic buildings, such as the South Medical Building.

1Aix-6

Provide iconic gateway elements at key intersection of Palm Avenue and 13th Street to emphasize the entry into the City and in the Park Sector between 7th and Delaware Streets to celebrate the connection to Old Palm Avenue.



Gateway element spanning the roadway



Gateway element in the median