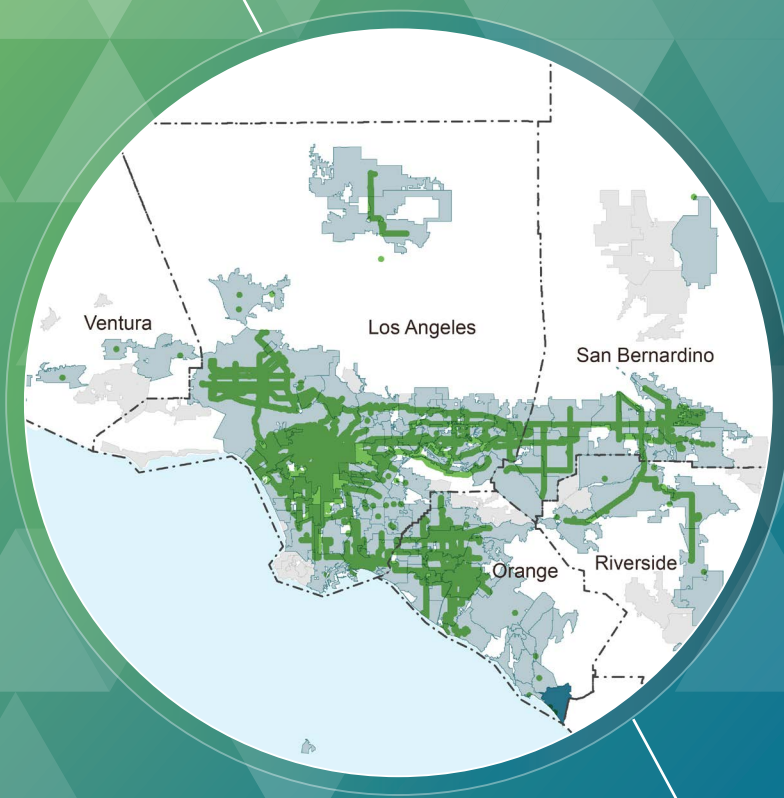


Part 5

Vision



A - Overview

- Vision Plan Goals
- Framework Plan
- Pilot Project Area - 2048 Potential Buildout
- Priority Projects

B - Land Use Strategy

- Development Opportunity Sites
- Building Typologies Concept Plan
- Major Development Areas

C - Infrastructure & Public Realm Strategy

- Public Realm Improvements Map
- Public Realm Improvements Map
- Corridor Plans

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Part 5

Vision

A - OVERVIEW



Vision Plan Goals

Framework Plan

Pilot Project Area - 2048 Potential Buildout

Priority Projects

Vision Plan Goals

OVERVIEW

The San Clemente HQTAs Vision Plan will compliment the excellent historic urban fabric to foster an economically vibrant, attractive neighborhood centered around the Metrolink station. To ensure the appropriate balance of neighborhood preservation, environmental sustainability, and promote walking, biking, and the use of transit, the plan is founded on the goals described below. These goals were developed through a synthesis of adopted City initiatives, stakeholder interviews, and the opportunities and constraints analysis outlined in Parts 2 through 4 of this document. Initiatives and next steps that will help to carry through the goals of the plan are presented in Part 6 (Implementation Plan).

Goal #1: Promote safety, collision reduction, and expanded economic vitality with pedestrian improvements to critical corridors

El Camino Real is a busy corridor lined with various commercial uses, with blocks that have long spans between pedestrian crossing points. Introducing new mid-block crossings will make it easier for visitors to patronize businesses on either side of El Camino Real, and are a first step to creating a “park once” district, where key destinations are within walking distance from each other. Additionally, the street could be improved by the inclusion of pedestrian amenities such as curb extensions and additional landscaping.

Goal #2: Encourage economic development through focused redevelopment projects

With limited vacant parcels and because many parcels along major streets are relatively narrow, future development in the HQTAs will likely be infill development or repurposing of surface parking lots.

Goal #3: Identify select locations where infill housing may be incorporated to balance commercial and non-commercial uses in the downtown area

Housing would be focused in areas that are further inland, and would be near activity centers to provide the necessary customer and employee demand to support new commercial and office development.



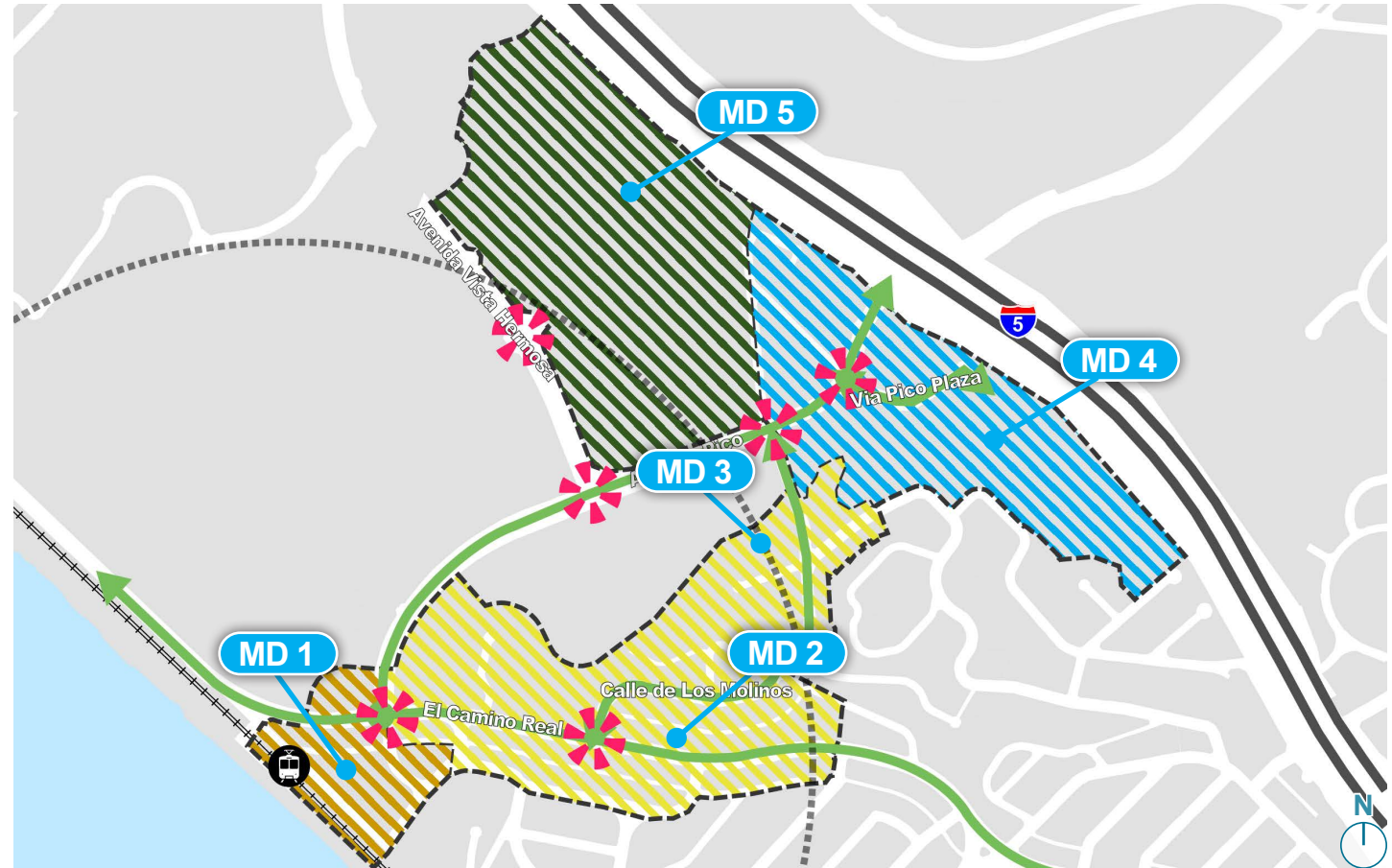
Portion of El Camino Real with landscaped parkway, on-street parking, and engaging building frontages

Framework Plan

OVERVIEW





The Vision Plan enhances HQTAs sense of place through development, streetscape, and infrastructure improvements in four unique districts: Transit Station District, Pico Plaza District, Central District, and Outlets District. These investments aim to boost ridership, create livable, walkable neighborhoods, and reduce congestion and greenhouse gas emissions.

New developments and streetscape enhancements will be oriented toward the critical gateways identified at the intersections shown in the figure to the right. These gateways could include landscaping, public art installations, and signage to welcome visitors to the area, and will serve as visual markers to reinforce the HQTAs as a walkable destination within the City.








Districts

Areas within the Pilot Project Area that are envisioned in the buildout scenario to contain similar building densities and typologies.

-  Transit Station District
-  Pico Plaza District
-  Central District
-  Outlets District




Major Development Areas (MDA)

Focused areas of development proposed in the buildout scenario with clusters of complementary priority projects which may catalyze the envisioned development.

-  Transit Station Area Infill
-  El Camino Real Infill
-  Los Molinos Industrial Village
-  Pico Plaza Infill
-  Outlets Infill

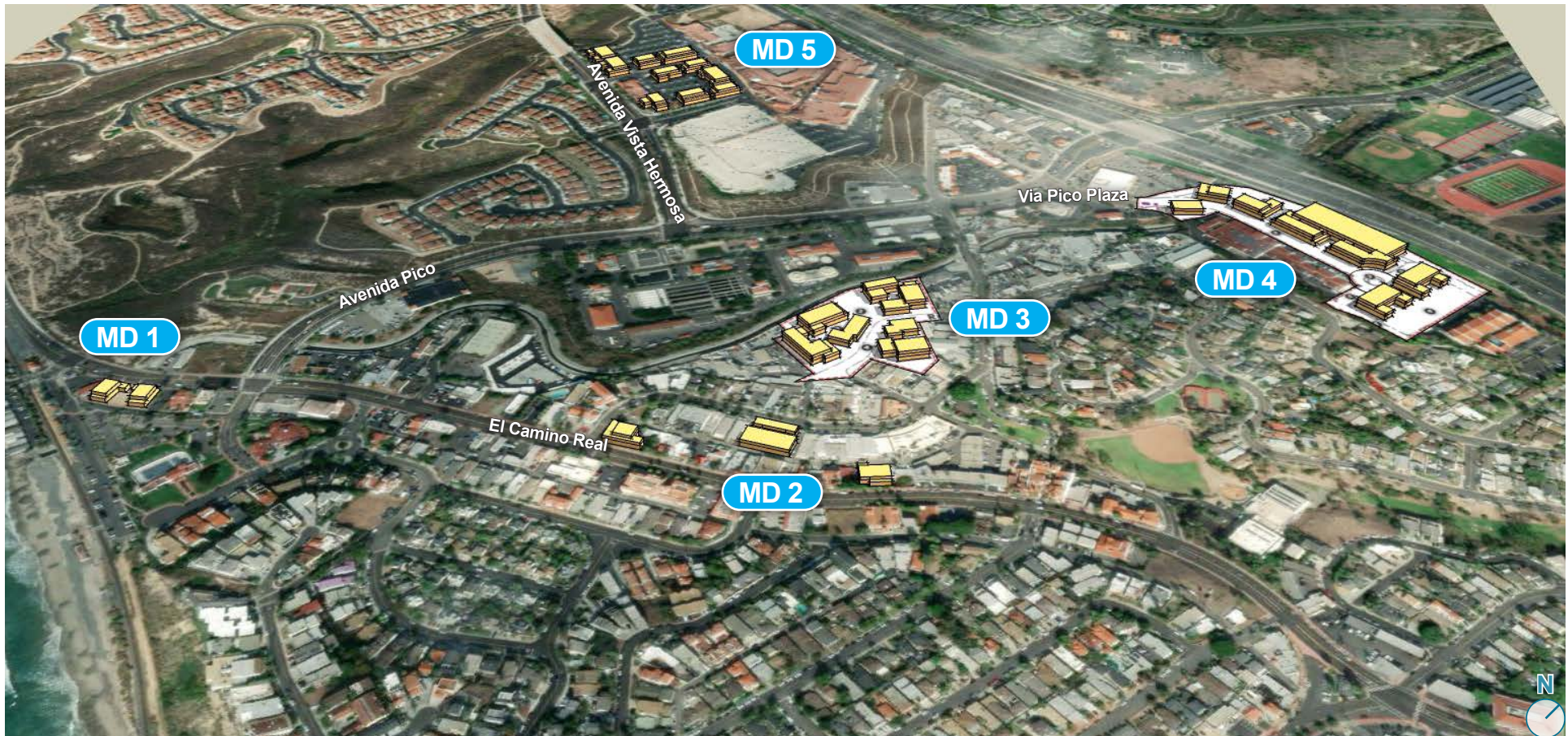
Corridors

Roadways with envisioned traffic calming, pedestrian amenities, or other improvements.

-  El Camino Real
-  Calle de Los Molinos
-  Via Pico Plaza

Pilot Project Area - 2048 Potential Buildout

OVERVIEW



The Land Use Strategy details an illustrative development buildout scenario that takes into account adopted land use regulations and parking requirements, and modifies densities and typologies when necessary to achieve SCAG's TOD goals for HQTAs. This 30-year Vision Plan presents a buildout scenario that allows for flexibility and recognizes that a number of factors will affect type and location of future developments. The ultimate buildout will be determined through a specific plan(s) update and further discussions with property owners and interested developers.

Cumulative Land Use Mix and Buildout Potential

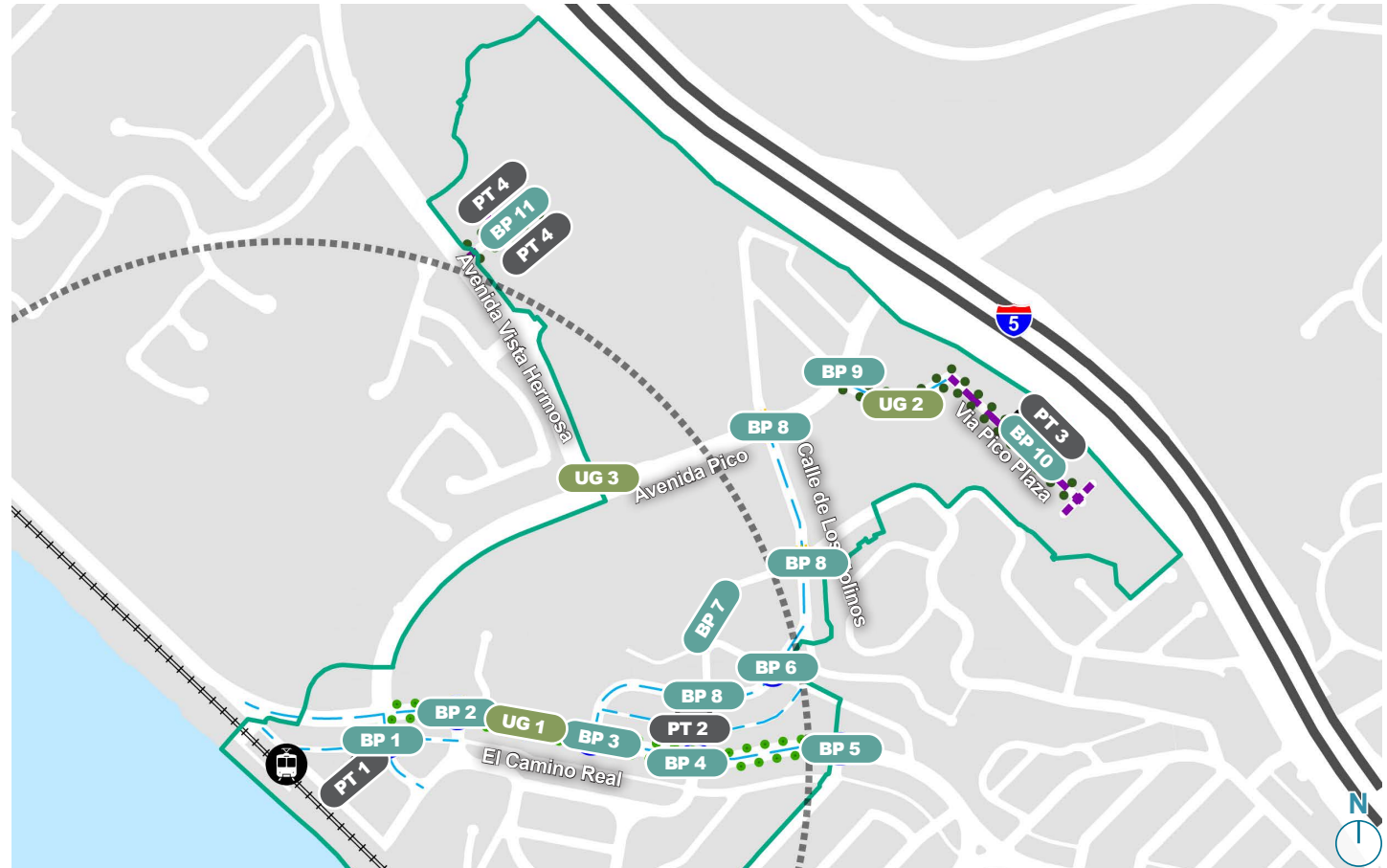
Major Development Area		Total	Retail	Office	Residential		Parking
		Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Units	Stalls
MD 1	Transit Station Area Infill	15,800	7,900	7,900	-	-	TBD
MD 2	El Camino Real Infill	30,600	15,300	15,300	-	-	75 - 100 stalls
MD 3	Los Molinos Industrial Village	141,300	21,195	84,780	35,325	39	TBD
MD 4	Pico Plaza Infill	192,800	48,200	48,200	96,400	88	450 - 500 stalls
MD 5	Outlets Infill	231,100	34,665	69,330	127,105	116	350 - 400 stalls

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Priority Projects

OVERVIEW

Priority projects are targeted infrastructure or public realm improvements that could catalyze development and private investment in the Pilot Project Area. Most projects would be completed as part of a Corridor improvement, though some projects may be on private property. Funding sources for each priority project type and a priority project phasing strategy are provided in Part 6 (Implementation).



Bicycle and Pedestrian Projects

- BP 1** Calle Deshecha / Avenida Pico Intersection Improvements
- BP 2** El Camino Real / Boca de la Playa Intersection Improvements
- BP 3** El Camino Real / Calle de Los Molinos Intersection Improvements
- BP 4** El Camino Real / Calle Los Bolas Intersection Improvements

- BP 5** El Camino Real / Avenida De La Grulla Intersection Improvements
- BP 6** Calle de Los Molinos / Calle Valle Intersection Improvements
- BP 7** Rincon Ct Extension
- BP 8** Misc. Enhanced Crosswalk Improvements
- BP 9** Via Pico Plaza / Avenida Pico Intersection Improvements
- BP 10** Via Pico Plaza Extension

Urban Greening & Environmental Projects

- UG 1** El Camino Real Tree Canopy Gap Closure & Landscaping
- UG 2** Via Pico Plaza Tree Canopy Gap Closure & Landscaping
- UG 3** Wayfinding Signage on Avenida Pico

BP 11 New Interior Roadways

Parking and Transit Projects

- PT 1** Shared Parking Structure at Transit Station
- PT 2** Shared Parking Structure at near El Camino Real
- PT 3** Parking Structure(s) at Pico Plaza
- PT 4** Parking Structure(s) at Outlets at San Clemente

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Part 5

HQTA Vision

B - LAND USE STRATEGY



Development Opportunity Sites

Building Typologies Concept Plan

Major Development Areas

- MD 1** Transit Station Area Infill
- MD 2** El Camino Real Infill
- MD 3** Los Molinos Industrial Village
- MD 4** Pico Plaza Infill
- MD 5** Outlets Infill

Development Opportunity Sites

LAND USE STRATEGY

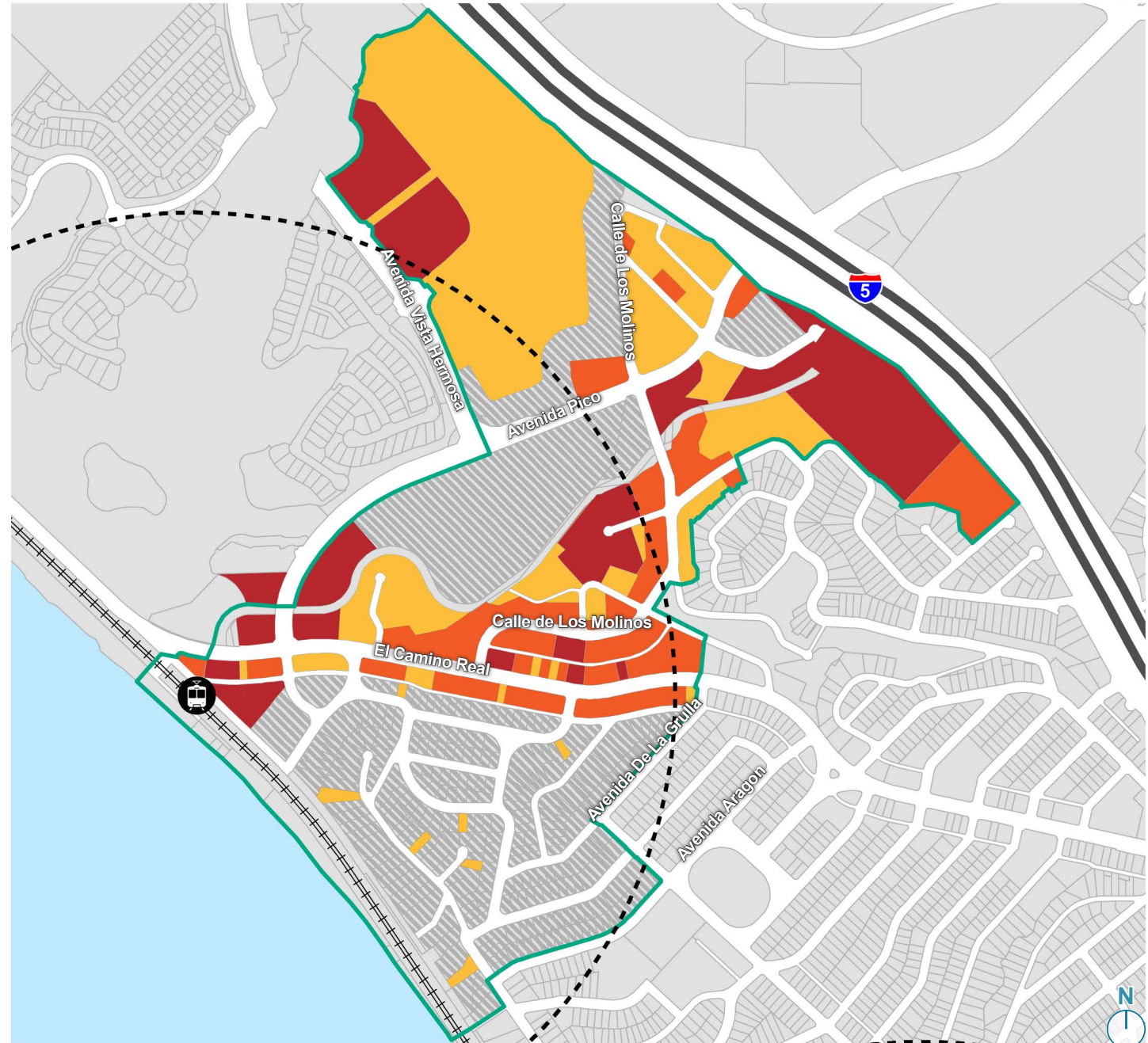
This Vision Plan takes a holistic view of the Pilot Project Area by incorporating planned development projects and projects that are under construction with additional lots that would add substantial value to the Pilot Project Area if redeveloped.

- Primary Opportunity Sites**
 Primary sites will see the majority of development in the near future since they can be utilized for large-scale, catalytic projects due to limited on-site barriers.

- Secondary Opportunity Sites**
 Secondary sites provide opportunities for smaller infill developments, especially on corner properties at key intersections, or the adaptive re-use of buildings with unique facades.

- Tertiary Opportunity Sites**
 Tertiary sites have long-term potential for redevelopment, but have existing short-term barriers such as parcels requiring lot consolidation or negotiations amongst private property owners.

- Areas Not Considered Opportunity Sites**
 These sites would require drastic shifts in market or other conditions to support redevelopment, and as such are not considered suitable for redevelopment in the immediate future for the purposes of this plan.

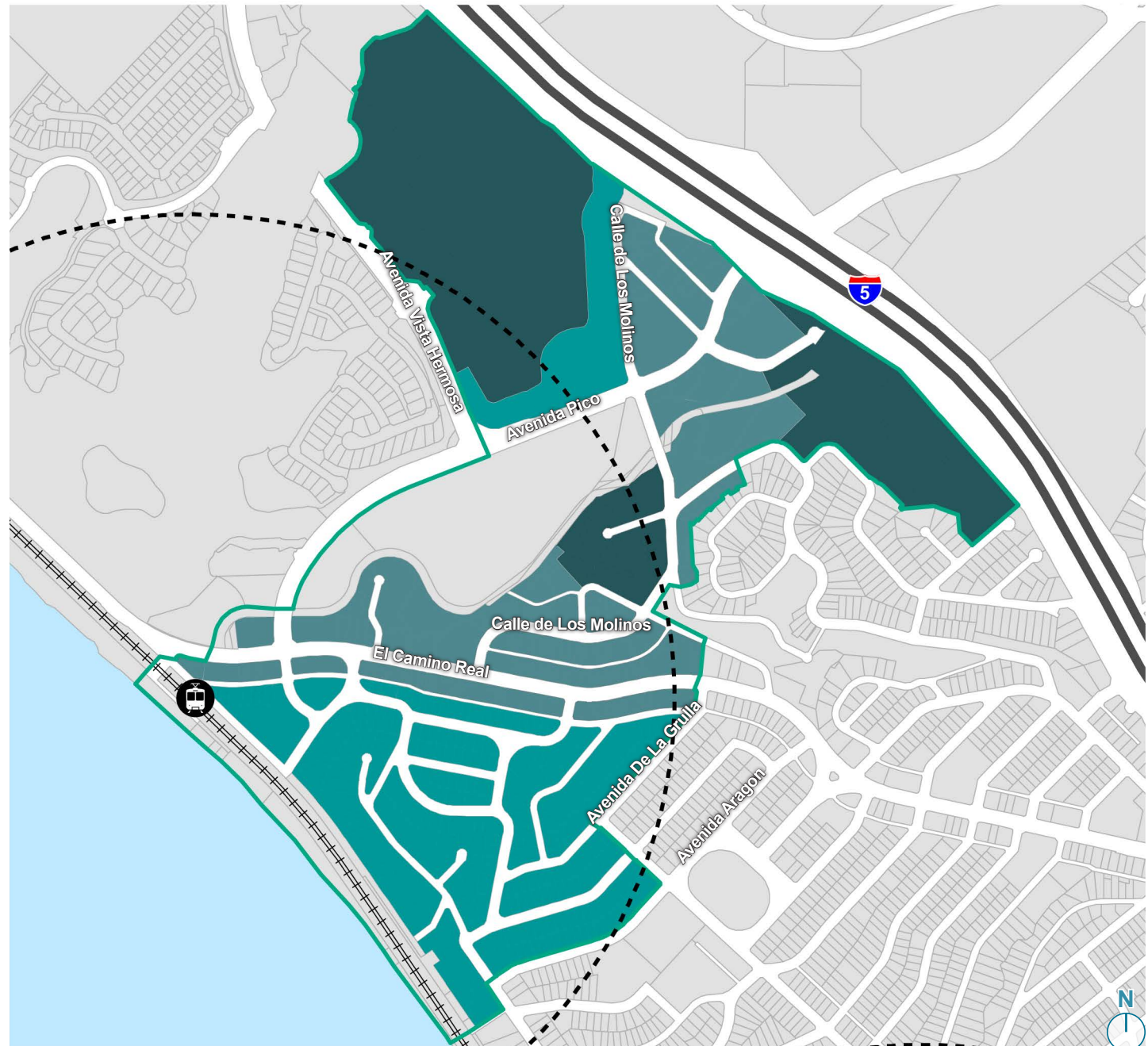


Building Typologies Concept Plan

LAND USE STRATEGY

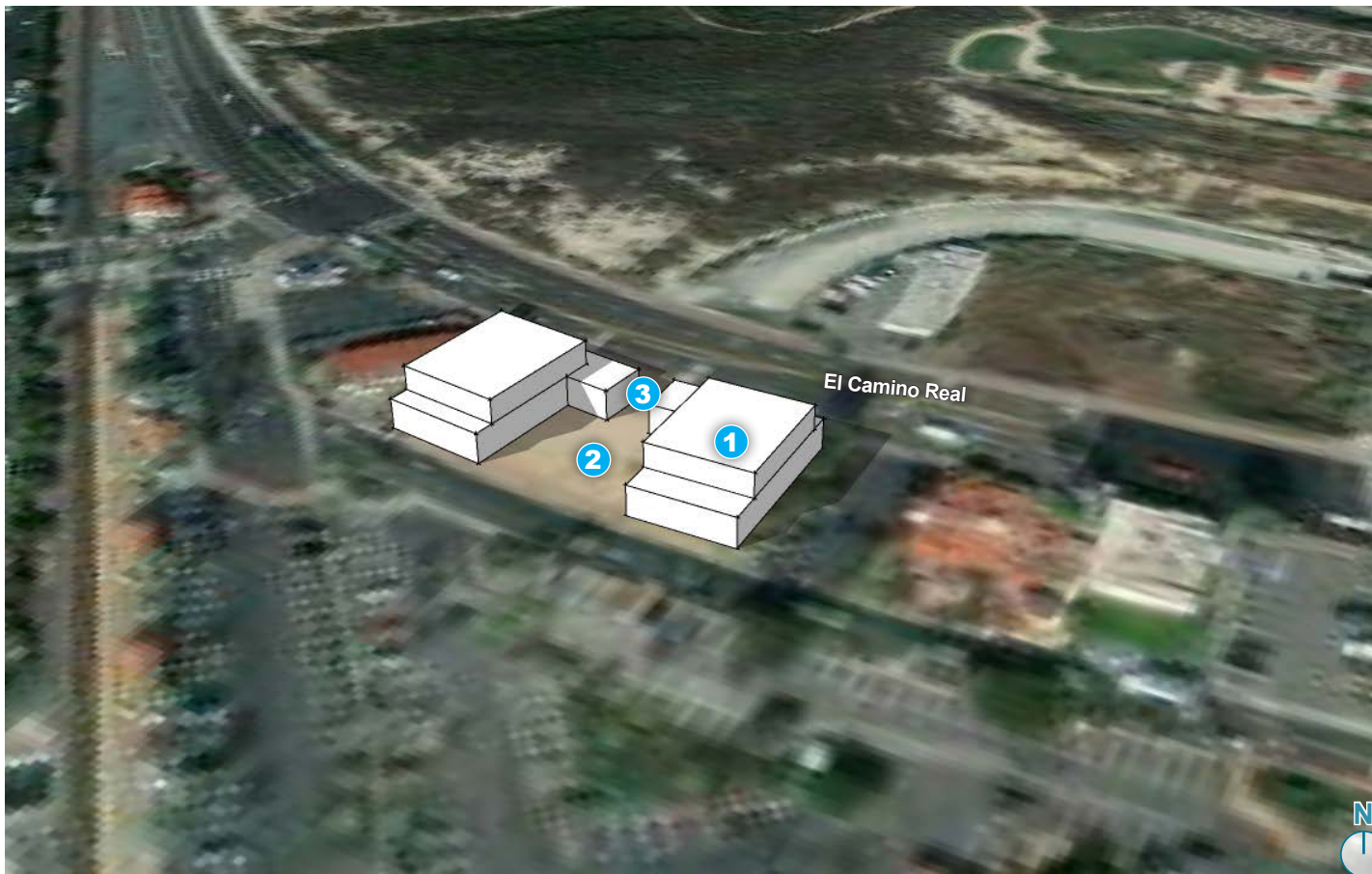
The Building Typologies Concept Plan outlines the proposed height, density, intensity, and development guidelines for key redevelopment areas in the Pilot Project Area. Each of the building types below, keyed to the plan at right, has a more complete profile in the attached HQTAToolkit that shows a target range of building mass and intensities. Additional building types or different configurations of the illustrative plan not listed below may be appropriate, as long as the massing, design, and density targets listed below are satisfied.

Appropriate Building Types	Bldg. Height (stories)	Toolkit Page
View the Toolkit to learn more about the following building types. PDF: click to navigate.		
Podium Mid-Rise	2-4+	II-C-D-2
Flex/ Hybrid	2-4+	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Commercial Block/ Liner	up to 2	II-C-C-3
Townhouse/ Small Lot Subdivision	up to 2	II-C-B-2
Live/ Work	up to 3	II-C-B-3

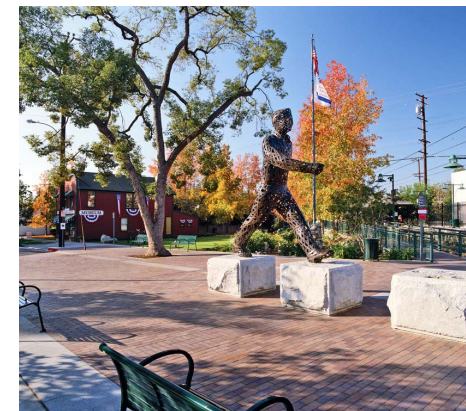


MD 1 Transit Station Area Infill

LAND USE STRATEGY



2-story active use



Example open plaza with seating areas and public art

Illustrative Base Buildout Model

The area surrounding the transit station could see modest infill development in the future. To respect the southward views to the ocean and the topography of the area, the new development would be 1- to 2-stories and would occupy the vacant lots and parking lots near the station. Surface parking would be replaced with a shared public parking structure. Spaces between buildings should be designed with pedestrian amenities and landscaping to encourage longer visits.

	New Buildings	
	Parking Structure	
Residential Units*		0 units
Land Use Mix*		
Residential		0 sq. ft.
Office		7,900 sq. ft.
Retail		7,900 sq. ft.
Parking Capacity*		TBD stalls

- 1** New Mixed-use (retail + office)
- 2** New Public Open Space (for multiple functions such as a farmer's market)
- 3** New Entry Forecourt (outdoor dining, sitting areas)

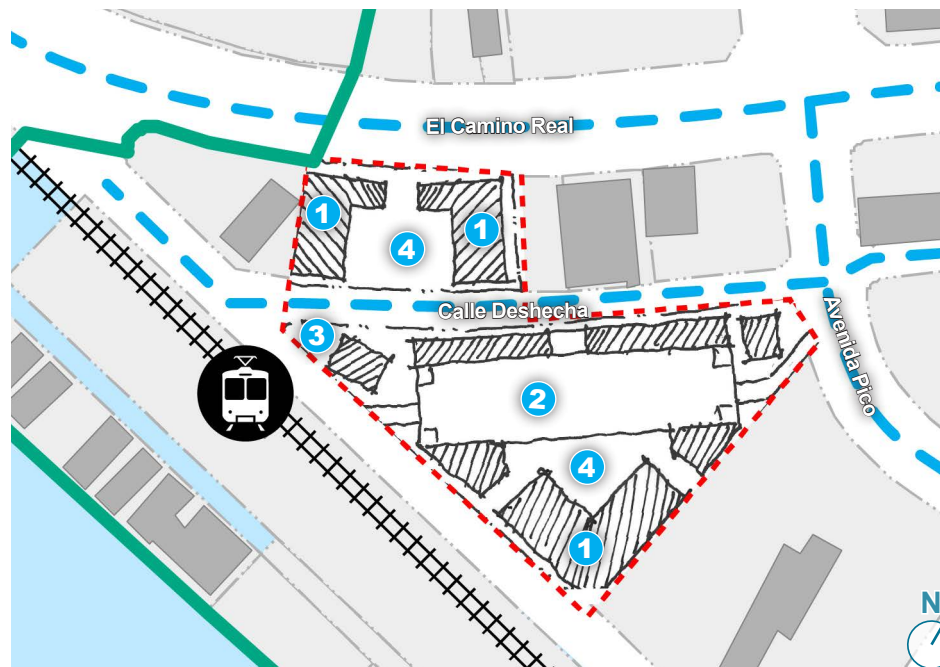
* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

MD 1 Transit Station Area Infill

LAND USE STRATEGY

Illustrative Expanded Buildout Plan Option 1

- - **MDA Boundary**
- - **Streetscape/Pedestrian Improvements** (see “Infrastructure And Public Realm Strategy” on page 59)
- 1** New Mixed-use (retail + housing/office)
- 2** New Wrapped Parking Structure with Mixed-use (retail + housing/office)
- 3** New Transit Plaza
- 4** New Open Space serving Transit Supportive Uses (cafe, outdoor dining, restaurants, employment)



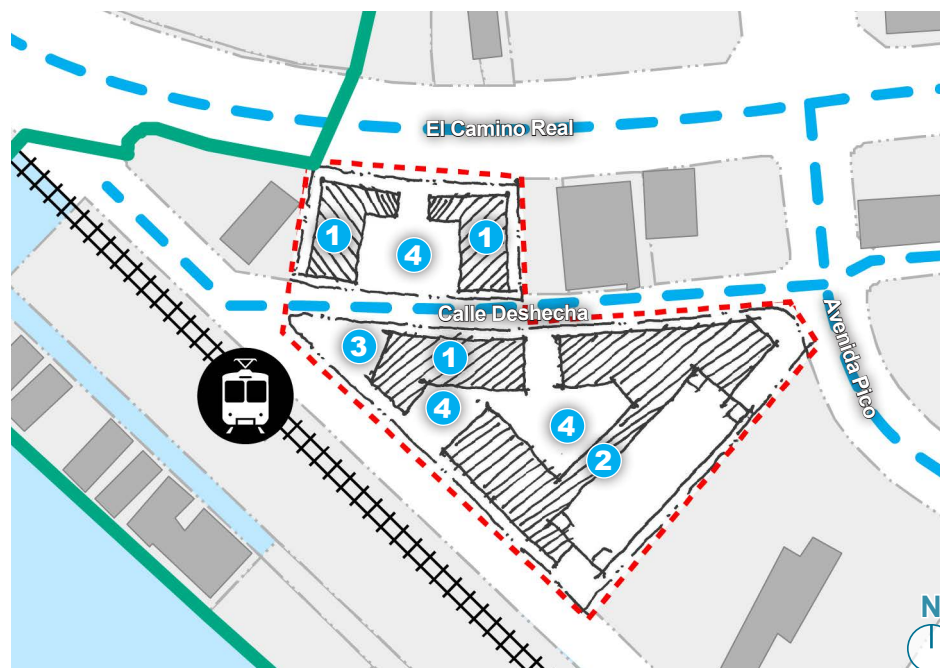
Landscaped curb extension



Example transit plaza

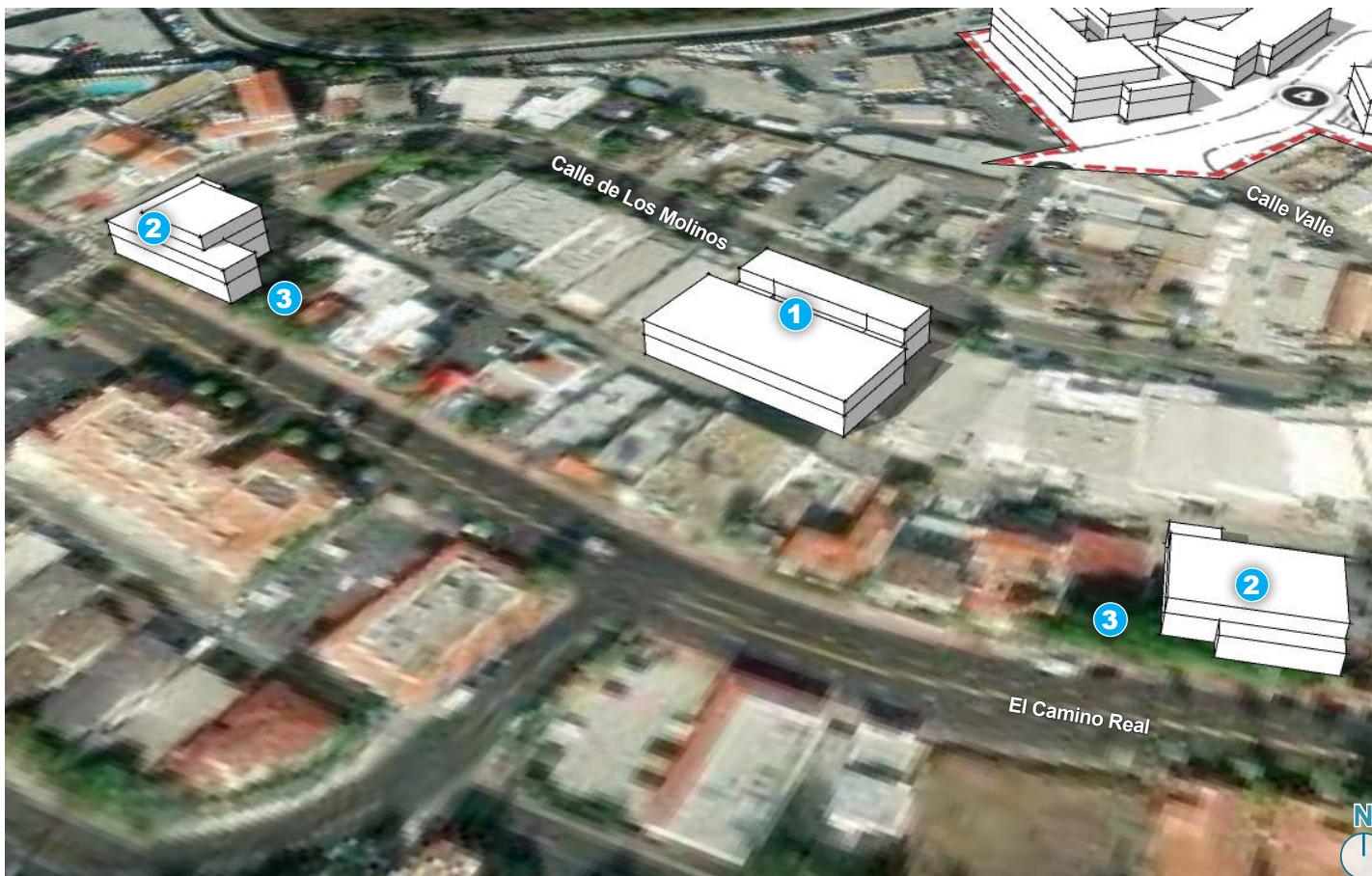
Illustrative Expanded Buildout Plan Option 2

- - **MDA Boundary**
- - **Streetscape/Pedestrian Improvements** (see “Infrastructure And Public Realm Strategy” on page 59)
- 1** New Mixed-use (retail + housing/office)
- 2** New Wrapped Parking Structure with Mixed-use (retail + housing/office)
- 3** New Transit Plaza
- 4** New Open Space serving Transit Supportive Uses (cafe, outdoor dining, restaurants, employment)



MD 2 El Camino Real Infill

LAND USE STRATEGY



2-story development with rooftop amenity space



Landscaped setbacks and parkways along major street



Paklet to activate street frontages in curb space

Illustrative Base Buildout Model

Most of the parcels along El Camino Real have been built out, however there are a few vacant parcels and parking lots which could support infill development. These parcels are prime locations for new retail, restaurants, or office space in mixed use structures with some opportunity for housing on the second story. Like **MD 1**, development in this Major Development Area would be 1- or 2-stories.

	New Buildings	
	Parking Structure	
Residential Units*		0 units
Land Use Mix*		
Residential		0 sq. ft.
Office		15,300 sq. ft.
Retail		15,300 sq. ft.
Parking Capacity*		75 - 100 stalls

- 1** New Wrapped Parking Structure with Mixed-use (retail + housing/office). Parking Structure to serve New Infill along El Camino Real
- 2** New Mixed-use with Lot Consolidation (retail + housing/office) and Limited Surface Parking
- 3** New Open Space along El Camino Real to serve Mixed-uses (cafe, outdoor dining, restaurants, employment)

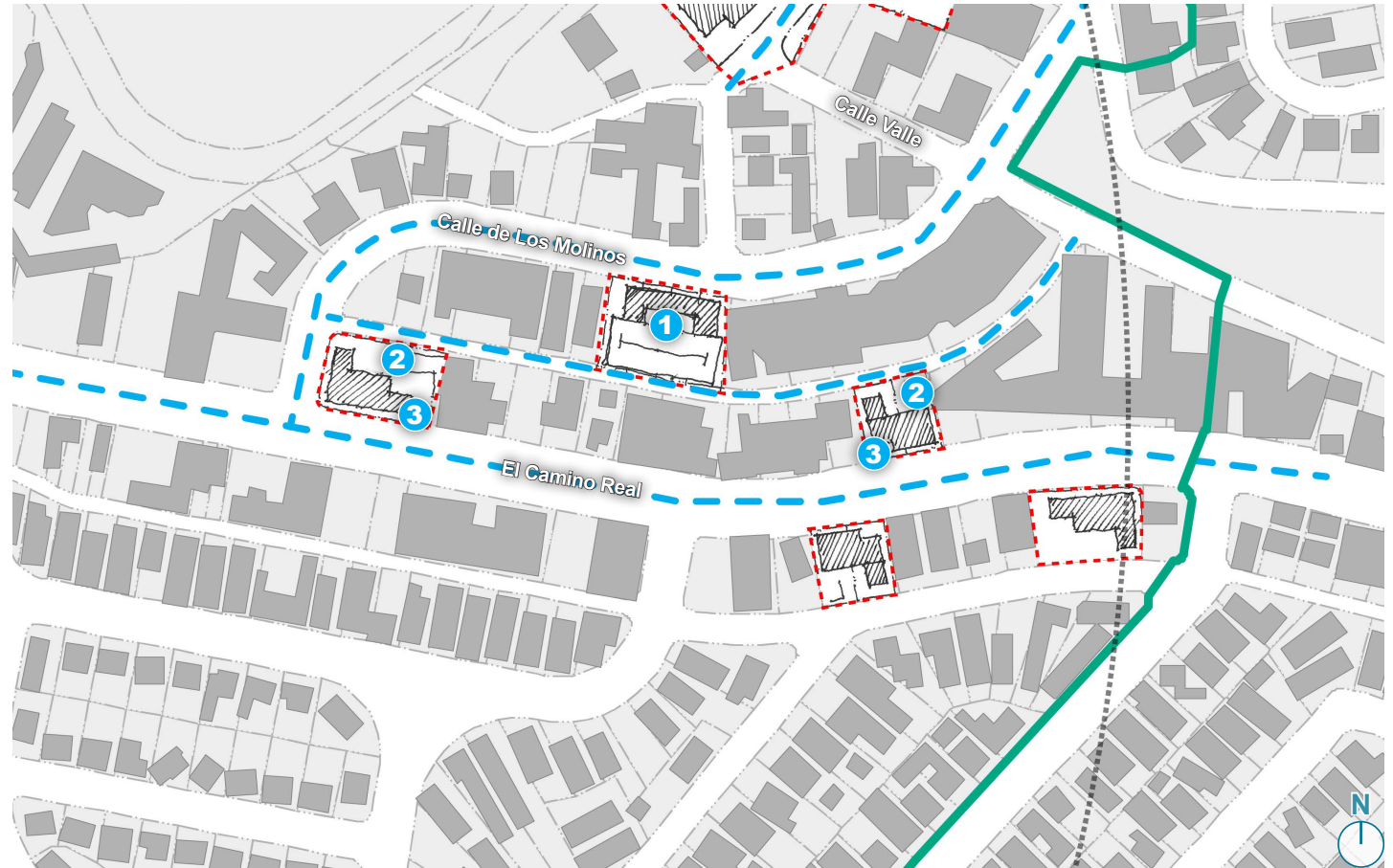
* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

MD 2 El Camino Real Infill

LAND USE STRATEGY

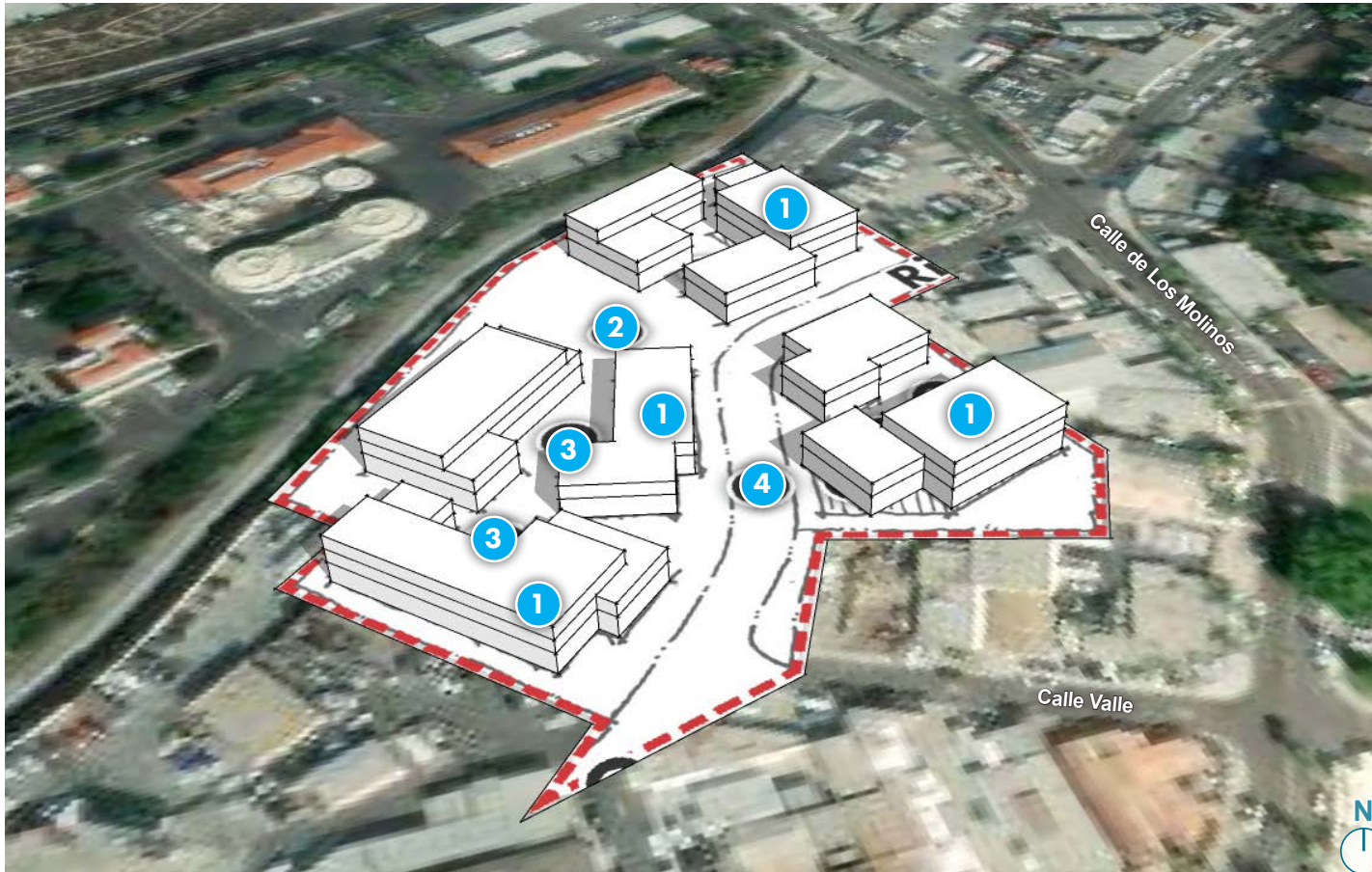
Illustrative Expanded Buildout Plan

- - **MDA Boundary**
- - **Streetscape/Pedestrian Improvements** (see “Infrastructure And Public Realm Strategy” on page 59)
- 1** New Wrapped Parking Structure with Mixed-use (retail + housing/office). Parking Structure to serve New Infill along El Camino Real
- 2** New Mixed-use with Lot Consolidation (retail + housing/office) and Limited Surface Parking
- 3** New Open Space along El Camino Real to serve Mixed-uses (cafe, outdoor dining, restaurants, employment)



MD 3 Los Molinos Industrial Village

LAND USE STRATEGY



Illustrative Base Buildout Model

The industrial uses along Calle de Los Molinos are employment opportunities for nearby residents. This Vision Plan envisions most staying in place apart from several contiguous parcels which could be broken up to provide a roadway connection to Calle Valle. This new development could add additional greenspace to the area as well as new retail or housing opportunities to help activate the area.

- New Buildings
- Parking Structure

Residential Units* 39 units

Land Use Mix*

Residential 35,325 sq. ft.

Office 84,780 sq. ft.

Retail 21,195 sq. ft.

Parking Capacity* TBD stalls

- 1** New Wrapped Parking Structure with Mixed-use (retail + housing/office)
- 2** New Parking Court (serve Light Industrial Mixed-use)
- 3** New Open Space (serve Light Industrial Mixed-use)
- 4** New Street Connecting Calle Valle and Rincon Ct

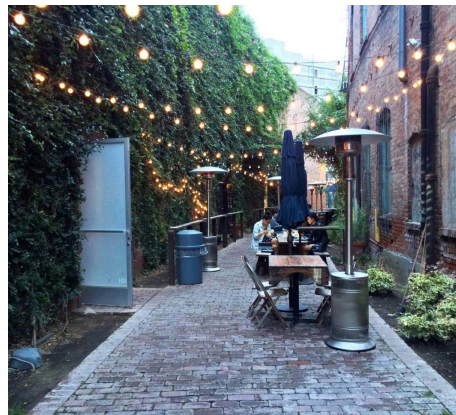
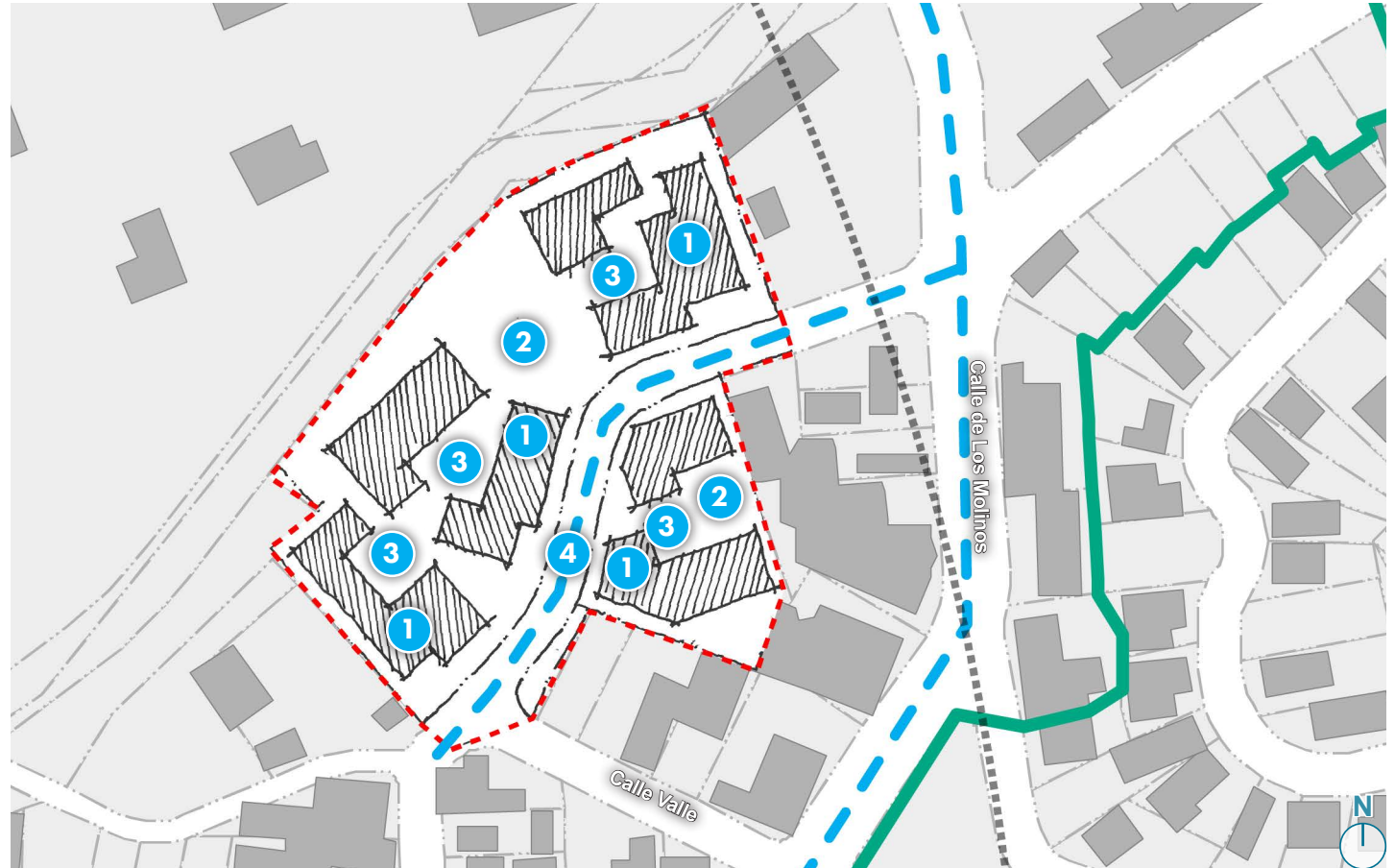
* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

MD 3 Los Molinos Industrial Village

LAND USE STRATEGY

Illustrative Expanded Buildout Plan

- - **MDA Boundary**
- - **Streetscape/Pedestrian Improvements** (see "Infrastructure And Public Realm Strategy" on page 59)
- 1** New Mixed-use (light industrial + housing/creative office) Flex Buildings
- 2** New Parking Court (serve Light Industrial Mixed-use)
- 3** New Open Space (serve Light Industrial Mixed-use)
- 4** New Street Connecting Calle Valle and Rincon Ct



MD 4 Pico Plaza Infill

LAND USE STRATEGY



Illustrative Base Buildout Model

Pico Plaza could be reoriented to have a stronger presence along the street. By enhancing and extending Via Pico Plaza, the Pico Plaza shopping center could see increased traffic due to the improved visibility. New infill development would range from 2- to 3-stories and would include parking structures to replace the surface parking spaces lost; a parking study would determine whether the parking structure would be needed in the short term buildout.

- New Buildings
- Parking Structure

Residential Units*	88 units
Land Use Mix*	
Residential	96,400 sq. ft.
Office	48,200 sq. ft.
Retail	48,200 sq. ft.
Parking Capacity*	450 - 500 stalls

- 1** New Wrapped Parking Structure with Mixed-use (retail + housing/office)
- 2** New Mixed-use (retail + housing/office)
- 3** New Pico Plaza Park/Square
- 4** New Surface Lot/Open Space
- 5** New Streets & Loop Road

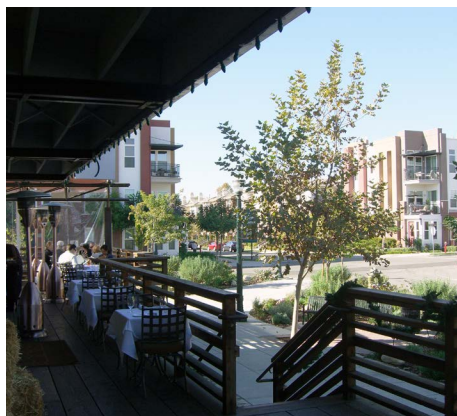
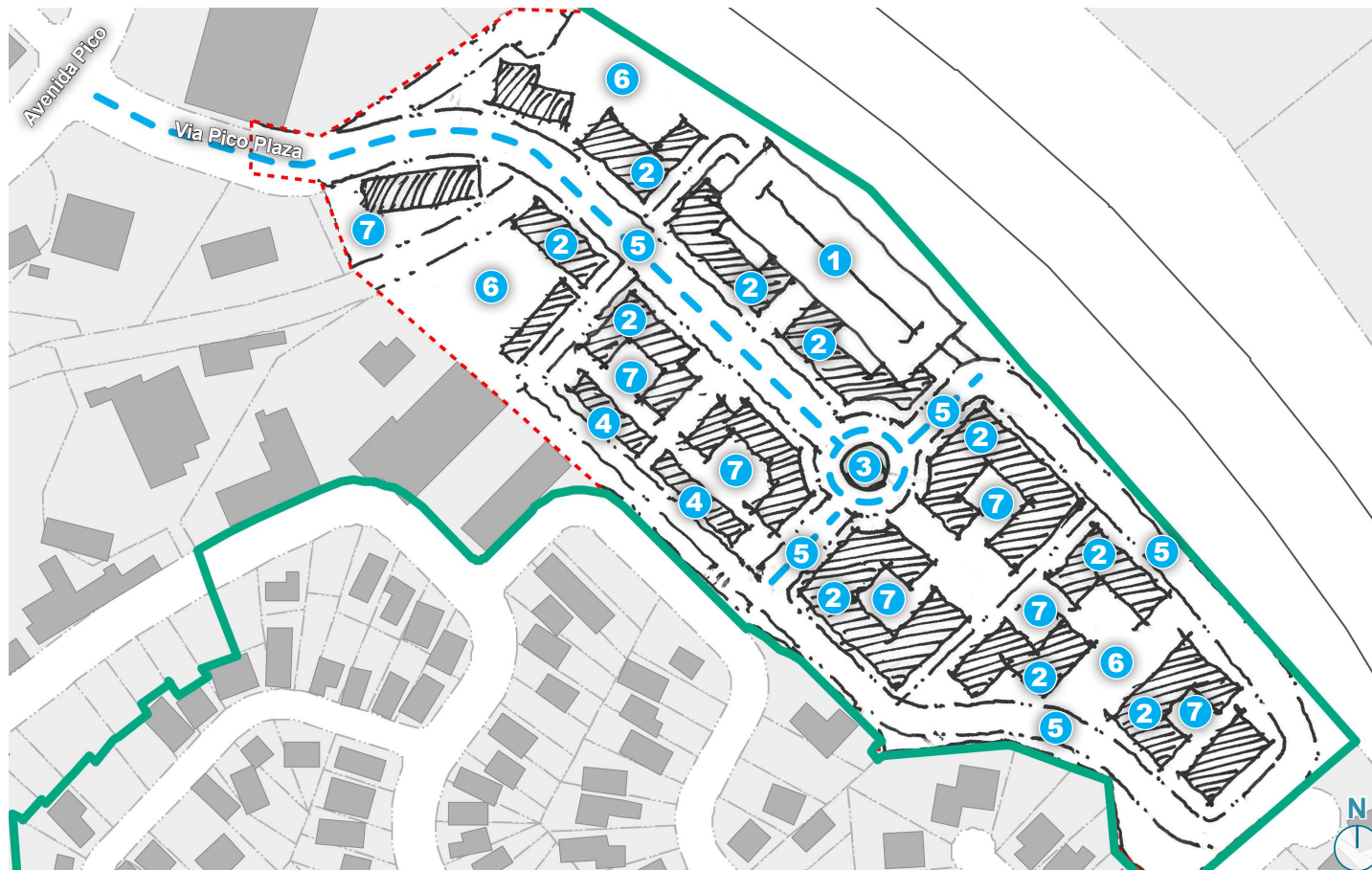
* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

MD 4 Pico Plaza Infill

LAND USE STRATEGY

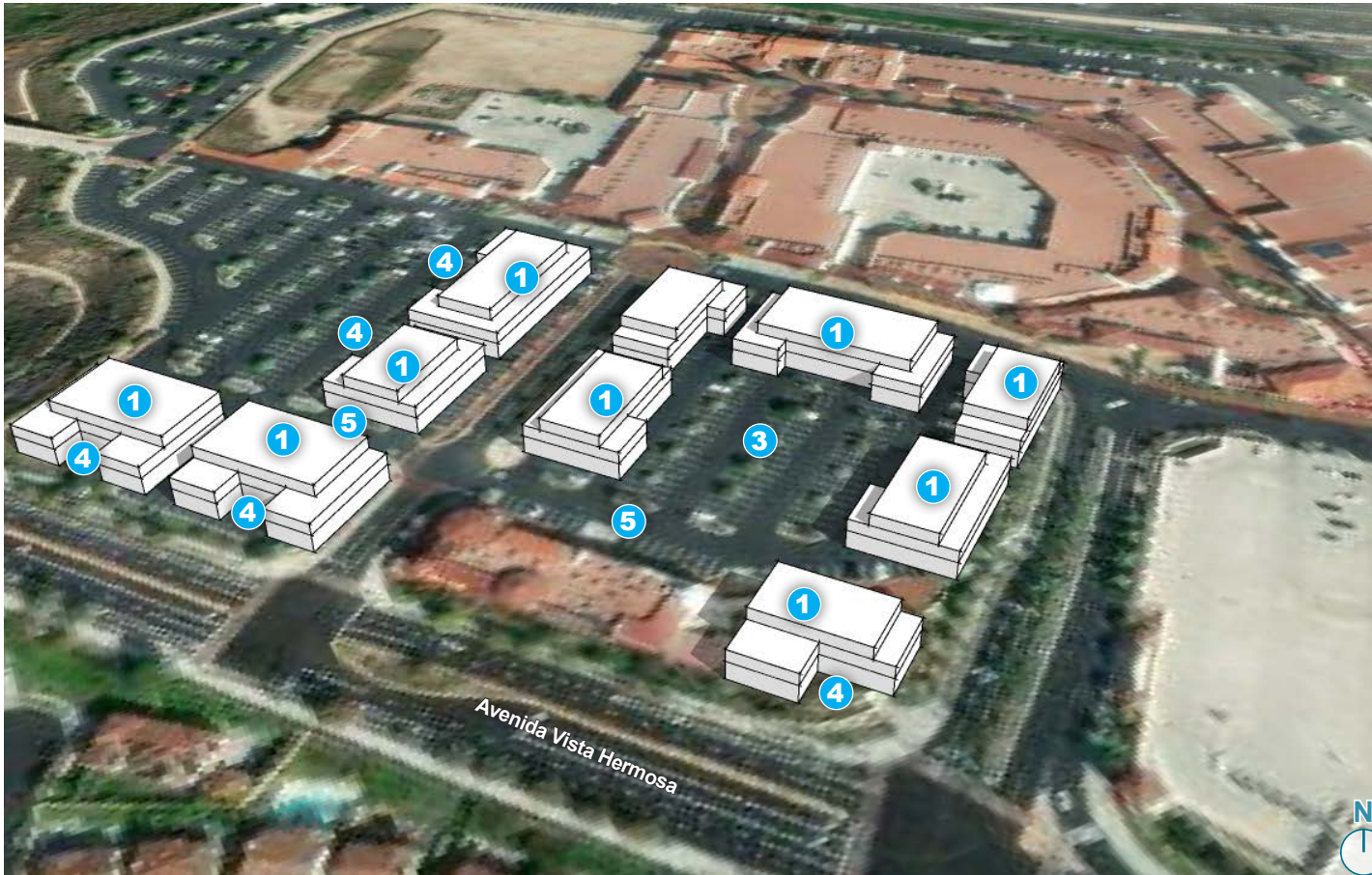
Illustrative Expanded Buildout Plan

- - **MDA Boundary**
- - **Streetscape/Pedestrian Improvements** (see "Infrastructure And Public Realm Strategy" on page 59)
- 1** New Wrapped Parking Structure with Mixed-use (retail + housing/office)
- 2** New Mixed-use (retail + housing/office)
- 3** New Pico Plaza Park/Square
- 4** New Townhouses/Work-live
- 5** New Streets & Loop Road
- 6** New Surface Lot (parking underground proposed at the existing hotel site)
- 7** New Open Space Courtyards serving Mixed-use (cafe, outdoor dining, restaurants, employment)



MD 5 Outlets Infill

LAND USE STRATEGY



Illustrative Base Buildout Model

The Outlets at San Clemente is a major destination in the area. This Vision Plan envisions the relatively new Outlets remaining intact, with additional development of a similar style in the surface parking lots along Avenida Vista Hermosa. Surface parking lost to enable this development could be replaced over time with additional parking structures.

- New Buildings
- Parking Structure

Residential Units*	116 units
Land Use Mix*	
Residential	127,105 sq. ft.
Office	69,330 sq. ft.
Retail	34,665 sq. ft.
Parking Capacity*	350 - 400 stalls

- 1** New Mixed-use (retail + housing/office)
- 2** New Retail Pad
- 3** New Surface Lot/Open Space
- 4** New Open Space Courtyards serving Mixed-use (cafe, outdoor dining, restaurants, employment)
- 5** New Streets

* All numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

MD 5 Outlets Infill

LAND USE STRATEGY

Illustrative Expanded Buildout Plan

- - **MDA Boundary**
- - **Streetscape/Pedestrian Improvements** (see "Infrastructure And Public Realm Strategy" on page 59)
- 1** New Wrapped Parking Structure with Mixed-use (retail + housing/office)
- 2** New Mixed-use (retail + housing/office) with Parking in Podium Structure
- 3** New Plaza Park/Square
- 4** New Hotel
- 5** New Open Space Courtyards serving Mixed-use (cafe, outdoor dining, restaurants, employment)
- 6** New Streets & Loop Road



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Part 5

HQTA Vision

C - INFRASTRUCTURE AND PUBLIC REALM STRATEGY



Public Realm Improvements Map

Key Toolkit Components













Corridor Improvement Projects

- C 1** El Camino Real
- C 2** Calle de Los Molinos
- C 3** Via Pico Plaza

Public Realm Improvements Map

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

The HQTA Vision Plan recommends several improvements to the public realm along major corridors and near activity centers. The improvements recommended in this HQTA Vision Plan compliment improvements previously recommended or constructed by other adopted or proposed public realm plans. The corridors this HQTA Vision Plan focuses on either currently have or have great potential for pedestrian and vehicular traffic that may spur economic development in the area. The types of improvements recommended will help to create a pedestrian-friendly, more walkable environment along major corridors to promote safety and encourage economic activity along major streets.

-  **Metrolink Station and Corridor**
-  **½ Mile Radius (Metrolink Station)**
-  **Pilot Project Area**
-  **Potential Parking Structure Location (not to scale)**
-  **Wayfinding Signage**
-  **Curb Extension + New/Enhanced Crosswalk**
-  **Curb Extension + Pedestrian Push Button (mid-block crossing) + New/Enhanced Crosswalk**
-  **New/Enhanced Crosswalk**
-  **Miscellaneous Street Improvements**
-  **New Street or Street Extension**
-  **Street Trees, shade providing (parkway, curb extension, or treelet)**
-  **Street Trees, accent (i.e. Palms)**



Key Toolkit Components

The recommended public realm improvement projects incorporate a variety of toolkit components from the HQTa Toolkit (see Appendix). These components, such as curb extensions, mid-block crossings, etc. can be added to public right-of-way to serve as traffic calming measures, beautification elements, and safety enhancements.

The inclusion of these components could accomplish the following objectives:

- Provide more pedestrian crosswalks with curb extensions that are landscaped and have new ADA-compliant curb ramps.
- Provide more high visibility crosswalks at all intersections and at mid-block crossing points.
- Provide bus bulbouts or landscaped curb extensions at bus stops.
- Add street trees along major streets where there are gaps.
- Add pedestrian-scaled lighting along the street such as bell lighting as in Downtown or other lighting that is compatible with the Spanish Colonial architectural style of the area.
- Include pedestrian refuges at major intersections where center medians exist.



Lane Width Reduction

Toolkit page II-A-4



Bicycle Lane

Toolkit page II-A-6



Enhanced Bus Stop

Toolkit page II-A-8 & II-A-27



Pedestrian Refuge Islands

Toolkit page II-A-12



Curb Extensions

Toolkit page II-A-13



Enhanced Crosswalk

Toolkit page II-A-15



Pedestrian Push Button

Toolkit page II-A-16



Pedestrian Push Button

Toolkit page II-A-18



Street Trees & Greenways

Toolkit page II-A-20 & II-A-22



Wayfinding Signage

Toolkit page II-A-25

INFRASTRUCTURE AND PUBLIC REALM STRATEGY



See the Appendix for the full HQTa Toolkit document with detailed information on the toolkit components listed to the left including example imagery and high-level cost estimates.

C1 El Camino Real

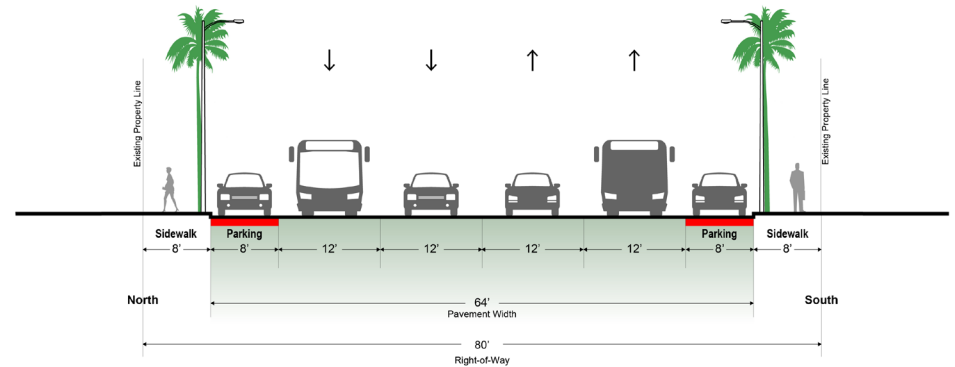
Existing Conditions

El Camino Real is a major east-west thoroughfare in the HQT. The roadway has intermittent Washingtonia Robusta (Mexican Fan Palm) trees, but these trees are not placed consistently along the corridor's length and do not provide shade for pedestrians. The roadway contains 4 travel lanes (2 in each direction) with on-street parking on both sides of the street at the curb except in areas near intersections. Bus stops along the corridor include benches and trash receptacles but not shelters. There are long stretches of the roadway without pedestrian street crossings.

El Camino Real is lined with a mixture of Spanish Colonial buildings that are (a) built to the property line, (b) set back approximately 5 feet from the property lined with landscaping between the building and the sidewalk, and (c) set back from the property line with off-street parking lots along the sidewalk. Buildings that are buffered from the sidewalk with landscaping provide a more comfortable pedestrian environment than buildings that are buffered by parking lots.

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.



Existing Condition: Decorated/brick sidewalk paving



Existing Condition: On-street parking with adjacent palm trees

C1 El Camino Real

Proposed Conditions

El Camino Real could be improved in a variety of ways. Existing on-street parking means that curb extensions can be introduced with limited disruption to existing street configuration except at key locations such as mid-block crossing points, intersections, and transit stops (see Base Alternative). Curb extensions may be simple extensions of the sidewalk to provide more area for a landscaped parkway, or treelets to introduce new, larger street trees where the 8 foot sidewalk would otherwise not permit, or bus bulbouts to provide more transit amenities at bus stops. Similarly, portions of the parking lane may be used for parklets in front of restaurants or other active uses to provide areas of outdoor dining or seating. Other considerations for El Camino Real may introduce bicycle lanes by re-striping the existing roadways (see Options 1 and 2). This may reduce on-street parking but would not necessarily require any adjustments to the curbs, and may increase foot traffic.

Base Alternative

- (4) travel lanes (10ft - 12ft each)
- (2) 8 ft on-street parking lanes
- Curb extensions at mid-block crossing points, intersections, and transit stops

Option 1

- (4) travel lanes (10ft - 12ft each)
- (2) 6 ft class II bike lanes
- (1) 8 ft on-street parking lane

Option 2

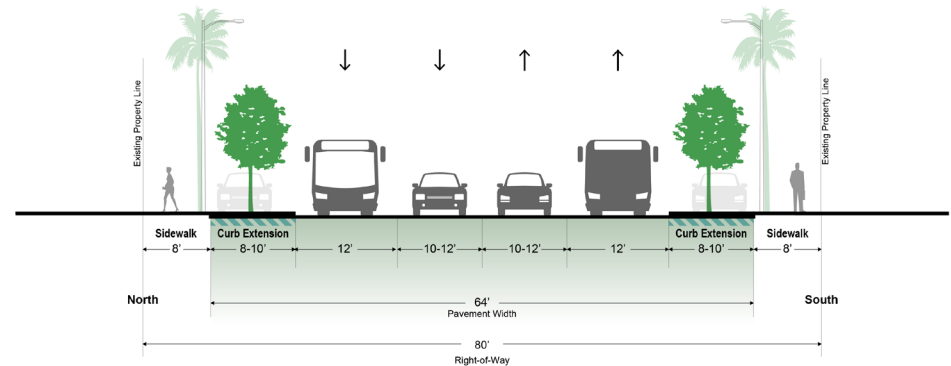
- (2) 12 ft travel lanes
- (1) 10 ft center turn lane
- (2) 9 ft on-street parking lanes
- (2) 6 ft class II buffered bike lanes



Precedent: Washington Boulevard, Whittier, CA

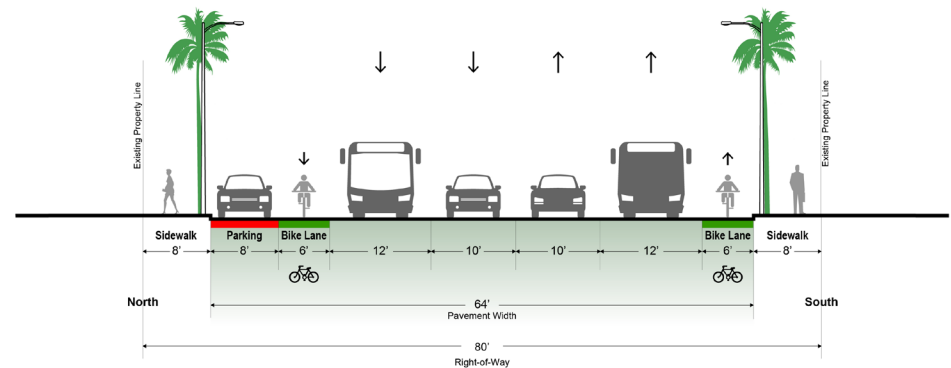
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Proposed - Base Alternative, Key Locations Section**



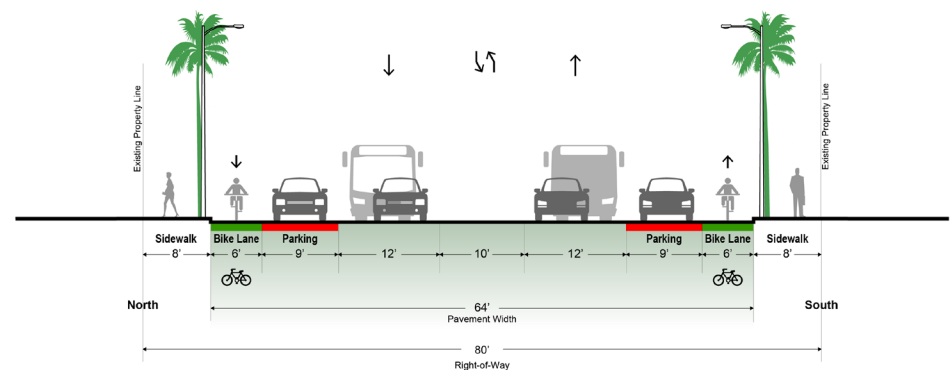
** All cross sections to be refined through public/city input.

Proposed - Option 1, Typical Section**



** All cross sections to be refined through public/city input.

Proposed - Option 2, Typical Section**



** All cross sections to be refined through public/city input.

C2 Calle de Los Molinos

Existing Conditions

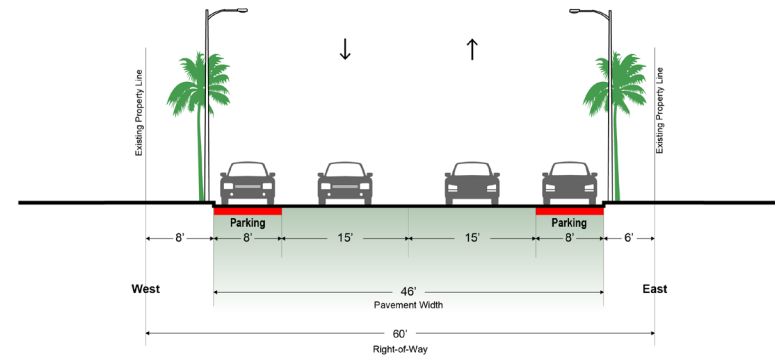
Calle de Los Molinos is a 2-lane north-south roadway which connects El Camino Real to Avenida Pico. There is on-street parking along both sides of the street and relatively narrow sidewalks on both sides of the street. The street has palm trees on either side but not at regular intervals. Filling in the gaps between the trees may be difficult due to the narrow width of the sidewalks.

Proposed Conditions

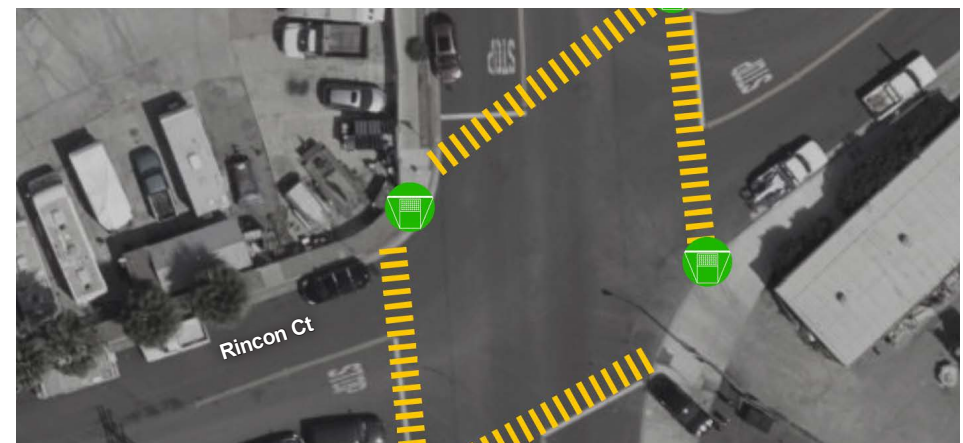
With limited potential right-of-way and pavement configurations, the envisioned improvements along Calle de Los Molinos focus on intersection improvements to promote walkability. The street houses many employment uses (light industrial) as well as a park, so improving crossing conditions would be critical for connectivity in this area of the HQT. By painting continental crossings at intersections with key cross streets such as Calle Valle (near the park) and Rincon Ct, pedestrians would be more visible to motorists as they cross the street. Additionally, the intersection Calle Valle / Calle de Los Molinos intersection could benefit from curb extensions and a pedestrian push button to warn oncoming traffic along Calle de Los Molinos of pedestrians since north/southbound traffic do not have a stop sign. These pedestrian improvements will promote connectivity through the area and to the proposed redevelopment described in **MD 3**.

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.



◀ C3 ▶ Via Pico Plaza

Existing Conditions

Via Pico Plaza is the roadway which provides access to the Pico Plaza shopping center and the Holiday Inn Hotel. The roadway has narrow sidewalks with little room for expansion into either the roadway or onto adjacent private property. With no on-street parking, there is limited space to include street amenities in the curb space area.

Proposed Conditions

The envisioned redevelopment of the Pico Plaza shopping center (MD 4) would include an extension of Via Pico Plaza. The portion of the roadway that extends into the new Pico Plaza would employ traffic calming techniques such as the following key elements:

- 15' sidewalks:** Widened sidewalks in this area will provide the space necessary for increased foot traffic to adjacent shops as well as missing street furniture such as pedestrian-scale lighting and shade trees.
- On-Street Parking:** On-street parking will allow for pick-up and drop-off areas as well as convenient access to storefronts along Via Pico Plaza.
- Reduced Travel Lanes:** Reducing the number of travel lanes in this section from two in each direction to one in each direction will help to slow traffic and increase pedestrian safety.
- Flexible Median:** As this area would be an active mixed-use shopping district, the center lane would be flush to the pavement as opposed to a raised median like the existing condition of western portions of Via Pico Plaza. A staggered double row of palm trees could increase the visibility of the entrance to Pico Plaza. This will allow temporary road closures for events to utilize the entire paved area. Much of the center median would be decorated with pedestrian-scale lighting fixtures, movable planters and furniture. The center area would function similar to a parklet and would be protected from the adjacent travel lanes with removable bollards. Near intersections the median would become a turn lane.

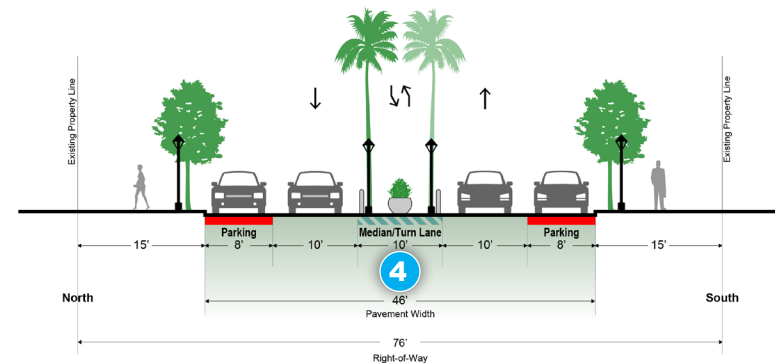
These improvements would help to make the approach from Avenida Pico into an improved Pico Plaza more visible and inviting for both pedestrians and motorists.

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Conditions Photo



Proposed - Street Extension, Typical Section**



** All cross sections to be refined through public/city input.



Example roadway with a single lane of traffic in each direction, on-street parking, and a flexible center median

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