

4. Circulation, Parking and Streetscape Guidelines

Many elements comprising the streetscape are covered in other sections of these design guidelines. Certain characteristics of the streetscape are particularly important and are described in this section. For all streetscape improvements referenced to in this section, proper maintenance must be ensured to the satisfaction of the Planning and Building and Engineering Services Directors.

4.1 Guiding Principles

- 4.1.1 *The streets in Encinitas are a key element of the community character. Street improvements, including streetlights and street utilities, should be consistent with the prevailing character of the surrounding community.*
- 4.1.2 *Public safety and community character should be key factors in streetscape design. The existing community character should be maintained. When considering circulation patterns and standards, primary consideration will be given to the preservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood*

safety/community character preservation, the latter will have first priority.

- 4.1.3 *Traffic calming shall be considered in street design.*
- 4.1.4 *Emergency vehicle access and response times shall be considered in street design.*
- 4.1.5 *Walkability shall be considered as a major goal in all projects.*
- 4.1.6 *The design of streets and walkways should respect the natural terrain/ features, and minimize cut and fill.*
- 4.1.7 *Where such public improvements are part of the existing community character, curbs, gutters, and sidewalks shall be designed in a manner consistent and complimentary with community character.*

4.2 Guidelines

Unless otherwise stated, the guidelines shall apply to both residential and non-residential uses. The Circulation, Parking and Streetscape Design Guidelines are contained in the following sections: Streetscape; Automobile Area; and Pedestrian Area.

4.3 Streetscape Guidelines

- 4.3.1 Significant views should be enhanced and focal points should be provided particularly along scenic view corridors and vista points adjacent to roads. Trees and vegetation, which are part of the view quality, should be retained.
- 4.3.2 Consideration shall be given to softening the appearance of large expanses of paving, such as cul-de-sacs in residential subdivisions, with decorative features such as raised planters with trees and shrubs or paving enhanced with texture and/or color, where proper maintenance provisions are established.
- 4.3.3 The creative use of paving materials is encouraged. Enhanced paving should be incorporated into major project entries and other areas as appropriate.
- 4.3.4 Areas should have an appropriate degree of lighting so as to respect the character of the neighborhood (residential and non-residential) and the safety issues of the community.
- 4.3.5 Street layouts should follow existing natural contours, where possible, to integrate the street with the topography.
- 4.3.6 Barrier-free design amenities for the disabled shall be provided.
- 4.3.7 Transportation nodes conveniently located so as to move people, goods, and vehicles efficiently throughout the area shall be provided.
- 4.3.8 Street furniture should be utilized where it is complementary to and consistent with community character.
- 4.3.9 Coordinated site and street furniture should be included in all commercial streetscape projects, and should include seating, trash containers, and bike racks. Street furniture recommended includes, but is not limited to, drinking fountains, planters, directories/kiosks, bollards, bus stop structures, and tree grates.
- 4.3.10 Furnishings and street utilities should not clutter or dominate the setting. Where possible, furnishings should be grouped to provide relief for pedestrians, and to introduce human scale to the project.

4.4 Automobile Area Guidelines

- 4.4.1 Driveway entrances into parking areas for commercial and multi-family projects should be

minimized in order to avoid breaking the pedestrian continuity of the sidewalk areas. Driveways should be minimized in number by providing shared driveways at property lines. Care should be taken to ensure that other urban design concepts such as linear plazas and visual corridors are not compromised by these driveways.

4.4.2 Driveways should be carefully designed with the pedestrian crossing in mind.

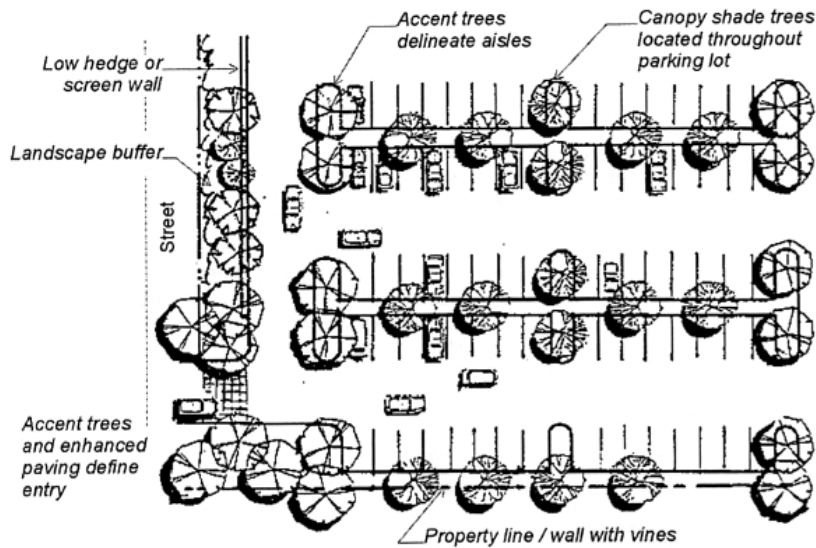


Figure 4-1 Encourage Canopy Tree Use

4.4.3 Large parking areas should feed off an internal project street rather than a public street area.

4.4.4 Surface parking should be broken up with planting areas featuring large canopy trees to reduce glare and provide shade.

4.4.5 Safe, attractive walkways should link parking areas to the building entrance.

4.4.6 Parking lots should be visually buffered from adjacent streets and properties through the use of earth berms or landscape screens (See Figure 7-2).

4.4.7 Parking lot connectivity is encouraged for adjoining commercial and office uses.

4.5 Pedestrian Area Guidelines

4.5.1 Provision of pedestrian walkways, if any, shall be reflective of the community character of the neighborhood.

4.5.2 Creativity in layout, material, and color is encouraged in the design of pedestrian walkways.

4.5.3 Pedestrian walks should be fully integrated with the internal site vehicular circulation system to allow safe and convenient pedestrian traffic.

Special emphasis should be placed on providing safe, walkable and landscaped pedestrian access through parking areas to building entrances.

- 4.5.4 Walkways should have minimal lighting consistent with safety standards and community character.
- 4.5.5 Walkways should be designed to complement public improvements. Additional amenities such as sidewalk cafes, seating areas, shelters, and viewpoints that enhance the pedestrian experience should be used whenever feasible. If such amenities are provided, they shall be located on wide walkways to prevent obstruction.
- 4.5.6 A safe and separated pedestrian access should be provided from the public right-of-way, in addition to pedestrian access from parking areas.
- 4.5.7 Parking lot design and walkways should minimize use of impervious surfaces in a manner consistent with NPDES requirements.