



**CITY OF PACIFIC GROVE**  
300 Forest Avenue, Pacific Grove, California 93950

**PLANNING COMMISSION AGENDA REPORT**

**TO:** Members of the Planning Commission  
**FROM:** Mark Brodeur, Community and Economic Development Director  
**MEETING DATE:** May 5, 2016  
**SUBJECT:** Lighthouse Avenue Streetscape Concept  
**CEQA:** Does not Constitute a “Project” per California Environmental Quality Act (CEQA) Guidelines

**RECOMMENDATION**

Receive a presentation by the Community Development Director and make an “approval in concept” of the Lighthouse Avenue Streetscape Concept to be forwarded to other boards and commission before taking the concept before City Council.

**DISCUSSION**

Lighthouse Avenue is Pacific Grove’s “Main Street”. As such, the design of the street indirectly impacts economic development opportunities as well as illustrating the community’s design sense and care for its primary shopping street.

The width of the street is a key character defining element of the street. The width once accommodated a rail line that ran up the middle of the street as well as travel lanes and diagonal parking. As the rail line was phased out, the center diagonal parking lane came into being. The design of the lanes and parking are as historic as any building developed in the 1920’s and as such should remain an integral part of the design of Lighthouse.

The City of Pacific Grove is fortunate to have a thriving downtown that has retained its historic charm. Both residents and visitors enjoy the unique character offered by this commercial area at the heart of the City. The purpose of this design effort is to build on past design efforts to ensure that public places within the downtown are inviting and safe for all users, enhance downtown’s unique sense of place, and meet the multi modal transportation design elements that are needed for a successful functioning of the downtown.

The project area includes Lighthouse Avenue from 12<sup>th</sup> Street to Lobos Avenue. The project area includes only the public right-of-way (streets and sidewalks), and does not include the facades of other private property features.

What can and should be improved on Lighthouse Avenue?

**GOAL #1. Safety and Visibility.** Crossing Lighthouse Avenue can be difficult due to poor visibility behind parked cars. The width of Lighthouse Avenue can present obstacles to pedestrians and vehicles alike. In some cases, cars two-abreast have been seen in the vehicle lanes approaching intersections. While safety continues to be a major issue, the placement of signalized intersections seems to be an “urbanizing element” that seems incongruous to the small town nature of the street. Frankly speaking, the existing design forces people to drive more courteously.

**GOAL #2. Traffic Speed.** Several drivers frequently drive faster than the posted 15 miles per hour speed limit. Design features that would “calm traffic” and naturally encourage drivers to slow down while maintaining smooth traffic flows are encouraged.

**Goal #3. Beautification & Wayfinding.** Lighthouse Avenue is a canvas where significant aesthetic improvements could be made. Placemaking features include adding more trees and lights to the center row of parking are seen as relatively easy. Wayfinding features making vehicular and pedestrian travel more fluent is a key improvement that needs to be made. Finally, the streetscape furniture along Lighthouse is older and needs a significant refresh to keep the street inviting.

**Goal #4. Maintain On-Street Parking.** Previous design studies have recommended the removal of the center lane of diagonal parking in favor of additional landscaping. While this is noble goal, it is impractical as long as cars are how most people get downtown. Landscaping and lighting on the center aisle of parking should be added as pavement width allows.

**Goal #5. Don't overdesign.** While it would be awesome to develop parking bulb-outs at every intersection, the cost doesn't match the benefit. Special paving can be very attractive too, but the cost is high and thus should only be used as an accent material on sidewalks. Not over-designing this streetscape concept should be a primary outcome. The idea is to enhance what we have, not totally re-do it.

#### **CEQA COMPLIANCE**

The recommended to “approve in concept” does not constitute a “Project” as that term is defined under the California Environmental Quality Act (CEQA) Guideline Section 15378, as “means the whole of an action, which has the potential for resulting in either a direct physical change in the environment. Or a reasonably foreseeable indirect physical change in the environment...”

#### **OPTIONS**

1. Take no action.
2. Make alternative design recommendations.

#### **FISCAL IMPACT**

This is a concept only and as such does not constitute a fiscal impact. Once the project is approved in concept by the City Council, probable opinions of construction costs will be developed and submitted into the capital improvement budget for funding.

#### **ATTACHMENTS**

1. Conceptual Streetscape Plans

**RESPECTFULLY SUBMITTED,**

  
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Mark Brodeur  
Community and Economic Development Director

**KEY NOTES**

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWINGS ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THESE DRAWINGS.



PLAN  
TREE NORTH  
N  
**EXISTING CONDITIONS SITE PLAN**  
SCALE: 1/8" = 1'-0"

CITY OF PACIFIC GROVE

LIGHTHOUSE AVENUE  
STREETSCAPE IMPROVEMENTS

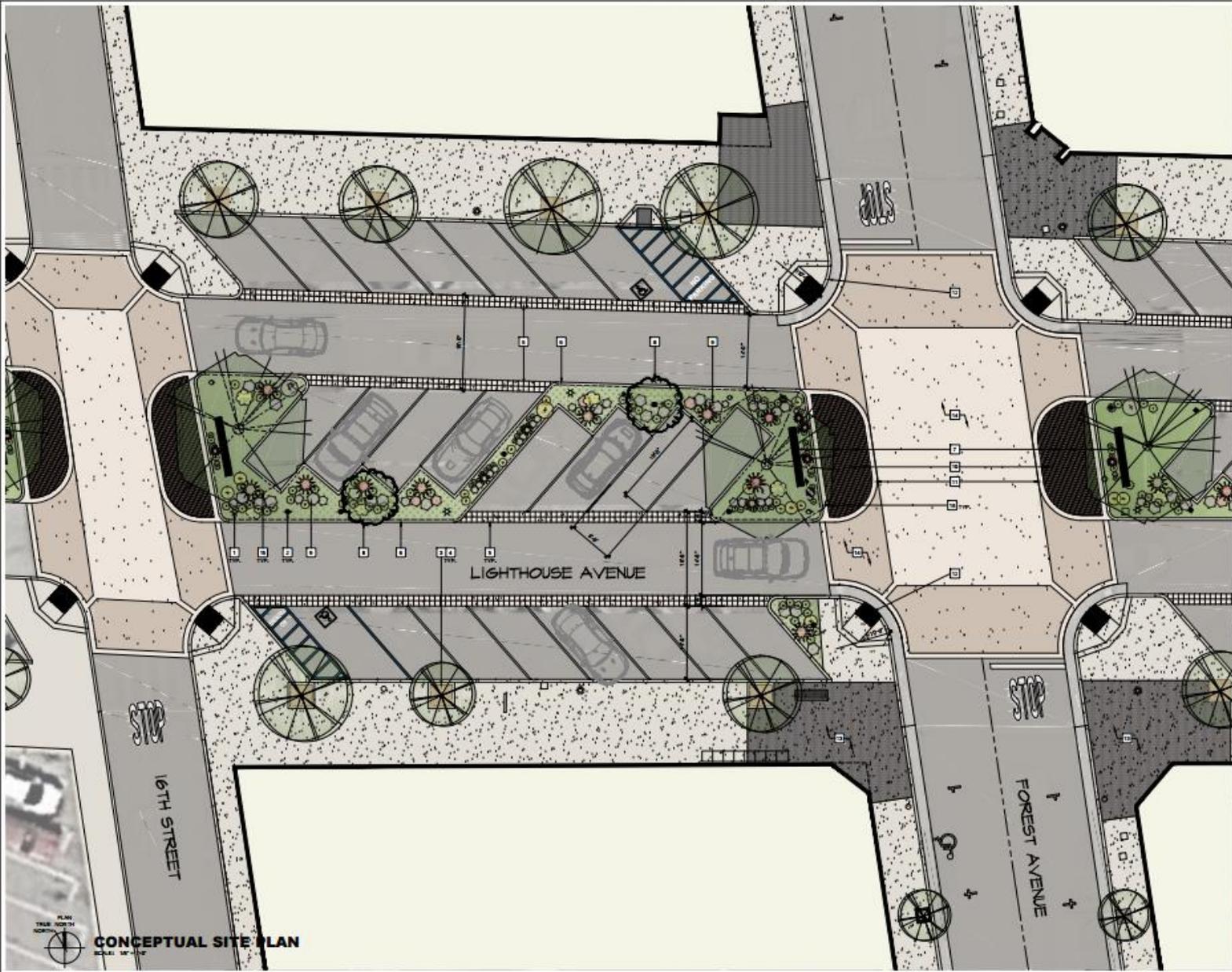
PROJECT NO. 18-001 SCHEMATIC DESIGN 11/17/18



**KEY NOTES**

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWINGS ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THOSE DRAWINGS.

- 1. INDICATES NEW CLASSIC LIGHTED PPS BOLLARDS, TYPICAL AS SHOWN, SEE SITE DETAILS SHEET.
- 2. INDICATES NEW 5'X7' LED STREET LIGHT AT 40' ON CENTER, TYPICAL AS SHOWN, SEE SITE DETAILS SHEET.
- 3. INDICATES NEW 18" X 18" ADA LOUVER TREE GRATE, TYPICAL AS SHOWN, SEE SITE DETAILS SHEET.
- 4. INDICATES NEW TREE GRATE, SEE SITE DETAILS SHEET.
- 5. INDICATES NEW STREET PAVING BAND, TYPICAL AS SHOWN, PAVING TO BE DETERMINED (BELLEFON BLOCH GRANITE SETS OR COLORED AND SCORED CONCRETE), SEE SITE DETAILS SHEET.
- 6. NEW CONCRETE CURB.
- 7. INDICATES NEW STREET SIGN WORKAROUND, SEE SITE DETAILS SHEET.
- 8. INDICATES NEW GRASSY TREE AT 30'-0" ON CENTER, SEE SITE DETAILS.
- 9. NEW LANDSCAPED AREA.
- 10. NEW BRICK PAVING TO MATCH EXISTING STREET BRICK PAVING.
- 11. NEW COLORED CONCRETE BAND TO MATCH EXISTING.
- 12. NEW CONCRETE CURB AND RAMP.
- 13. EXISTING BIODEGRADABLE BRICK PAVING.
- 14. EXISTING COLORED CONCRETE FINISH.
- 15. EXISTING CYPRESS TREE TO REMAIN.



CITY OF PACIFIC GROVE

LIGHTHOUSE AVENUE  
STREETSCAPE IMPROVEMENTS

ISSUE # 1A02.1 SCHEMATIC DESIGN 11/17/16





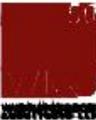
CITY OF PACIFIC GROVE  
LIGHTHOUSE AVENUE  
STREETSCAPE IMPROVEMENTS

WPD# 14006.11 SCHEMATIC DESIGN 11/17/16



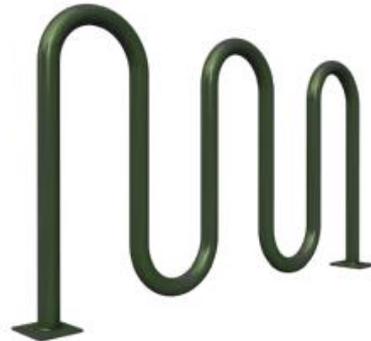


CITY OF PACIFIC GROVE  
LIGHTHOUSE AVENUE  
STREETScape IMPROVEMENTS  
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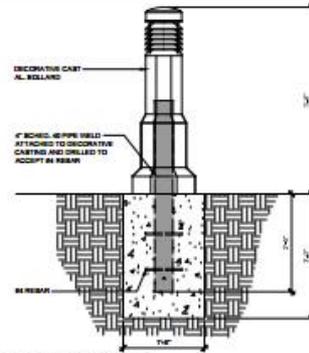




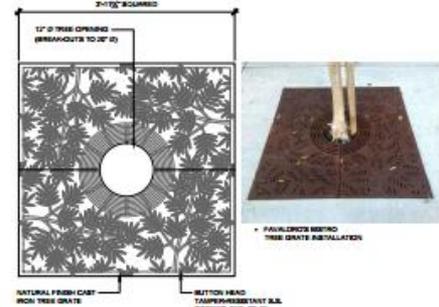
6 6 ft TEAK GARDEN BENCH  
SCALE: N.T.S.



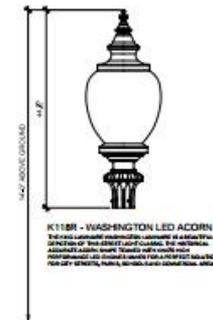
7 RIBBON BIKE RACK  
SCALE: N.T.S.



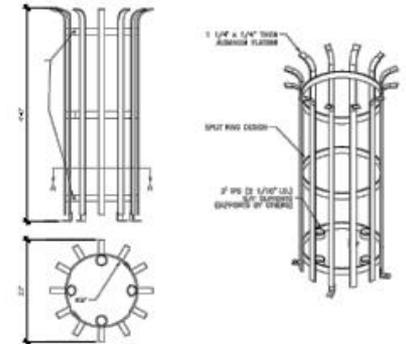
3 STRESSCRETE GROUP LIGHTED BOLLARD  
SCALE: N.T.S.



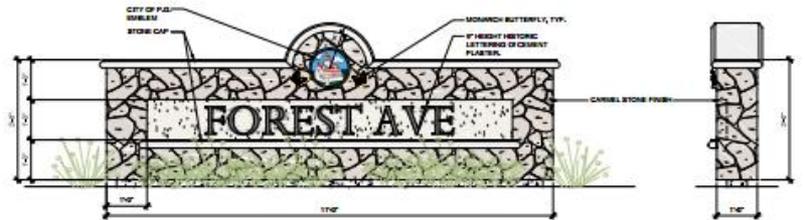
1 IRON AGE 'LOCUST' 4' SQ. TREE GRATE  
SCALE: N.T.S.



4 STRESSCRETE GROUP LED LIGHT POST TOP  
SCALE: N.T.S.



2 STRESSCRETE GROUP KDG20 TREE GUARD  
SCALE: N.T.S.



5 STREET SIGNAGE MONUMENT  
SCALE: 3/4" = 1'-0"

