

CITY OF CARMEL-BY-THE-SEA

**POLICY AND STANDARDS
FOR
PUBLIC WAY DESIGN**

Adopted: December 1997

CITY OF CARMEL-BY-THE-SEA

POLICY AND STANDARDS

FOR

PUBLIC WAY DESIGN

STATEMENT OF PURPOSE

The purpose of this policy is to identify objectives and to set forth guidelines and standards for review of design (including placement), construction or reconstruction of projects that include sidewalks, pathways, handicapped ramps, curbs, gutters, tree planters, mini-parks, landscaping, utilities, street signs and other amenities located on public ways within the City of Carmel-by-the-Sea. It is the intent of the following policies and guidelines to provide direction in using safe, varied and diverse materials, colors and design approaches that implement the General Plan.

DESIGN REVIEW PROCESS:

For public and private projects requiring Planning Commission review, each municipal department responsible for elements of project design shall review proposed plans and provide comments and recommendations to the applicant or to the Department sponsoring the project. These recommendations shall be forwarded to the Planning Commission at the time of its review. For those projects not requiring Planning Commission review, these policies, standards and guidelines shall be used by the City Administrator and appropriate staff as a basis for design and review of public or private projects.

The City Administrator may give final approval for public projects valued at less than the administrative approval authority limits established by policy of the City Council and/or the California Public Resources Code if they are consistent with the standards in this policy. The Planning Director and any other Municipal Department appropriate to the project shall be advisory to the City Administrator on such projects.

The City Council shall give final approval for all public projects valued greater than the administrative approval authority limit and/or the limits established by the California Public Resources Code. The Planning Commission shall be advisory to the City Council on such projects when they will be visible to the public, located in the public way and represent a change from existing design conditions.

When the City Administrator believes that the project may (1) conflict with these standards, (2) raise issues warranting a policy discussion or (3) would result in a significant change in design character or material, the matter shall be referred to the Planning Commission for review and comment regardless of project cost.

DESIGN GUIDELINES:

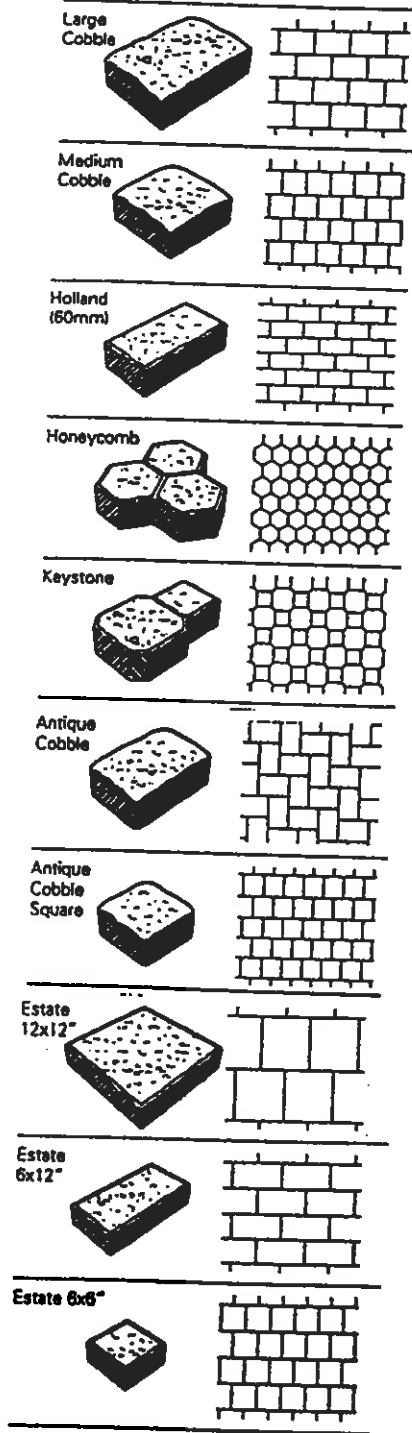
A. Sidewalks:

Sidewalks shall be constructed of safe, durable materials that are not slippery when dry, wet or worn and shall be selected to promote a limited variety of different sidewalk treatments. Materials for sidewalk surfaces should enhance the village character for the pedestrian and allow for percolation of water into the soil to enhance the urban forest. Standard urban sidewalk treatments such as exposed aggregate (unsafe), blacktop and plain concrete (unattractive) should be avoided.

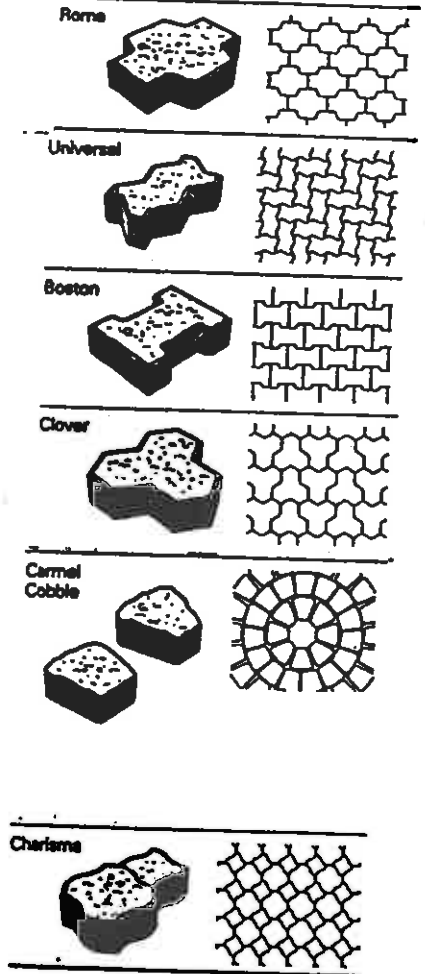
Sidewalks should not appear excessively uniform. Some variety, or break in paving shapes or colors can help in preserving an informal, unplanned visual appearance. To achieve a balance between excessive monotony and excessive variety, sidewalks should incorporate occasional changes in materials or color at intervals between 200 and 300 feet in length.

Changes should occur at natural breaks such as intersections, driveways and similar features. Materials and colors selected should play a subtle, background role and should not compete with adjacent buildings by calling attention to them. To achieve this, sidewalks should:

- Be constructed from sand-set pavers that facilitate percolation using square, rectangular, hexagonal, cobble or creased-keystone shapes. Non-creased keystone and wave edged pavers should be avoided. (See Figure #1)
- Use earthen, warm hues (tan, brown, warm grey). Saturated colors (solid brick red, etc.) and cool hues (green, blue, cold grey) should be avoided.
- Use a single hue or a mix of not more than two similar hues in paving areas.
- Avoid the creation of patterns through the arrangement of pavers. Changes to colors or patterns shall not be used to identify the entrances to driveways, doorways or courtyards.
- Use colored concrete, or driveway pavers, for commercial driveways where the use of standard sand-set pavers is impractical. Driveway colors and/or materials should match at least one of the adjacent sidewalk designs.
- Remain the same bordering large areas (e.g. Devendorf Park, Sunset Center) where there are no storefronts.



PREFERRED



DISCOURAGED



CITY OF CARMEL-BY-THE-SEA

FIGURE-1

PAVING STONE DETAILS

B. Pathways and Footpaths:

Informal pathways and footpaths of decomposed granite should be considered the preferred design in all areas that form a transition between the commercial and residential (R-1) districts. Asphalt may be used in specific areas where drainage or erosion-control problems make decomposed granite impractical. The width of pathways and footpaths should not exceed four to five feet of available public ways. Randomly placed landscaping and trees should predominate in these areas to emphasize the transition from the urban to the residential.

C. Sidewalk Ramps:

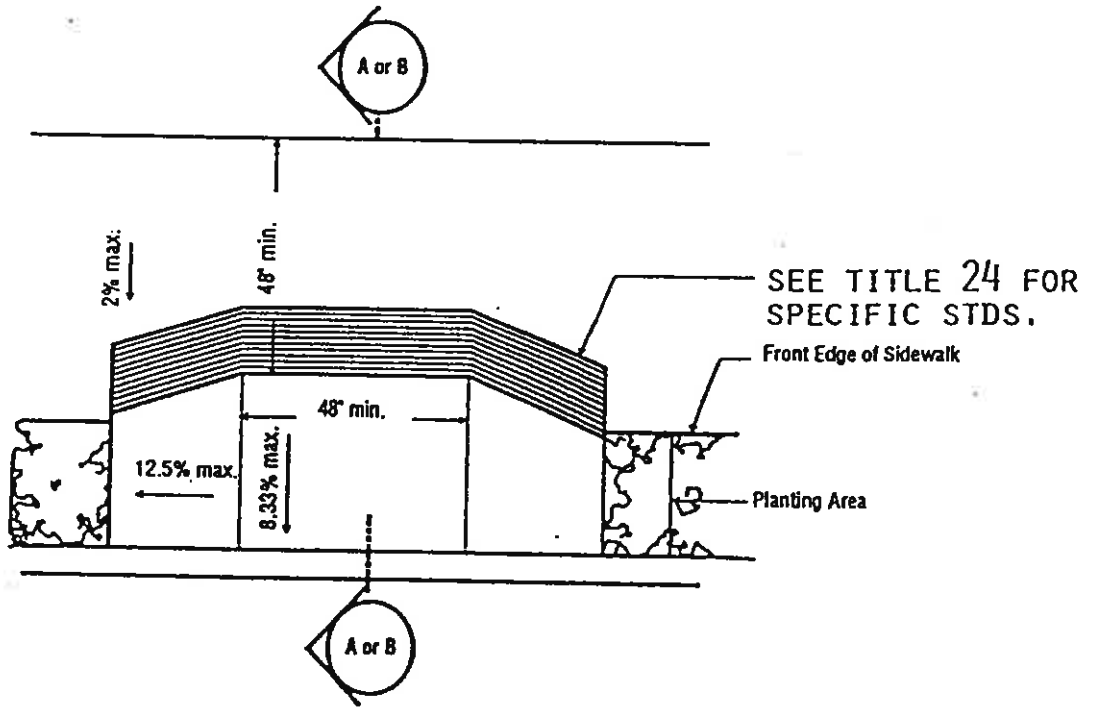
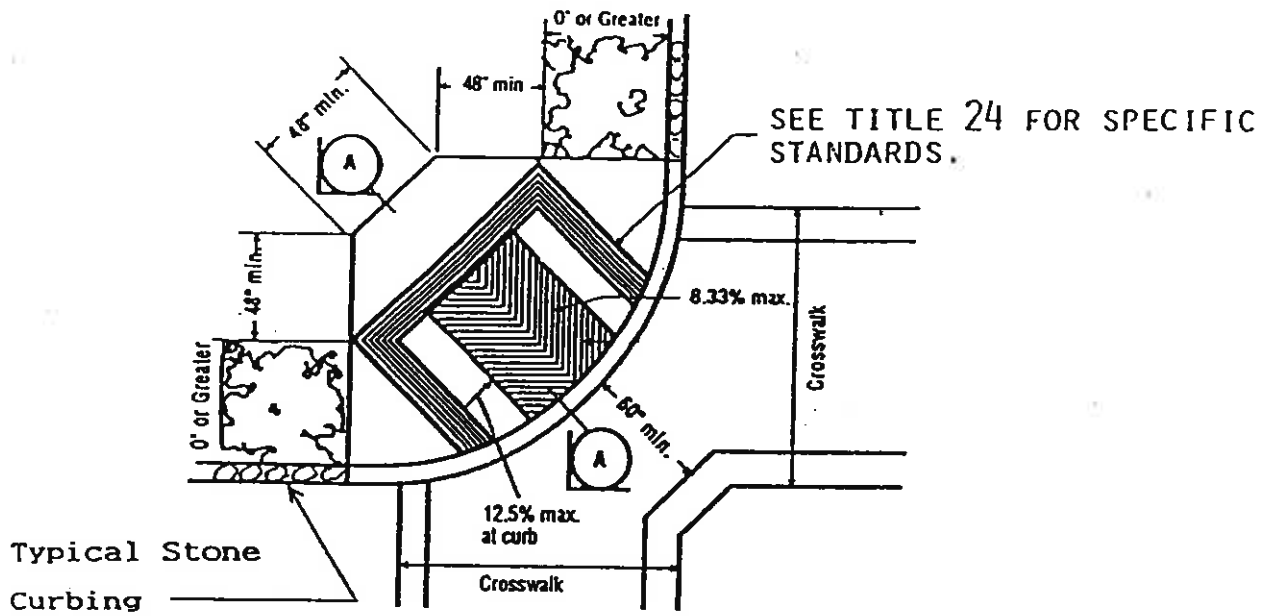
Access to sidewalks at every intersection must be handicap accessible ramps to meet Title 24 California State Accessibility Standards for the physically impaired as depicted in Title 24 Standards Diagram (See Figure 2). Ramps should be constructed with materials and in colors that blend harmoniously with adjacent sidewalk materials.

D. Furniture in the Public Way:

The Planning Commission shall review the design and siting of furniture in the public way (e.g. benches, newspaper racks, cigarette butt containers, fountains, drinking fountains and tables). The Commission will determine whether a location or placement is appropriate based on demonstrated need, public safety, pedestrian flow, access to parked vehicles, existing structures located in the sidewalk area, the architecture of the area, location of underground utilities and the type of business that the furniture will impact.

Furniture shall be purchased, installed and maintained by the party making the request. The construction material shall be appropriate to the area, and natural appearing using wood, metal or recycled products. All street furniture shall require the property owner to obtain an encroachment permit and maintain insurance coverage acceptable to the City consistent with all City policies.

The City Administrator, following review and comment by the Director of Community Planning and Building and the City Forester, may approve installations of the City's standard wood-enclosed trashcans. The Planning Commission must approve the location of new standard light fixtures.



CITY OF CARMEL-BY-THE-SEA

FIGURE-2

STANDARD SIDEWALK RAMP
FOR TITLE 24 COMPLIANCE

E. Curbs and Street Gutters:

Throughout most of the Residential District, rolled blacktop berms are the preferred design for street gutters. Concrete and cobblestone curbs should be restricted normally to the Commercial District except when required for safety or drainage. (See Figures #3 and #4, Stone and Concrete Curb and Gutter and Blacktop Rolled Berm).

F. Sidewalk Street Trees:

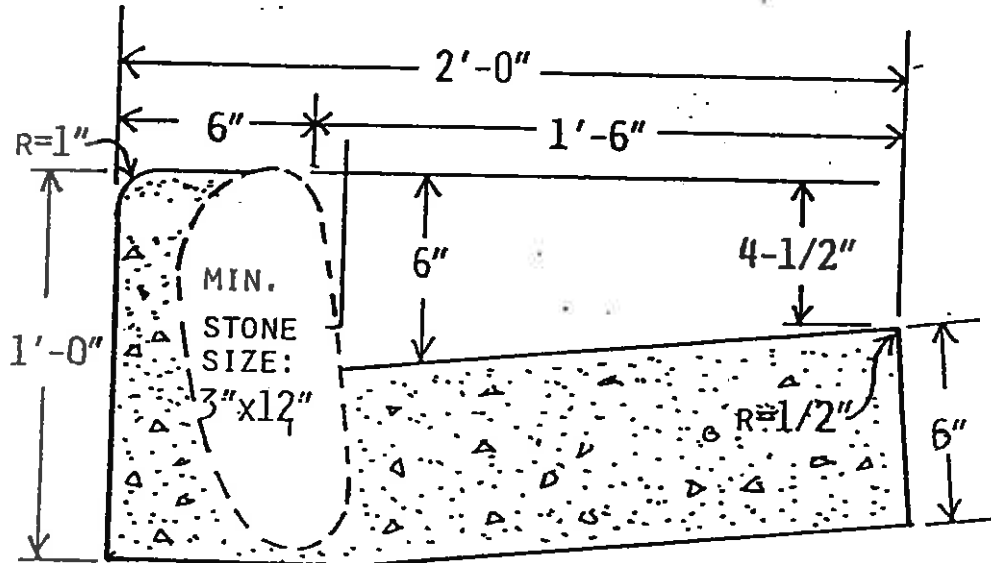
Sidewalk street trees are those planted in spaces on existing sidewalks. Sidewalk street trees are encouraged. The exact number of trees, their species, and location shall be determined by the City Forester depending on site conditions. Sidewalk street trees should be located near the head of, and adjacent to, parallel parking spaces with the trunk of the tree located 4 1/2 feet back from the head of the parking space. (See Figure #5, typical parking stall with planter). These specifications have been designed so that these sidewalk street trees will not be injured by cars maneuvering in parking stalls and not block car doors being opened on the sidewalk side. For trees at the curb line there should be at least 4 feet between the trunk and the facing building or planters in front of the building.

All tree planters should be made as large as practicable so that additional landscaping can be incorporated into the planters. There should also be no contrasting edging around the planter, rather the sidewalk material should frame and be flush with the exposed earth around the tree. Root barriers to prevent root damage to streets, gutters and sidewalks will be installed as directed by the City Forester.

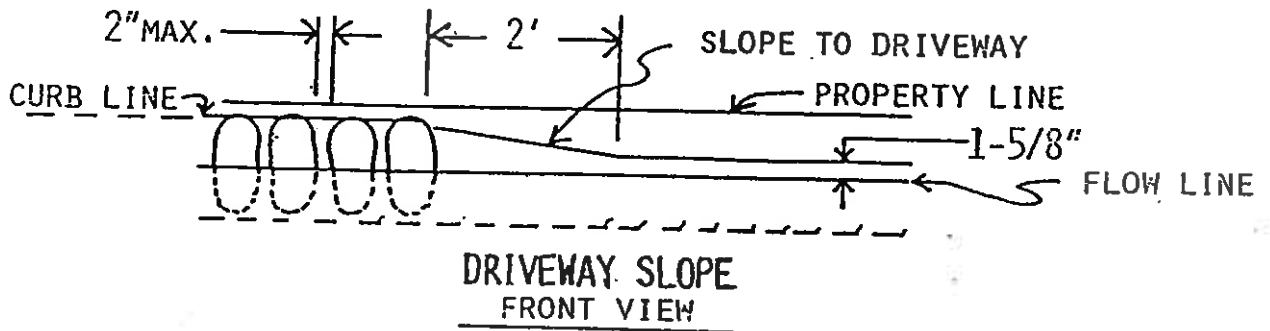
G. Mini-Parks:

A mini-park protrudes into the street from the curb line or is in the street. Landscaping in mini-parks should include native, drought resistant plants and/or trees. If trees or large shrubs are included, they should not be used at the corner of a street where they could cause a safety hazard by blocking views of cross traffic. The design of mini-parks shall be consistent with the standards in the Forest and Beach Management Plan (See Figure #6). All new mini-park installations shall be reviewed for recommendations by the Staff Traffic Committee and approved by the Planning Commission with consideration of:

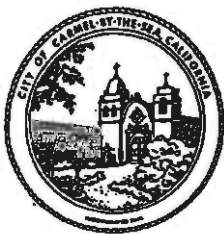
NOTE: USE CLASS A CONCRETE.



CURB DETAIL



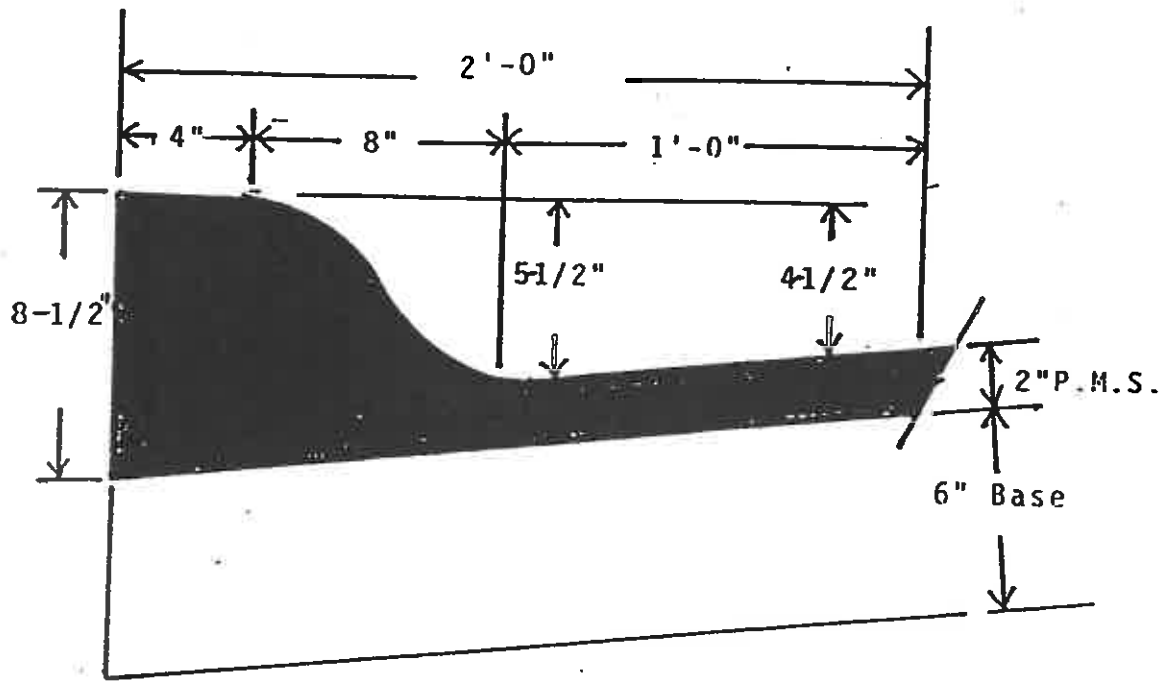
DRIVEWAY SLOPE
FRONT VIEW



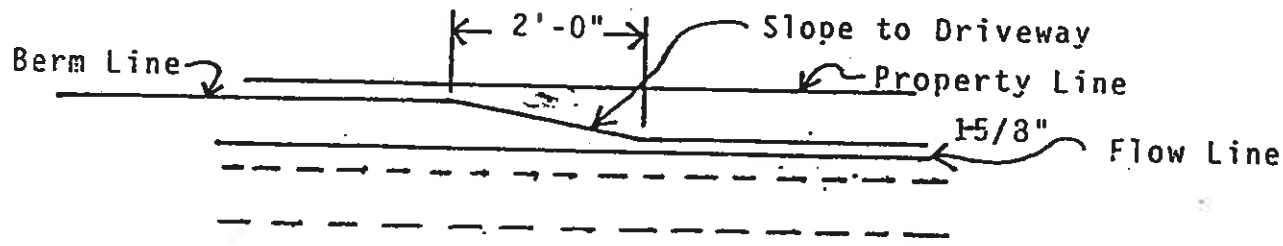
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FIGURE-3

STONE CURB AND GUTTER DETAIL



CURB DETAIL



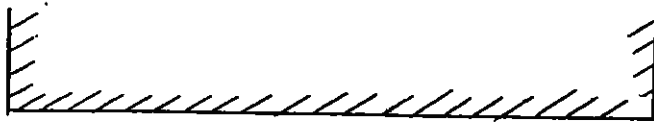
DRIVEWAY SLOPE FRONT VIEW



CITY OF CARMEL-BY-THE-SEA

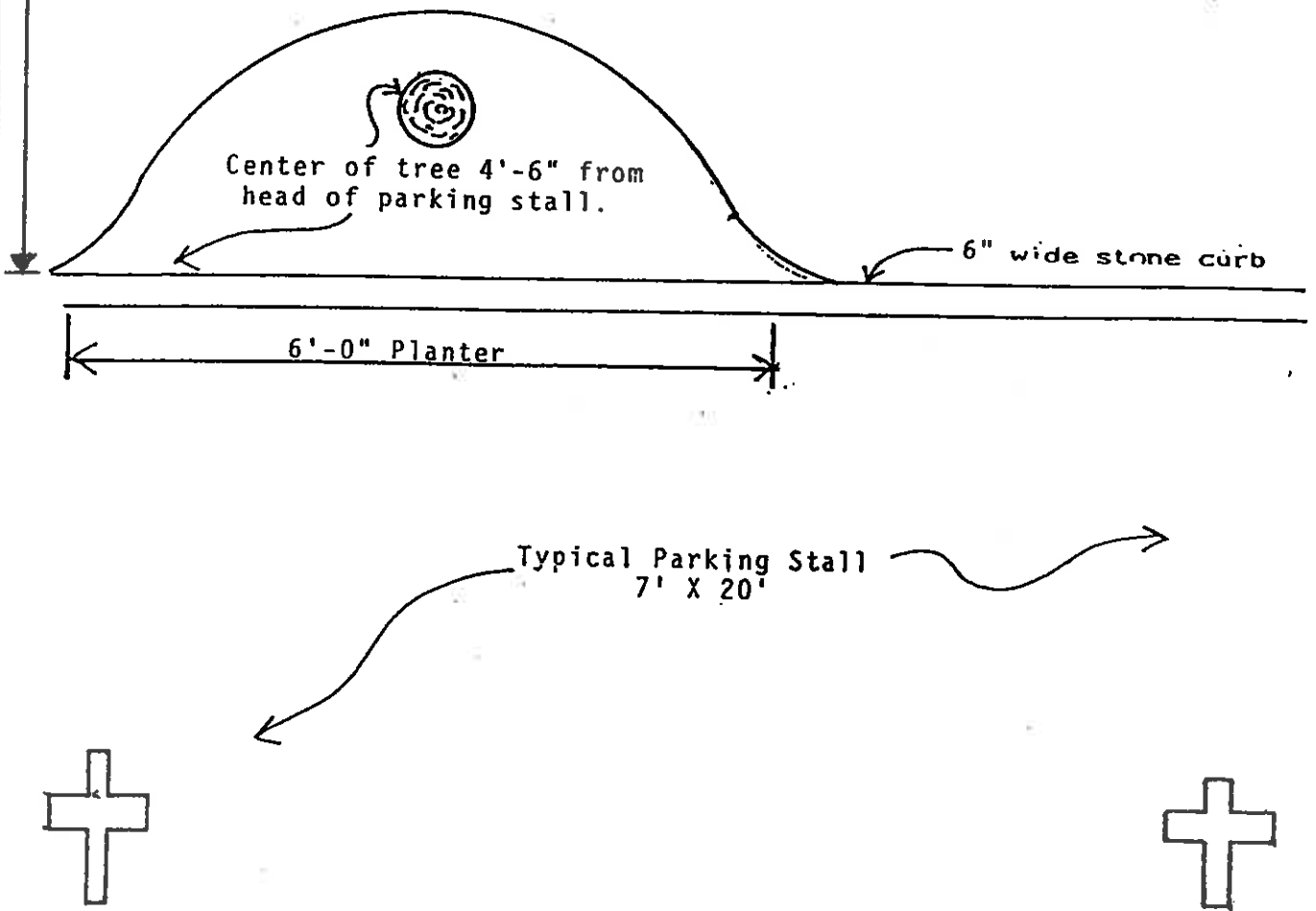
FIGURE-4

ROLLED BLACKTOP BURM DETAIL



NOTES:

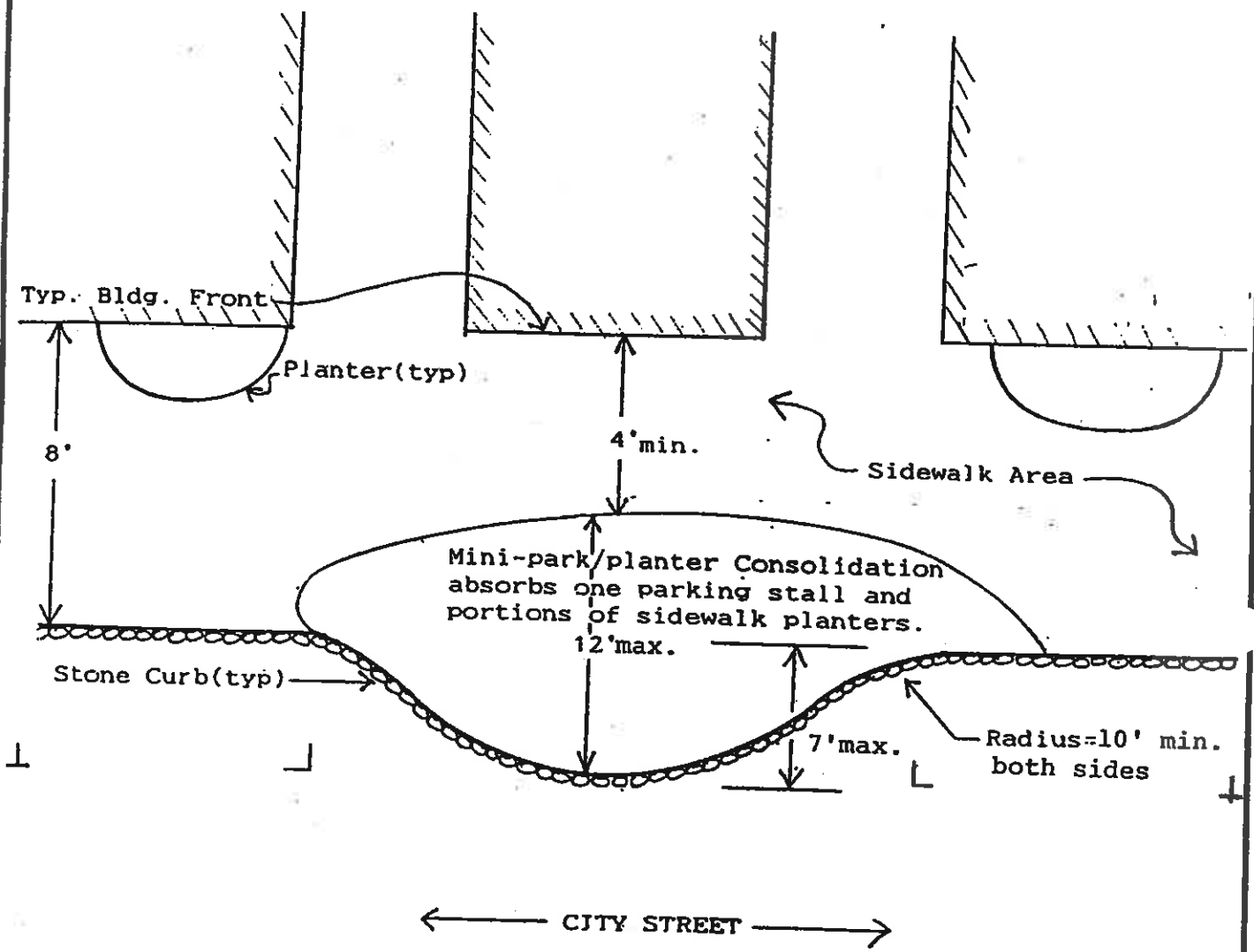
- 1) Width of planter to be 1/2 of the width of the sidewalk as measured from face of curb.
- 2) Typical sidewalk widths all measured from face of curb to property line.



CITY OF CARMEL-BY-THE-SEA

FIGURE-5

TYPICAL PARKING STALL WITH STREET TREE



CITY OF CARMEL-BY-THE-SEA

FIGURE-6

MINI-PARK LAYOUT

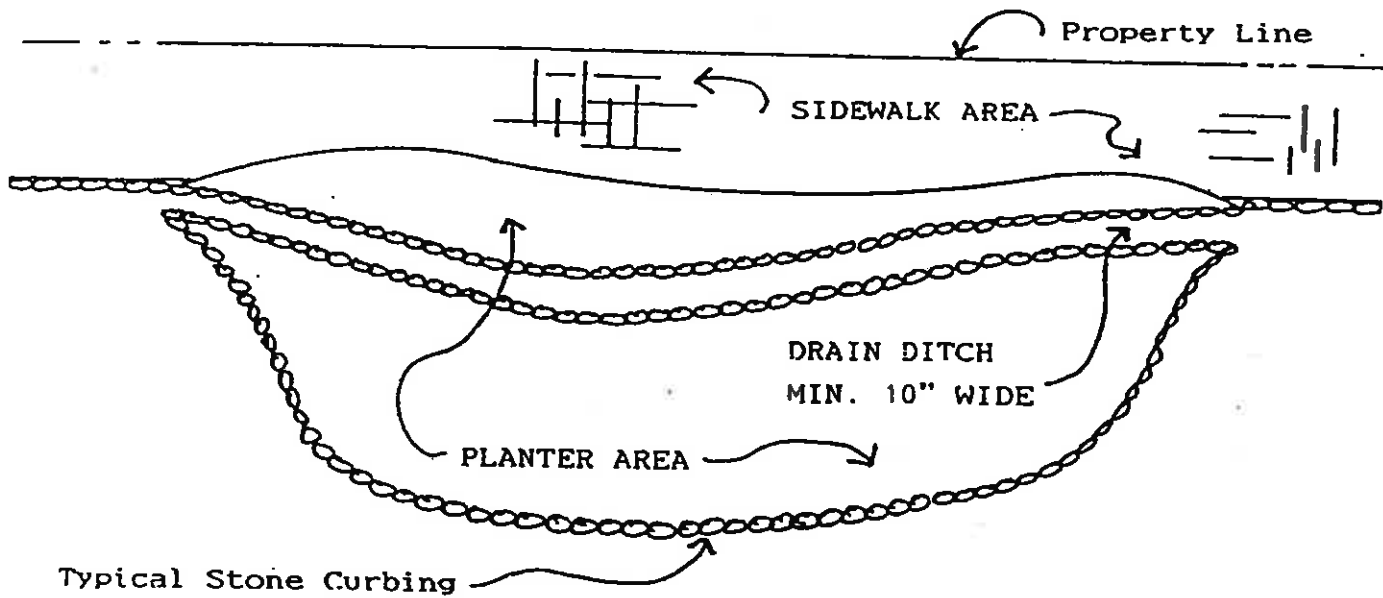
- Appropriateness of location
- Impact on parking resources
- Impact on traffic and pedestrian safety
- Drainage and maintenance issues including street-sweeper access

H. Street Drainage:

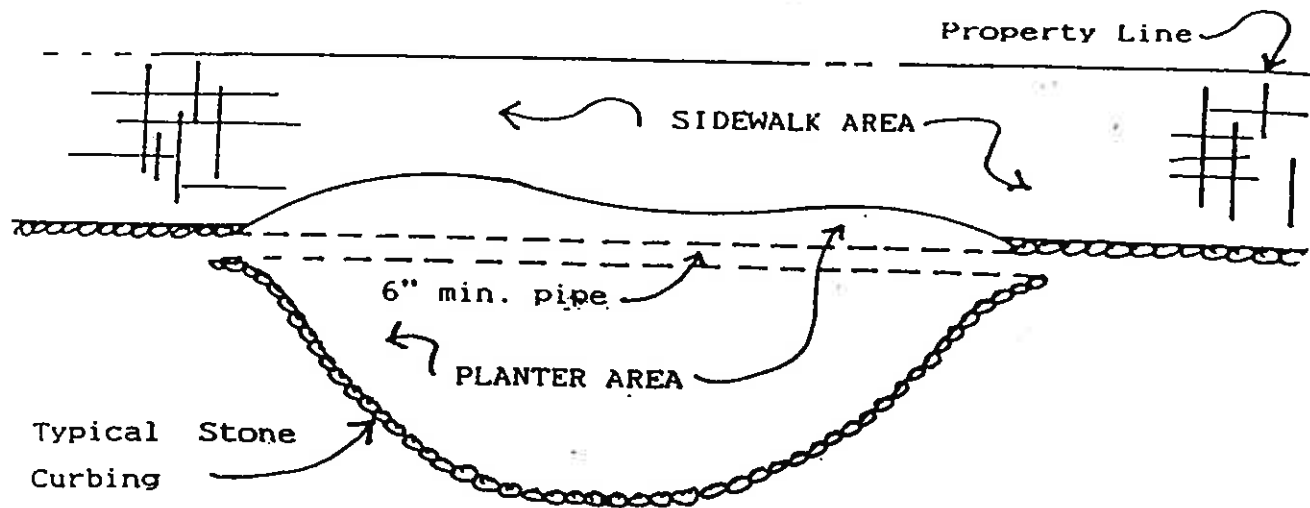
Whenever possible, open drain channels for curbside drainage should be used through planter areas rather than using subsurface pipes. This avoids pipes being clogged with debris and is easier to maintain. See Figure #7.

I. Irrigation:

1. **Drip and Low-Flow Systems**--All landscaping, sidewalk street trees and mini-parks will have drip or low-flow irrigation to help keep vegetation alive and cut down on maintenance requirements by City personnel.
2. **Cistern Recycling Systems**--When feasible, public projects should provide cistern system drainage to capture storm water runoff for irrigation of on-site and public way landscaping area. These systems will:
 - Reduce demands on the City's public potable water resources
 - Protect municipal water allocations during periods of drought
 - Reduce impacts on the City's overtaxed storm drain systems.
3. **Gutter/Downspout Gravity Irrigation for Street Tree Planters**--When feasible, storm water runoff from roofs into roof gutters, downspouts, under sidewalks and exiting at curb gutters should be intercepted and used to irrigate trees in sidewalk planters. Storm water runoff redirected for irrigation purposes reduces the total volume of water entering the municipal storm drain system from a commercial project. (Refer to Figure #8, Detail A, and Figure #9, Cross-sectional Layout Plans for Gutter/Downspout Gravity Irrigation.)



OPEN CHANNEL DRAINAGE (PREFERRED)



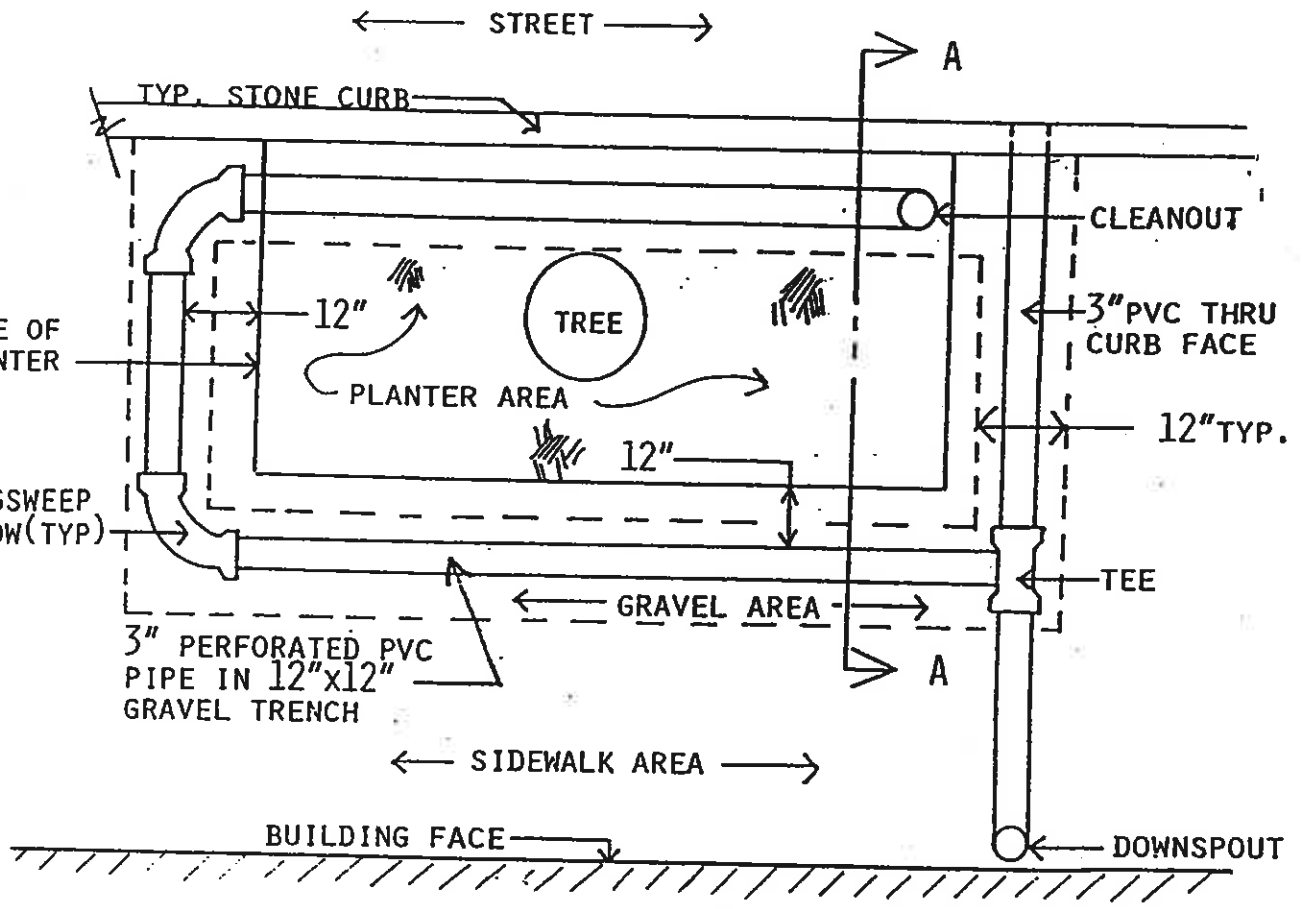
CLOSED PIPE DRAINAGE (LESS DESIRABLE)



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FIGURE-7

STREET DRAINAGE FOR MINI-PARKS



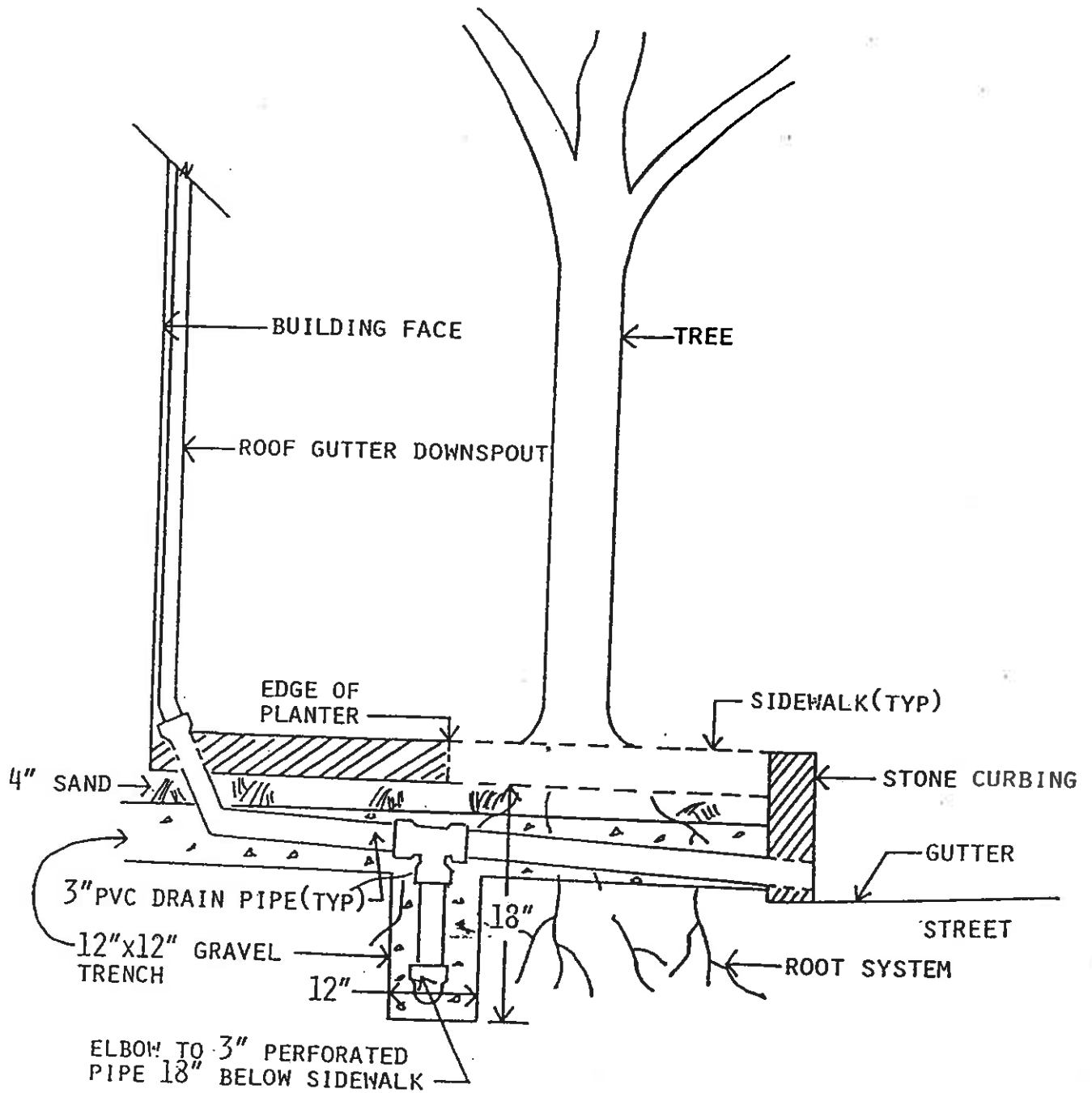
PLAN VIEW



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FIGURE-8

DOWNSPOUT GRAVITY-IRRIGATION LAYOUT FOR STREET TREES



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FIGURE-9

CROSS-SECTION FOR STREET TREE
DOWNSPOUT GRAVITY IRRIGATION

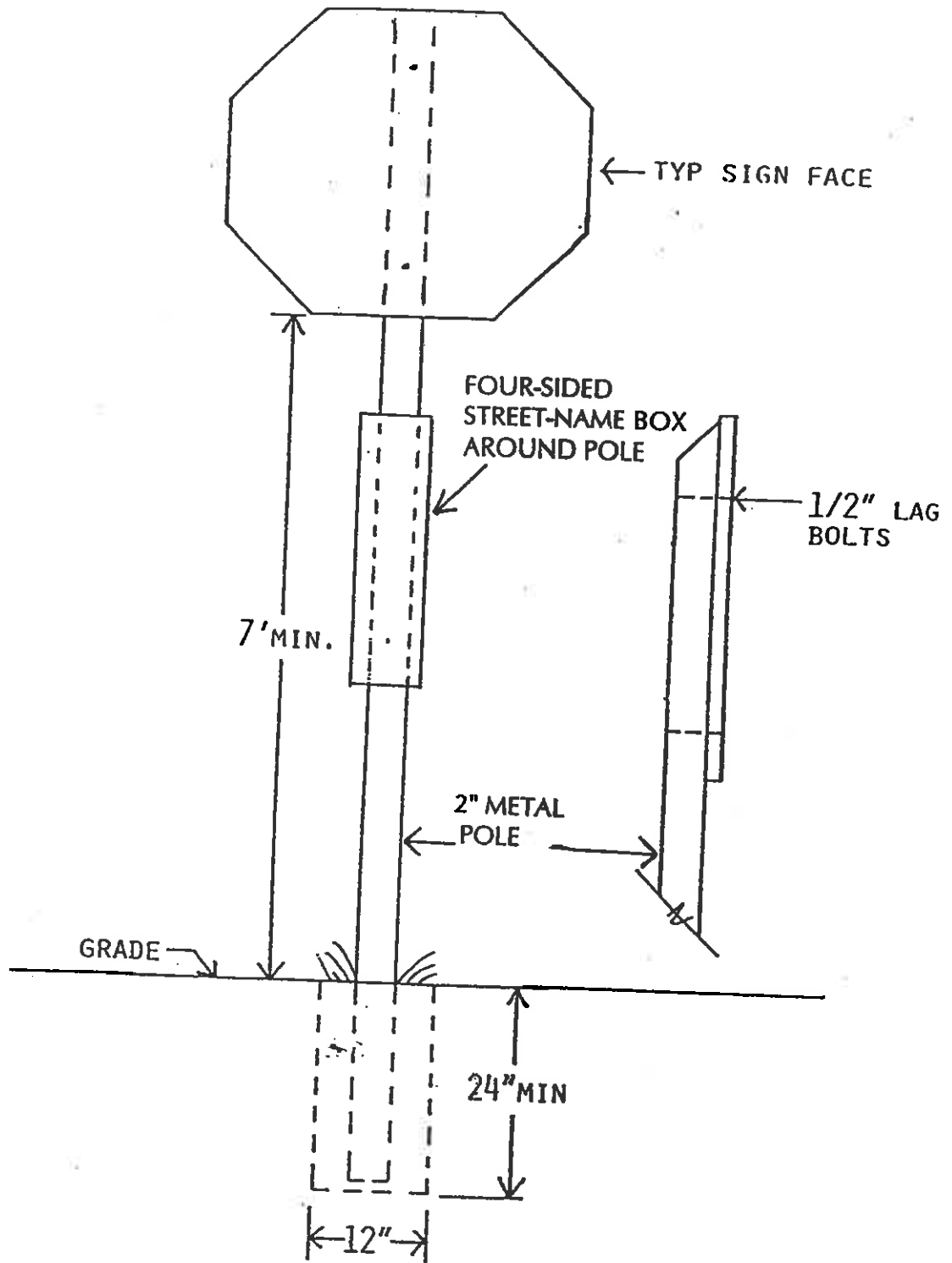
J. Utilities

Utility boxes shall be located in garages, driveways or in planter areas on private property except where this is impractical. Utility boxes located in the public right of way shall be incorporated into sidewalk planters with sufficient additional space to establish screening-vegetation such as ground cover and shrubs when practical. If neither of these alternatives is feasible, utility boxes may be located in a paved area of the street or the sidewalk as close to the curblin as possible and may use standard nonskid utility covers.

K. Street Signs

1. **Traffic Control Signs**--The historic and traditional design for stop signs in Carmel uses a 2" diameter, nonreflective, white-painted, metal pole with a four-sided-box, street-name sign mounted mid-way on the pole. Traffic control signs (e.g. stop signs, speed limit signs, warning signs) shall also conform to the design, color and shape requirements of the California Vehicle code.
2. **Stop Signs Combined with Street Name Signs**--Metal pole mounted stop signs combined with street name signs is the preferred method of identifying streets. A four-sided wood box shall be constructed around the steel pole consistent with Figure #10. The wood panels and metal pole shall be painted with a nonreflective white background and lettered with the street name using nonreflective forest green paint and vertical block-stencil lettering. The metal stop sign shall have no wood backing and no wood frame or other appurtenances.
3. **Stand-alone Post Signs**--Stand-alone street name sign posts (not combined with a stop sign) may be used when there is no stop sign at the intersection or the stop sign location is not suitable for identifying the street names. Stand-alone posts also are the appropriate design to use for No Parking signs.

Stand-alone Street Name or No Parking signposts shall be constructed of 4" X 4" solid lumber of sufficient length to project 4 feet in height from grade. The top of each post shall be cut to a 4-facet taper (see Figure #11). Posts shall be painted nonreflective white except for a 4-inch cap and a 7-inch pine tree emblem at the base that shall be painted forest green. Each vertical face of the post shall be painted with the corresponding street name (or "no parking" text) using nonreflective, forest green paint and vertical block-stencil lettering.



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FIGURE-10

COMBINATION STOP-SIGN
AND STREET-NAME SIGN