



PLEASURE POINT

COMMUNITY PLAN

CHAPTER 4: PROPOSED STANDARDS, GUIDELINES & RECOMMENDATIONS

There are numerous policy mechanisms or tools available that can help to ensure that Pleasure Point's future built environment and open spaces are conceived and constructed in accordance with the overall community vision and overarching goals described in the previous chapter. These tools can be used to inform the design process and produce the highest caliber of neighborhood development that respects the distinctive context of the Pleasure Point neighborhood.

As mentioned in Chapter 2, some of the existing standards that regulate residential development in the Pleasure Point neighborhood (and the rest of the County), including Floor Area Ratio (FAR), setbacks, lot coverage, garage location and size, have led to development that does not respect the existing community character of the Pleasure Point neighborhood. To respect and implement the community "vision" based on feedback received through the community outreach and participation process, new standards and guidelines are proposed for future private development and retrofit (building mass/height and public-private interface), recommendations are made for future public development, and measures to implement these standards, guidelines and recommendations are proposed. Earlier versions of these proposed standards, guidelines, recommendations and implementation measures were presented at Community Workshop #3 and the feedback was generally very positive (see Workshop #3 Summary Report in the Appendix of this Plan for details and analysis).

Based on the location, specificity, level of implementation, and County departmental jurisdiction, the proposed measures to address the community's concerns are defined as:

Standards: Proposed measurable regulations required for residential developments in all areas (i.e., both the "discretionary area" within 300-feet of the coast, and the remainder known as the "ministerial area") of Pleasure Point.

Guidelines: Proposed measures to be "strongly encouraged" for the "discretionary area" within 300-feet of the coast or near coastal waterways and also for other residential developments requiring a Discretionary Permit (i.e. where a variance or exception is needed), but only "recommended" in the "ministerial" building permit-only area, constituting the remainder of the neighborhood.

Recommendations: Proposed actions for other County departments to take to maintain the unique character of Pleasure Point.

Proposed new standards, guidelines and recommendations are discussed in greater detail in this chapter in the following format:

PRIVATE DEVELOPMENT:

- A. Building Mass & Height (Standards & Guidelines)
- B. Public Private Interface (Standards & Guidelines)

PUBLIC DEVELOPMENT

- C. Public Realm (Recommendations)

The proposed measures to implement these standards, guidelines and recommendations will be discussed in the next chapter.

A. PROPOSED STANDARDS & GUIDELINES FOR BUILDING MASS AND HEIGHT

Mass and bulk of buildings can be affected by various factors including F.A.R. (Floor Area Ratio), lot coverage, building heights, different setbacks from the lot line for different floors of the house, and individual building elements such as roofs and porches. The following two standards and two guidelines each are proposed for building mass and height in residential developments to achieve a scale and character that respects the Pleasure Point neighborhood. These standards and guidelines are proposed to apply to new residential construction and home additions.

STANDARDS: Proposed measurable regulations for residential development in all areas (both “discretionary” and “building permit-only”) of Pleasure Point

Proposed Standard A1: Require Second Story Setbacks

Reduce perceived mass and bulk of two-story houses by setting back second floors 10-feet from the sideyard property line. Ensure that the height and setback requirements of a residential building fit within the dimensions of a newly proposed designated building volume limit, which is reduced from the existing limit by a new requirement for second floor setbacks (shown in the bottom diagram on the next page). This will have the effect of reducing the volumes of second stories, thereby addressing many of the concerns about bulk/mass and shading that have been expressed by the community. Existing 0.5 Floor Area Ratio (FAR) limits will continue to govern the maximum size of residential development (i.e., building square-footage cannot exceed 50% of lot square-footage, excluding a 225 sq. ft. exemption for the garage).

Applicability: *Would apply to any new two-story residential structure or to second story additions.*

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #2: Ensure Complementary Scale of New Development

Goal #3: Promote Access to Sun and Light

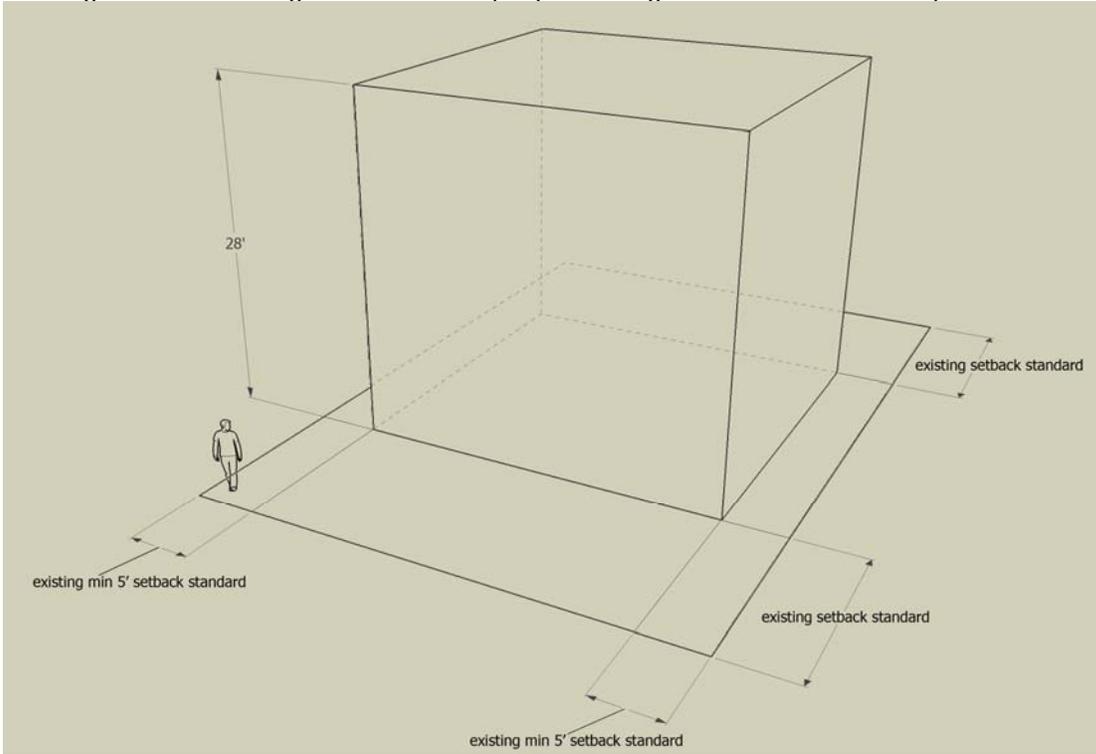
Goal #7: Establish Clear and Simple Design Standards and Permitting Process

This proposed standard aims to create a design framework (i.e., a building envelope in the vertical plane) that encourages appropriately scaled homes to reduce shading impacts to neighbors and maintain the “small town”/beach community character of Pleasure Point. By setting back the second stories of houses from the first story outline/footprint, light, air and solar access to neighboring houses is maximized, reducing the effect of large houses “looming over” their neighbors (which has been identified as increasing trend in Pleasure Point). While all the existing first floor sideyard setback standards would be maintained (i.e., 5 or 8 feet on most lots), a new second floor side setback 10’ wide from the side yard parcel line is proposed. This “stepping-back” of the second story will help break up the overall apparent mass and bulk of two-story houses/buildings and help minimize shade impacts on adjoining existing houses/buildings.

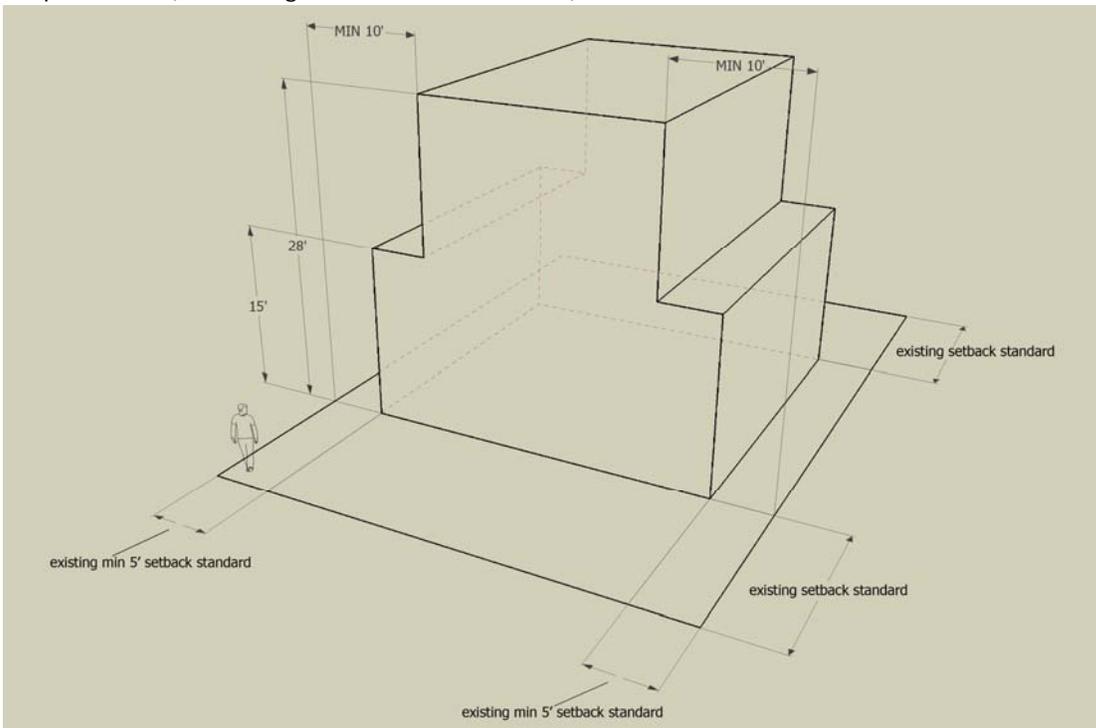
NOTE: The following diagrams in this chapter have been prepared to illustrate principles or standards. When considered with other building and zoning regulations, final building volumes, mass, articulations or site configurations may need to be different from the illustrations shown here.

The following two diagrams illustrate existing building envelope (above) and proposed building envelope (below) as per the Proposed Standard A1.

Existing Allowed Building Volume/Envelope (not taking FAR limit into account)



Proposed Allowed Building Volume/Envelope with Increased 2nd Floor Side Setback Requirement (not taking FAR limit into account)



The following diagrams and photos illustrate possible building configurations for an approximately 2,400 square foot lot under proposed Standard A1.





The following diagrams and photos illustrate possible building configurations for approximately 5,000 square foot lot under proposed Standard A1.





Proposed Standard A2: Allow More Lot Coverage on Small Lots

Allow a greater percentage of lot coverage for small lots of 3,500 square feet or less in size (i.e., a maximum of 45% lot coverage instead of the current standard of 40% for most smaller lots)

Applicability: Would apply to all small residentially zoned lots of 3,500 square feet or smaller.

Addresses:

Goal #1: Retain Small Town/Beach Town Character

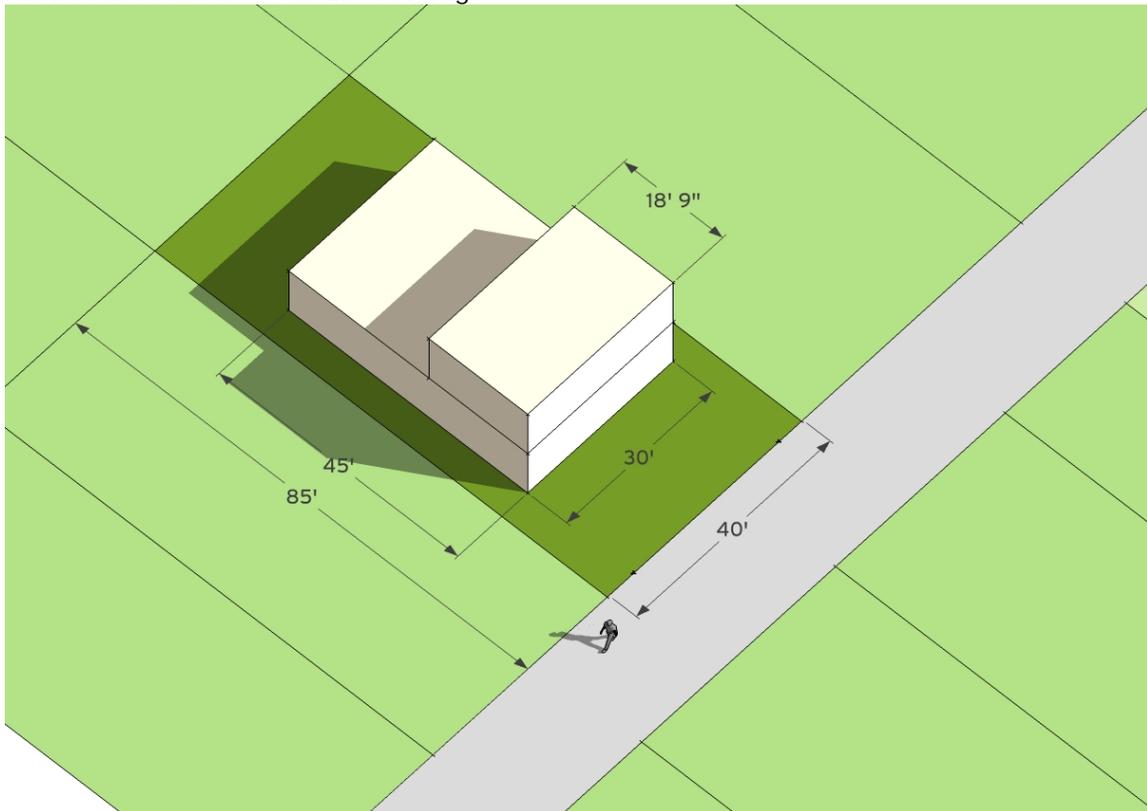
Goal #2: Ensure Complementary Scale of New Development

Goal #3: Promote Access to Sun and Light

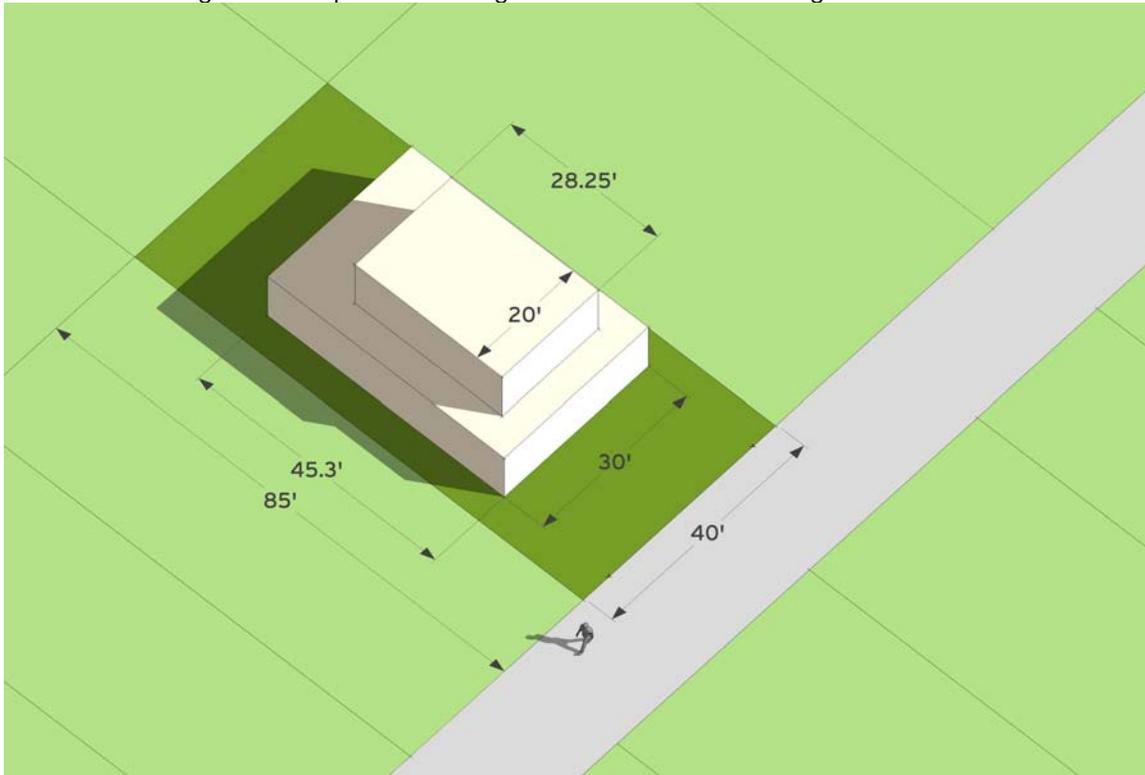
Goal #7: Establish Clear and Simple Design Standards and Permitting Process

The rationale for this proposed standard is to allow small lots to accommodate a desirable building size on the first floor, so that a second story (or a full second story) might not be necessary to achieve sufficient floor area. The existing allowable maximum lot coverage for small lots is 40%. Increasing the lot coverage could encourage greater flexibility to build more on the ground floor, and less (or not at all) on the second floor. Similarly, this proposed standard minimizes the significant constraints that could be imposed on small lots by proposed standard A1.

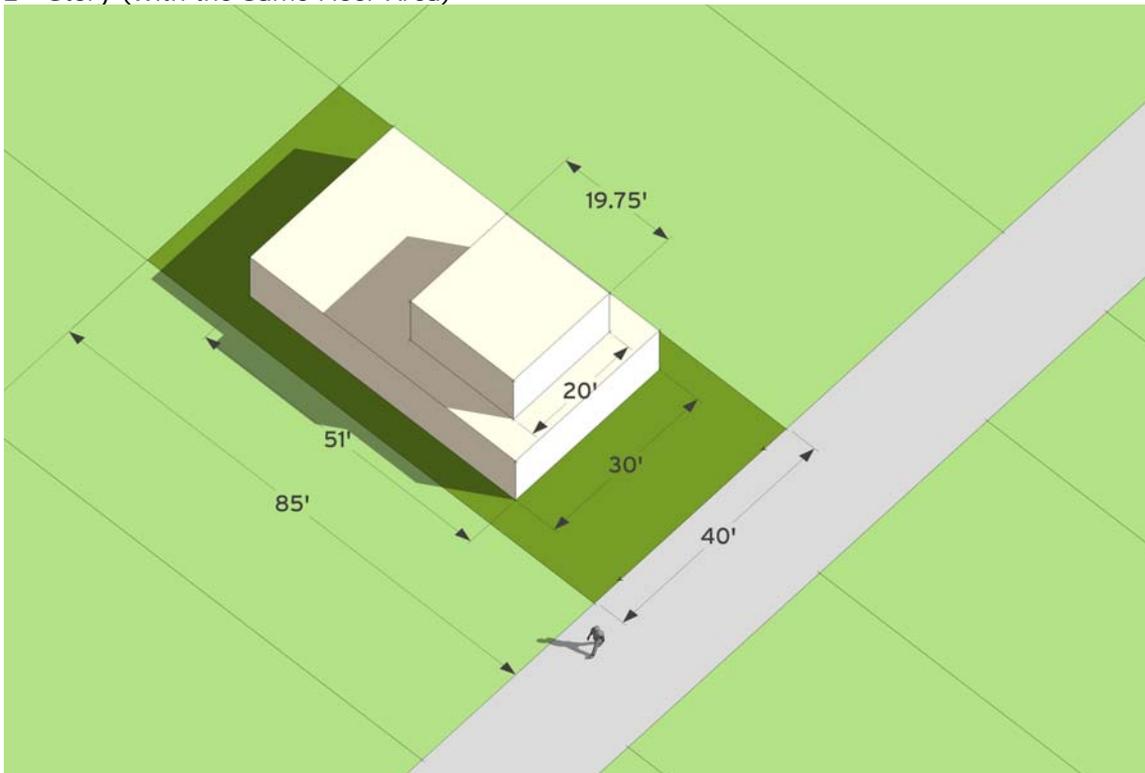
Allowed at Present – 40% Lot Coverage



40% Lot Coverage with Proposed Building Volume and New Building Standards



45% Lot Coverage with Proposed Second-floor Setback Requirements – Allowing for a Smaller 2nd Story (With the Same Floor Area)



GUIDELINES: To be “strongly encouraged” in discretionary area (within 300’ of coast or near coastal waterways, or for exceptions/variances), but only “recommended” elsewhere

Proposed Guideline A3: Encourage Façade Articulation

Encourage façade articulation through the following techniques:

- Create variable frontyard setbacks of a minimum 4’ depth from rest of facade, for front facade segments equal to or longer than 20’ wide;
- Break up uninterrupted front facades wider than 10’ with architectural elements such as balconies, bay windows, and sun shade devices.

Applicability: Would apply to new homes and additions (i.e., “strongly encouraged” for discretionary projects, only “recommended” for building permit-only projects).

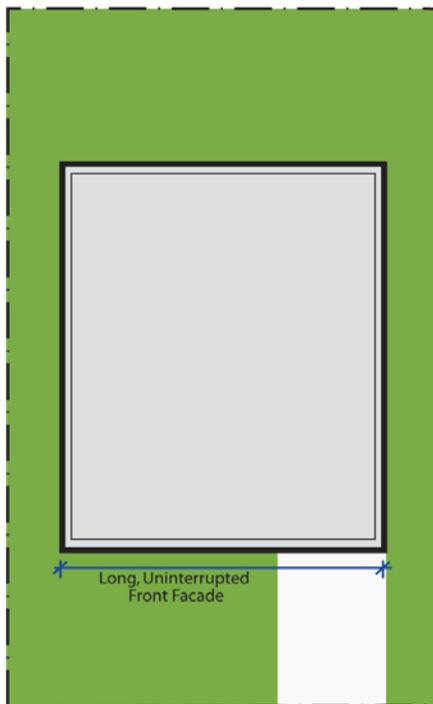
Addresses:

Goal #1: Retain Small Town/Beach Town Character

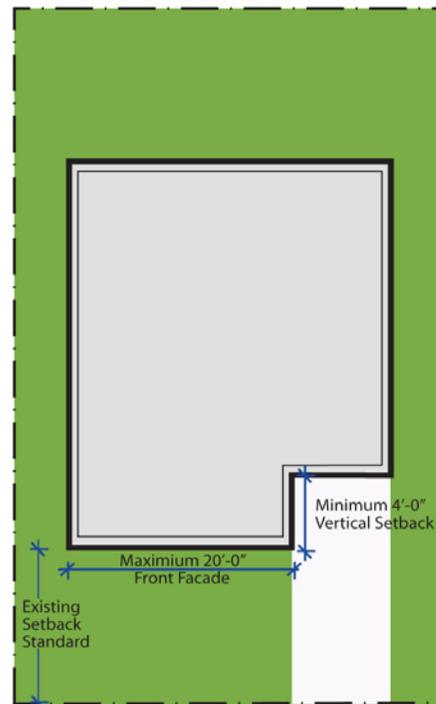
Goal #2: Ensure Complementary Scale of New Development

The rationale of this proposed guideline is to encourage architectural practices that will help break up the mass of large front facades to a more human scale. These guidelines also encourage the diversity of facades that is so intrinsic to Pleasure Point.

EXISTING



PROPOSED GUIDELINE



Articulated Front Facades



Proposed Guideline A4: Angle Roofs to Minimize Shading

Encourage roof angles and overall plate heights that minimize shadow impact to adjacent properties.

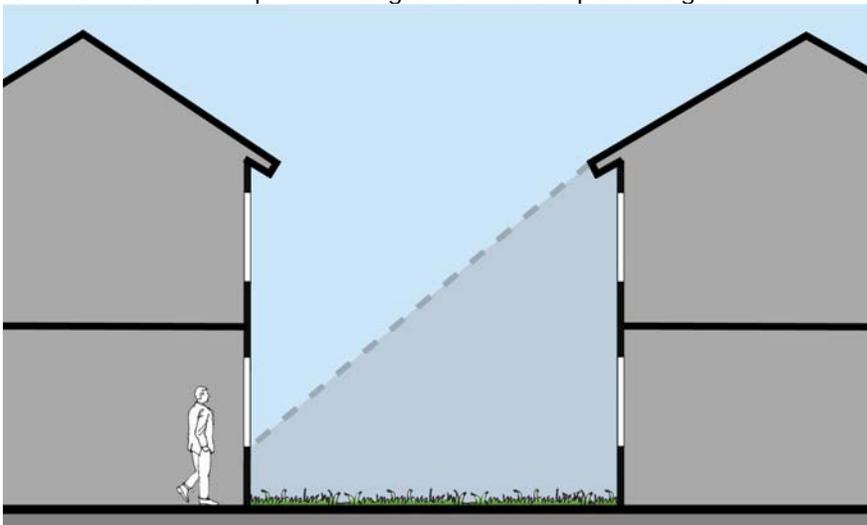
Applicability: Would apply to new 2-story homes and second story additions (i.e., “strongly encouraged” for discretionary projects, only “recommended” for building permit-only projects).

Addresses:

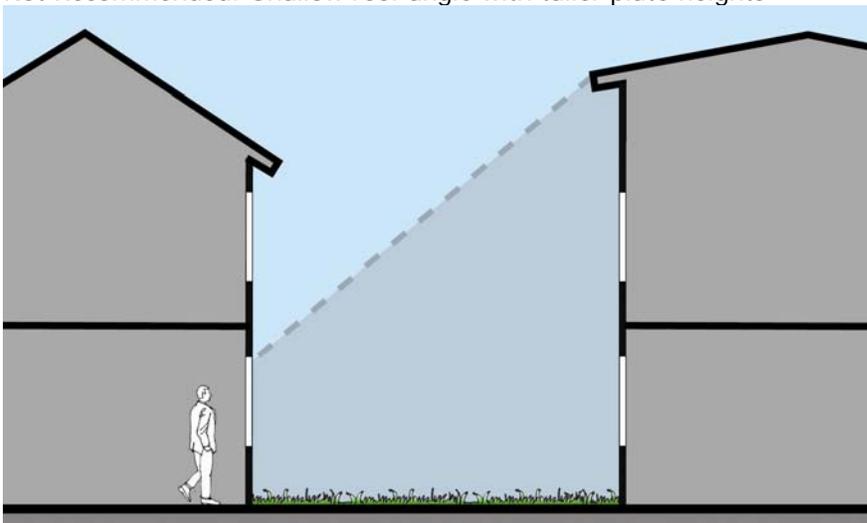
Goal #3: Promote Access to Sun and Light

The shape and profile of certain roofs can increase the shadows cast by the building. This proposed guideline encourages roof angles of new developments to be in tune with the angles of the sun to maximize the direct sunlight exposure to residents of existing residential buildings.

Recommended: Steeper roof angles with lower plate heights



Not Recommended: Shallow roof angle with taller plate heights



B. PROPOSED STANDARDS & GUIDELINES FOR PUBLIC/PRIVATE INTERFACE

Community life can be affected by various built and open space components including size, width and location of garage doors and driveways, and landscaping within the front yards. The following four standards and guidelines each are proposed for public/private interface in residential developments to encourage community interaction, and walkable and bike-friendly edge conditions along the private residential lots in the Pleasure Point neighborhood. These standards and guidelines would only apply to new residential structures and additions.

STANDARDS: Proposed measurable regulations for residential development in all areas (both “discretionary” and “building permit-only”) of Pleasure Point

Proposed Standard B1: Encourage More Front Porches

Encourage more front porches to be built by relaxing existing restrictions that now discourage them, based on the following criteria:

- *Allow porches to extend up to 6-feet deep into the required front yard setback (eases current restriction);*
- *Allow porch area to not be included in lot coverage or FAR calculations (eases current restriction);*
- *Porch area must not exceed 140 square feet (i.e., any additional porch area gets counted in lot coverage and FAR calculations);*
- *Porch must remain unenclosed (including glass); and*
- *Height of porch roof must not exceed 12-feet.*

Applicability: *Would apply to new homes and to existing homes that do not already exceed FAR or lot coverage standards.*

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #7: Establish Clear and Simple Design Standards and Permitting Process

Encouraging well-designed porches in residential buildings, by creating incentives and removing disincentives, achieves key components of the Pleasure Point community vision. Front porches can help break down the front façade to a more human scale in tune with the character of the Pleasure Point neighborhood. Many of the existing houses in Pleasure Point have functional and aesthetically appealing front porches. Allowing front porches to not be counted as part of the maximum buildable FAR, but within certain limits of size, height and area, will encourage more porches to be built, helping to strengthen the overall distinctive character of the neighborhood. More front porches will also encourage more opportunities for community interaction, as front yards will become more like an extension of people’s living room.



Proposed Standard B2: Limit garages to a maximum of 2-car widths wide, and occupying no more than 50% of facade width.

Garages that overly dominate the facades of houses tend to detract from community interaction and from the appearance of the facade and streetscape. So that garages will not overwhelm house facades, under this Standard garages would not be allowed to make up more than 50% of the facade width. Three or more car-width garages would not be allowed if located at the front of the house (behind the house is OK). However, a one-car garage would be allowed no matter what the lot width.

Applicability: *Would apply to new or expanded garages.*

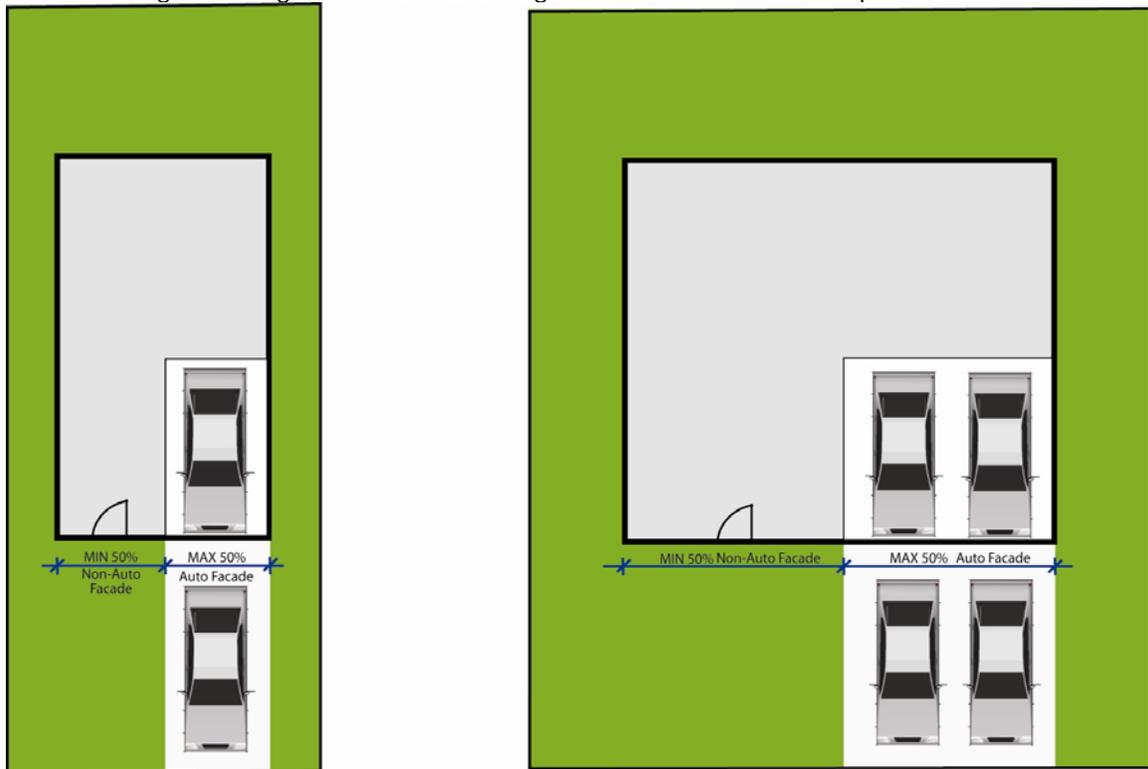
Addresses:

Goal #1: Retain Small Town/Beach Town Character

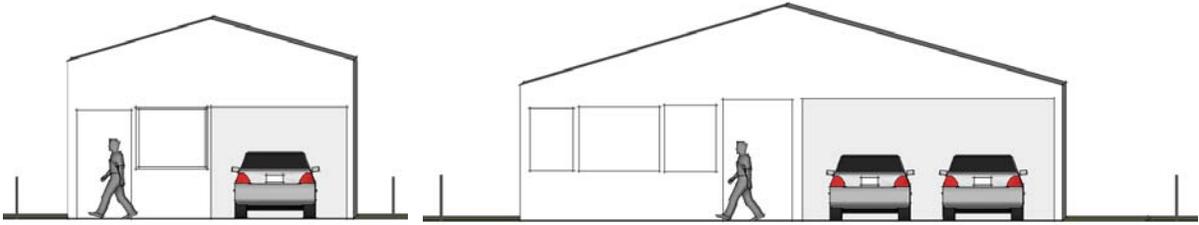
Goal #2: Ensure Complementary Scale of New Development

Building elements on the front facade (i.e., the entire street-facing portion of the house) such as windows, porches and balconies, provides opportunities for people inside to connect to the adjacent street life. Similarly, street users feel safer when their street experience is animated with these 'active' building elements. Garage doors are more passive building elements that typically discourage positive community interaction. Also, when they dominate the front facade, some of the semi-public building uses such as living rooms are relegated to the interior or rear of the house. This proposed standard aims to encourage building elements and uses that encourage community life and minimize the potential negative impacts of garages on wider lots.

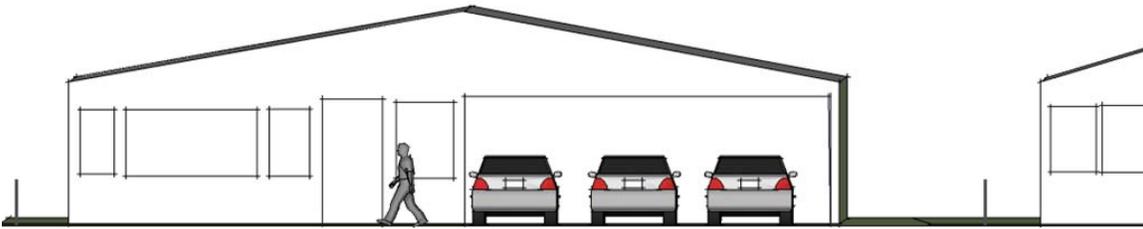
The Following Two Diagrams Illustrate Garage Doors that Meet the Proposed Standard.



The Following Two Diagrams Illustrate Garage Doors that Meet the Proposed Standard.



The Following Diagram Illustrates a 3-car Garage Door that Does Not Meet the Proposed Standard.



Garage Doors Dominate Street Frontage (Not Recommended)



Proposed Standard B3: Allow Three-car Tandem Parking

Allow on-site 3-car tandem parking (i.e., with one car behind the other).

Applicability: Would be allowed “by-right” on residentially-zoned parcels.

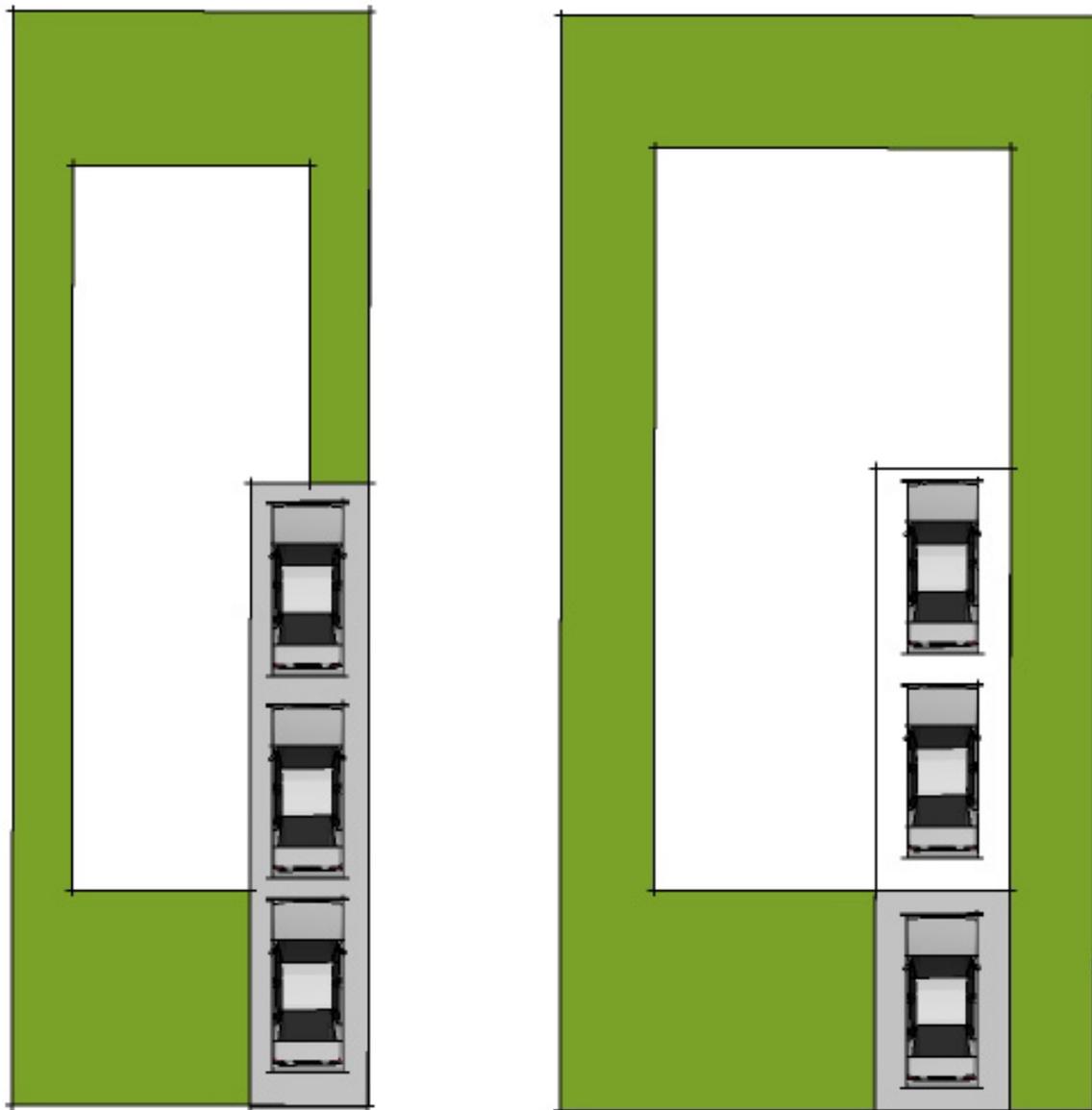
Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #2: Ensure Complementary Scale of New Development

This standard aims to allow more tandem parking than allowed by existing standards (i.e., 2-car tandem limit), so as to accommodate required parking spaces while minimizing the size of garage doors relative to the rest of the facade. Three-car tandem parking allows for the building façade to be dominated by active building uses, rather than by garage doors, thereby improving appearance from the street and encouraging greater opportunities for community interaction.

The Following Diagram Illustrates Different Types of Tandem Parking that Meets the Proposed Standard.



Proposed Standard B4: Keep Garages Flush With or Behind Facade

Garages must be either flush with, or preferably, set back behind, the rest of the building façade.

Applicability: Would apply to new homes or new garages.

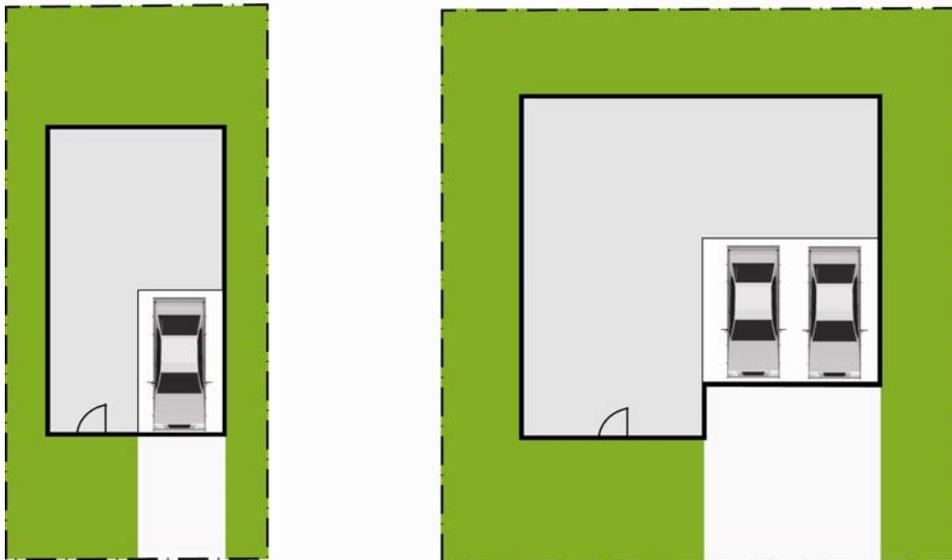
Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #2: Ensure Complementary Scale of New Development

The placement of garages and garage doors in front of other active building uses, such as living rooms (or taking the place of front porches), causes the garage to become a dominant feature of the house when viewed from the street, and thus takes away from the community interaction that is characteristic of Pleasure Point. Setting back the garage, or at a minimum, keeping garages flush with the rest of the front building façade, will reduce the effect of the garage dominating the facade (especially on narrow lots), and will thus enhance the interaction between private buildings and the public realm.

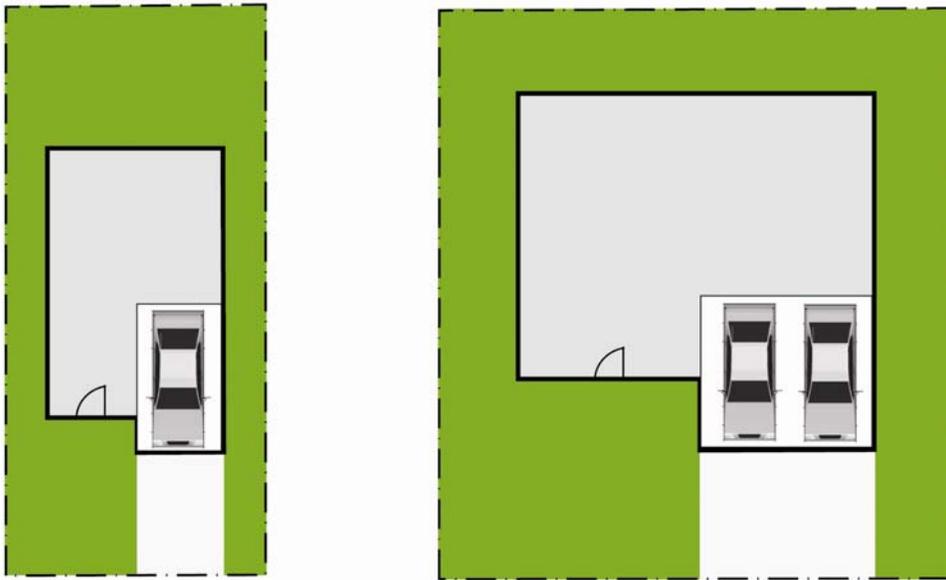
The Following Diagram Illustrates Garages that Meet the Proposed Standard.



Varied Garage Alignment That Meets the Proposed Standard



The Following Diagram Illustrates Garages that Do Not Meet the Proposed Standard.



Garage Projects Beyond Face of Residence (Does not meet proposed Standard)



GUIDELINES: To be “strongly encouraged” in discretionary area (within 300’ of coast or near coastal waterways, or for exceptions/variances), but only “recommended” elsewhere

Proposed Guideline B5: Vertical Elements in Garage Doors

Two-car garage openings must have vertical elements (e.g., trim, windows, etc.) so as to minimize appearance/dominance (e.g., make them appear as 2 separate doors instead of one large one).

Applicability: *Would apply to new homes or additions that involve installation of a new garage door (i.e., “strongly encouraged” for discretionary projects, only “recommended” for building permit-only projects).*

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #2: Ensure Complementary Scale of New Development

Two car garage doors are typically 16’ to 20’ wide. Some of the garage doors in recent residential developments are essentially made of a single unarticulated material. These large monolithic elements detract from the fine grained and intimate scale of the characteristic Pleasure Point homes. This proposed guideline aims to vertically break up large garage doors into two or more separate doors, or at least the appearance of such, or use other similar methods to break up the horizontal expanse of two-car garage doors. This in turn can also assist in breaking up the overall apparent mass of the home. These elements could include vertical trims, groves and panels and the use of different materials like wood, metal and clear and obscured glass.

Various Garage Door Treatments



Proposed Guideline B6: Encourage Rear Garages

Encourage garages to be located in the rear of lots, and encourage alley access (especially for small lots) where possible.

Applicability: Would apply to new homes or new garages (i.e., “strongly encouraged” for discretionary projects, only “recommended” for building permit-only projects).

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #2: Ensure Complementary Scale of New Development

Active building uses such as living rooms and building elements such as windows, entry doors and porches in the front of the parcel facing the street can enhance the opportunities for community interaction with neighbors and street users, which is a defining characteristic of the Pleasure Point neighborhood. Garages located in the rear of the lot can help to maximize these conditions. This guideline works better on wider lots and lots that have alley access, as they can better accommodate this situation.

Garages Towards Rear of Lots



Proposed Guideline B7: Minimize Parking Footprint & Maximize Usable Frontyard Space

Locate onsite surface parking within frontyard setback in a compact manner that encourages larger, community-friendly, functional frontyard space.

Applicability: *Would apply to new homes or new garages/driveways/parking areas (i.e., “strongly encouraged” for discretionary projects, only “recommended” for building permit-only projects).*

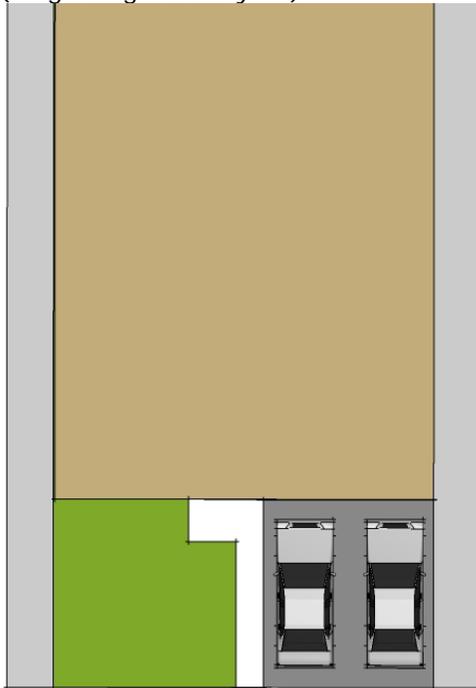
Addresses:

Goal #1: Retain Small Town/Beach Town Character

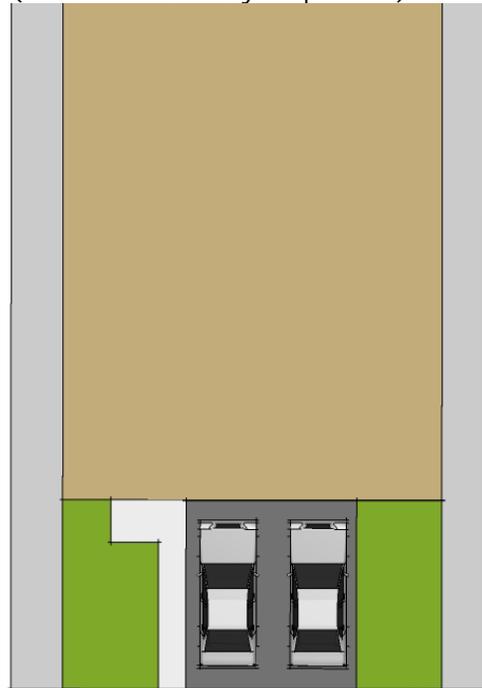
Goal #2: Ensure Complementary Scale of New Development

Front yards provide great opportunities for green yard spaces and interaction between neighbors, residents and passerby. Locating the driveways and onsite parking to one side of the lot can maximize opportunities for the front yard to be used for landscaping, porches, outdoor seating, and other settings that encourage community life and interaction.

Recommended
(Single larger front yard)



Not Recommended
(Two smaller front yard patches)



Proposed Guideline B8: Maximize Landscaping

Maximize use of plant materials in the front yard, rather than paving or the use of hardscape elements.

Applicability: *Would apply to new homes, or any other applications where a landscaping plan is currently required, such as additions or conversions (i.e., “strongly encouraged” for discretionary projects, only “recommended” for ministerial projects).*

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #4: Protect and Enhance Natural and Ecological Systems

Many of the new and old residential lots have landscaped front yards with wide a variety of plant materials, including trees, shrubs and grasses. These landscaped yards contribute to the unique character of the neighborhood. When next to roads with constrained public right-of-way (ROW), front yard trees can provide protection from the elements for the pedestrians and other street users. They also help minimize the harsher impervious driveway surfaces and provide a softer greener foreground to the some of the larger building facades. The guideline encourages maximum use of plant materials in the front yard to maintain the “small town/beach community” open space character of the Pleasure Point neighborhood.

Ample Landscaping in Front Yards



C. RECOMMENDATIONS FOR THE PUBLIC REALM

The distinctive character of the Pleasure Point neighborhood is a result of not just the built fabric, but also the unique open spaces including the streets and open areas such as Moran Lake. As a result, it is important that the improvements to the streets, infrastructure, parks, natural and public spaces fit the character of Pleasure Point and enhance and encourage natural landscapes and systems. To implement them, the following four recommendations are proposed.

RECOMMENDATIONS: Proposed actions for other County departments to take to maintain the unique character of Pleasure Point.

Recommendation C1: Special Pleasure Point Street Standards

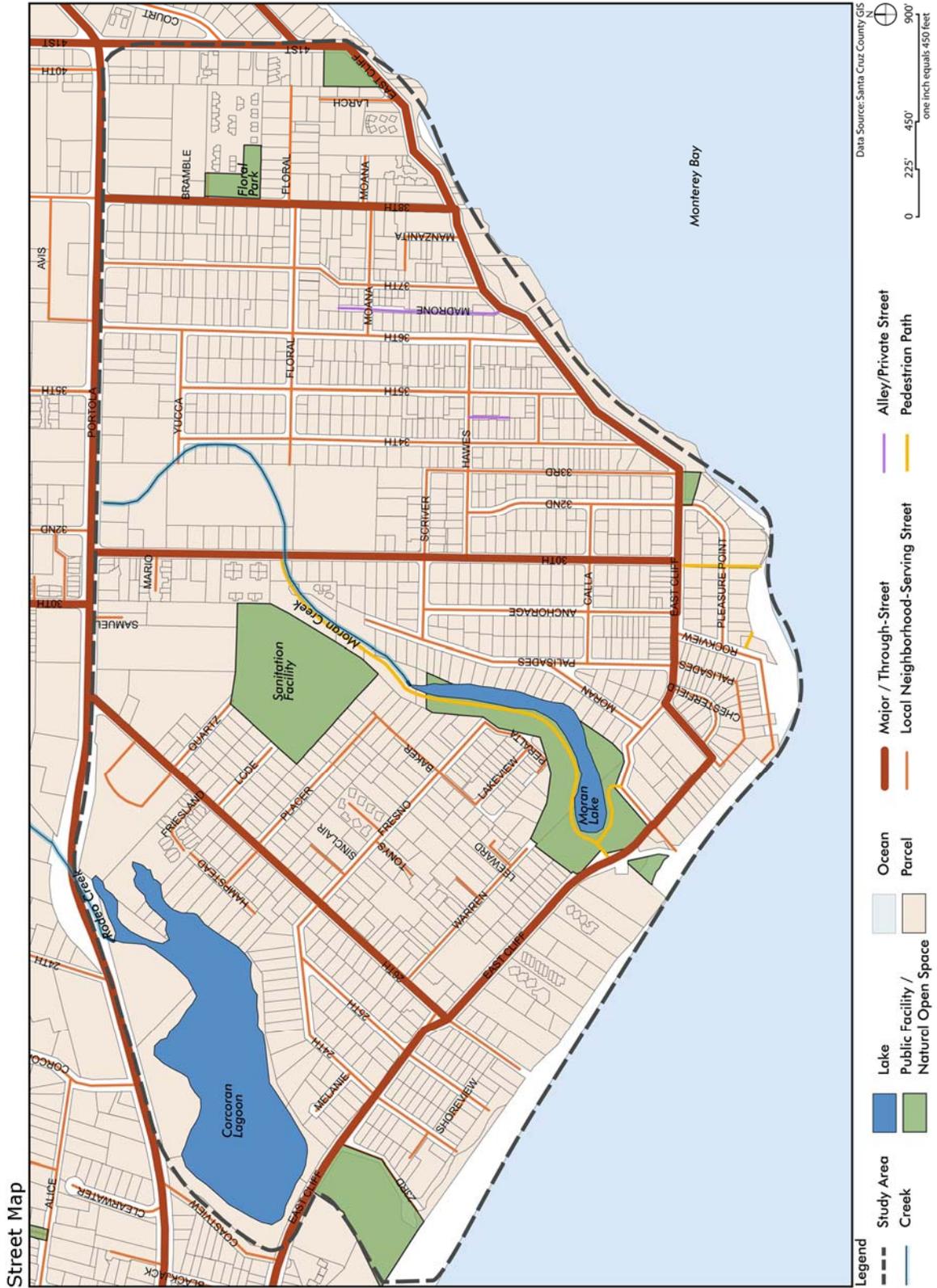
The County should recognize existing conditions on local neighborhood streets as special "Pleasure Point Street Standards", which may be different than County road standards elsewhere, and complete conceptual street improvement plans via the County's "Plan Line" Process for major/through streets (i.e., arterials and collectors) within the study area (e.g., 26th, 30th, 38th & 41st Aves. & Portola and East Cliff Drives). To recognize and formalize existing patterns of right-of-way use, Public Works should also define paving materials that would be allowed for use in the parking lane in the right-of-way in front of private property. The County should also encourage "green" storm runoff drainage solutions to improve water quality in Monterey Bay. The following characteristics for different street types are recommended:

Major/Through Streets

- *40' to 60' right-of-way (ROW)*
- *Includes the "major" streets of 30th, and 41st Avenues and East Cliff and Portola Drives, as well as the two largest of the "through" streets: 26th and 38th Avenues*
- *Street Plans (i.e. "Plan Lines") to be prepared for 26th & 38th Avenues, & East Cliff Drive from Corcoran Lagoon to 32nd Avenue*
- *Two travel lanes with 20 to 22' pavement width*
- *Minimum 4' wide bike lanes where possible*
- *Minimum 4' wide dedicated pedestrian pathway/sidewalk on at least one side, separated by landscape where possible*
- *Drainage by curbs and gutters, where necessary*
- *Parking on one side or both sides, if possible*

Local Pleasure Point Neighborhood Streets

- *40' to 50' right-of-way (ROW)*
- *Includes all other non-alley public streets*
- *Travel lanes with 18 to 20 feet pavement width*
- *Shoulder stripe, centerline stripe only as necessary for safety and to prevent passing*
- *Shared right-of-way (ROW)*
- *Drainage swales on shoulders (instead of curbs and gutters)*
- *Parking on shoulders wherever sufficient width available*



Alley and Private Streets

- ***Right-of-way (ROW) width varies***
- ***Includes Manzanita and Madrone Avenues and others***
- ***Allow alleys to provide primary (or secondary) residential auto access to the rear of abutting parcels***
- ***No on-street parking for right-of-way less than 25 to 30'***
- ***Shared right-of-way (ROW)***
- ***May require signage for fire and emergency access***

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #5: Retain and Enhance Walkable and Bikable Character

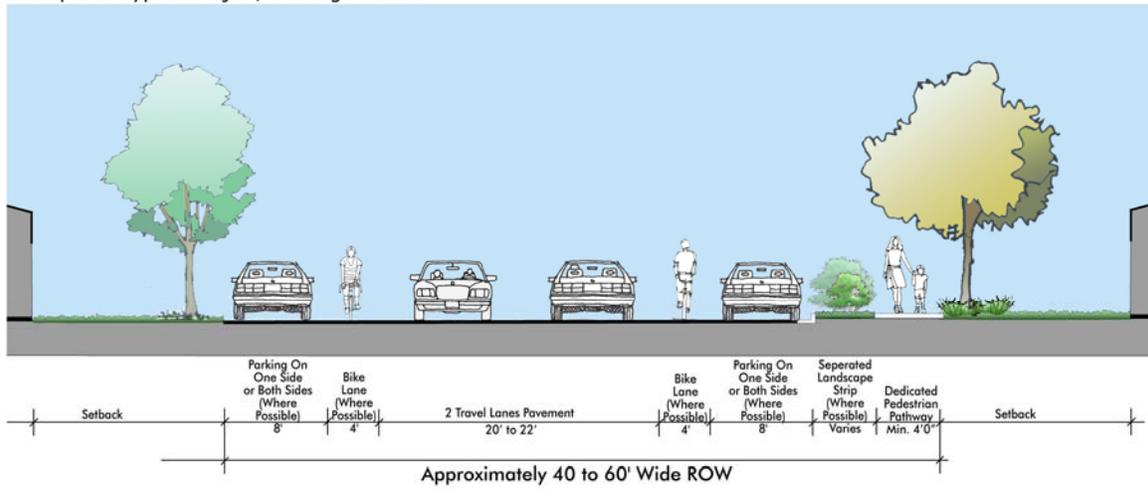
Goal #6: Provide Neighborhood Friendly Infrastructure Improvements

The public realm contributes to Pleasure Point neighborhood's unique character, particularly with respect to streetscapes. The streets within the neighborhood boundary are categorized based on the following criteria: existing right-of-way (ROW); configuration, length, and location; type and amount of automobile use; bicycle and pedestrian use; and improvement opportunities. The proposed recommendation C1 calls for future improvements to some of these streets, while taking into account their unique features, as defined by the characteristics mentioned in the recommendation.

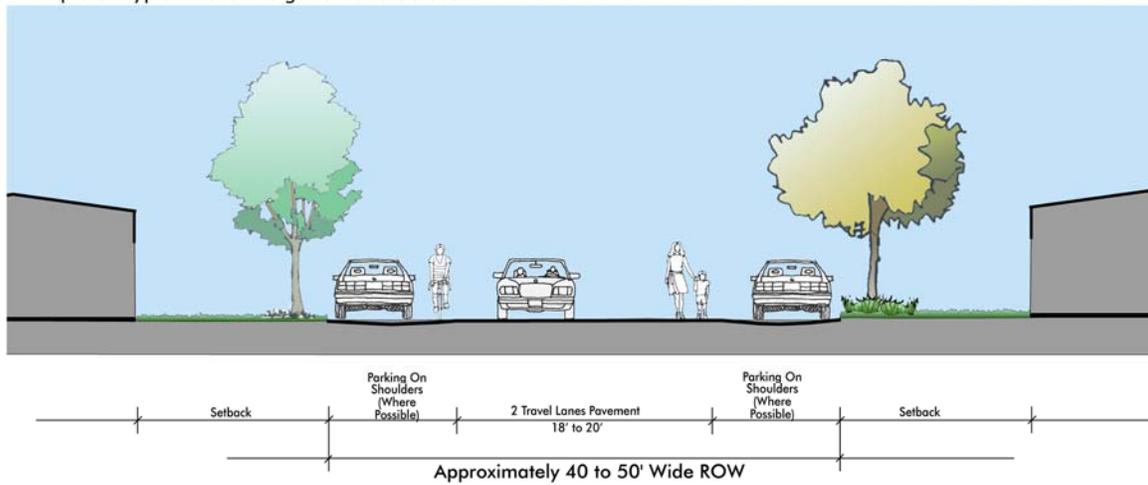
In order to implement the intimate scale and 'green' character of the streets, various solutions can be explored in the parking lane of the streets. These solutions could include special types of paving and planting that would reduce the overall amount and imperviousness of asphalt, thereby calming the streets and reducing runoff. However, these solutions require materials and techniques that may not be in the County's existing menu of acceptable practices. The Department of Public Works should develop a menu of materials and techniques that residents would be allowed to install to improve the parking lane outside their property.

The issues relating to drainage and infrastructure, such as flooding are important to maintaining a safe and accessible public realm. However, to the largest extent possible, the solutions to these issues should also address the desire of the community vision for an environmentally sensitive neighborhood. These solutions could include integrated storm water drains, bioswales and special planting. However, the solutions should respond to the physical context of the Pleasure Point streets, including annual precipitation, slope of the road and high water table.

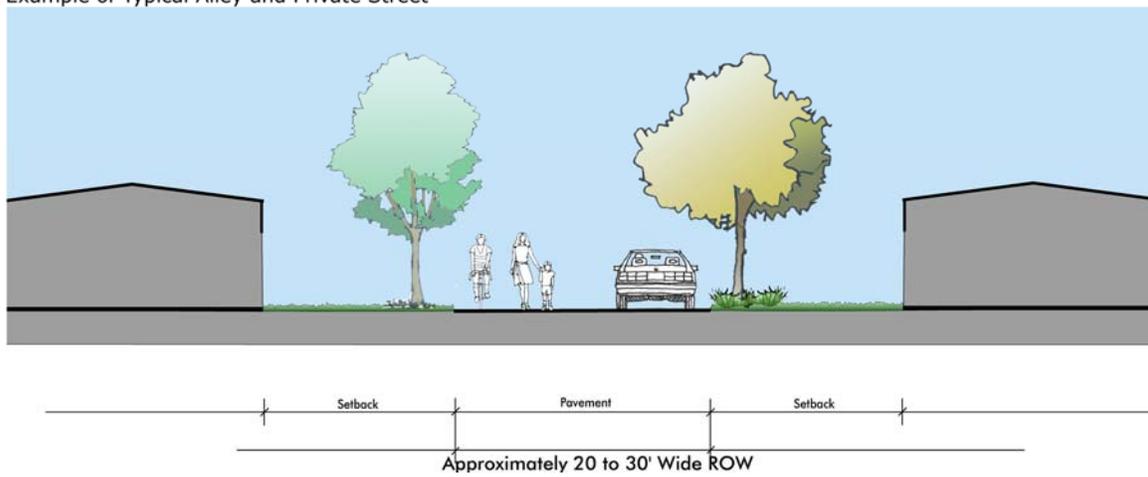
Example of Typical Major / Through Street



Example of Typical Local Neighborhood Street



Example of Typical Alley and Private Street



Recommendation C2: Improve Portola Drive Crosswalks

Improve safety of crosswalks across Portola Drive, particularly at 36th and 26th Avenues, by adding crosswalk safety warning lights (push-button activated).

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #5: Retain and Enhance Walkable and Bikable Character

Goal #6: Provide Neighborhood Friendly Infrastructure Improvements

Portola Drive is wide with busy, fast-paced traffic. It can be difficult for pedestrians and bicyclists to cross at the key intersections of 36th and 26th Avenues. This proposed Recommendation is to install push-button activated warning lights at these intersections to improve the overall safety of crossing pedestrians and bicyclists.

Push Button Activated Warning Lights at Crosswalks



Recommendation C3: Maintain/Improve Coastal Access and Community Recreational Opportunities

Maintain and enhance coastal access points in keeping with neighborhood character. Evaluate access impacts caused by rip-rap and other types of coastal armoring, and develop design standards for coastal protection structures that minimize access problems. Explore the acquisition of significant community sites as parks.

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #4: Protect and Enhance Natural and Ecological Systems

Goal #5: Retain and Enhance Walkable and Bikable Character

Goal #6: Provide Neighborhood Friendly Infrastructure Improvements

Proximity to various natural resources/elements such as Monterey Bay, Moran Lake, Moran Creek and Corcoran Lagoon assist in providing the Pleasure Point neighborhood with its unique character. Various existing pedestrian pathways connect streets to the coast and other natural resources. Coastal connections include stepped pedestrian paths from Rockview and East Cliff Drive at 30th Avenue. Similarly, pedestrian pathways exist along Moran Lake and Creek. The soon-to-be-constructed East Cliff Parkway will improve access for surfers and others. This Recommendation aims to maintain and strengthen these connections to maintain the neighborhood's unique character and integrity. Potential new pedestrian connections to Moran Creek could include paths through the Sanitation Facility from the southeast end of Quartz and Lode Streets.

In addition, the County should explore the acquisition of significant community sites, which could then become key community amenities such as gathering places. The County should identify indoor and outdoor recreational needs for the Pleasure Point Area and have the Parks and Recreation Department and Redevelopment Agency set as a high priority the acquisition of sites for these purposes. Efforts should also be made to evaluate the impacts to public coastal access created by rip-rap and other coastal armoring structures, as should an effort be made to develop local shoreline protection structure standards.

Recommendation C4: Undergrounding Overhead Wires in Scenic Corridors

Explore undergrounding of utility infrastructure (i.e., overhead wires) along the scenic corridor portion of East Cliff Drive, where feasible.

Addresses:

Goal #1: Retain Small Town/Beach Town Character

Goal #4: Protect and Enhance Natural and Ecological Systems

Goal #5: Retain and Enhance Walkable and Bikable Character

Goal #6: Provide Neighborhood Friendly Infrastructure Improvements

The existing overhead utilities along East Cliff Drive between 32nd and 41st Avenues detract from the positive experience of the various street users (pedestrians, bicyclists and drivers). This Recommendation proposes the undergrounding of the visually obtrusive overhead utilities so that scenic quality of East Cliff can be fully realized and appreciated.