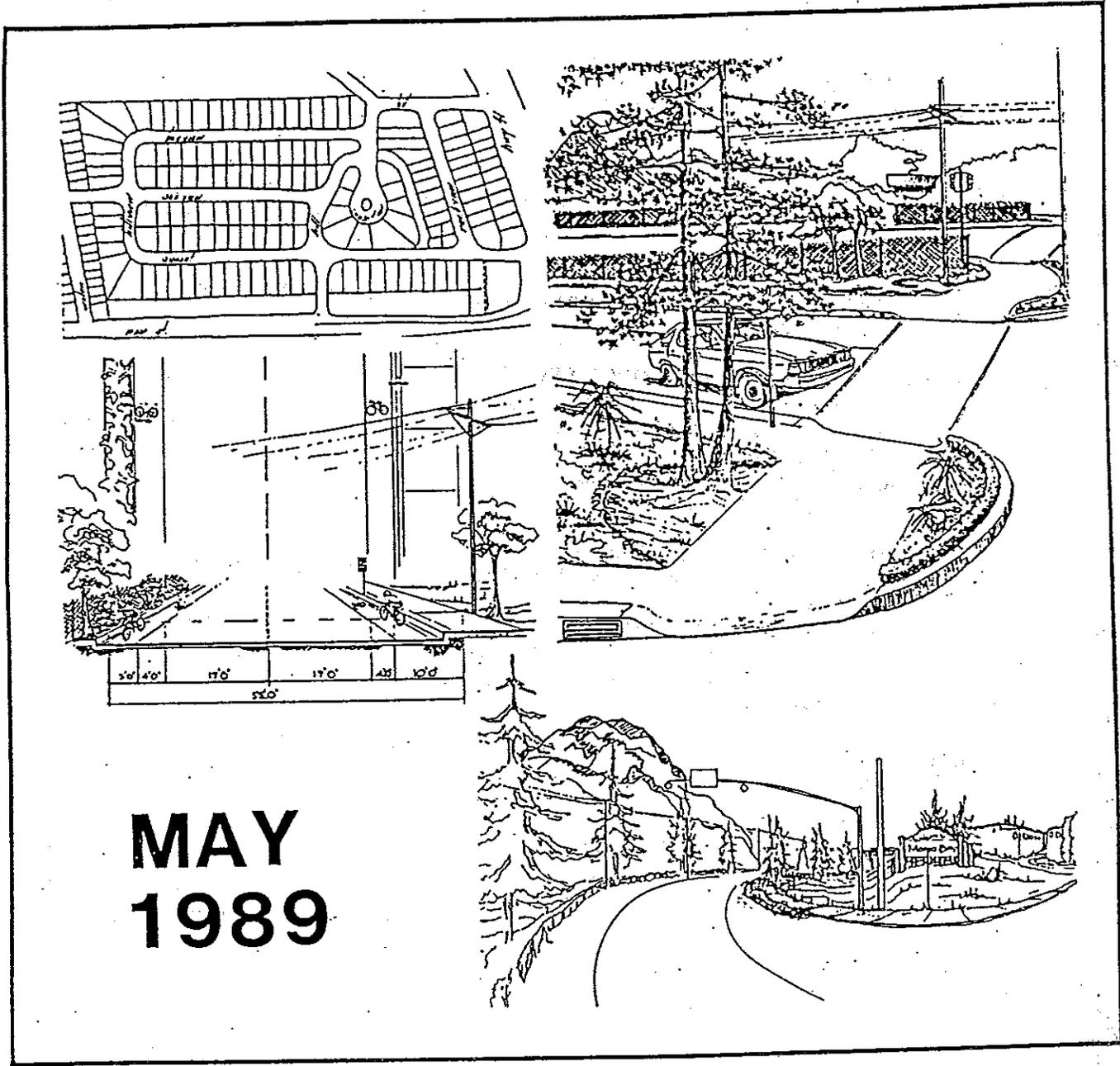
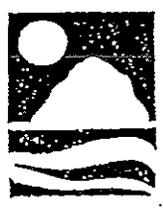


NORTH MAIN STREET SPECIFIC PLAN



**MAY
1989**



**CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPT.**

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NORTH MAIN ST.
SPECIFIC PLAN

CITY OF MORRO BAY
MAY 1989

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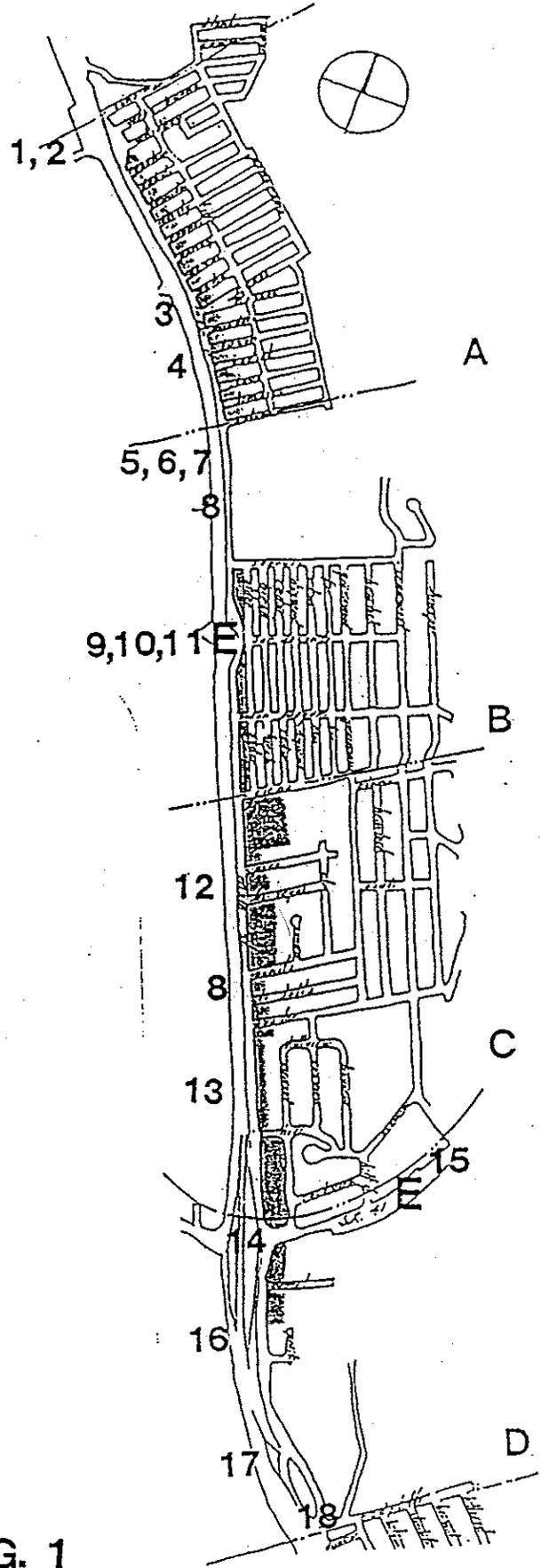
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**NORTH MAIN ST.
SPECIFIC PLAN**

**CITY OF MORRO BAY
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SUMMARY OF PLAN PROPOSALS

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 4. Pedestrian Overcrossing: pp.11-12; p.29,#11.
 5. Stream Channel Planting at Alva Paul Creek: pp.37-38; p. 38,#1; p.56; p.60,#1.
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 15. Entry Corridor: Highway 41: pp.37-38; p. 38, #2; Fig. 18, p. 41; Fig. 19, p. 42; p. 62, #4.
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 18. Realignment of Radcliffe: pp.27-29; p.29,#9.
-  MCR/R-4: Mixed Commercial Resident: p.9a; pp.14-17; Fig. 5-8, pp.19-26.
- E** Entry Corridor: pp.37-38; p.38, #2; Fig.14, p.35; Fig.18, p.41; p.62,#4.



NORTH MAIN ST. SPECIFIC PLAN

FIG. 1

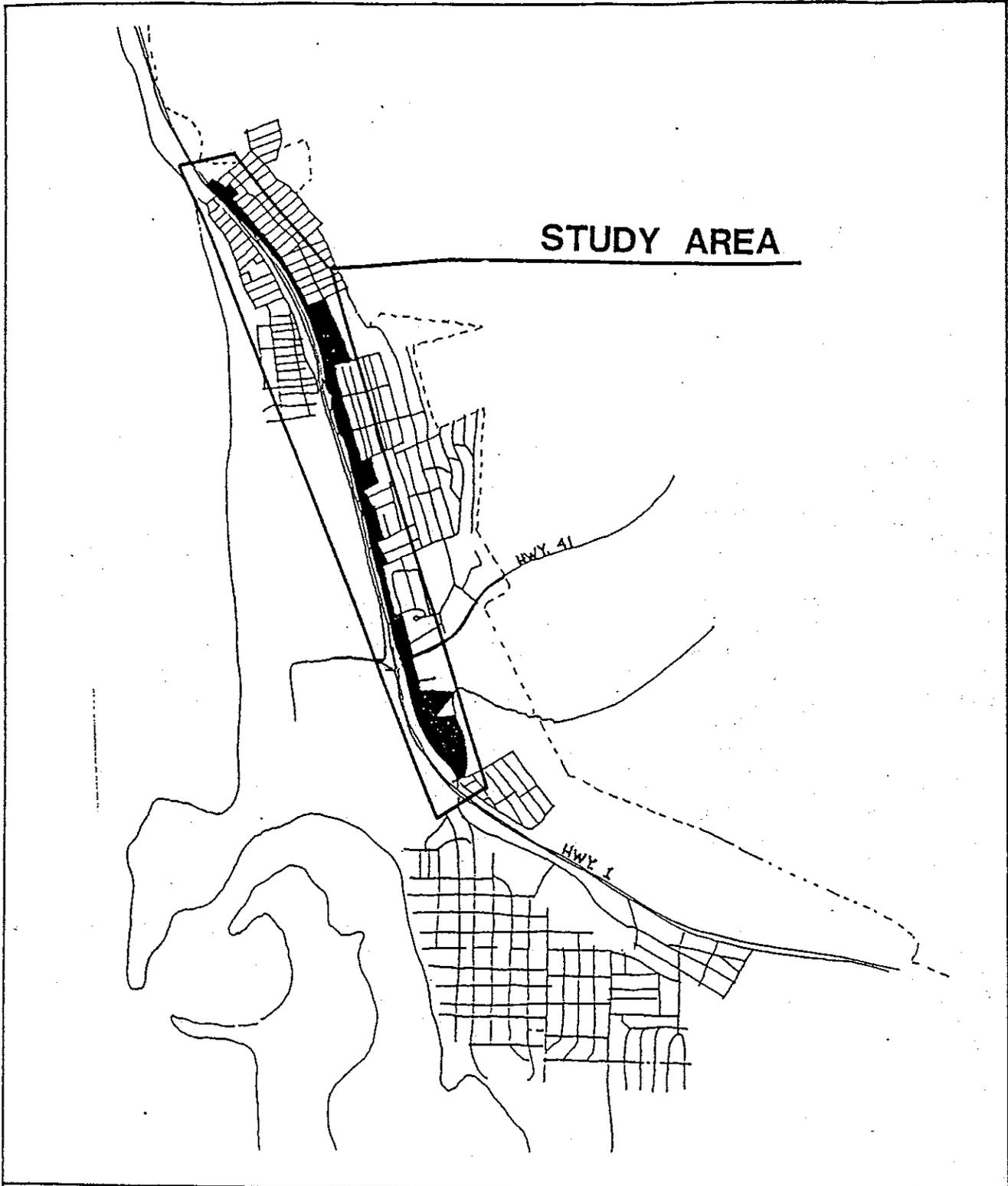
LEGISLATIVE SUMMARY

The North Main Street Specific Plan is a response, and hopefully a solution, to the special needs of the neighborhoods of North Morro Bay.

The intention of the plan is to recognize incongruities between the market realities of this neighborhood and the City standards applied to the area. Based on this analysis, the plan proposes changing these standards to encourage a healthy economy for merchants and an attractive and safe environment for residents. These proposals include zoning changes for commercial and residential uses, development standards to improve the overall quality of the environment, and projects for the City's capital improvement program. The plan recommends creating a new zone, mixed commercial and residential (MCR), to allow more choices for property owners and businesses. The MCR zone allows retail and service commercial uses, mixed commercial and residential, or, exclusive residential use.

If adopted, these proposals will amend the Zoning Ordinance, General Plan and Local Coastal Program. The environmental assessment of this plan required for these amendments has shown the project qualifies for a negative declaration. The Environmental Coordinator, City of Morro Bay, California, has found that the described project will not have a significant effect on the environment.

Specific Plans are to be used for the systematic implementation of the general plan for all or part of the area covered by the general plan. The authority for preparation of a Specific Plan and the required components of the plan are found in the California Government Code, Sections 65450 through 65457.



NORTH MAIN ST.
SPECIFIC PLAN

VICINITY MAP

FIG. 2

DESCRIPTION OF PLAN AREA

The North Main Street Specific Plan area covers a two mile stretch of commercial and residential properties fronting on Main Street in North Morro Bay. (See figure 2.).

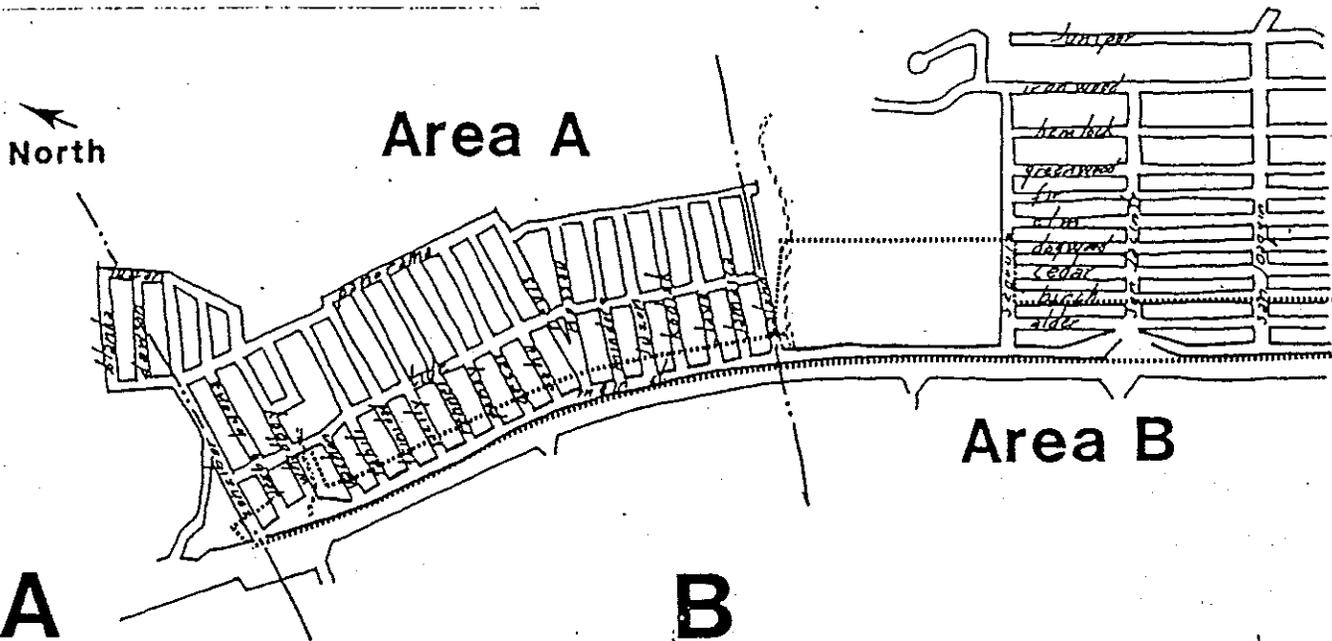
The plan area is contiguous to Highway One and is within the coastal zone. Most of the area is flat, situated at the base of rolling hills.

The area is characterized by commercial uses at the southern end catering to tourists and local services, transitioning to a mostly developed residential neighborhood to the north. Interspersed are several large vacant lots and many redevelopable lots.

The boundaries of the plan area are shown on figure 3. and include a relatively narrow strip of Main Street properties. This area, however, is heavily impacted by statewide, regional, and city-wide influences. The allure of beautiful sandy beaches and woodlands at two state parks, the proximity to Highway One and Highway 41, both major gateways to north/south and east/west travelers, a thriving farmer's market, and affordable housing are influences taken into account when developing the plan. On a smaller scale, hillside drainage and heavily used collector streets create an intense demand on the City's infrastructure in a relatively small area.

Although the plan area is confined to a narrow commercial and residential strip within the City, it is anticipated that the general design themes and standards of the plan may be incorporated throughout the neighborhood giving a sense of continuity and identity.

NEIGHBORHOOD SUB-AREAS



A

This area is a mix of single and multi-family residences, neighborhood and visitor serving commercial uses and vacant parcels. Lots are generally small, creating closely spaced intersections and traffic hazards. Yerba Buena intersects Highway One, providing access to the beach, but, is dangerous for pedestrians. At the north end, Main Street is again crossed by a creek and experiences seasonal flooding.

The plan proposes decreasing the VS-C zoning and creating development standards to blend the businesses into the neighborhoods.

B

A major influence in this area is the intersection of San Jacinto and Highway One. A busy commercial district flanks either side of San Jacinto and then opens up to a residential condominium project at the north end adjacent to a large vacant parcel; edged by a creek. A subsidized housing project on the vacant land is proposed. The site design promises to provide a demonstration of the design themes and shopping node concept offered by the plan.

Proposals of the plan encourage businesses geared towards serving city residents. A connection through the housing project to the park is proposed. Also, long range solutions to the problems of the intersection at San Jacinto are offered.

FIG. 3

History of Plan Area

Originally, the neighborhoods of North Morro Bay were subdivided from large land grants by far-sighted businessmen, cognizant of the marketability of oceanfront property. Small lots suitable for beach bungalows were etched out on wind swept dunes and pasture lands. When the City incorporated in 1964, the northernmost neighborhoods had been built up by the affluence of the fifties and had established a residential pattern of development, supported by the commercial district in the "Old Town" to the south and west, near the harbor.

At about the same time, the state highway department cut through the neighborhood to create a four-lane divided highway. The commercial potential of the area was recognized when the high density residential zone was replaced by a mixed-use zone allowing commercial development with residential as a secondary use along North Main Street.

In the ensuing years, a series of zone change requests called attention to the incongruity between the designated zones and market realities. The small lots could not accommodate the necessary parking and setback requirements for a viable commercial center or high density apartments.

As early as 1974, the need for a comprehensive overview of the area was identified. In 1985, staff was given official direction from the Planning Commission to formulate a specific plan.

DEFINITION AND PURPOSE OF SPECIFIC PLAN

The Specific Plan is a tool created by State law to help implement the General Plan and the Local Coastal Plan. The Specific Plan acts as a bridge between the policies of the General Plan and the regulations of the Zoning Ordinance. It is consistent with the LCP policies yet takes them one step further and refines them to apply to a certain area within the overall planning area. It is also consistent with the base zones established by the Zoning Ordinance. Certain regulations are added to the base zoning to ensure that continuity of design and amenities is maintained throughout the plan area. Thus the Specific Plan is a set of both policies and regulations that apply uniquely to the defined plan area.

While it is difficult to categorize specific plans, most focus on one or more of five uses: economic development, environmental quality, land projects, mixed use, and neighborhood and community planning. The focus of the North Main Street Specific Plan is drawn from neighborhood and community planning and economic development.

The purpose of the Specific Plan for this area is two-fold:

1. To protect and enhance the residential character of the neighborhood, and;
2. To provide the necessary range of options to support a healthy retail and service commercial business sector.

The objectives to achieve these goals are:

- a. Allow for both residential development and an increase in the variety of commercial businesses through the application of a new zone called mixed commercial and residential, MCR. The MCR zone allows C-1-N, C-1, and C-2 uses, mixed commercial and residential, or exclusive residential use. Unless designated with the R-2, R-3, or R-4 suffix, the MCR district would allow R-1 residential development.;
- b. Reduce overall height limit with allowance for pitched rooflines;
- c. Require landscaped front, side, and rear yard setbacks for commercial developments;
- d. Control the effects of light, glare, odor, and noise from commercial businesses on neighboring residents;
- e. Provide street improvements to create a pleasant experience for the pedestrian and encourage neighborhood patronage of businesses.

Relationship to the General Plan and Local Coastal Program

The purpose statements of the Specific Plan refine the broadly stated land use policies for this area recorded in the General Plan and Local Coastal Program. The Land Use Element of the General Plan identifies policies to accommodate the needs of pedestrians, maximize potential land use by doubling up commercial and residential uses regarding the "mixed use" designation, accommodate special needs of the elderly by clustering service and retail shops near available housing, and increase compatibility of the Main Street frontage development with the neighborhoods to the east.

The LCP continues the theme of mixed use with the following policy statement:

"a mixture of all uses as appropriate shall be encouraged. An evaluation of appropriate uses on a parcel-by-parcel basis will be conducted during the implementation phase."
(LCP, Oct. 1982, page 28)

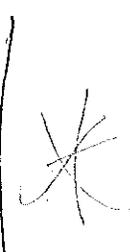
The new MCR zone supports the mixed use concept of both the General Plan and Local Coastal Plan. The evaluation of appropriate uses on a parcel by parcel basis will be accomplished by the conditional use permit process.

The Specific Plan translates these General Plan and LCP policy statements into zone changes and development standards for the plan area. The plan proposals are consistent with the General Plan and LCP policies, however, in refining these policies, some changes to the existing land use maps have been made. Therefore, adoption of the Specific Plan will involve amendments to the General Plan, the LCP, and the Zoning Ordinance. This would be accomplished by the following actions:

1. Create a Specific Plan Overlay land use designation and amend by resolution the Land Use Plan of the LCP and the General Plan to show the plan boundaries;
2. Adopt by ordinance Chapter 17.81, North Main Street Specific Plan;
3. Adopt by ordinance a Specific Plan Overlay zone and record on the zoning map.

Community Planning Process

The conclusions which support the Specific Plan policies and regulations were drawn from a series of informal study sessions. Each session targeted a portion of the plan area, encouraging local residents to express their ideas as to how best the area might develop over the next ten years. This information was taken by staff and translated into draft proposals.



Vision Statement

The vision for North Main Street is to change it from undifferentiated strip commercial highway frontage to a welcoming, vital commercial district serving and complimenting the residential neighborhoods. Two key elements of this future vision are appearance and accessibility.

Appearance

North Morro Bay is a very visible section of the City, both in terms of being viewed by drivers on the highway and Main Street and also in terms of views of the entire Estero Bay enjoyed by the residents. Although a prominent feature of the City and very visible to travelers, the neighborhood is quite separate from the central core of town with its distinctive downtown and the Embarcadero. The neighborhood does not really offer any special character or a feeling of continuity, either along the length of the plan area or in relation to the rest of the City.

This visual anonymity contributes to an unhealthy business climate, blighted appearance, and lack of pride in ownership. Vandalism, abandoned junk cars, and unmarketable property are often the result of such blight.

The appearance of the neighborhood is thus a key element in the plan to revitalize the commercial businesses and support community pride.

Accessibility

A second element for a future vision of the neighborhood is accessibility. This key factor also has several aspects that describe it. Although very close to the Atascadero State Beach, accessibility to the beach is greatly hindered by the highway. The two places to cross the highway are a mile apart and only one has a signal. What normally might be a ten minute walk to the beach becomes a 45 minute hike for most residents. Main Street itself provides the only through street in the neighborhood, attracting people, bicycles, buses, and cars to it. It is a fast moving street, with a narrow southbound lane posing a hazard for bicyclists and long stretches without sidewalks or adequate drainage which makes walking difficult. A large percentage of people using Main Street on bicycle and on foot are students commuting to and from the high school.

North Main Street not only offers a through route, but also has four points where motorists can get on and off the highway. These intersections and the interchange at Highway 41 coupled with densely populated neighborhoods make North Main Street one of the most heavily traveled streets in the City.

Future Vision

The vision of North Main Street would give it an inviting feeling. For the driver passing through, the street would provide visual relief from the fence and four lane highway and enhance views through to the ocean. Restricted on-street parking would make entering the street safer for residents.

North Main Street would offer safe and easy transit for bicyclists, as bike lanes go both north and south, without the hazards posed by parked cars. Ten foot wide sidewalks with benches, litter cans, colorful planters, shade trees, and conveniently placed bus stops provide a pleasant and safe experience for shoppers and walkers.

With the cooperation between private developers and City engineers, portions of Main Street gently curve to create landscaped oasis, providing visual relief from the highway and long uninterrupted commercial facades. Telephone, electric, and TV cables would be put underground at these points, offering a modest beginning to the City-wide underground utilities program.

Area residents will have easy access to the state beach and businesses on Main Street with sidewalk improvements at San Jacinto and an elevated pedestrian bridge over the freeway.

Property owners will have the option to develop their lots with commercial buildings or homes, or a mixed use with shops below and apartments. Commercial buildings will have landscaped front yards and parking lots will be screened by planted areas.

In summary, two key elements contribute to the creation of a future vision for North Main Street: appearance and accessibility. In planning terms, appearance can be translated into the aspects of land use addressed by the plan which include physical design, development, and intensity. Accessibility refers to the aspects of circulation such as public improvements that accommodate people and vehicles.

SPECIFIC PLAN IMPROVEMENT PROPOSALS

The Specific Plan combines requirements for property owners with stated intentions by the city to achieve the goals of the plan. The requirements for property owners are recorded as changes to the zoning ordinance. The intentions of the city become reality when money is appropriated from the budget for the recommended capital improvements.

The proposed zone changes and recommended capital improvements, with discussion of the issues and rationale for each, follows.

COMMERCIAL USE ON NORTH MAIN STREET

Discussion

The plan proposal is to create more flexibility for business interests locating in this neighborhood by rezoning from C-1-N to a new zone, Mixed Commercial Residential, MCR/R-4. (See figures 5,6,7,8). The MCR/R-4 zone would allow C-1-N, C-1, and C-2 uses, mixed commercial and residential, or exclusive residential use according to the R-4 standards. The property owner would be given the discretion to choose the best use, as long as they comply to the development standards of the plan. Unless designated with the R-2, R-3, or R-4 suffix, the MCR district would allow R-1 residential development. (See Appendix: Comparison of Allowable Uses for Commercial Zones, Pg. 55).

The C-1-N zone was originally created for this area of town to prevent the unwanted side effects on the residences east of the business district of a highway frontage commercial strip. It appears that the number of uses allowed under the C-1-N zone is so limited that the zone designation is actually depressing development as evidenced by the large amount of vacant parcels, numerous requests for expanded uses, high vacancy rate in existing developments, and the saturation of market uses allowed by the C-1-N zone.

The idea behind the C-1-N zone to create neighborhood shopping nodes is commendable and 3 or 4 plazas have been developed. It is questionable how many more shopping plazas can be accommodated in this neighborhood, especially with the small variety of businesses allowed to locate there.

The other prominent zone in the plan area is the VS-C zone. Unfortunately, the VS-C zone also acts like the C-1-N to deter uses vital to the service sector of the local economy, ie, the year-round businesses which cater to the residents of the area. In contrast, the MCR zone designation would not necessarily deter VS-C uses: the market would better determine the best use of the property, given the wide range of options open to property owners.

The plan proposal will reduce the amount of VS-C zoned property but will maintain a range of options for locating tourist-oriented businesses in the plan area.

Compatibility between the businesses and residences can be ensured by using development and performance standards as criteria for the CUP review process and business license approval.

COMMERCIAL PROPOSALS

Please see Chapter 17.71, pg. 48, for codified proposals.

1. Change the existing C-1-N/R-4 mixed use zoning to MCR/R-4 and allow residential use without commercial use at R-4 density, mixed commercial and residential, or commercial uses of the C-1-N, C-1, and C-2 zones with the development standards of this plan..
2. Eliminate the VSC zoning along Main Street except for the existing section at Highway 41 and replace with the MCR/R-4 zone.
3. Require the following development and performance standards for new commercial development:

- a. Potential conflicts with the adjacent residential areas shall be minimized, particularly with regard to, but not necessarily limited to noise, glare, odors, chemicals, and screening.

- b. landscaping and screening: All new commercial development shall have a minimum of five feet of landscaped side, rear, and frontyard setbacks.

Side and rear yard property lines of new commercial development shall be screened with landscaping and a five foot fence.

Mature trees shall be shown on site plans submitted for a development, use, or building permit and shall be preserved unless preservation of the tree presents economic hardships to the owner of the property.

- c. height: flat roofs shall be discouraged whenever possible and the height limit shall be 25 feet with a conditioned five foot allowance for varying roof lines. Plans for two-story development shall include a view analysis.

- d. signs: pole signs shall be limited to 15 feet in height and any glare screened from nearby residences.

- e. delivery hours: Deliveries shall be received between 7:00 a.m. and 10:00 p.m., with exceptions to be conditionally granted.

- f. off site improvements: all new development shall provide street trees in wells built to city standards and/or planted and maintained concrete planter boxes with a city approved encroachment permit.

All new development shall install sidewalks with curb and gutter built to city standards.

4. Pursuant to the California Govt. Code, developers shall be assessed a fee reflecting a proportionate share of the cost of the preparation of this specific plans as a condition of approval.
5. Developers shall pay a fee for the purpose of implementing the landscaping proposals on North Main Street and the Highway 41 entry corridor.

RESIDENTIAL USE ON MAIN STREET.

Discussion

Current residential use along Main Street is allowed through the mixed-use zone. This zone allows a residential use as a secondary use (not more than 50% of the allowable floor area) to a commercial use. The concept is based on the General Plan for this area which encourages affordable housing and easy access between homes and businesses. The plan proposes to maintain the mixed-use concept, but also offers the option of choosing an exclusively residential use up to an R-4 density.

The plan proposes that regardless whether a developer chooses a residential, commercial, or mixed use project on North Main Street, sidewalks with curb and gutter will be required.

RESIDENTIAL PROPOSALS

Please see Chapter 17.71, pg. 48, for codified proposals.

1. Change the existing C-1-N/R-4 zones to MCR/R-4 to allow exclusive residential use at R-4 density, mixed commercial and residential, or exclusive commercial use.
2. Require the following development standards for residential development along Main Street:
 - a. height: flat roofs shall be discouraged whenever possible and the height limit shall be 25 feet with a conditioned five foot allowance for varying roof lines.
 - b. off site improvements: all new development shall provide street trees in wells built to city standards and/or planted and maintained concrete planter boxes.

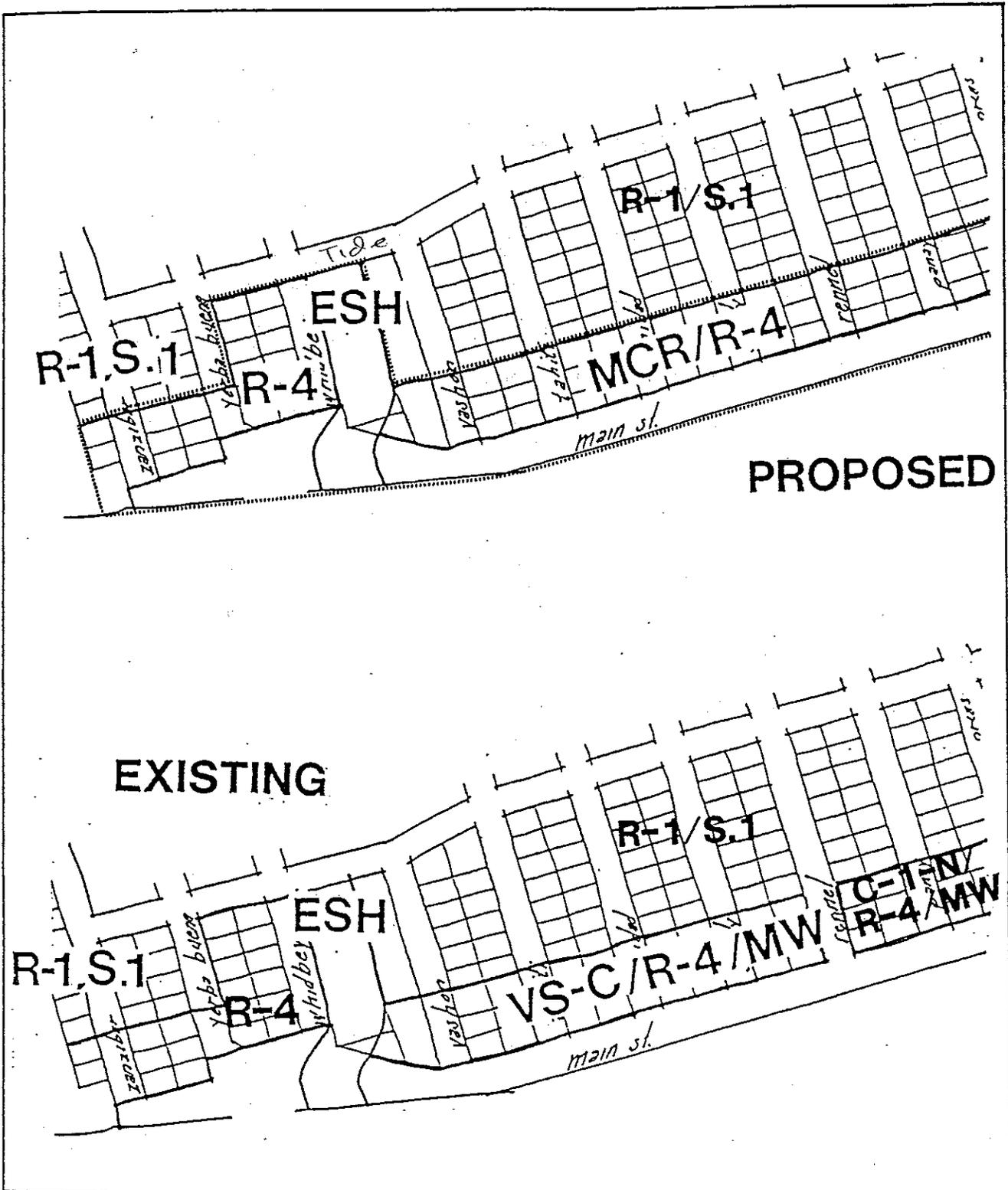
All new development shall install sidewalks with curb and gutter built to city standards.
 - c. mature trees: mature trees shall be shown on site plans submitted for a development, use, or building permit and shall be preserved unless preservation of the tree presents economic hardships to the owner of the property.
3. Pursuant to the California Govt. Code, developers shall be assessed a fee reflecting a proportionate share of the cost of the preparation of this specific plans as a condition of approval.
4. Developers shall pay a fee for the purpose of implementing the landscaping proposals on North Main Street and the Highway 41 entry corridor.

- R-1.....Single Family Residential
- R-2.....Duplex Residential
- R-3.....Multiple Family Residential
- R-4.....Multiple Family Residential - Professional
- C-1-N.....Neighborhood Commercial
- VS-C.....Visitor Serving Commercial
- MCR.....Mixed Commercial Residential
- M-1.....Light Industrial
- ESH.....Environmentally Sensitive Habitat
- OA-2.....Open Area 2 (Listed Uses)
- S.1, S.2.....Special Building Site and Yard Requirements
- M.....Mobile Home
- PD.....Planned Development
- MW.....Mini-warehouse
- I.....Interim Use Permit

**NORTH MAIN ST.
SPECIFIC PLAN**

ZONING MAP LEGEND

FIG. 4

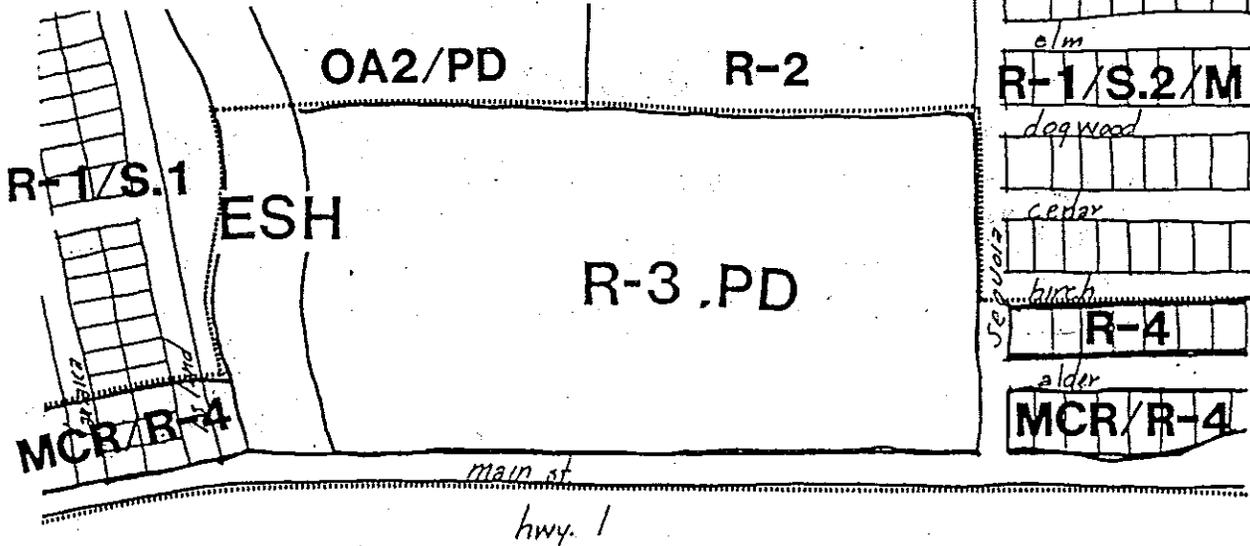


NORTH MAIN ST.
SPECIFIC PLAN

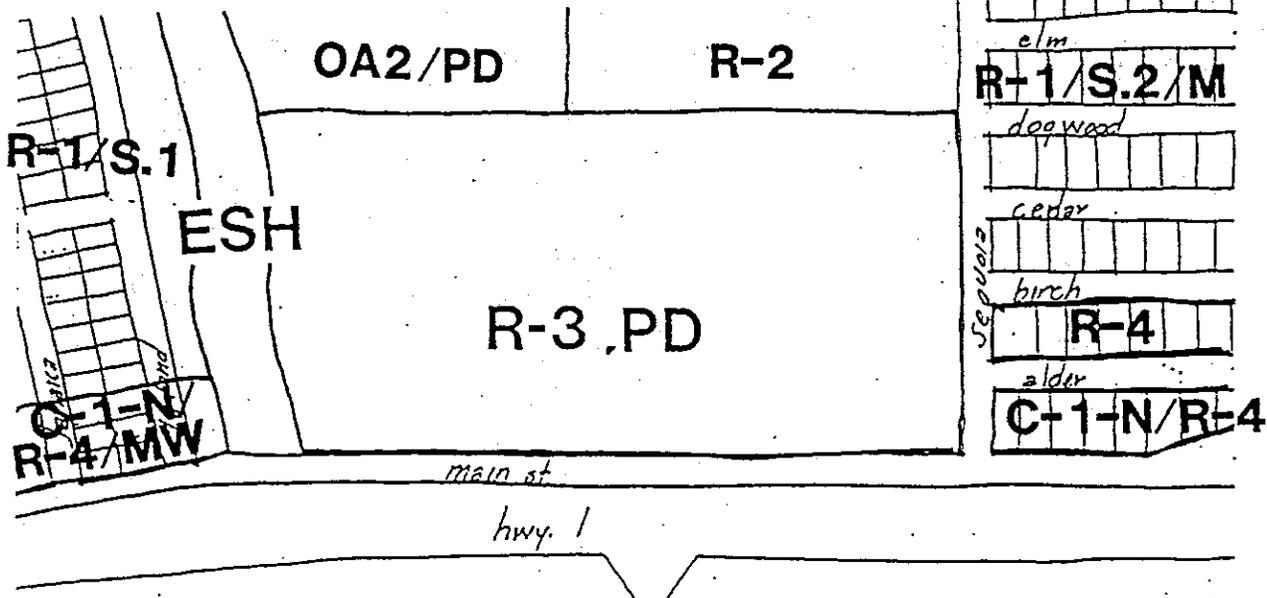
**ZONING PROPOSALS
AREA A**

FIG. 5A

PROPOSED



EXISTING

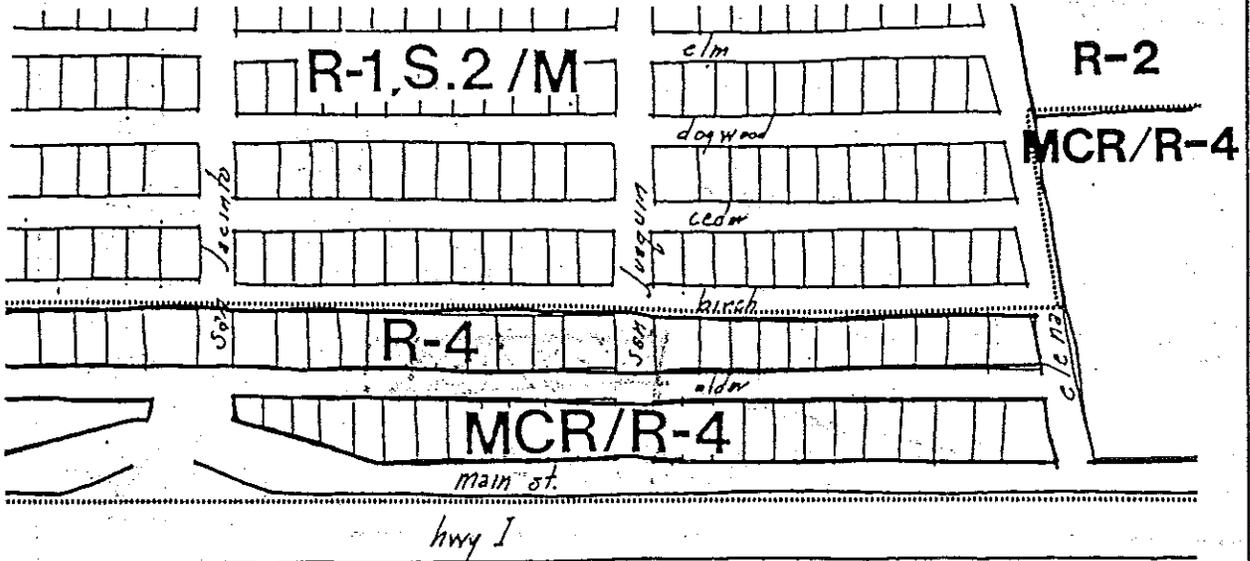


NORTH MAIN ST.
SPECIFIC PLAN

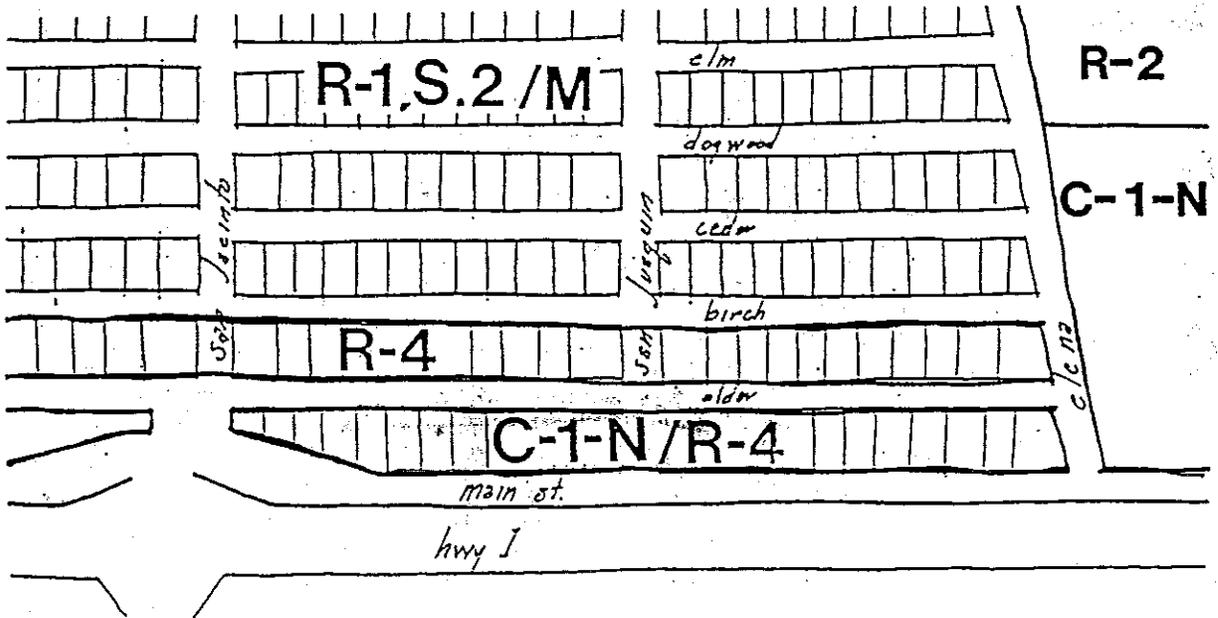
**ZONING PROPOSALS
AREA B**

FIG. 6A

PROPOSED



EXISTING

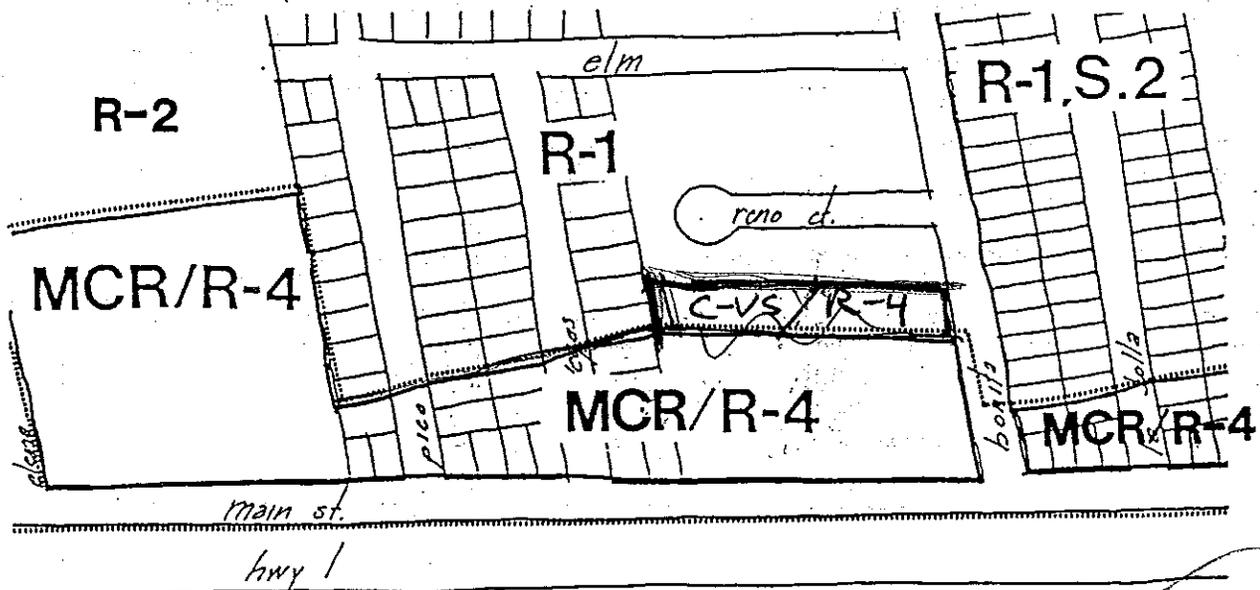


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SPECIFIC PLAN

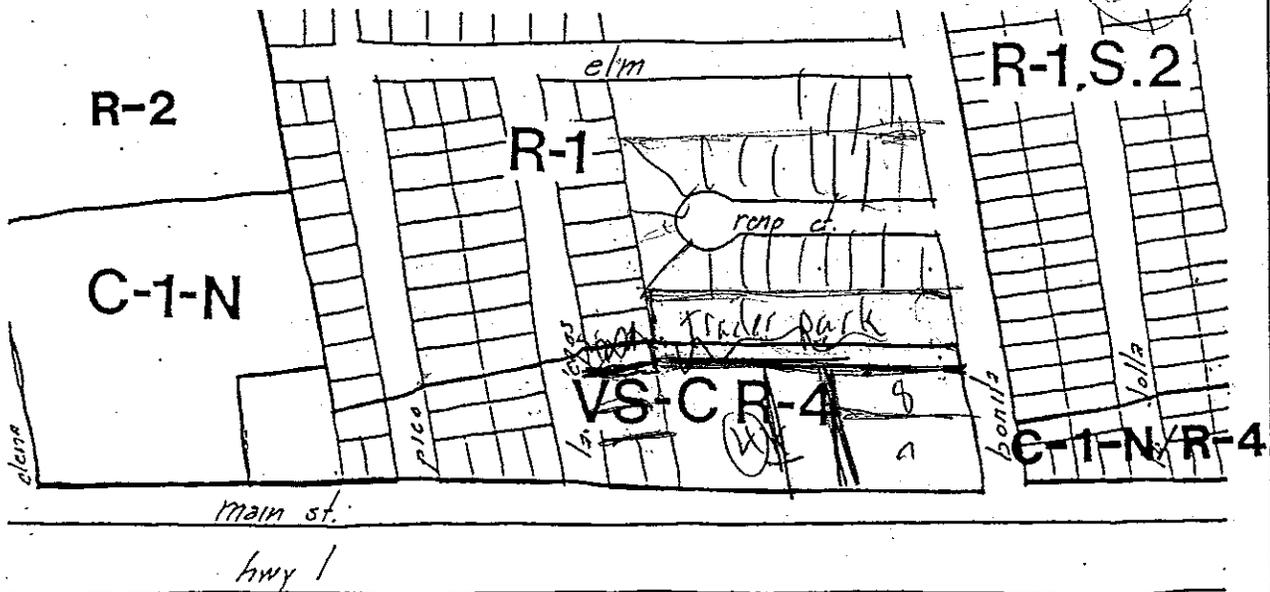
**ZONING PROPOSALS
AREA B**

FIG. 6B

PROPOSED



EXISTING

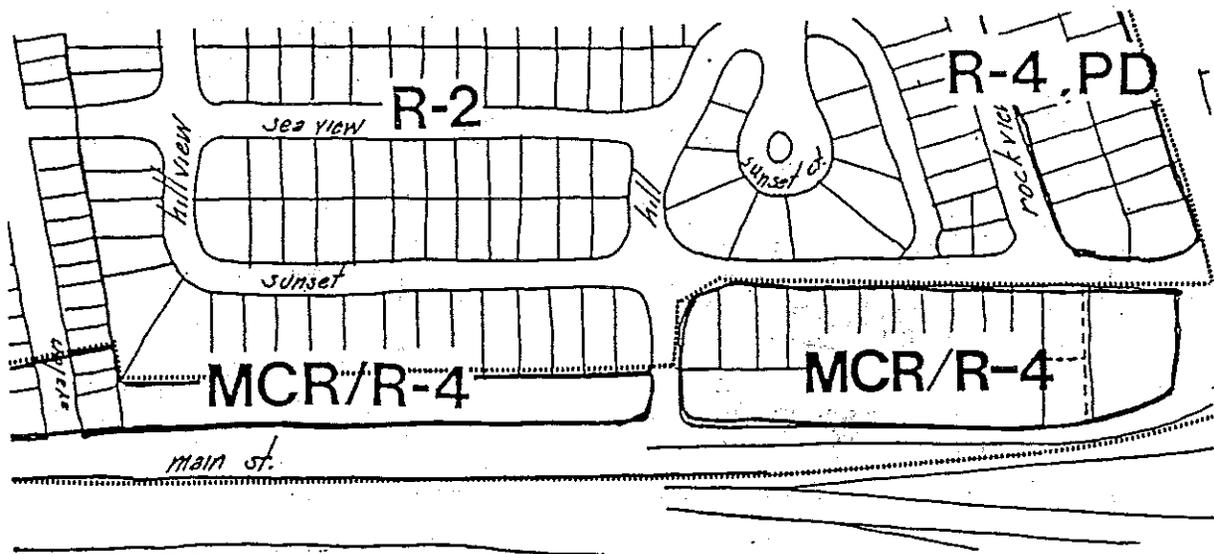


NORTH MAIN ST.
SPECIFIC PLAN

**ZONING PROPOSALS
AREA C**

FIG. 7A

PROPOSED



EXISTING

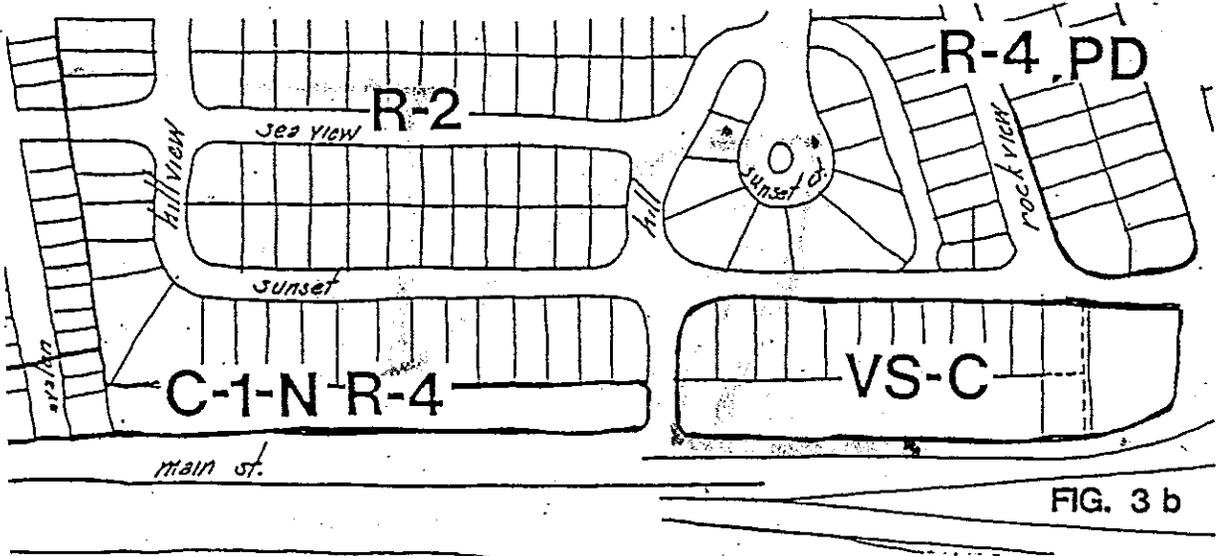
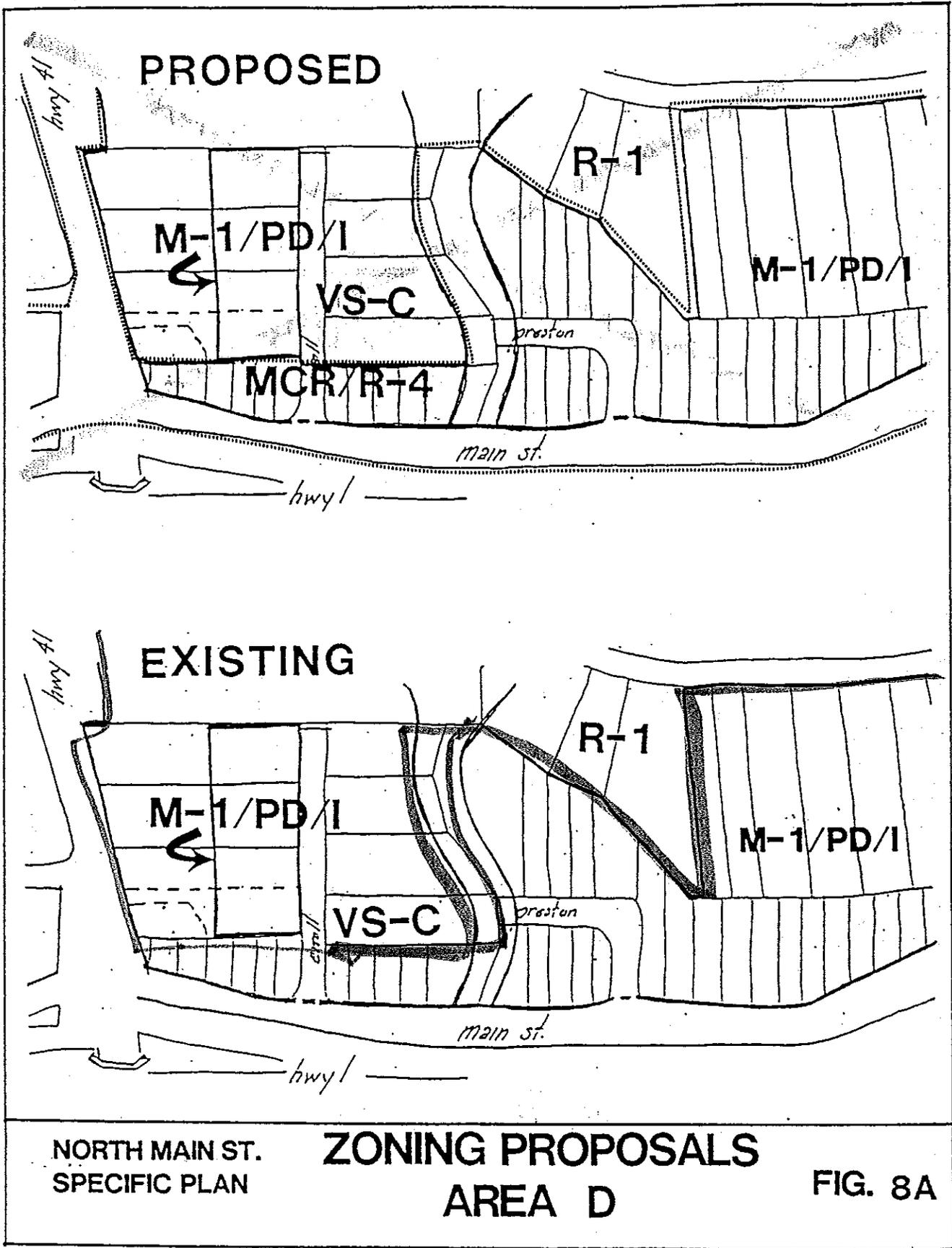


FIG. 3 b

NORTH MAIN ST.
SPECIFIC PLAN

**ZONING PROPOSALS
AREA C**

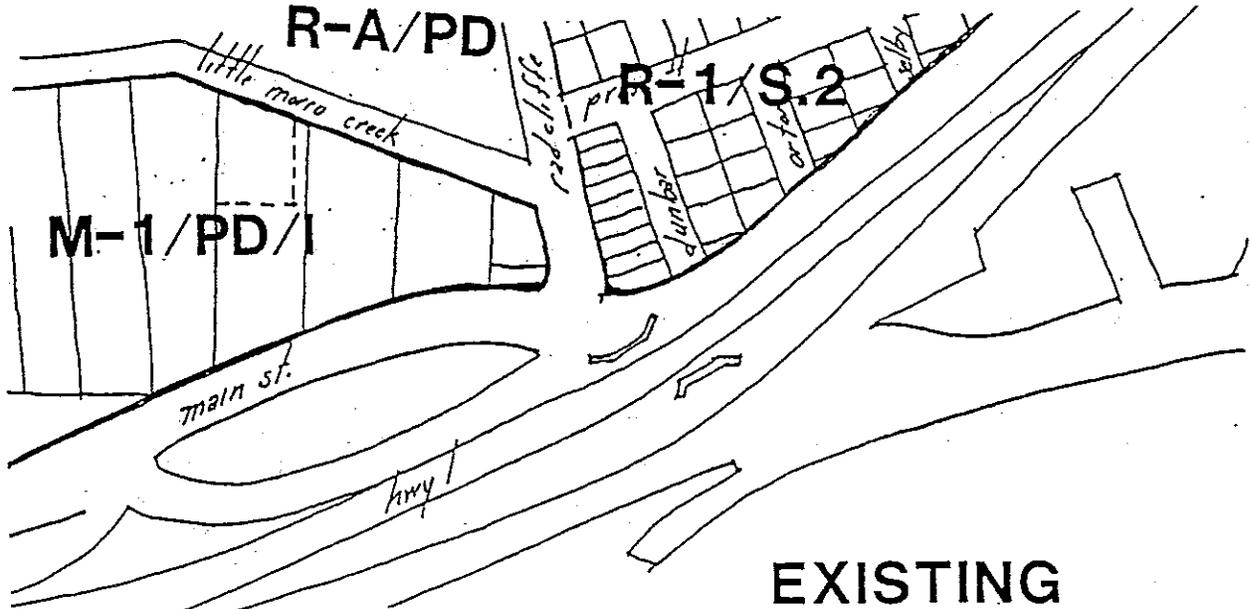
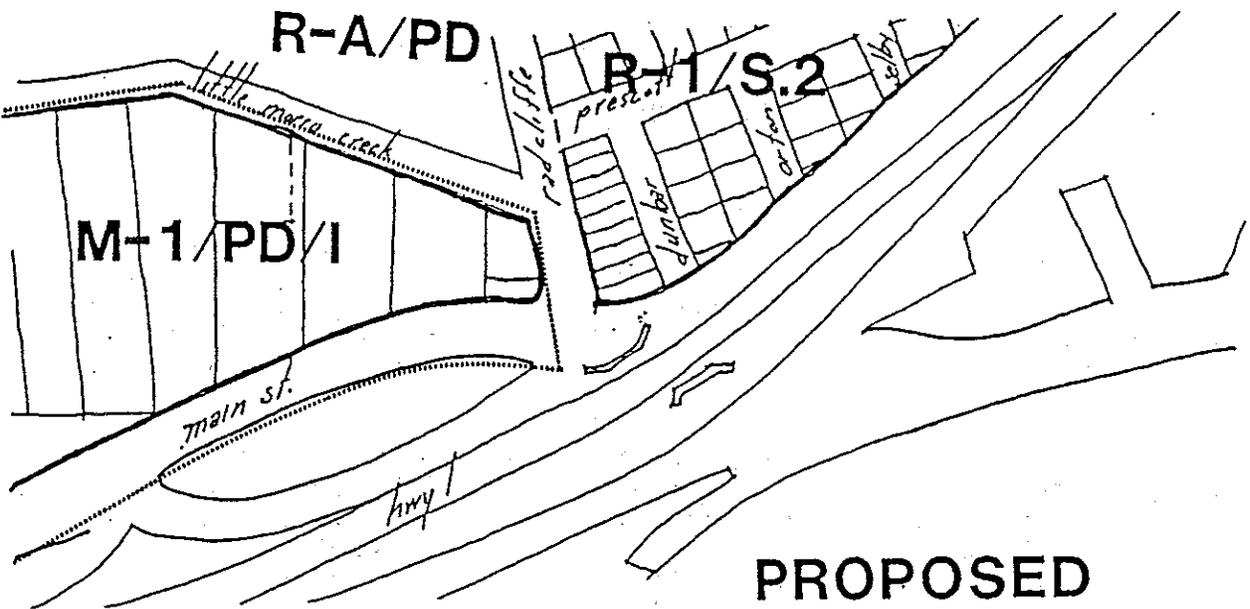
FIG. 7B



NORTH MAIN ST.
SPECIFIC PLAN

ZONING PROPOSALS
AREA D

FIG. 8A



NORTH MAIN ST.
SPECIFIC PLAN

**ZONING PROPOSALS
AREA D**

FIG. 8B

CAPITAL IMPROVEMENTS FOR CIRCULATION

Discussion

Traffic: Both drivers and cyclists complain about cars traveling too fast on Main Street which makes turns on or off of Main Street dangerous, and poses a hazard to bicyclists. Compounding the situation in the Island streets is the fact that the distance between intersections along Main are much closer than traffic standards recommend.

Speed limits in Morro Bay are governed by Chapter 10.32 of the Municipal Code which requires that speed limits be reviewed every five years and be adjusted according to the results of a speed survey. The last speed survey for North Main Street was in 1987 and showed that the current limit of 40 mph is appropriate for the traffic flow, surveyed at a critical speed of 39-42 mph.

As street frontage becomes developed, traffic speed generally slows down as a natural reaction to an increase in shopping and employee trips which discourage higher speed through traffic. Continual monitoring of the traffic speeds as the neighborhood develops will eventually reflect a natural decrease in speed and speed limits can be adjusted at that time according to the City ordinance.

The width of Main Street could accommodate a 4' bike lane on both sides if parking was prohibited. The plan recommends creating a bike lane on Main Street by prohibiting parking north of Sequoia and south of Elena. As on-street parking is vital to businesses on Main Street between Sequoia and Elena, parking will be allowed in this section and Alder will be designated as a northbound bike route for cyclists wishing to avoid the traffic congestion near San Jacinto. Appropriate signs to caution motorists and routing the cyclists would be an integral part of the proposal. (See figures 10 and 11).

Pedestrians: A major coastal access for residents of North Morro Bay, the signalized intersection at Highway One and San Jacinto has only minimal improvements for pedestrians. People walking are encouraged to walk in the street and must dodge traffic, fencing, mud puddles, and open culverts. A completed sidewalk pattern, enclosing the culverts, and acquiring a encroachment permit to move the highway fence a few feet would be basic steps to improving this critical link in coastal access. Additional landscaping on city right-of-way would not only improve the looks of this unsightly intersection but also define the neighborhood and accentuate this major gateway into Morro Bay. (See figures 12 and 13).

Present City codes require all commercial and some multi-family residential projects to install curb, gutter, and sidewalk. The plan proposes requiring all development on Main Street to install these improvements according to commercial standards.

The creek crossing just south of Island Street is too narrow to accommodate two drive lanes and pedestrian and/or cyclists. The "bridge" is a double 5x5 box culvert which could be extended to the maximum street pave-out and complete the sidewalk improvements. Without any improvements, a caution sign would be advisable.

Streets: The intersection at San Jacinto and Main Street accommodates two-way traffic from six directions. Several alternatives based on closing streets and/or re-routing traffic have proven too disruptive to present land use patterns to effectively counteract the problems posed by this intersection.

The plan proposes stop signs on Alder at San Jacinto, replacing the present yield signs and creating longer driver response time to traffic moving through the intersection. The plan proposes to better define the three intersections to help guide motorists and minimize driver confusion. This could be accomplished with striping and reflector bumps separating the traffic lanes on San Jacinto. The proposed sidewalk improvements would also help define the intersections. (See figure 14).

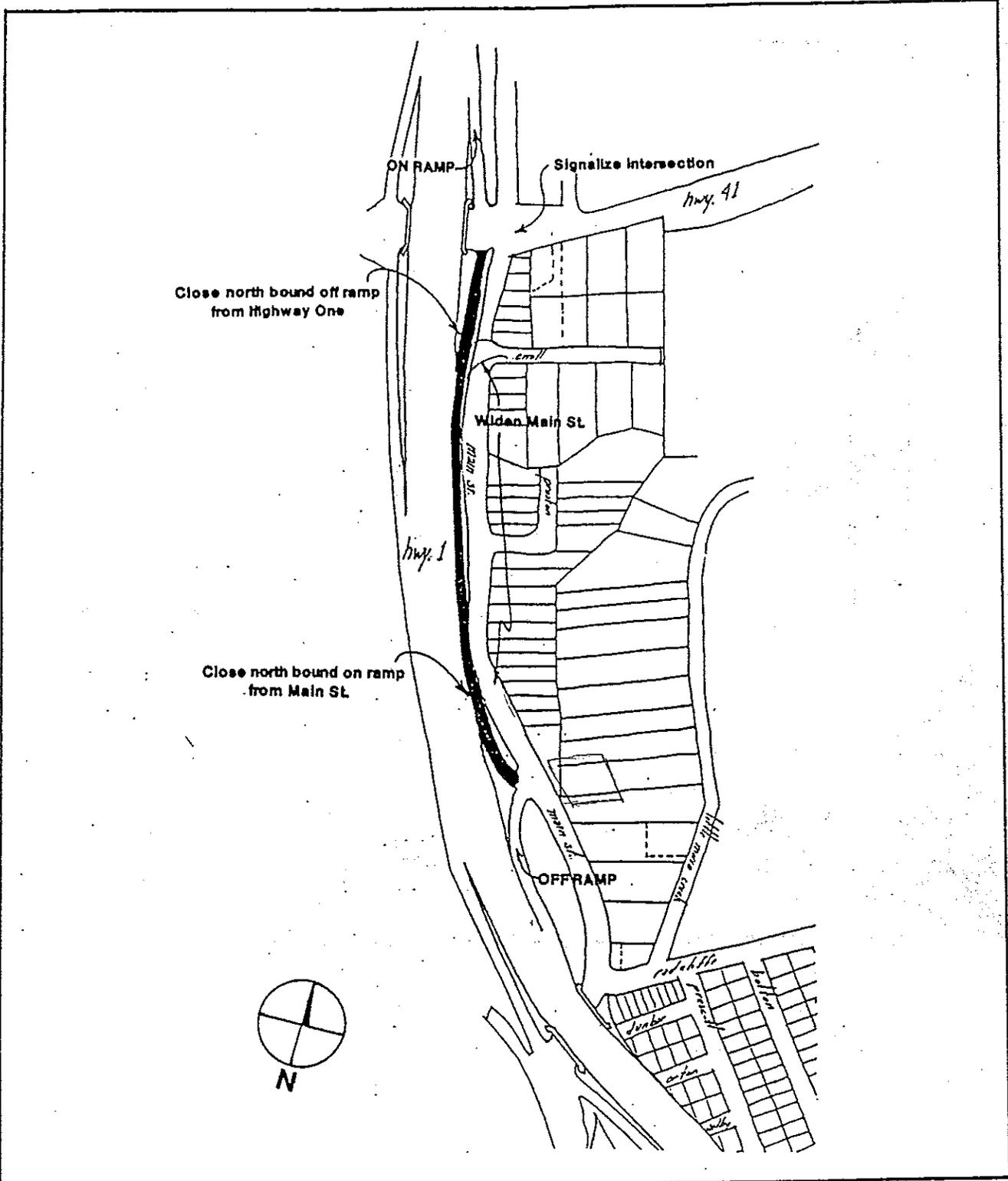
The intersection of Atascadero Road/Highway 41 and Main Street has been earmarked for signalization in the future. As a short range solution to the problems of stacking and pedestrian safety, the plan proposes a lane striping program and completion of the sidewalk pattern. The suggested design is conceptual only so exact layout would need to be surveyed and designed before actual implementation. (See figure 15).

The Circulation Element identifies the re-alignment of the intersection between Radcliffe and North Main Street as a major street improvement priority. There is a site-distance problem at this intersection which would become even more hazardous if nearby development generates more traffic. Therefore, the Circulation Element states that improvement to the alignment of the intersection be made as a condition of development east of Highway One. The Specific Plan includes this mitigation requirement as a condition of development on the PG&E parcel between Preston and Radcliffe.

Any re-alignment of Radcliffe should also take into consideration a redesign of the on-/off-ramp configuration between the off-ramps from Highway One onto Main Street and Highway 41. The existing traffic flow creates a hazardous situation where vehicles merge on and off the highway without adequate distance for accelerating. Options for a re-design would be to close one or both of the ramps which merge through each other and to widen Main Street to accommodate increased traffic volume.

CIRCULATION PROPOSALS

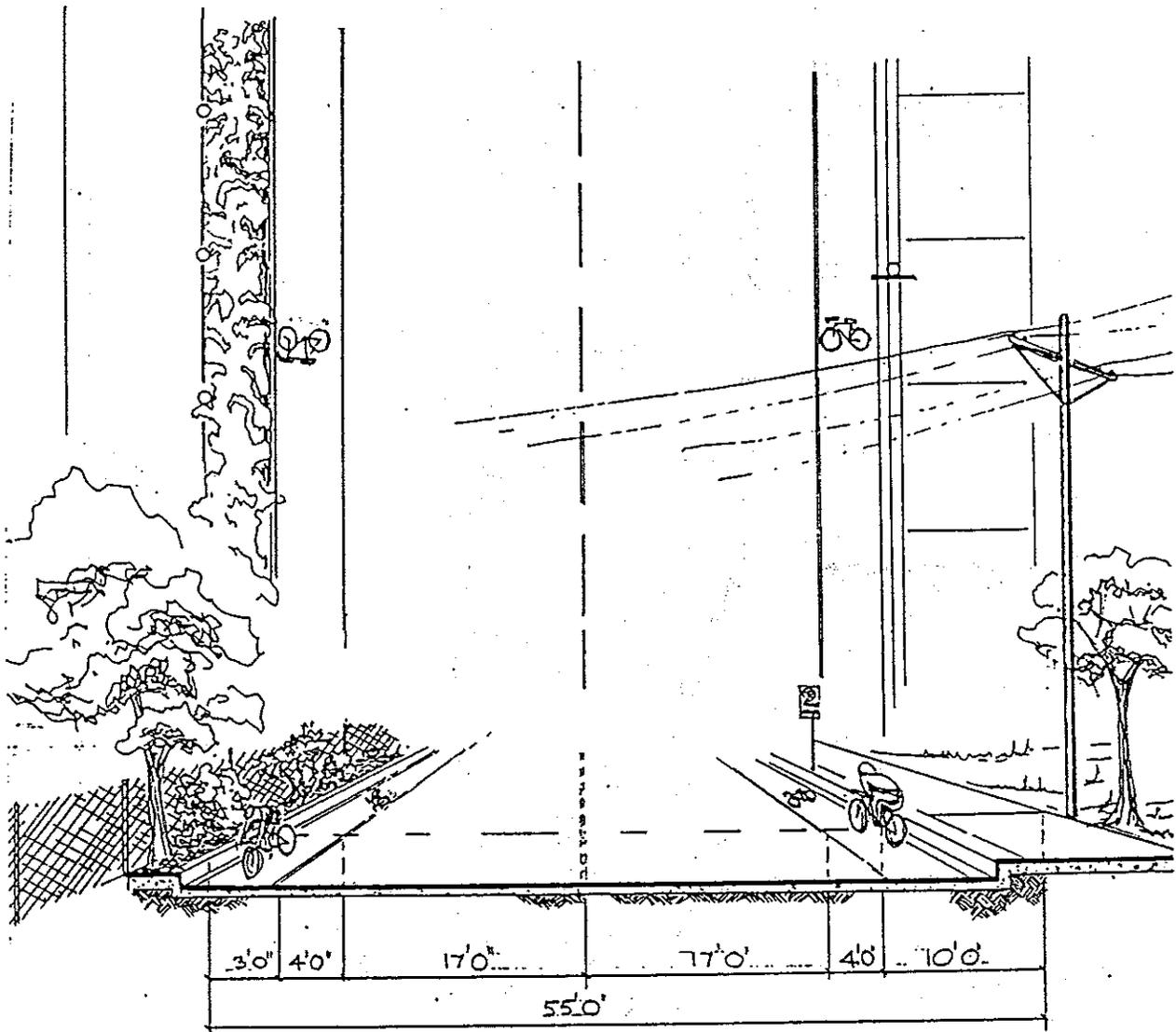
1. Work with developers, Cal Trans, and other appropriate agencies to re-design the on-/off-ramp configuration between the Main Street off-ramp and Highway 41 on-ramp. An example of one option is shown on figure 9.
2. Create a bikeway on both sides of North Main Street by restricting parking and striping for a bike lane on Main Street, north of Sequoia and south of Elena, and signing for a bike route on Alder between Sequoia and Elena. Install signage for bike lanes as needed.
3. Continue to monitor speed limits on North Main Street every five years as required by Chapter 10.32 of the Municipal Code.
4. Complete the sidewalk pattern with landscaping at the intersection of San Jacinto, Alder, Main Street and Highway One as shown in figure 11.14
5. Stripe traffic lanes at San Jacinto, Main, and Alder to clearly mark the intersections.
6. Install stop signs on Alder at San Jacinto.
7. Widen the creek crossing at Island Street by extending the double 5x5 box culvert to the maximum street pave-out and complete the sidewalk improvements. Install caution signs for a "narrow bridge" until the improvements can be made.
8. Stripe traffic lanes and complete sidewalk pattern with landscaping at the intersection of Highway 41 and Main Street and on Atascadero Road west of the overpass as shown on figure 12.15
9. Any permanent new development on the PG&E parcel between Preston and Radcliffe may be required to contribute to the realignment of the intersection of Radcliffe and Main Street.
10. Require sidewalk improvements for both new residential and commercial development according to commercial standards.
11. Work with developers, Cal Trans, and other appropriate agencies to design and build an elevated pedestrian bridge over Highway One at one or two locations between Highway 41 and Yerba Buena.



**NORTH MAIN ST.
SPECIFIC PLAN**

**ON/OFF RAMP
CLOSURE**

FIG. 9



NORTH MAIN ST.
SPECIFIC PLAN.

CLASS II BIKEWAY
PLAN VIEW

FIG. 10

On-street parking prohibited
4' bike lane on each side of Main Street

South bound cyclists continue on Main Street

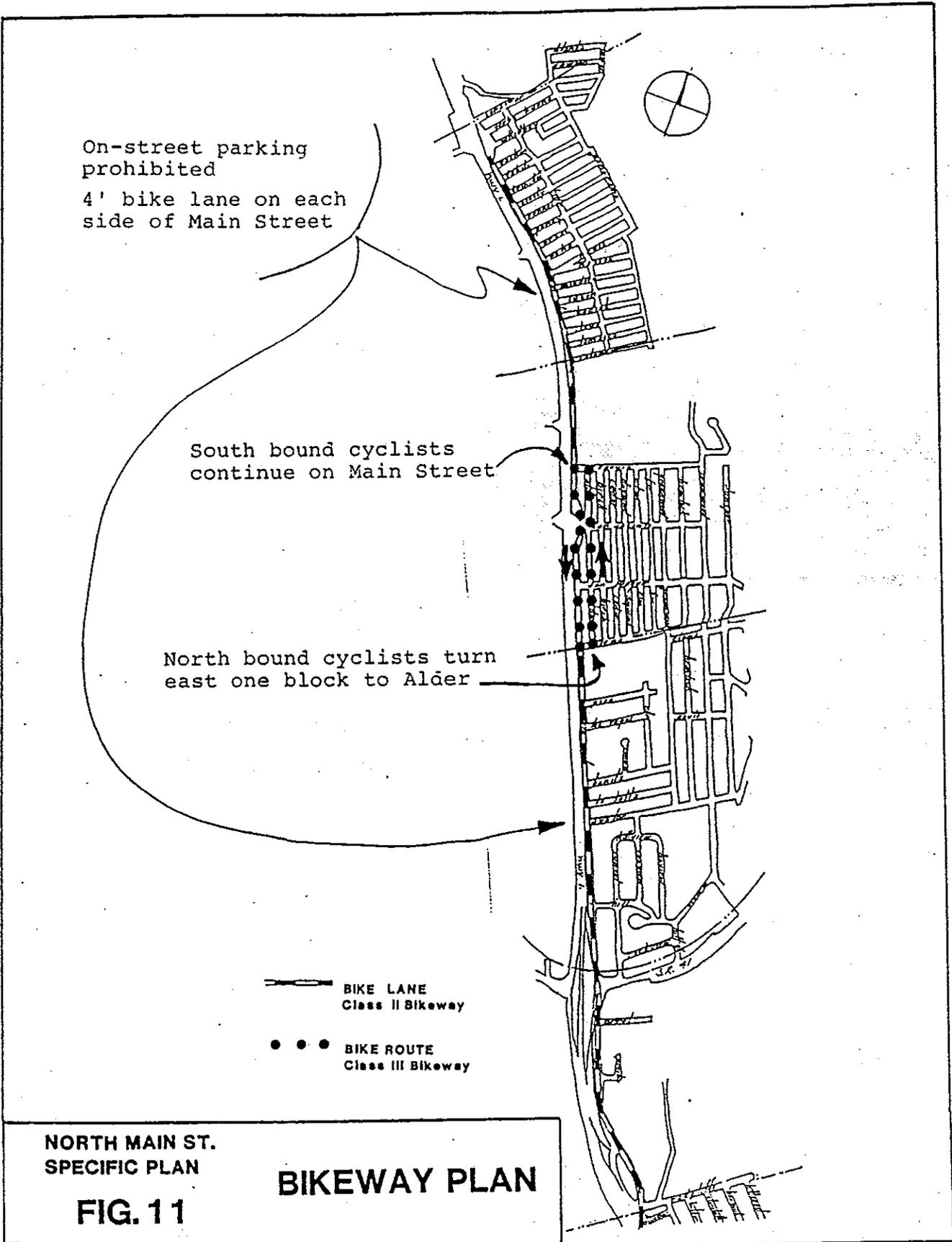
North bound cyclists turn east one block to Alder

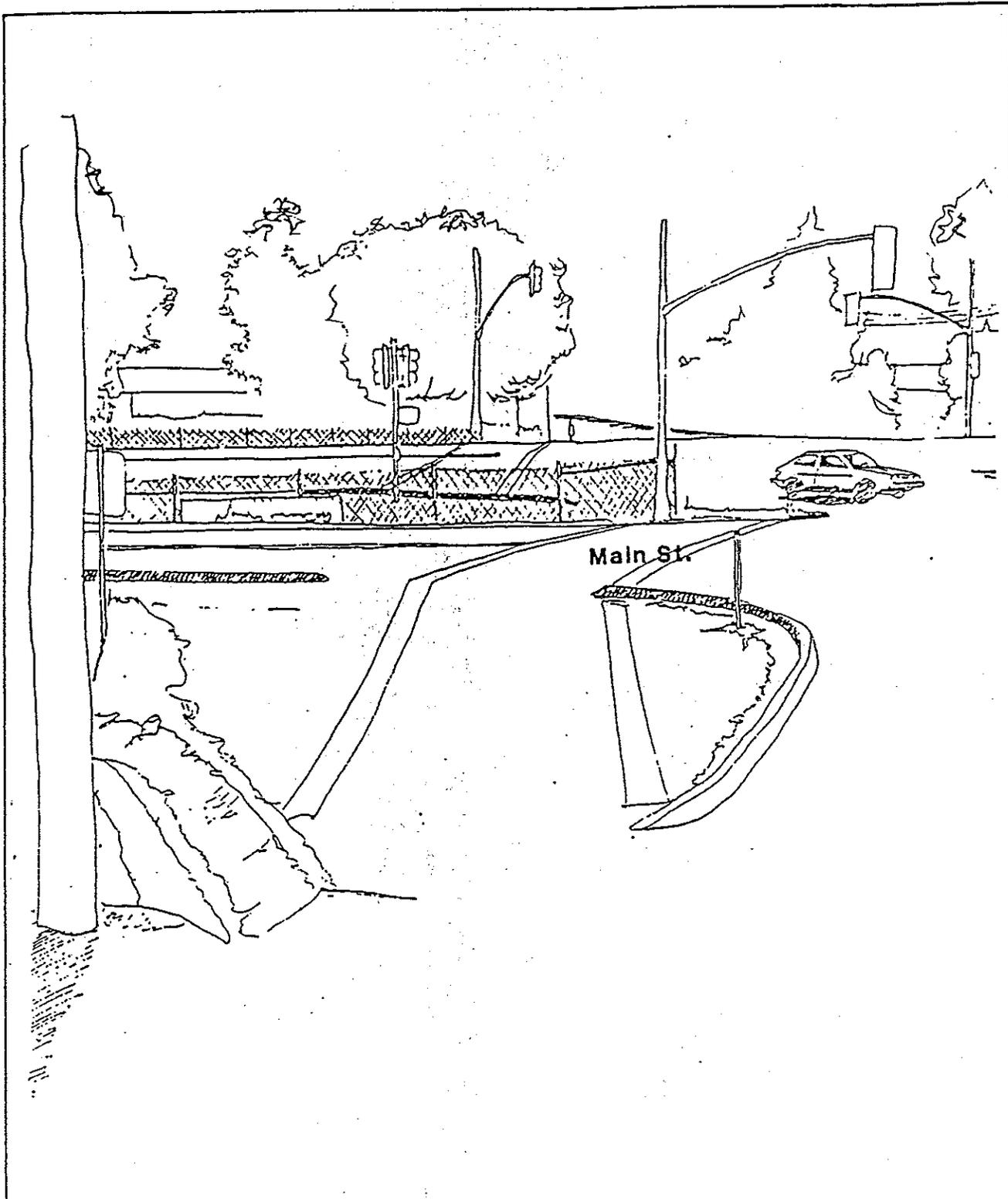
-  BIKE LANE
Class II Bikeway
-  BIKE ROUTE
Class III Bikeway

NORTH MAIN ST.
SPECIFIC PLAN

BIKEWAY PLAN

FIG. 11

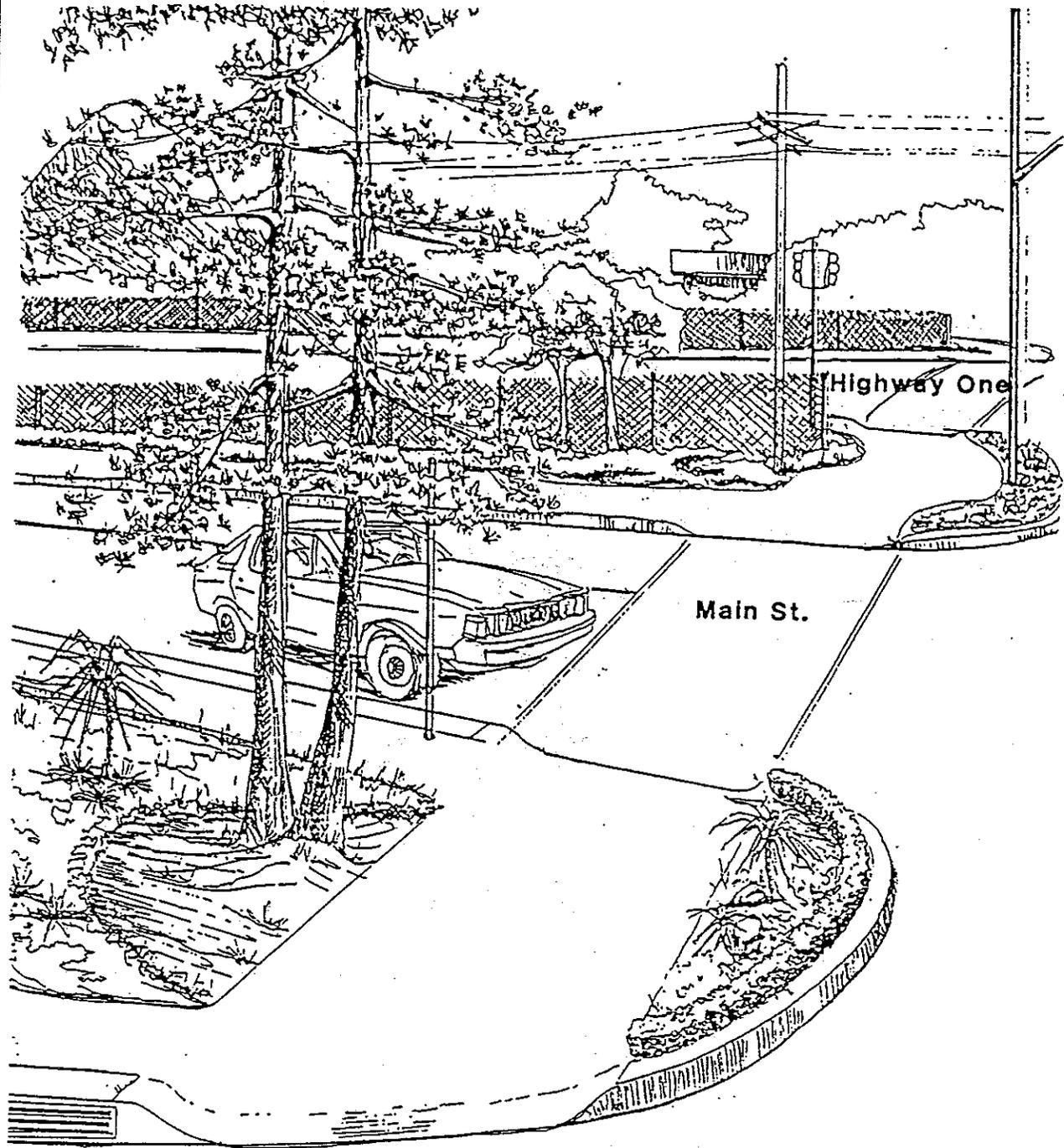




NORTH MAIN ST:
SPECIFIC PLAN

SAN JACINTO ENTRY CORRIDOR:
EXISTING CONDITIONS

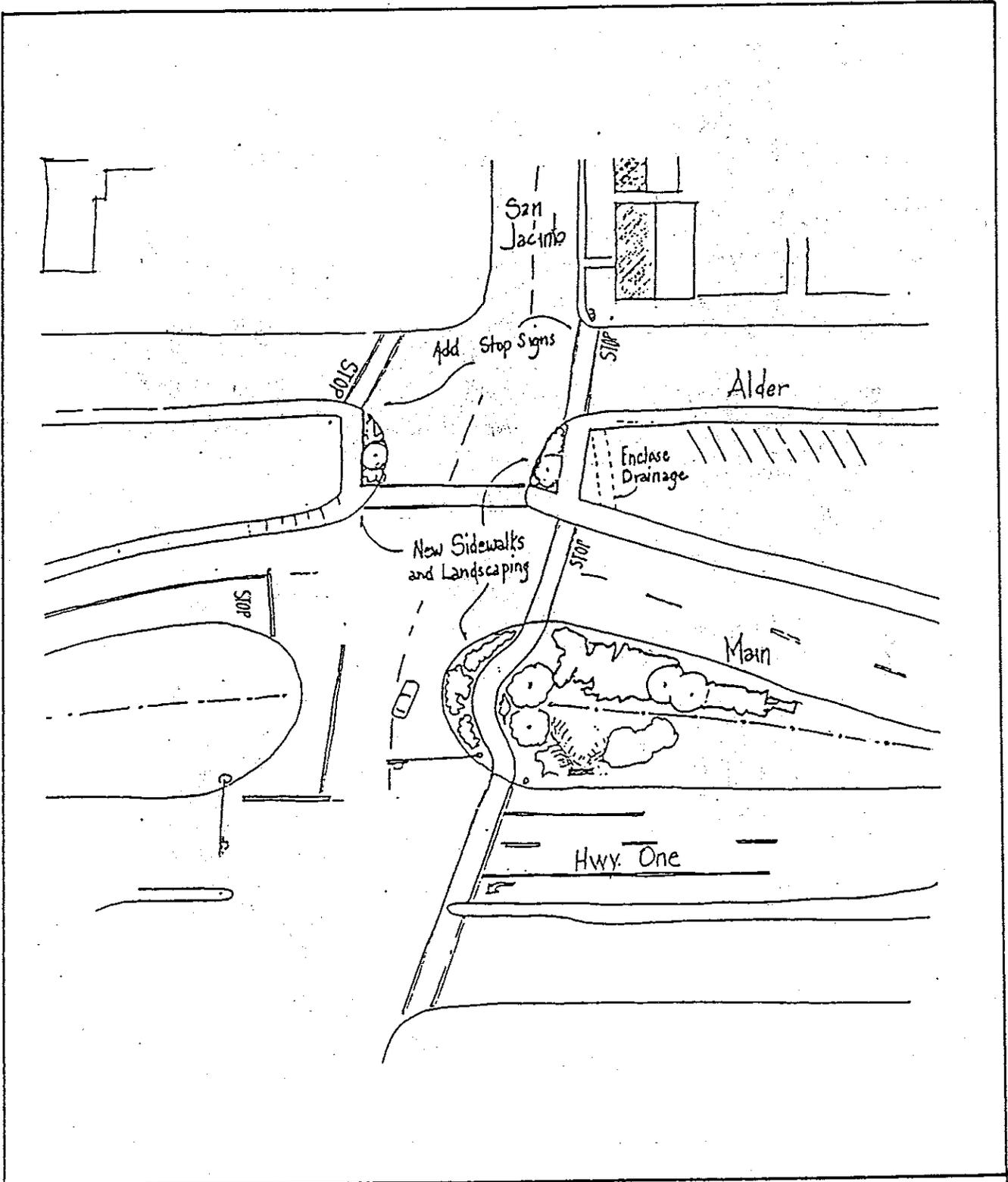
FIG. 12



NORTH MAIN ST.
SPECIFIC PLAN

SAN JACINTO ENTRY CORRIDOR:
IMPROVEMENTS

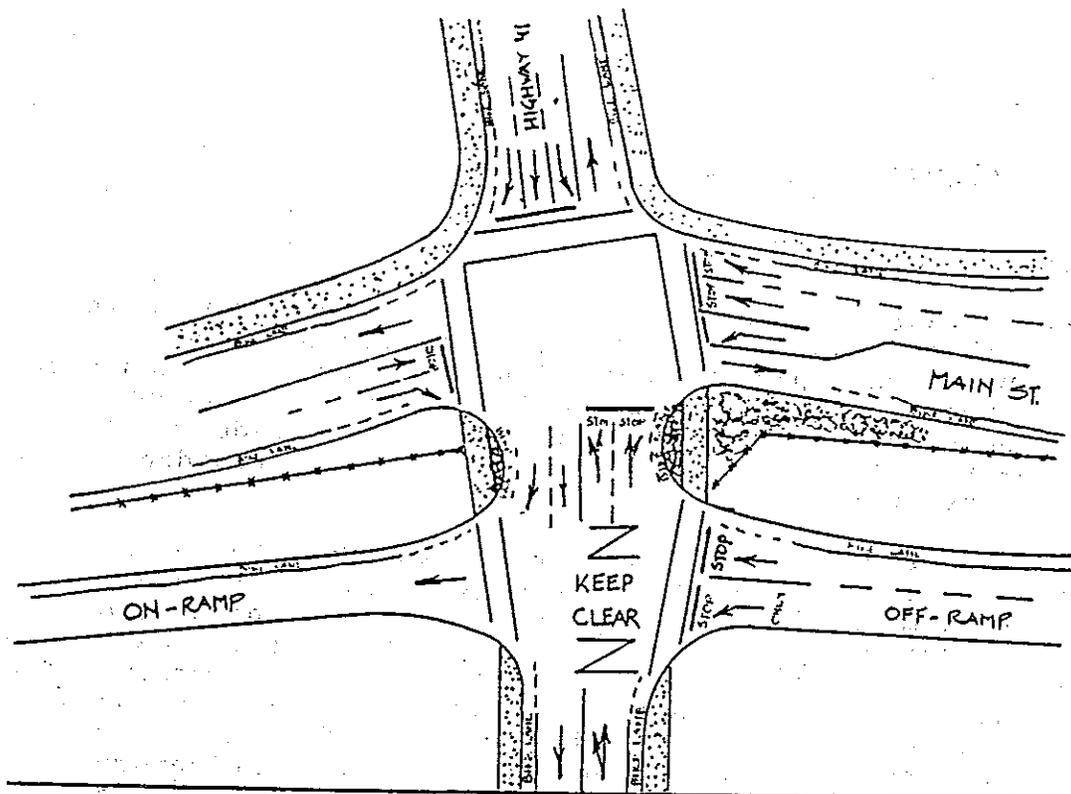
FIG. 13



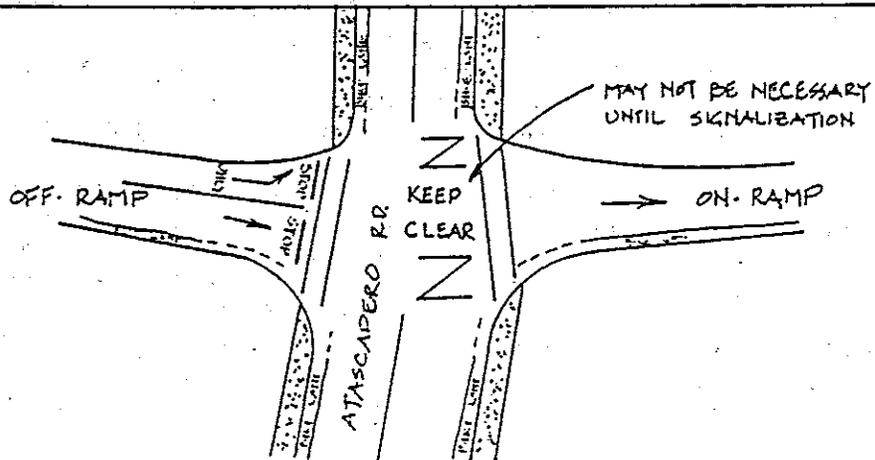
NORTH MAIN ST.
SPECIFIC PLAN

SAN JACINTO ENTRY CORRIDOR:
PLAN VIEW

FIG. 14



HIGHWAY ONE



NORTH MAIN ST.
SPECIFIC PLAN

HIGHWAY 41 & MAIN ST.:
PLAN VIEW

FIG. 15

CAPITAL IMPROVEMENTS FOR LANDSCAPING

Discussion

The natural vegetation of the Central Coast is drought resistant chaparral, grassy meadows, trees such as coastal live oak and monterey pines and riparian vegetation such as willows and alder along the creeks. With the residential pattern of North Morro Bay, this natural character is disappearing. Paradoxically, it is this coastal atmosphere that attracts many residents and visitors to the area.

A primary purpose of the specific plan is to preserve and enhance neighborhood character and the landscape plan proposals are presented as a mechanism to achieve this. The plan proposes specific landscaping standards for commercial development and pairs this with a City initiated tree planting program. The proposals attempt to recreate a landscape that is drought resistant, provides variety to the scene, and produces visual landmarks to help define and beautify the neighborhoods. Landscaping can also be used effectively as a buffer between residential and commercial uses, between pedestrians and traffic to break-up expanses of pavement, and to screen the glare of headlights and unsightly storage areas.

In particular, the proposals recommend planting trees to help stabilize stream beds and hillsides. In combination with shrubbery and ground covers which inhibit surface run-off and erosion, these efforts ultimately will help preserve ground water levels. Also, Morro Bay's designation as a bird sanctuary provides an impetus for protecting and recreating avian habitats in their naturally occurring areas such as seasonal creeks now zoned as environmentally sensitive habitats.

In addition to the ESH zones, the plan proposes to identify two entry corridors into the plan area as focus points for the landscape plan. These corridors would be San Jacinto and Highway 41. Specific proposals for the San Jacinto entryway are shown in figures 12 & 13. Landscaping proposals for the Highway 41 entry corridor are shown in figures 18 & 19. Eventually, continuity of landscape design could be achieved throughout the plan area by extending the theme from the entryways to major intersections and into the neighborhoods.

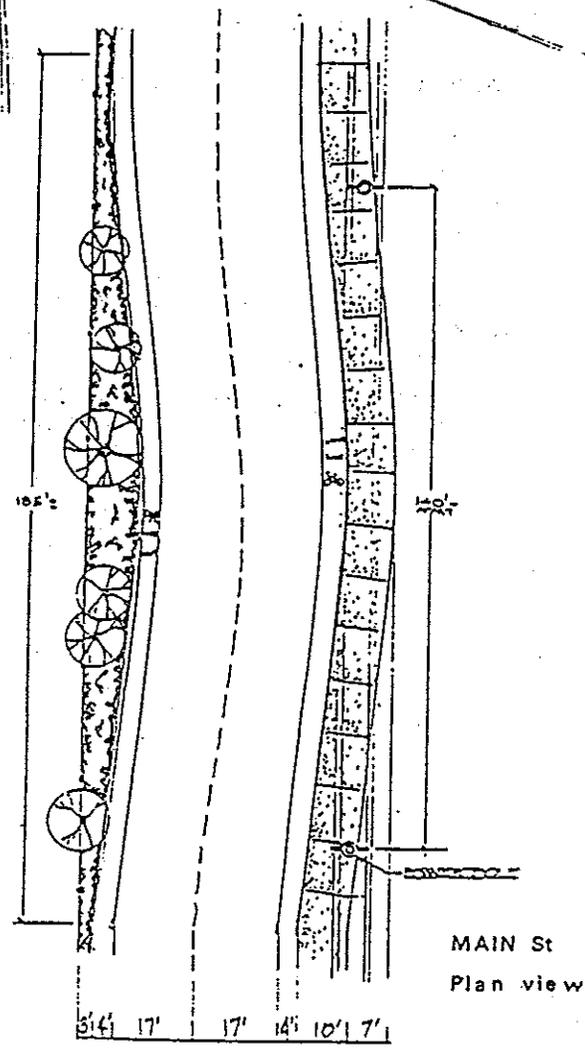
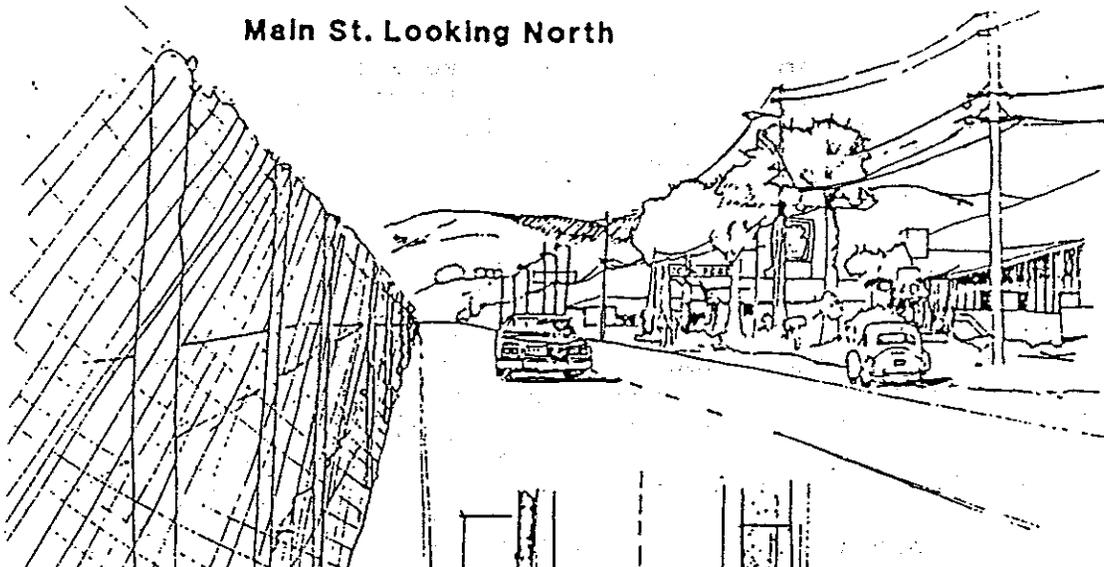
The oppressive, uninterrupted presence of the highway fence creates a visual blight almost the entire length of N. Main Street. Recent Caltrans landscaping will reduce this somewhat, however, a new state policy has ended state funded landscaping in the future along presently vacant land adjacent to the highway. A solution to this circumstance would be to require, through a joint city and private developer effort, a slight curve in the street when large vacant lots are developed and standard curb

gutter and sidewalk improvements are installed (see figure 13). The exposed area on the west side of the street could then be landscaped, providing visual relief without interfering with site distance. Setback allowances would be created to compensate for the realignment.

LANDSCAPE PROPOSALS

1. Upon obtaining approvals of affected property owners and the Department of Fish and Game, the city will plant and maintain native trees in the ESH zones along Main Street at Island Street and Yerba Buena and Morro Creek.
2. Corridors at San Jacinto and Highway 41 shall be designated as Specific Plan Area Entryways. Entry-way landscaping shall reflect a consistent theme and include the city entry sign on Highway 41.
3. The City will encourage developers of large lots fronting on Main Street to cooperate with a street realignment and landscaping program as detailed in figures 13 & 14. Developers will be offered a reduction in their frontyard setback requirements without any density penalties if curb, gutter, and sidewalk improvements vary from the existing right-of-way and property lines by not more than a seven foot offset. The corresponding right-of-way exposed on the west side of the street will be landscaped and maintained by the developer.
4. Funding for the city-initiated landscaping shall come from the general fund and landscaping fees and requirements for new development.

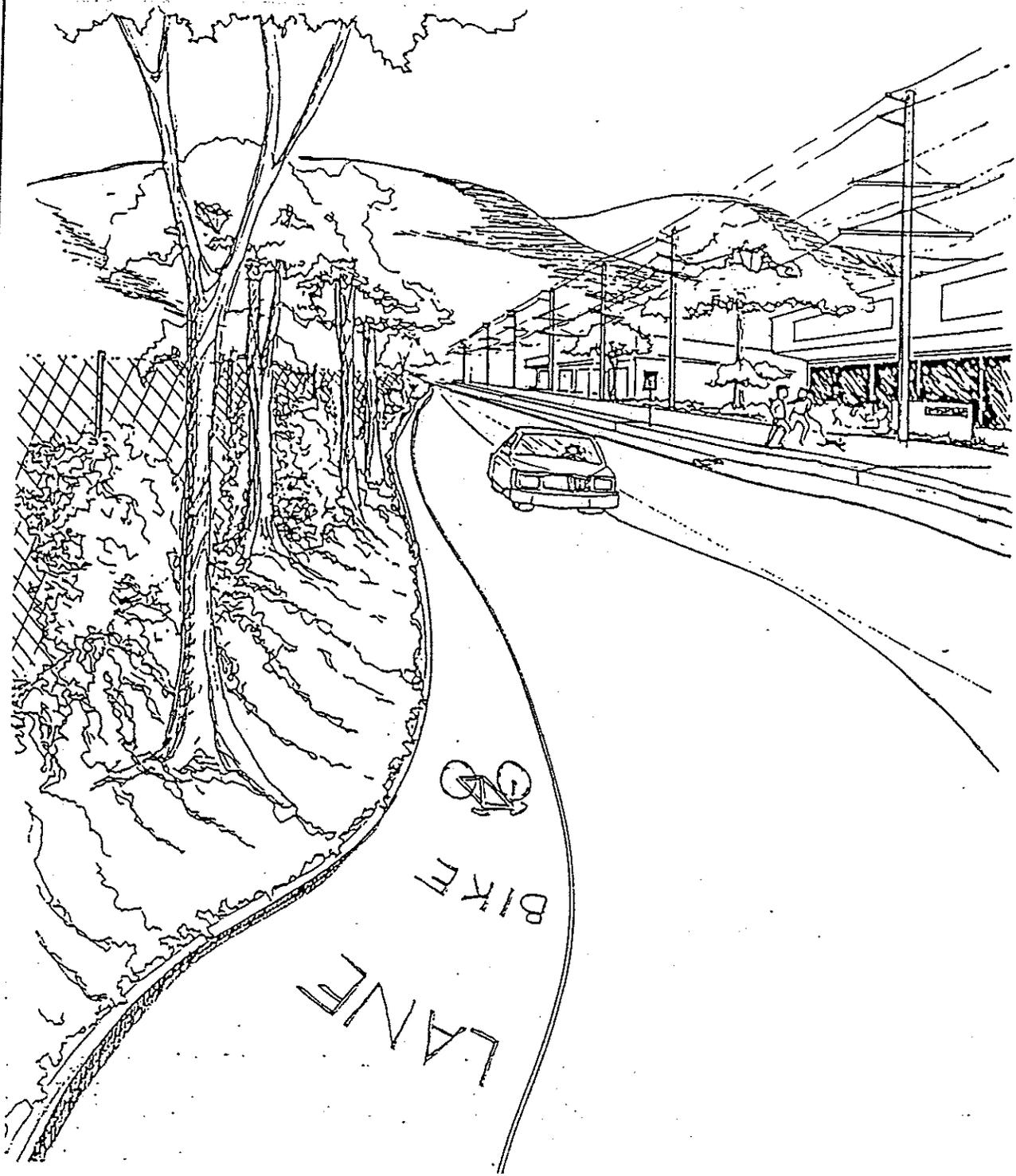
Main St. Looking North



NORTH MAIN ST.
SPECIFIC PLAN

STREET CURVE: EXISTING
CONDITIONS & PLAN VIEW

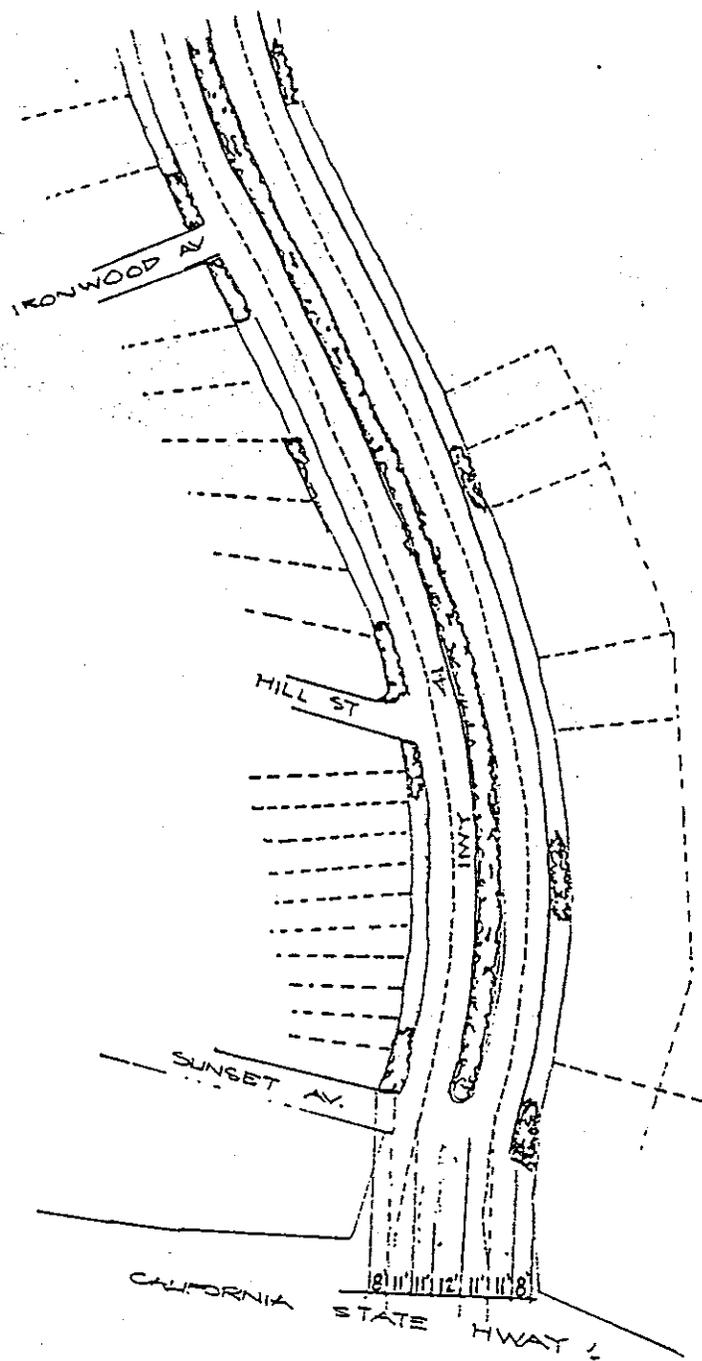
FIG. 16



NORTH MAIN ST.
SPECIFIC PLAN.

STREET CURVE:
LANDSCAPING IMPROVEMENTS

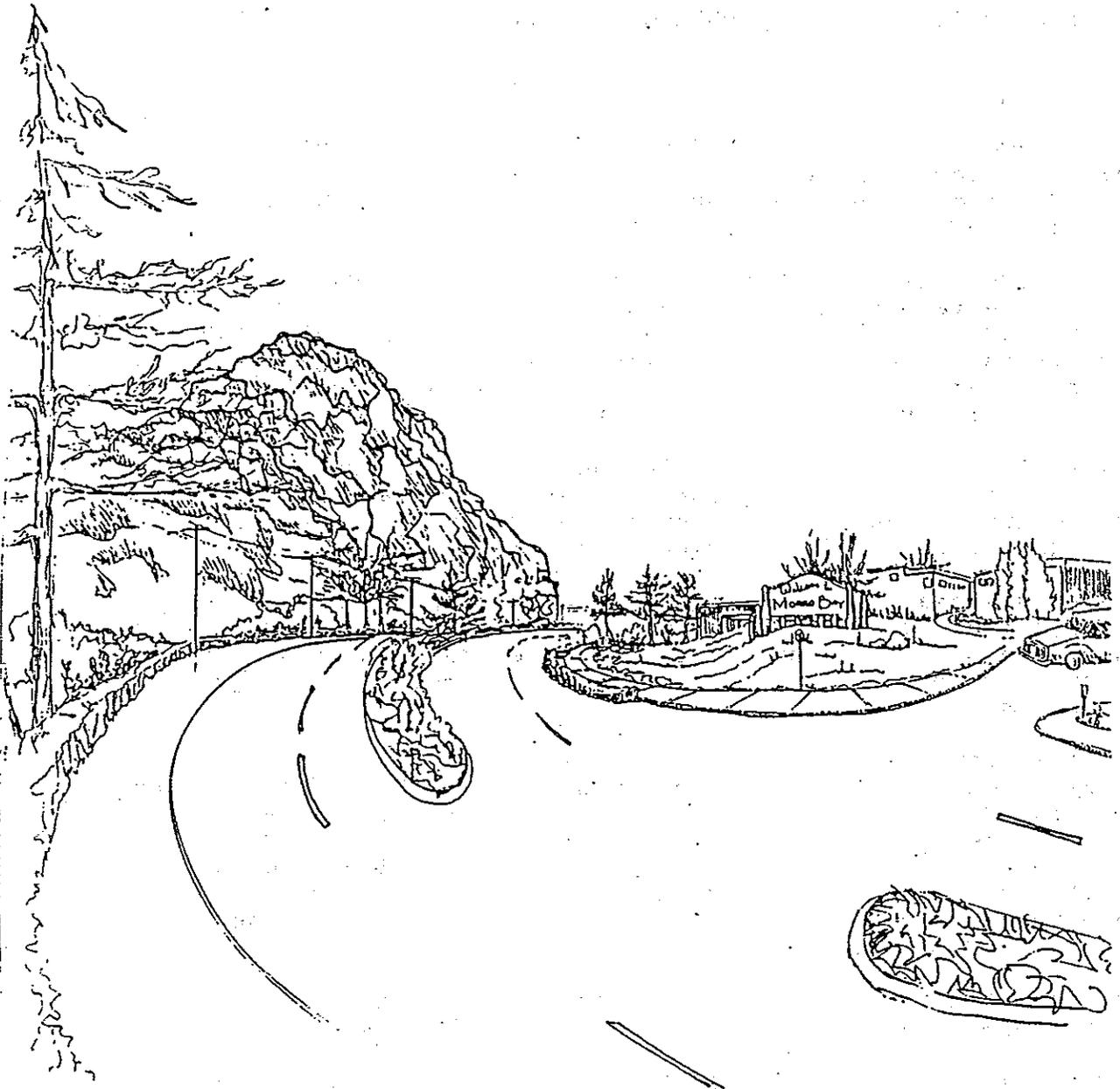
FIG. 17



NORTH MAIN ST.
SPECIFIC PLAN

HIGHWAY 41 ENTRY CORRIDOR:
PLAN VIEW

FIG. 18



**NORTH MAIN ST.
SPECIFIC PLAN**

**HIGHWAY 41 ENTRY CORRIDOR:
LANDSCAPING IMPROVEMENTS**

FIG. 19

CAPITAL IMPROVEMENTS FOR PUBLIC FACILITIES

Discussion

State law requires a specific plan to identify public facilities that are necessary to support the land uses described in the plan. The land uses presented in this plan represent a continuation of existing use patterns.

Public facilities for the future growth of these land uses has been addressed by master plans for water, storm and sanitary sewer systems, solid waste, and energy development. The public facilities proposed in the plan relate to drainage improvements and circulation. The latter are found in the section entitled "Capital Improvements for Circulation".

Currently, water management is the primary controlling factor in allowing any intensification of existing land uses. Water management is addressed through the Measure F initiative and through the Water Distribution System Master Plan.

Sewage disposal, as a corollary of water management, is addressed through the Sewer System Master Plan. Solid waste management is addressed by the County's Solid Waste Management Master Plan, endorsed by the City of Morro Bay and implemented through private contracts.

Policies for energy needs and development are contained in the Local Coastal Program. The impacts of the plan on energy planning are not significant. Area D of the plan area contains a large parcel of land owned by PG&E and zoned M-1/PD/I. The interim use suffix allows a range of passive, non-permanent visitor-serving or recreational uses. Any proposal for an interim use would have to be designed to fit in with the existing public facilities.

Drainage concerns in the plan area are related primarily to off-site storm drain improvements and property development standards for flood plain management. The Storm Drain Master Plan details six storm drain projects in the plan area (see figure 20). Three of these projects are integral parts of proposals in the plan: the intersection improvements at San Jacinto and stream channel maintenance at Morro and Alva Paul Creeks. Two other proposals address localized street flooding where Las Vegas and Nevis intersect with North Main Street.

The sixth proposal addresses 10 and 100 year flooding conditions effecting Noname Creek along Whidbey and the culvert at Yerba Buena and Main Street.

The drainage improvements recommended in the adopted Storm Drain Master Plan represent a capital improvement plan for the City's public works. However, private development in the vicinity of these projects may be required to install some of these off-site improvements to mitigate storm water run-off problems in proportion to the impact of the development.

New development in the flood zones identified by the Flood Rate Insurance Map (FIRM) must conform to the provisions of the Flood Ordinance of the Morro Bay Municipal Code. As shown on the map (see Figure A1), development near the stream channels in the plan area is subject to the flood ordinance as well as the conditions of the ESH zone. All of Area D is included in a flood zone and subject to flood mitigation standards of the flood ordinance.

DRAINAGE PROPOSALS

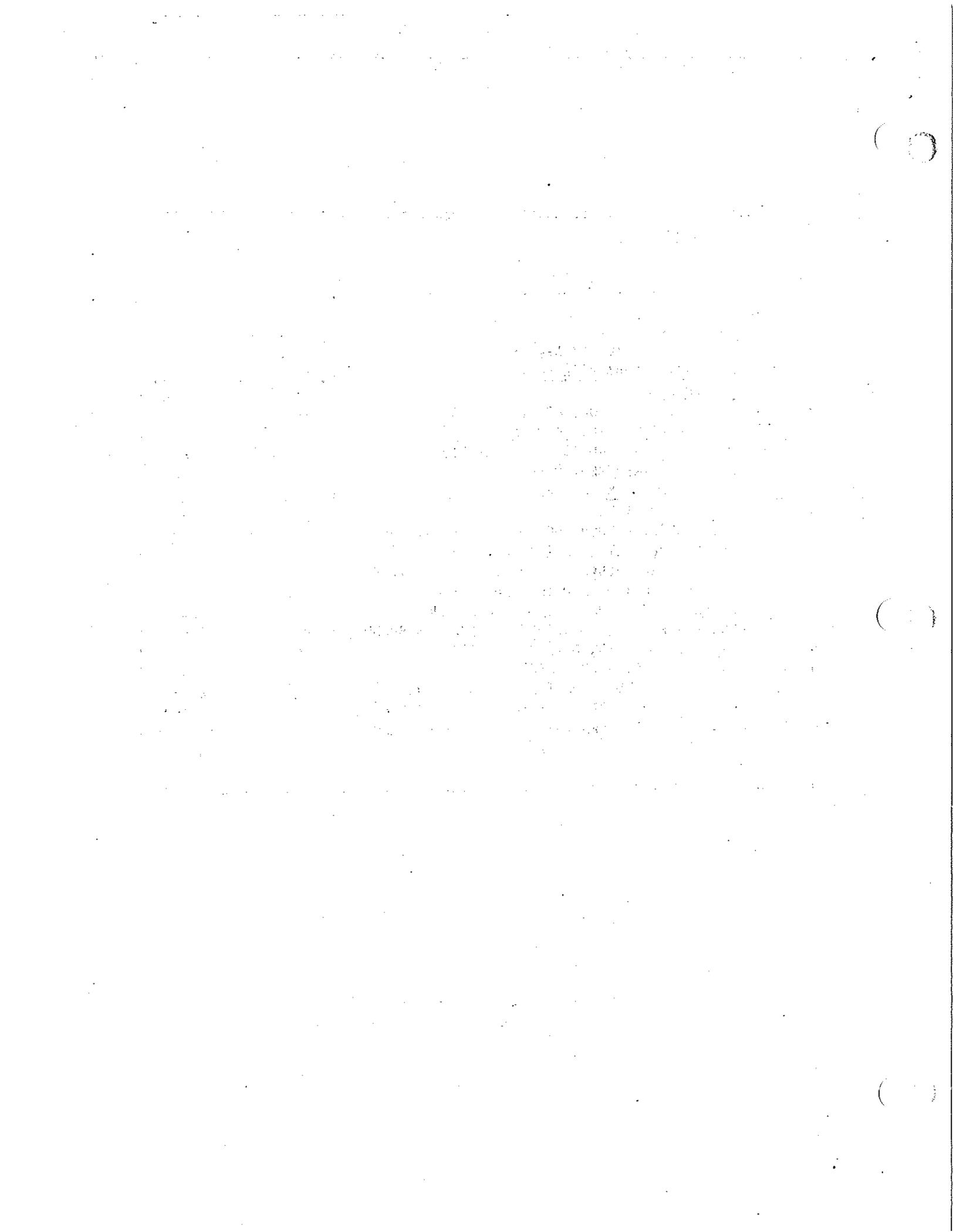
1. Include the six proposals of the Storm Draft Master Plan.
2. Private development in the vicinity of the projects identified in the Storm Drain Master Plan in the specific plan area may be required by the Public Works Director and the Planning Commission to contribute in-kind or through fees to the mitigation of storm water drainage problems, as identified in the Storm Drain Master Plan, in proportion to the impacts created by the development.

No.	PROJECT NAME	COST	PRIORITY
①	<u>NO NAME CREEK</u>	\$192,396	MEDIUM
2	BEACHCOMBER DRIVE AT ORCAS STREET	\$49,259	HIGH
③	<u>NASSUA STREET AT MAIN STREET</u>	\$97,702	HIGH
④	<u>UNNAMED CREEK</u>	\$118,278	HIGH
5	BALI STREET - SANDLEWOOD TO HIGHWAY ONE	\$70,271	HIGH
⑥	<u>SAN JUACINTO STREET AT MAIN STREET</u>	\$78,202	MEDIUM
⑦	MAIN STREET - PICO TO LAS VEGAS STREET	\$45,753	LOW
8	WASTEWATER TREATMENT PLANT	\$252,460	MEDIUM
⑨	<u>MORRO CREEK AT MAIN STREET</u>	\$186,799	HIGH
10.	WILLOW CAMP CREEK	\$93,231	LOW
11	BEACH STREET - EMBARCADERO TO MORRO AVENUE	\$261,519	HIGH
12	HARBOR STREET AT EMBARCADERO DRIVE	\$237,480	HIGH
13	MORRO BAY BOULEVARD - MARKET TO MAIN STREET	\$108,676	HIGH
14	PACIFIC STREET - MAIN TO NAPA AVENUE	\$105,420	LOW
15	MARINA STREET - MAIN TO SHASTA AVENUE	\$140,903	LOW
16	ANCHOR STREET - EMBARCADERO TO ARBUTUS AVENUE	\$759,924	HIGH
17	OLIVE STREET - MORRO TO MAIN STREET	\$61,783	LOW
18	KERN AVEVUE AT MAIN STREET	\$37,849	LOW
19	LAS TUNAS AVENUE - BUTTE TO KINGS AVENUE	\$209,901	MEDIUM
20	QUINTANA ROAD - BELLA VISTA TO LA LOMA AVENUE	\$100,745	MEDIUM
21	QUINTANA ROAD - WEST OF SOUTH BAY BOULEVARD	\$34,789	MEDIUM
22	TWIN BRIDGES AT SOUTH BAY BOULEVARD	-----	HIGH

NORTH MAIN ST.
SPECIFIC PLAN.

STORM DRAIN MASTER PLAN:
PROJECT COST & PRIORITY

FIG. 20



CHAPTER 17.71

NORTH MAIN STREET SPECIFIC PLAN

Sections:

- 17.71.010 North Main Street Specific Plan Adopted
- 17.71.020 Division Into Areas
- 17.71.030 Allowable Uses
- 17.71.040 Development Standards
- 17.71.050 Off-Site Improvements

17.71.010 North Main Street Specific Plan adopted. The zoning regulations and standards for that part of the City of Morro Bay illustrated in Figure _____ shall be the "North Main Street Specific Plan" which is established and provides for regulated development in accordance with the purpose, rationale and objectives set out therein; said specific plan is hereby incorporated herein by this reference in its entirety.

17.71.020 Division Into Areas. The Specific Plan is divided into areas where different development standards, uses, or mixes of uses may be permitted. The areas are described below and illustrated in Figure _____.

- Area A: Island to Zanzibar.
- Area B: Elena to Island.
- Area C: State Highway 41 to Elena.
- Area D: State Highway 41 to Radcliffe.

17.71.030 Allowable Uses. Different uses or mixed uses may be allowed in the MCR zone with compliance to the applicable development standards.

- A. Definition and Purpose: Mixed Commercial/Residential (MCR) District. The MCR zone allows conditionally permitted C-1-N, C-1, and C-2 uses, mixed commercial and residential in any proportion, or exclusive residential use. Unless designated with the R-2, R-3, or R-4 suffix, the MCR district would allow R-1 residential development.

The purpose of the MCR district is to maximize the opportunity for commercial development and maintain the integrity of surrounding residential neighborhoods by allowing a mixture of appropriate commercial and/or

residential uses to be evaluated according to any applicable development and performance standards during the implementation phase.

- B. Generally: All uses in the MCR and VS-C zones of the NMSSP area are conditionally permitted only; that is no use shall be allowed without first obtaining a Conditional Use Permit approved by the Zoning Administrator. Any applicant may elect to petition the Planning Commission for a Conditional Use Permit pursuant to Chapter 17.60 and this plan.
- C. Residential Uses: Residential uses may be permitted in the MCR zone in conjunction with an approved office or commercial use in accordance with the provisions of this chapter. Residential uses without accompanying commercial development as allowed in the R-1 zone may be permitted according to the applicable development standards of this plan. Designation of the MCR zone with an R-2, R-3, or R-4 suffix will permit residential development according to the designated density and applicable development standards of this plan.
- D. Visitor Serving Commercial: Bed and breakfast uses as defined in Chapter 17.12.057 with ancillary facilities may be permitted in the VS-C zone or MCR zone with a Conditional Use Permit. The scale, layout, and architectural treatment shall be compatible with and shall reflect that of a residential neighborhood.
- E. Service and Retail Commercial: All uses in the C-2, C-1 and C-1-N zones inclusive may be permitted in the MCR zone with a Conditional Use Permit, subject to the developmental standards of this plan.

17.71.040 Development Standards. In addition to the findings required by Chapter 17.60, the Planning Commission must find that the following development standards have been met before approving a Conditional Use Permit for any use in the North Main Street Specific Plan:

- A. Mixed Uses. In any mixed use (ie: commercial and residential) project, the project, in terms of specific types of uses, their locations and the development layout and design shall provide for compatibility among the uses. ~~to-the-extent-practical.~~ Features such as building entrances and open parking shall be differentiated to the extent practical between residential and commercial uses on the same site. Adequate private and common open space generally in conformance with standards set forth in Chapter 17.49 herein shall be provided for all residences.

B. Side and Rear Yard Setbacks. The minimum side and rear yard setbacks shall be five feet. ~~and a solid five-foot fence, wall or other buffer shall be installed along rear and side property lines of any commercial or mixed development.~~ All setbacks shall be landscaped. ~~Required buffers shall be sized and situated so as to protect views from driveways for a distance of fifteen feet from the affected street side property line.~~ Larger setbacks may be required by the Planning Commission if deemed necessary to provide an adequate buffer between uses.

Needs to add provision for Res level on side street - Per R-11

C. Frontyard setbacks and landscaping. A minimum of five (5) feet of landscaped area shall be provided in front of any building or parking lot facing a public street. Where a developer elects Main Street realignment, the frontyard setback will be reduced accordingly and the developer shall be responsible for landscaping the realignment island.

10' on side street

D. Mature trees. Mature trees shall be shown on site plans submitted for a development, use, or building permit. Any mature tree, defined as having a trunk circumference of 17" measured 24" above grade shall be preserved unless preservation of the tree presents economic hardships to the owner of the property, safety problems, or is severely diseased. The burden of proof of economic hardship, safety, or disease shall be on the applicant at the time of application for a development, use, or building permit in the Specific Plan area. Removal of trees for economic hardship, safety, or disease shall be approved by the Planning Commission or Director of Community Development as appropriate at the time of permit approval.

E. Roofline variation and view corridors. The maximum height shall be generally two stories (above subterranean or semi-subterranean parking if provided) and not to exceed 25 feet; except that the Planning Commission may allow up to 30 feet to encourage roofline variations and sloping roof treatments provided that the additional height is necessary for such roof treatment and that corridors protecting significant views are provided. Furthermore, to prevent long, unvarying rooflines, the Planning Commission shall consider the following guideline when allowing a project to exceed the usual 25-foot limit:

Not more than one-third of the west elevation of the building roofline, and, if different, not more than one-third of the elevation of the longest building roofline shall exceed 25 feet in height. This standard is intended as a guideline, not a strict requirement, and the Planning Commission may vary from this guideline as deemed necessary and useful to meet the intent of this section.

Flat roofs shall be discouraged wherever possible. All applications for buildings with more than one story and/or with pole signs shall include a view analysis from the residential neighborhood to the east. To the extent practical, significant view opportunities shall be preserved and protected through the use of view corridors and air space easements.

Assessment of scenic values and preservation of scenic views shall be prepared and implemented according to the Visual Resources Policies of the Local Coastal Program, in particular, policies 12.01, 12.02, 12.05, 12.06, 12.08, and 12.09.

~~F. --- Compatibility with nearby residential areas. --- To the extent practical, potential conflicts with the adjacent residential areas shall be minimized, particularly with regard to, but not necessarily limited to, noise, glare, odors and setbacks.~~

~~G. --- Sign height and glare. --- Other sections of this Title notwithstanding, no pole sign shall exceed 15 feet in height and no illumination may be directed toward the adjacent properties. --- Signs and their glare shall be screened from the residences to the east and from adjacent properties.~~

~~H. --- Hours of operation. --- All deliveries shall be limited to hours of 7:00 a.m. to 10:00 p.m.~~

~~F. --- Main Street access driveways and parking lots. --- Curb cuts and driveways on Main Street shall be minimized and all open parking areas shall be screened from public view along Main Street behind buildings or landscaped setbacks.~~

F. Subterranean parking. Where feasible, subterranean or semi-subterranean parking shall be employed to provide more usable open space or landscaped areas.

G. Specific plan fee. Pursuant to the California Government Code, developers shall be assessed a fee reflecting a proportionate share of the cost of the preparation of this specific plan as a condition of approval.

17.71.045 Performance Standards. In addition to the findings required by Chapter 17.60, the Planning Commission must find that the following performance standards have been met before approving a Conditional Use Permit for any use in the North Main Street Specific Plan:

A. Compatibility with nearby residential areas. Potential conflicts with the adjacent residential areas shall be minimized, particularly with regard to, but not necessarily limited to noise, glare, odors, chemicals and screening.

- B. Noise. Any business operating with sustained or intermittent noise levels exceeding 70 Ldn as described by the Noise Element, (June 1976, Fig. 4, pg. 1.21) including, but not limited to wood or machine milling, air hammers, generators, or prolonged or excessive truck deliveries, will not be allowed.
- C. Hours of operation. All deliveries shall be limited to the hours between 7:00 a.m. and 10:00 p.m.
- D. Sign height and glare. Other sections of this Title notwithstanding, no pole sign shall exceed 15 feet in height and no illumination may be directed toward the adjacent properties. Signs and their glare shall be screened from the residences to the east and from adjacent properties.
- E. Odors. Any business involving the use or on-premise storage of products releasing noxious fumes or odors, including but not limited to tar, asphalt, oil emulsions, sulphur dioxide, chlorine, or animal and fish processing, will not be allowed.
- F. Chemicals. Any business involving the use or storage of noxious chemicals including but not limited to pesticides and herbicides other than those packaged for retail sales, or, large volumes of solvents or flammable liquids (excluding gas stations), will not be allowed.
- G. Screening. A solid ^{five-foot} fence, wall or other buffer shall be installed along rear and side property lines of any commercial or mixed development. Required buffers shall be sized and situated so as to protect views from driveways for a distance of fifteen feet from the affected street side property line.

6'-6"

17.71.050 Offsite Improvements. In approving any Conditional Use Permit the following will be required as conditions of approval:

- A. Curb, gutter, sidewalk, and street trees. In addition to any other improvements found necessary by the Planning Commission, all commercial and residential developments shall be required to install curb, gutter, ten-foot wide sidewalks and street trees pursuant to City standards and/or planted and maintained concrete planter boxes subject to any encroachment permit. The Planning Commission shall have the option of granting a sidewalk width of not less than 6 feet.
- B. Intersection improvement fees. As a condition of approval of any Conditional Use Permit, the developer shall pay a fee for signalization and related improvements at the intersection at Highway One, Highway 41 and Main Street as specified in the Specific Plan. Said fee shall be proportional to increased traffic generated by the subject

project at said intersection as estimated by a traffic engineer and subject to review and approval by the City Engineer. Said fee shall be placed in a special fund and used strictly for the planning, design or construction of improvements to that intersection.

- C. Landscaping improvement fees. Developers shall pay a fee for the purpose of implementing the landscaping proposals on Main Street and the Highway 41 entry corridors. Such monies shall be placed in a special fund to be used for this purpose. Said fee shall be equal to \$2.00 per linear foot of Main Street and/or Highway 41 frontage.
- D. Other improvements. Other improvements and/or easements related to streets, sewers, water lines, storm drainage, fire hydrants and any other on-or off-site facility deemed reasonably necessary to protect the public health, safety or welfare may be required by the Public Works Director or Planning Commission, as a condition of approval, to contribute in-kind or through fees to the mitigation of storm water drainage problems, as identified in the Storm Drain Master Plan, in proportion to the impacts created by the development.
- E. Deferments. Where the Planning Commission deems that deferring installation of needed public improvements will help increase the feasibility of a desirable project and will not pose any immediate or unreasonable threat to the public health, safety or welfare, such time deferments may be permitted subject to the posting of adequate bonding to insure the eventual installation of such improvements.

APPENDIX

**NORTH MAIN ST.
SPECIFIC PLAN**

**CITY OF MORRO BAY
MAY 1989**

USE	C-I-N	CUP	C-1	CUP	C-2	CUP	VSC	CUP	MCR	CUP
bars	•		•				•		•	ALL USES
beauty shops	•		•				•		•	
cafe	•		•				•		•	
cleaning agency excluding linen supply										
coffee shop	•		•				•		•	
dance studio			•				•		•	
delicatessen			•				•		•	
department store	•		•				•		•	
dry cleaner pick up station	•		•				•		•	
food service establishments	•		•				•		•	
health club			•				•		•	
hotel	•		•				•		•	
ice cream parlor	•		•				•		•	
laundry pick-up station	•		•				•		•	
motel	•		•				•		•	
newstand										
office: business and professional excluding banks and financial institutions	•		•		•		•		•	
photographic studios			•				•		•	
radio and TV repair			•				•		•	
restaurant (not drive-in or drive-through)			•				•		•	
sandwich shop	•		•				•		•	
shoe repair	•		•				•		•	
spa	•		•				•		•	
specialty boutiques										
taverns										
theaters										
travel agents										
8. Repair Services										
auto body and paint shops										
building and repair of boats not more than 65' in length										
fish processing excluding canning										
light fabrication										
9. residential										
apartment houses only when secondary to commercial uses on rear one-half of the property or second story										
single apartment unit or security quarters only when secondary to permitted commercial uses and on rear one-half of lot or upper story										
residence for security purposes										

NORTH MAN ST. SPECIFIC PLAN

USE	C-I-N	CUP	C-1	CUP	C-2	CUP	VSC	CUP	MCR	CUP
10. retail business establishments within a building conducting sales of the following or similar items: antiques apparel shop arts and artifact sales art dealers bakery outlet boat and marine supply flowers food furniture general merchandise gifts gifts and souvenirs hardware household appliances jewelry liquor store museums and galleries newspaper and print shop periodicals photo supplies R-V on-park stores (for sundries and RV related goods)	•		•				•		•	
11. retail sales and personal services not within a building food service such as drive-in or drive-through restaurant sandwich shop ice cream parlor service stations car wash fabrication of items sold on premises overnight R-V camping uses permitted without a use permit when carried on outside a building.	•		•				•		•	
12. uses clearly ancillary to primary uses										
13. video arcades										
										ALL USES

NORTH MAIN ST. SPECIFIC PLAN

Cost Analysis for Installation of the
Capital Improvement Proposals for Circulation

1.	Two-way Bicycle Lane:	
	Paint: 2300 l.f. x 2 x \$1.50	\$6,900
	Signs: 16 ea @ \$100	1,600
	Legends: 16 ea @ \$50	800
		<u>\$9,300</u>
2.	Sidewalk and drainage improvements at San Jacinto, Main and Alder:	\$20,000
3.	Stripe traffic lanes at San Jacinto, Main and Alder:	\$500
4.	Stop signs at Alder and San Jacinto:	
	Signs and Legend: 2 ea @ \$150	\$300
5.	Widen creek crossing at Island Street:	
	Engineering	\$ 5,000
	Construction	35,000
		<u>\$40,000</u>
6.	Street curve planter islands *	
	200 ft. A.C. curb @ \$2.50/l.f.	\$ 500
	excavation	400
	dispatch	1,200
	import	180
	landscape	555
	irrigation	4,085
		<u>\$6,920</u>
		per location

* some costs duplicated from landscape MIS.

Funding Options for Capital Improvements for Circulation

Funding for capital improvements can be derived from:

1. individual traffic generators i.e. new development fees and in-kind improvements;
2. from a group of property owners directly benefitting from the improvements i.e. an assessment district; or
3. from all users of a given area i.e. gas or sales tax.

Development Fees

As part of the development process for new projects, a fee will be charged to offset costs associated with improving the intersections at Highway 41 and San Jacinto. This fee will be proportional to a traffic engineer's estimate of increased traffic volume at these intersections generated by the project. Fees will also be charged at a rate of \$2.00 per linear foot of street frontage for off-site landscaping improvements on Main Street and the entry corridors.

Some of the improvements will be constructed as part of the CUP approval. All development in the plan area is subject to the requirement to install curb, gutter, sidewalk and drainage improvements as needed. This includes both commercial and residential development.

Tax

Two types of tax options are available to the City: sales tax and gas tax. Money collected from an increased sales tax would go to the general fund. Money collected as a result of a gas tax could be specifically earmarked for street improvements. Both options would require petitioning state agencies for the necessary permits to declare and collect the tax. A tax increase option would generate money proportionately to an increase in traffic volume and would offer a substantial funding opportunity for the City.

Assessments

An assessment district could be overlaid on the Specific Plan area, identifying the district boundaries and properties most likely to benefit from the improvements. However, a strong argument could be made that the benefits accrue to the whole City. In this scenario, the proposals of the plan area could be regarded as priority improvements for a City-wide assessment. A bond would be secured for improvements and paid off by the yearly assessment.

Maintenance Impact Statement for the
Landscape Proposals of the
North Main Street Specific Plan Area

I. INTRODUCTION

The Maintenance Impact Statement (MIS) analyzes the initial and maintenance costs associated with a particular project. Listed below are the landscape projects proposed by the Specific Plan, what it would cost to install the landscape improvements, and how much cost would be necessary to maintain the landscaped areas on a yearly basis.

II. DESCRIPTION OF LANDSCAPE PROJECTS

The following projects are shown on the Summary of Plan Proposals on page 1 and described in the text on the pages and figures indicated.

1. Stream Channel Planting:

Alva Paul Creek
Morro Creek

A. Native and/or drought tolerant trees, shrubs, and ground cover will be planted in the public right-of-way of Main Street for the purpose of establishing and maintaining a native environment and creating a point of visual interest for the neighborhood. (Reference: p. 38, #1).

B. Level of Service:

Dept. of Fish and Game permit approvals as appropriate
Initial planting and soil preparation
Irrigation truck for one season
Annual cleaning of drainage ways
Application of insecticide as needed
Annual fertilizing and replacement
Twice-monthly policing and cultivating

C. Estimated Initial Costs:

Alva Paul Creek	\$4.88/sq.ft.	at	400 sq.ft.	=	\$1,952
Morro Creek	"	"	400 sq.ft.	=	\$1,952
					<u>\$3,904</u>

D. Estimated Annual Maintenance Cost:

Personnel: Maintenance Worker II at \$6/month	
at \$17.88/hour	= 1,287
Supply: \$21/month	252
Services: \$1,050 for tree trimming	1,050
	<u>\$2,589</u>

2. Intersection Improvements at San Jacinto and Main Street

A. City and State right-of-way will be improved with sidewalk and drainage facilities. The open dirt areas adjacent to the sidewalk will be planted with trees, shrubs and ground cover. Suitable street furniture such as benches, litter cans, and planter boxes will also be installed. (Reference: p. 29, #4; Fig. 14, p. 35).

B. Level of Service:

State permit approvals as appropriate
Initial planting and soil preparation
Installation of irrigation system; possible interface with CalTrans system
Annual tree and shrub pruning
Monthly replacement, weeding, cultivating, fertilizing and irrigation check
Application of insecticide as needed
Weekly policing
Bi-weekly trash can emptying

C. Estimated Initial Cost:

\$4.88/sq.ft. at 1,500 sq.ft. = \$7,320

D. Estimated Annual Maintenance Cost:

Personnel: MWII at 20 hours/month	4,291
Supply: \$24/month	288
Services: \$575 for tree trimming	575
\$800 vandalism repair	800
	<u>\$5,954</u>

3. Street Curve Landscaping

A. Through a joint City and private developer effort, a slight curve in the street could be created by off-setting the sidewalk a few feet on the east side of Main Street when large lots are developed. The exposed area on the west side of the street would be planted with trees, shrubs, and ground cover, providing visual relief from the highway without interfering with site distance. (Reference: p. 38, #3; Fig. 16, p. 39).

B. Level of Service:

State permit approvals as appropriate
Installation of asphalt curb and street patch
Annual tree and shrub pruning
Monthly replacement, weeding, cultivating, fertilizing and irrigation check
Application of insecticide as needed
Weekly policing

C. Estimated Initial Cost:

Asphalt curb and street patch at \$15/lineal foot
at 185 ft. = \$2,775

D. Estimated Annual Maintenance Cost:

Personnel: MWII at 10 hours/month	2,146
Supply: \$21/month	252
Services: \$575 tree trimming	575
	<u>\$2,973</u>

4. Highway 41 Entry Corridor

A. The eastern entrance to the City on Highway 41 from the City limits to Main Street will be landscaped with drought tolerant trees and shrubs to create an entry corridor into the City, enhancing the view of the rock and welcome sign at Ironwood. (Reference: p. 38, #2; Fig. 18, p. 41).

B. Level of Service:

State permit approvals as appropriate
Initial irrigation installation
Initial planting of large trees and shrub groupings
Monthly irrigation check
Annual pruning
Application of insecticide as needed
Bi-annual fertilizing
Monthly policing cultivating and weeding

C. Estimated Initial Cost:

1,036 sq.ft. at \$4.88/sq.ft. = \$5,056

D. Estimated Annual Maintenance Cost:

Personnel: MWII at 34 hours/month	7,295
Supply: \$40/month	480
Services: \$2,300 tree trimming	2,300
	<u>\$10,075</u>

5. Intersection Improvements at Main Street and Highway 41

A. Landscaping at City right-of-way adjacent to proposed sidewalk improvements will be installed to compliment existing CalTrans planting and to provide visual definition of the intersection as a gateway to the City. (Reference: p. 29, #8; Fig. 15, p. 36).

B. Level of Service:

State permit approvals as appropriate
Initial planting and soil preparation
Installation of irrigation system; tie-in with CalTrans if possible
Annual tree and shrub pruning
Application of insecticide as needed
Monthly replacement, weeding, cultivating, fertilizing and irrigation check
Bi-weekly policing and trash can pick-up

C. Estimated Initial Cost:

\$4.88/sq.ft. at 2,300 sq.ft. = \$11,224.

D. Estimated Annual Cost:

Personnel: MWII at 68 hours/month	14,590
Supply: \$60/month	720
Service: \$575 tree trimming	575
	<u>\$15,885</u>

III. COST SUMMARY

<u>Project</u>	<u>Initial Cost</u>	<u>Annual Main. Cost</u>
1. Stream Channel Planting	\$3,904	\$2,589
2. San Jacinto Intersection	7,320	5,954
3. Street Curve	2,775	2,973
4. Highway 41 Entry Corridor	5,056	10,075
5. Highway 41 Intersection	11,224	15,885
	<u>\$30,279</u>	<u>\$22,259</u>

IV. FUNDING

As the City grows, an incremental increase in demand for right-of-way maintenance must be anticipated by the budget. Using this perspective, the plan proposes a detailed campaign for this inevitable increase in maintenance demand, and, requires a corresponding increase in general funds earmarked for right-of-way maintenance. Several funding sources can be identified to supplement this on-going budget expenditure.

Basically, funding can be supplemented by some kind of user fee, assessment district, grants, transfer of landscape requirements, private sector sponsorship, and low- or no-cost contract service.

1. In this application, user fees would be a charge based on new development. Developers would be charged a fee based on lineal feet of street frontage to be placed in a trust fund and eventually applied towards the plan improvements. This would be collected on a case-by-case basis until and if a Master Development Fee was instituted. The master fee would contain a portion for right-of-way improvements.
2. An assessment district could be overlaid on the Specific Plan area, identifying the district boundaries and properties most likely to benefit from the improvements. However, a strong argument could be made that the benefits accrue to the whole City. In this scenario, the proposals of the plan area could be regarded as priority improvements for a city-wide assessment. A bond would be secured for the improvements and paid off by the yearly assessment.
3. Given Morro Bay's prominence as a visitor-serving area and the obvious renewal possibilities of this transitional commercial district, it could be possible to solicit grant money from public or private sources such as C.D.B. grant, the Main Street Program, or Coastal Conservancy. The likelihood of grant money being earmarked for this purpose, or of Morro Bay qualifying, is problematic; however, with sufficient community and political support, this source could prove workable.
4. If a developer were able to choose the street curve option, the on-site landscaping requirements could be reduced in proportion to the amount of planting provided on Main Street. This would cover the initial planting costs but would not address maintenance costs.
5. Landscape improvements are a major contribution to any beautification program. They add visual interest, define neighborhoods, and enhance points of interest: these are basic elements of civic pride and revitalization. Such projects lend themselves to sponsorship by civic organizations or private donors. Local groups could be approached for their support of individual projects to cover initial planting costs.
6. The CMC prisoner work program offers a contract service that could be used for right-of-way maintenance. This would supplement existing park crews with low cost labor and would be a cost-saving measure, but would not be a source of funds. Also, the CA Conservation Corps is available at no

cost to do periodic maintenance work. An internship program through the CCC is also possible at a low cost to perform regular maintenance duties. This option may be the best option available to the City.