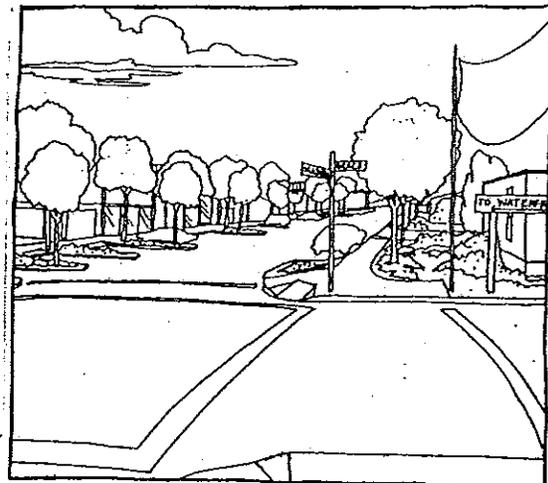
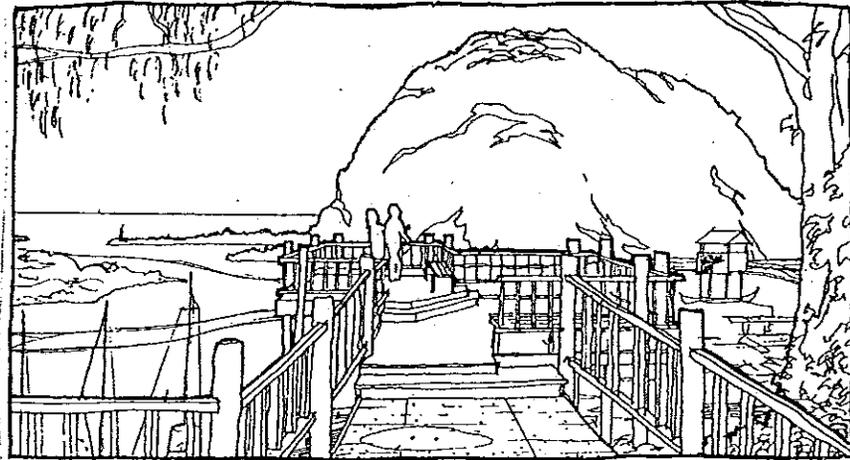
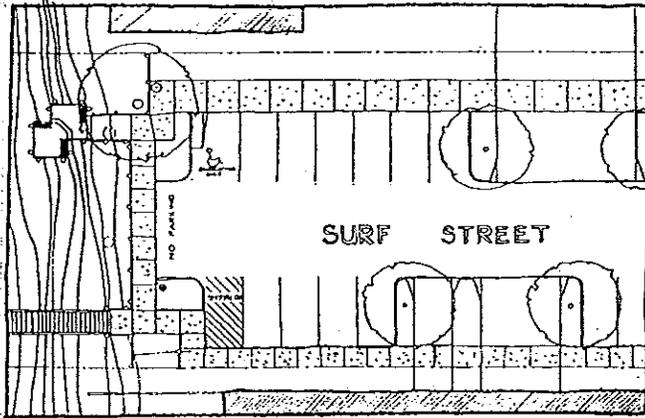


BEACH STREET AREA SPECIFIC PLAN

*Adopted
City Council
State Coastal
Comm.*



**CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
JUNE, 1986**

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City Council

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Rose Marie Sheetz, Mayor Pro-Term

Ray Kaltenback

Jim Miller

Bruce Risley

Planning Commission

Charles K. Reasor, Chairman

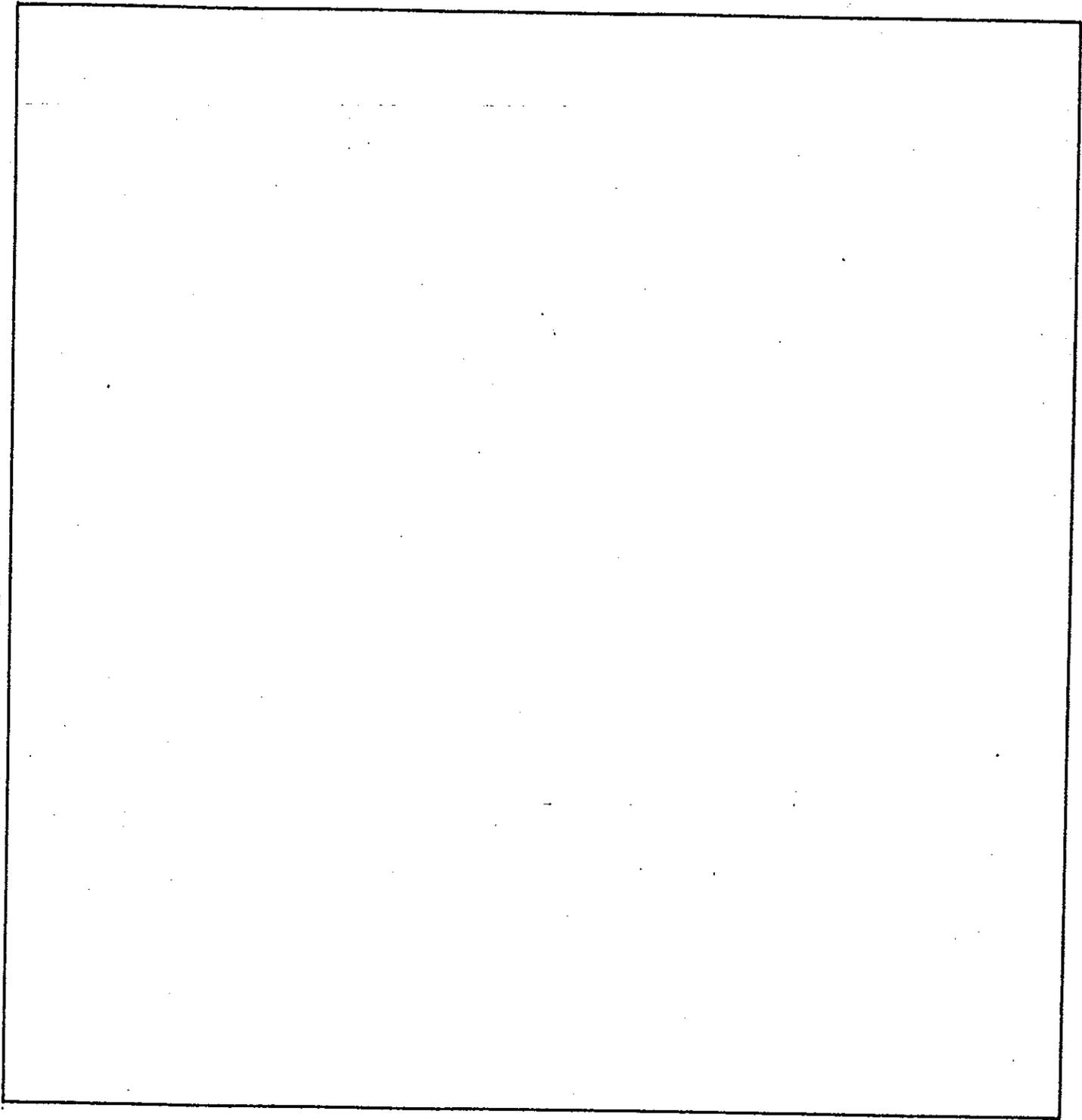
Vernon Richardson, Vice-Chairman

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BEACH STREET AREA SPECIFIC PLAN



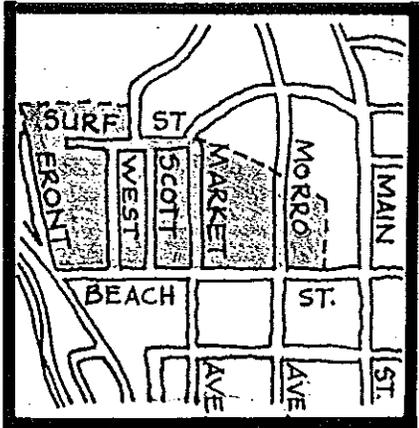
**CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
JUNE, 1986**

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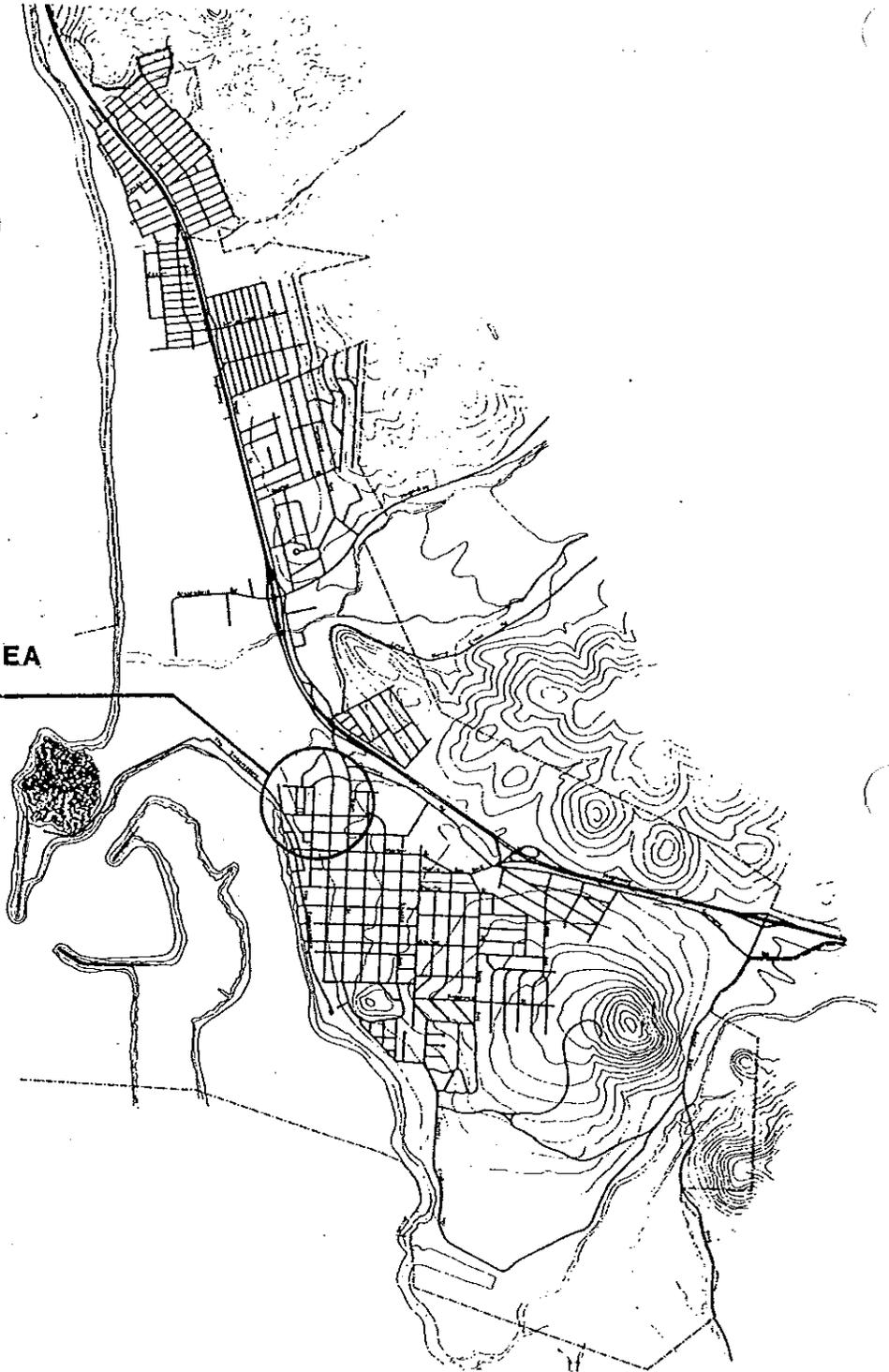
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SPECIFIC PLAN STUDY AREA



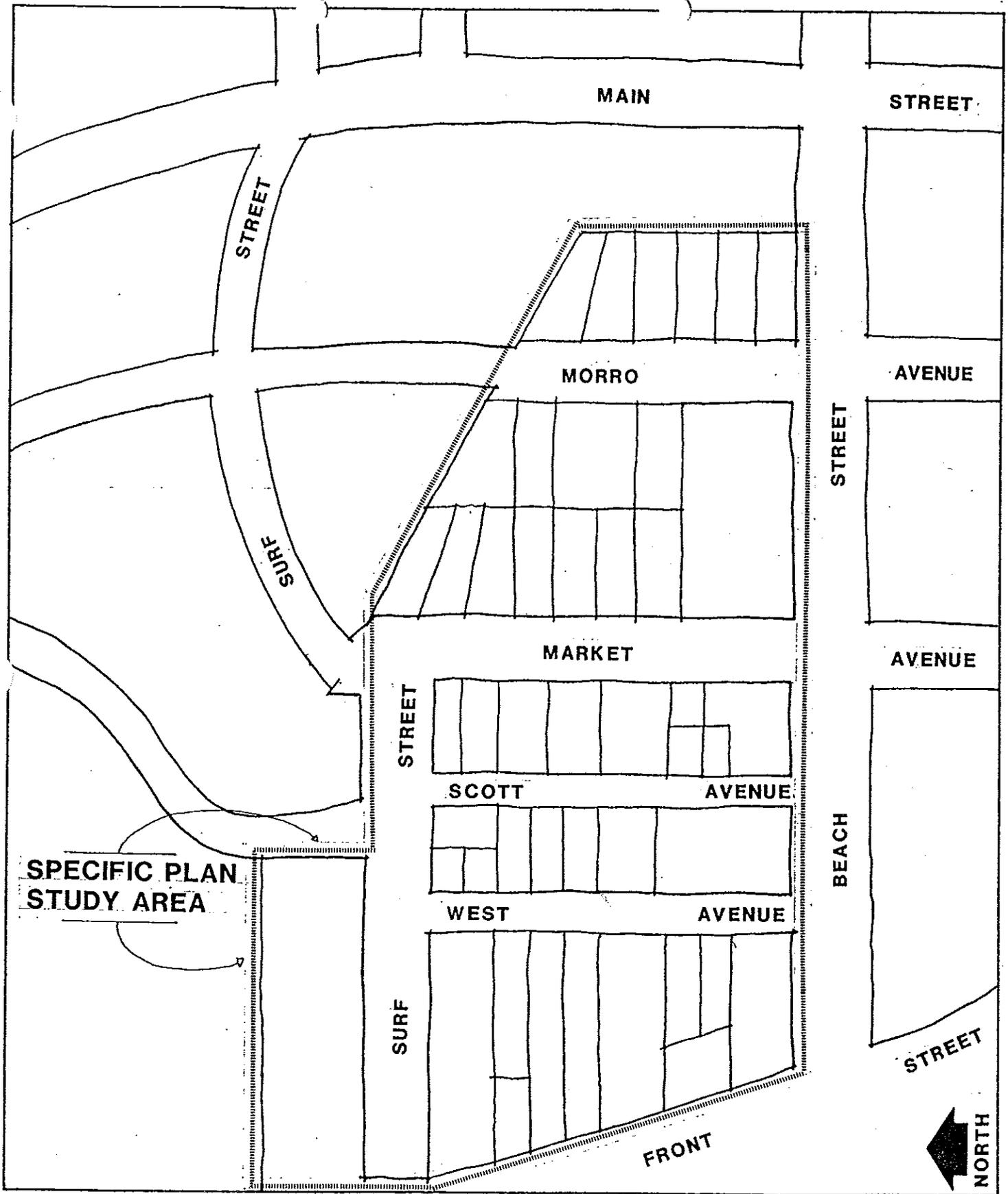
BEACH STREET AREA
SPECIFIC PLAN

VICINITY MAP



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 1



**BEACH STREET AREA
SPECIFIC PLAN**



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 2

INTRODUCTION/PURPOSE



I. Introduction

Specific plans are among the most powerful tools authorized by the California Government Code for implementing provisions of a city's General Plan. Specific plans are typically employed in areas of special concern, for example, where unusual mixes of uses exist or where there are special environmental, economic or social conditions which need to be addressed in the planning for future development. Frequently, conventional zoning does not adequately address land use concerns in these areas which present "exceptions to the rule." Specific plans allow for more detailed regulations than typical zoning districts and can cover a broader scope of issues. Furthermore, specific plans better coordinate the regulations governing private development with plans and ideas for public improvements. In combination, these can work to significantly shape the future of a neighborhood.

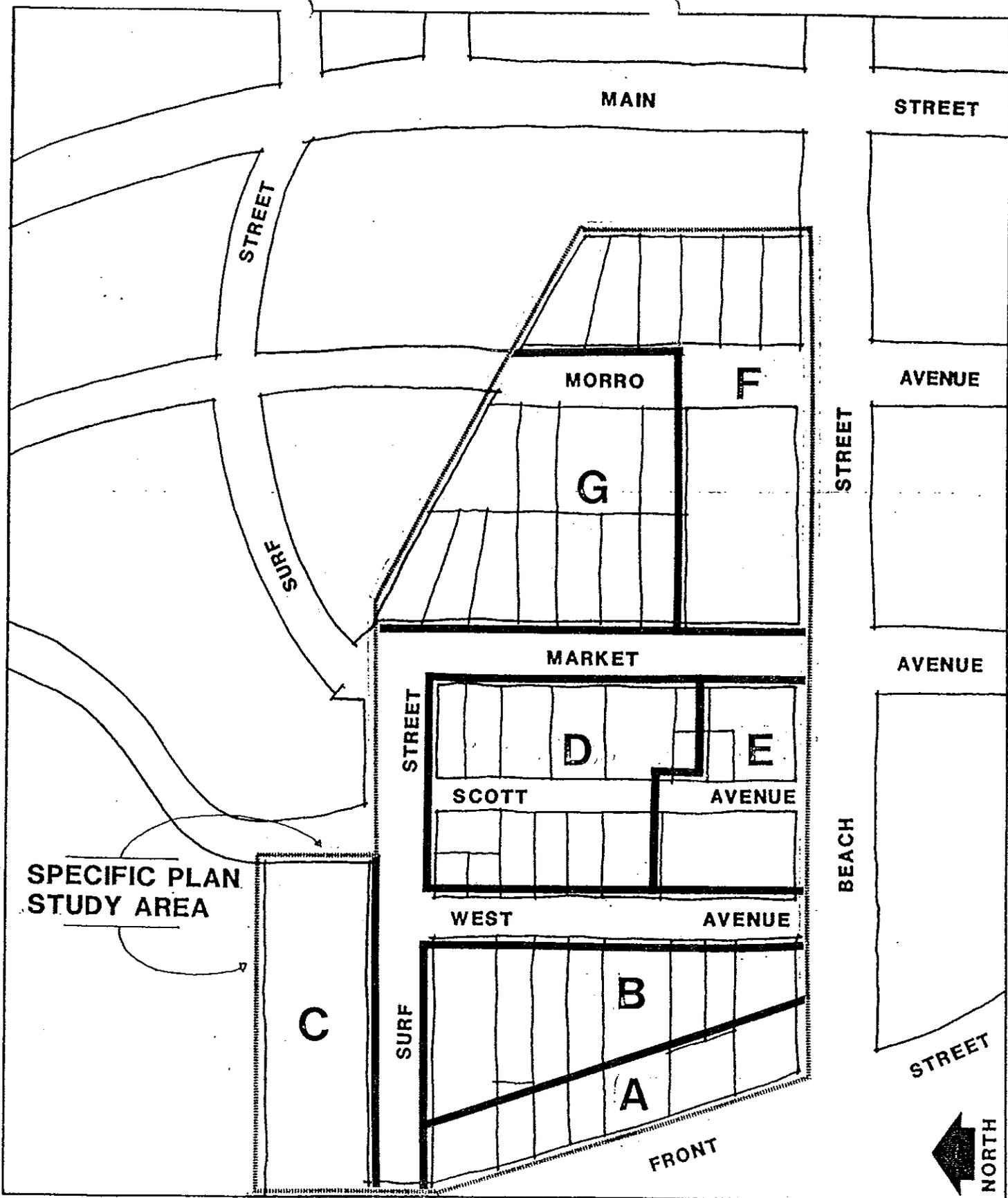
The area included in this specific plan is shown on Figure 2. The neighborhood is characterized by a diverse mix of uses: visitor-oriented commercial, service commercial uses such as marine repair establishments and a newspaper office, and residential uses ranging from expensive custom homes overlooking the waterfront to high density mobile home parks. Generally speaking, these uses are not found in such close proximity to one another and might be considered incompatible. However, in this area, the different uses have evolved together over a long period of time creating a surprisingly cohesive character. Preserving and enhancing this compatibility among what are generally thought of as incompatible activities suggested the use of a specific plan rather than simply employing conventional zoning.

Certain geographical and economic factors helped to shape the peculiar mix of uses in this area. Beach Street serves as a major entryway to the Embarcadero and the waterfront. It is one of the more heavily traveled tourist routes in the City. Not surprisingly, then, a number of visitor oriented uses have been developed on both sides of this street.

The blufftop properties are quite expensive, affording spectacular views of the bay and rock. The present day result is there are existing and proposed custom houses taking advantage of these rare view sites. Service commercial businesses, particularly those catering to water-oriented clientele, tended to gravitate to the sites back of the bluff. Marine-oriented retail, service and storage establishments as well as a small fish processing business are presently found on these properties, which are still proximate to the harbor yet less expensive than waterfront sites. Farther inland a less expensive residential neighborhood had developed which includes higher density mobile home parks. The overall result is the unusual mix of visitor-serving uses below the bluff, expensive homes being built on the bluff top across the street from heavy service commercial uses which are flanked by more visitor uses on Beach Street, and, a lower-cost residential neighborhood.

From 1982-84, a series of zone change requests for individual parcels or very small areas were received. In 1984, after another parcel-specific request was made, staff recommended and the Planning Commission agreed that rather than continued piece-meal changes to the zoning, a study of the entire area would be preferred, leading toward a coordinated approach to land use regulations in this part of the City. A specific plan was chosen as the best method for addressing the main issue areas which were identified: preserving and enhancing the existing mix of uses which evolved here; improving the street infrastructure; reducing potential conflicts among uses in future development; and, creating a more appealing visual environment. A public meeting/study session was held in September 1985 to discuss the planning approach and to solicit public input. A second study session was held in March 1986 after a draft plan was presented to the Commission.

The sentiment expressed at these sessions showed that the property-owners, businessmen and residents felt that the co-existence of diverse uses is more of an attribute than a detriment. There was concern expressed about the lack of adequate parking for customers and employees of the commercial establishments and how the lack of space for on-site parking has restricted their upgrading. Levels of noise, odor, light and glare, and truck traffic from the business were identified as acceptable, however some more specific guidelines would help protect the residential areas from nuisances and also the businesses from unreasonable complaints and restrictions. The low-income housing provided by the mobile home parks was considered an attribute which needs protection. Also discussed



**BEACH STREET AREA
SPECIFIC PLAN**

SUB-AREAS



was the desirability of a public view deck as an alternative to lateral blufftop accessway.

Based on this input from the public hearings and study sessions, the following goals for the Specific Plan were developed:

1. designate base zones which protect the existing unique mix of land uses;
2. promote the marine support services presently operating in this area;
3. help accomodate the parking needs of the commercial establishments and the Veteran's Hall by the use of excess right-of-way;
4. protect low income housing offered by the mobile home parks;
5. support City policies relating to blufftop access and view corridors; and,
6. create an aesthetically pleasing experience for area residents and travelers entering the Embarcadero.

These goals have been translated into land use regulations and public improvement plans which are presented in the later sections.

The Specific Plan divides the neighborhood into sub-areas labeled A-G shown on the next page as Figure 3. Each area is described briefly on the following pages.

AREA A: This area is bounded by Front, Beach, and the bluff. Visitor-serving uses predominate. The focus here is to ensure that the uses at the toe of the bluff do not interfere with the residential uses on the blufftop. The proposed regulations address height limitations of buildings in Area A to protect the views from the top of the bluff. Also, there is a requirement for a Conditional Use Permit for any new development so that potentially conflicting uses can be either avoided or carefully monitored. As an additional measure to protect the public view opportunities, a public view deck is planned to be constructed at the end of Surf Street. See Figures 11 and 12. The view deck is offered as an alternative to a lateral public accessway along the blufftop itself crossing the various private properties.

AREA B: This area is directly east of Area A and comprises the lots on West which lie along the blufftop. These lots are presently residential or undeveloped, with one retail building on the corner of Beach and West. The proposed base zone would be R-2 helping to preserve the residential character.

A Conditional Use Permit would be required for any new development allowed under the R-2 zone; the minimum frontyard setback is reduced from 20 to 15 feet to help accommodate bluff setbacks in the rear.

AREA C: The predominant use in this area is the Veteran's Memorial Building. The one other parcel is residential. The plan proposes an R-2 base zone but also acknowledges the Veteran's Hall by allowing public meeting halls.

AREA D: This area is bounded by Surf, Market, and Scott. Most of the marine-related and service commercial businesses are located in this area, as well as a few homes, the newspaper office, and a restaurant. The plan designates the base zone as C-2 and contains regulations for this area designed to buffer the neighboring residential areas from the commercial uses. A conditional use permit is required for any future C-2 use to help regulate offensive odors, screen outdoor storage and waste containers, avoid excessive glare, and direct oil, grease, and waste products away from the storm drain system. The plan requires a minimum lot size for new fish processing plants because of the number of employees and truck traffic these uses typically generate. For new uses or expansion to existing uses, the plan creates an option whereby the payment of a parking fee may be approved in lieu of providing the required on-site parking. The plan recognizes the existing visitor-serving commercial use as conforming, provided a conditional use permit is granted.

AREA E: This area is comprised of lots on Beach, bounded by Market and West. Existing uses are a motel and a small visitor-oriented shopping center. The base zone is VS-C, acknowledging the tourist-oriented corridor that has developed along Beach Street to the Embarcadero. The plan lists special findings for approving a Conditional Use Permit which are designed to protect

the neighboring properties from noise, odors, or visual impacts that may be offensive. The in-lieu fee for off-site parking and street improvements is also offered as an option for new uses or expansion of existing uses.

AREA F: This area is residential, consisting primarily of single family homes and two mobile home parks. The existing mobile home parks are given conforming status under the R-2 base zone, provided a conditional use permit is granted which limits increases to the present density and requires some kind of perimeter treatment to create an attractive streetscape and increase tenant privacy. The plan also allows travel trailer parks for short term tenancy, again with a conditional use permit.

AREA G: This area is bounded by Area F, Morro and Market, and is residential. The plan re-establishes the existing R-2 base zoning.

LAND USE REGULATIONS



II. Land Use Regulations

This chapter officially sets forth the regulations applicable to the specific plan area. The regulations comprise Chapter 17.70 of the Municipal Code. The purpose, rationale, and objectives of the plan and the zoning regulations are incorporated into the Code in their entirety.

CHAPTER 17.70

BEACH STREET AREA SPECIFIC PLAN

Sections:

17.70.010	Beach Street Area Specific Plan adopted
17.70.020	Base zoning district
17.70.030	PD suffix zone
17.70.040	Additional regulations
17.70.050	Area "A"
17.70.060	Area "B"
17.70.070	Area "C"
17.70.080	Area "D"
17.70.090	Area "E"
17.70.100	Area "F"
17.70.110	Bluff development standards
17.70.120	Offsite improvements required

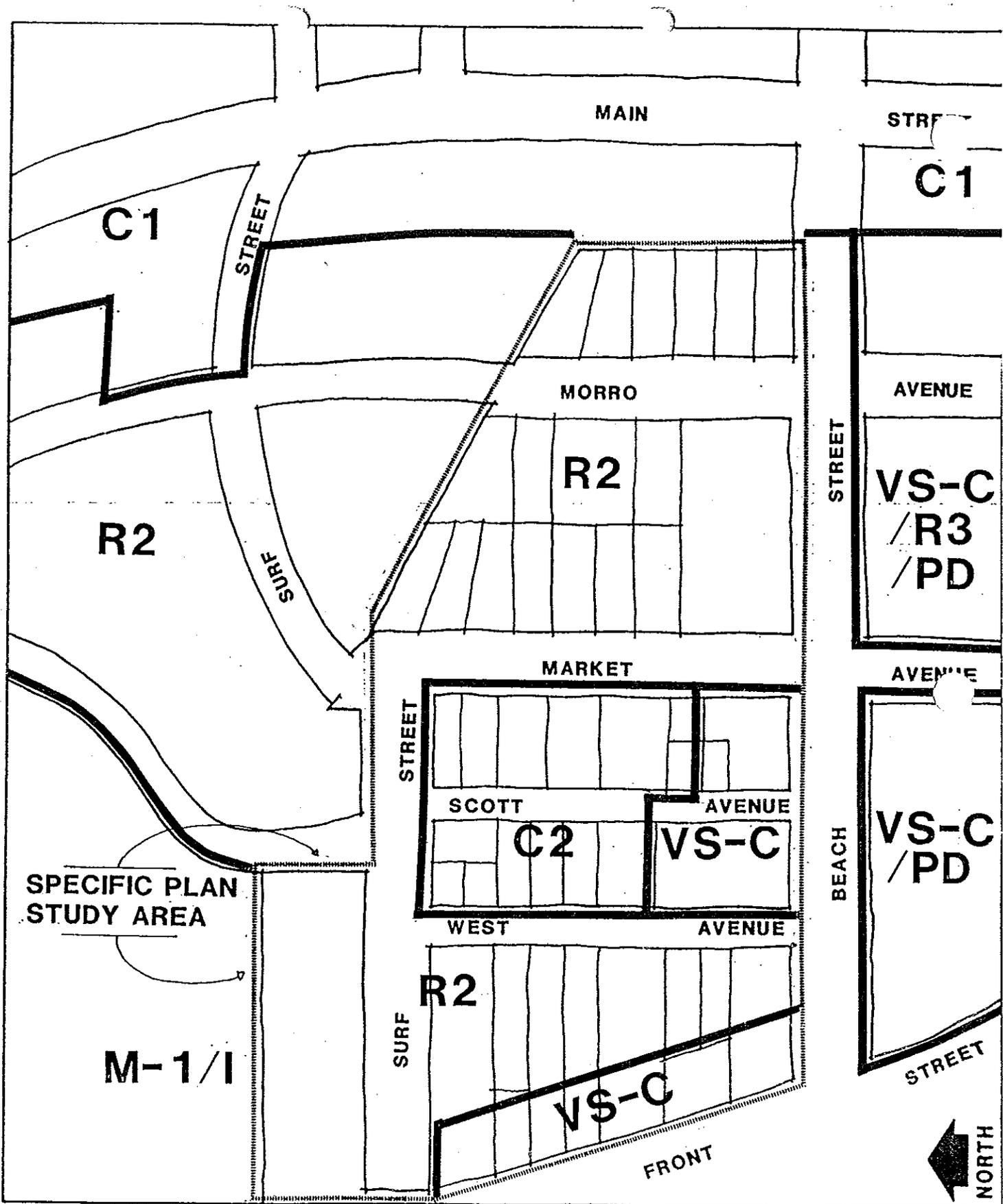
17.70.010 Beach Street Area Specific Plan adopted. The zoning regulations and standards for that part of the City of Morro Bay illustrated in Figure 2 shall be the "Beach Street Area Specific Plan" which is established therefore and which provides for regulated development in accordance with the purpose, rationale and objectives set out therein; said specific plan is hereby incorporated herein by this reference in its entirety.

17.70.020 Base Zoning Districts. The following shall constitute the base zoning districts for each of the areas of the Beach Street Area Specific Plan, as shown on Figure 4, herein:

- Area A: VS-C, as contained in Section 17.32.070
- Area B: R-2, as contained in Section 17.32.040
- Area C: R-2, as contained in Section 17.32.040
- Area D: C-2, as contained in Section 17.32.100
- Area E: VS-C, as contained in Section 17.32.070
- Area F: R-2, as contained in Section 17.32.040
- Area G: R-2, as contained in Section 17.32.040

Uses may be permitted in accordance with the standards prescribed in the aforementioned base zones, provided however that they also meet all other applicable regulations of the Beach Street Area Specific Plan and Title 17.

17.70.030 PD suffix zone. A "PD" suffix, as contained in Chapter 17.36, is hereby applied to all land within the Beach Street Area Specific Plan boundaries. All new uses and development shall be reviewed in accordance with the procedures contained in said chapter and may be approved only if all required findings are made in accordance with said chapter.



**BEACH STREET AREA
SPECIFIC PLAN**

BASE ZONES



**CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT**

FIGURE NO. 4

17.70.040 Additional regulations. The sections below prescribe additional regulations which shall be applied to particular subareas within the Beach Street Area Specific Plan boundaries as illustrated on Figure 3. Any new development or use shall comply with the additional regulations applied to the subarea in which it is found, as well as to the requirements of the applicable base zone and PD suffix. In instances where the particular regulations in these sections conflict with those of the base zone, the particular regulations for the subarea shall apply.

17.70.050 Area "A". In addition to those of the base zone and the PD suffix, the following development regulations and standards shall apply to the portion of the Beach Street Area Specific Plan labeled "Area A" on Figure 3, herein:

- A. Height limit. No portion of any building shall exceed the height of the "bluff top", as defined in Chapter 17.45, except for view platforms; provided, however, that developments which include coordinated structures or other elements above and below the bluff may be permitted to be built on the bluff face in accordance with the provisions of Chapter 17.45.
- B. Public view access.
 1. For new development or additions of 10 percent or greater to the floor area of existing buildings, a fee of two (2) dollars per linear foot of property fronting along the toe of the bluff or \$100.00 whichever is greater, shall be paid to the City for the purpose of designing, constructing and/or maintaining a public view deck to be constructed on Surf Street or such other location deemed appropriate by the City.
 2. The fee is charged in lieu of requiring an offer of dedication for a public accessway along the bluff. Unless an offer of dedication is required for every blufftop property, the opportunity for a coordinated accessway is lost; therefore, in lieu of such a requirement for an offer of dedication on all blufftop properties, all such properties shall pay the fee at the time of new development or redevelopment as a contribution toward the construction of the single public view deck.
 3. Said fee shall be either placed in a special fund used exclusively for the design, construction, repair or maintenance of facilities contained in the approved parking plan or may be paid to the general fund as reimbursement for previously incurred costs for the design, construction, repair or maintenance of said facilities.

C. Light and glare.

1. Prior to the installation of any new outdoor light, or as part of the materials submitted with the application for a conditional use permit if part of a larger project, applicant shall submit to the Community Development Director an exterior lighting plan showing type, intensity, location and color of all lights. If deemed useful or necessary, the Director may also require an analysis of sight lines from the blufftop to help ascertain if the lights will be visible from the residential area above the bluff. To the maximum extent feasible, night time light and glare shall not affect the residential area on the blufftop, and the Director in cases of administrative approvals and the Planning Commission in other cases may place such conditions on the approval as deemed useful or necessary to ensure that this requirement is met.
2. No lighted sign shall be permitted which is visible from the blufftop; prior to installation of any lighted sign the applicant shall submit a sight line analysis to ensure that the sign meets this standard. The Director may waive the requirement for a sight line analysis if it is clear that the sign is not visible from the blufftop.

- D. Rooftop view decks. Any use of a rooftop for decks for viewing or similar uses may be permitted but subject to the approval of a conditional use permit; in approving a permit for such a use, the Planning Commission shall find that by its location, screening, hours of operation or other features, the use will not significantly, adversely affect residences on the blufftop, especially during night time hours.

17.70.060 Area "B". In addition to those of the base zone and the PD suffix, the following development regulations and standards shall apply to the portion of the Beach Street Area Specific Plan labeled "Area B" on Figure 3, herein.

- A. Frontyard setbacks. Section 17.32.040(H) notwithstanding, the minimum frontyard setback on West Avenue shall be fifteen (15) feet.
- B. Public view access.
 1. For new development or additions of 10 percent or greater to the floor area of existing buildings, a fee of two (2) dollars per linear foot of property fronting along the top of the bluff or \$100.00 whichever is greater, shall be paid to the City

for the purpose of designing, constructing and/or maintaining a public view deck to be constructed on Surf Street or such other location deemed appropriate by the City.

2. The fee is charged in lieu of requiring an offer of dedication for a public accessway along the bluff. Unless an offer of dedication is required for every blufftop property, the opportunity for a coordinated accessway is lost; therefore, in lieu of such a requirement for an offer of dedication on all blufftop properties, all such properties shall pay the fee at the time of new development or redevelopment as a contribution toward the construction of the single public view deck.
3. Said fee shall be either placed in a special fund used exclusively for the design, construction, repair or maintenance of facilities contained in the approved parking plan or may be paid to the general fund as reimbursement for previously incurred costs for the design, construction, repair or maintenance of said facilities.

17.70.070 Area "C". In addition to those of the base zone and the PD suffix the following development regulations and standards shall apply to the portion of the Beach Street Area Specific Plan labeled "Area C" on Figure 3, herein:

- A. Land Uses. In addition to the uses permitted in the R-2 base zone, public meeting halls may be permitted, subject to obtaining a conditional use permit pursuant to the procedures and findings contained herein and as contained in Chapters 17.36 and 17.60. Any addition, exterior modification or demolition of the existing Veteran's Memorial Building may be permitted only upon approval of a conditional use permit.

17.70.080 Area "D". The following development regulations and standards shall apply to the portion of the Beach Street Area Specific Plan labeled "Area D" on Figure 3, herein:

- A. Land Uses. In addition to the uses permitted in the C-2 base zone, all land uses permitted or conditionally permitted in the VS-C zoning district, as listed in Section 17.32.070(B), may be permitted subject to the following:
 1. Said use existed at the time of the adoption of the Beach Street Area Specific Plan; and
 2. A conditional use permit has been approved for said use pursuant to the procedures and findings contained herein and as contained in Chapters 17.36 and 17.60.

- B. Special findings for approving a Conditional Use Permit. In addition to the findings required in Chapters 17.36, 17.60 or any other applicable section of this title, the Planning Commission shall make the following special findings before approving a conditional use permit in this Area D:
1. That no offensive odors will result from the proposed use; and, explicitly, that for any fish processing facility, all waste from cleaning, cutting or any other form of seafood preparation shall be stored in refrigerated enclosures;
 2. That all outdoor storage yards, and dumpsters or waste containers, shall be screened, landscaped and maintained in an attractive manner;
 3. That the proposed use will not result in excessive or unreasonable light or glare on adjacent residential or visitor-serving uses;
 4. That adequate facilities shall be installed and maintained to collect oils, grease or other waste products from entering the storm drainage system; such facilities shall be incorporated into uses, including but not limited to, repair and service yards.
- C. Signs. Other provisions of this title notwithstanding, pole signs as defined in Chapter 17.68 are strictly prohibited.
- D. Minimum lot size for fish processing plants. Because of the need for truck parking, loading and unloading areas, no new fish processing facility may be located on any lot less than 6,500 square feet in size.
- E. Parking. New uses or expansions to existing uses shall provide parking spaces pursuant to the requirements of Chapter 17.44, provided, however that the Planning Commission may approve payment of a parking fee in lieu of providing all or some of the required parking spaces on site, subject to the following:
1. Said fee shall be set by the Planning Commission as a condition of approval and shall be reasonably commensurate with the expected cost of providing an equal number of offsite parking spaces in accordance with the parking plan contained in the Beach Street Area Specific Plan. In calculating the appropriate fee, the Planning Commission shall consider the costs of curbs, gutters, paving, striping, landscaping, irrigation and drainage, but not including sidewalks or lighting.

2. Said fee shall be either placed in a special fund used exclusively for the design, construction, repair or maintenance of the facilities contained in the approved parking plan or may be paid to the general fund as reimbursement for previously incurred costs for the design, construction, repair or maintenance of said facilities.

17.70.090 Area "E". In addition to those in the VS-C base zone and the PD suffix the following development regulations and standards shall apply to the portion of the Beach Street Specific Plan labeled "Area E" on Figure 3 herein.

- A. Special findings for approving a Conditional Use Permit. In addition to the findings required in Chapters 17.36, 17.60 or any other applicable section of this title, the Planning Commission shall make the following special findings before approving a conditional use permit in Area E:

1. That potential conflicts with nearby service commercial or residential uses are minimized to the maximum extent feasible; in addition to any other conditions deemed necessary or reasonable by the Planning Commission, the proposal shall incorporate the following features:

- a) All parking areas shall be landscaped.
- b) Principal building entryways, signs and any noise generating activities shall be oriented toward Beach Street and away from any service commercial or residential areas.
- c) Activities which may be sensitive to impacts from service commercial uses, whether noise, odor or visual, shall be adequately buffered or protected from same; the responsibility for designing and maintaining an acceptable visitor environment in this area lies primarily with the developer and operator of the visitor use, not with the residences or service commercial activities nearby.
- d) All dumpsters or trash receptacles shall be screened and landscaped and shall be placed so as not to impact nearby residential areas.

- B. Parking. New uses or expansions to existing uses shall provide parking spaces pursuant to the requirements of Chapter 17.44, provided, however that the Planning Commission may approve payment of a parking fee in lieu of providing all or some of the required parking spaces on site, subject to the following:

1. Said fee shall be set by the Planning Commission as a condition of approval and shall be reasonably commensurate with the expected cost of providing an equal number of offsite parking spaces in accordance with the parking plan contained in the Beach Street Area Specific Plan. In calculating the appropriate fee, the Planning Commission shall consider the costs of curbs, gutters, paving, striping, landscaping, irrigation and drainage, but not including sidewalks or lighting.
2. Said fee shall be either placed in a special fund used exclusively for the design, construction, repair or maintenance of the facilities contained in the approved parking plan or may be paid to the general fund as reimbursement for previously incurred costs for the design, construction, repair or maintenance of said facilities.

17.70.100 Area "F". In addition to those of the R-2 base zone and the PD suffix the following development regulations and standards shall apply to the portion of the Beach Street Area Specific Plan labeled "Area F" on Figure 3 herein:

A. Land Uses.

1. Section 17.32.040(G) notwithstanding, mobile home parks of a density greater than that usually permitted in the R-2 zone may be allowed, subject to the following:
 - a. The mobilehome park existed at the time of the adoption of the Beach Street Area Specific Plan and its density does not exceed that at the time of the adoption of said specific plan; and
 - b. A conditional use permit has been approved for said use pursuant to the procedures and findings contained herein and as contained in Chapters 17.36 and 17.60.
2. Travel trailer parks for short-term occupancy may be permitted subject to the following:
 - a. The travel trailer park existed at the time of the adoption of the Beach Street Area Specific Plan; and
 - b. A conditional use permit has been approved for said use pursuant to the procedures and findings contained herein and as contained in Chapters 17.36 and 17.60.

- B. Special findings for approving a Conditional Use Permit. In approving a conditional use permit for a mobilehome park or travel trailer park, the Planning Commission must find that the proposal incorporates a perimeter treatment which not only creates an attractive streetscape appearance but also affords increased privacy to the tenants. Such perimeter treatment may include such features as setbacks, fencing or landscaping.

17.70.110 Bluff development standards. All development proposed below, on the face of or on top of the bluff shall be subject to all the requirements of Chapter 17.45.

17.70.120 Offsite improvements required. All development requiring a conditional use permit shall be required as a condition of approval to install or, if necessary, to upgrade the curb, gutter, sidewalk, street trees, pave-out, and handicap ramps in accordance with City standards and the improvement plan illustrated in Figures 7 and 8 for the full length of the street frontage(s) of the subject property. The Planning Commission may defer the installation of said improvements if deemed necessary to make the project economically feasible or to better coordinate construction with other planned improvements, provided a bond or similar security for the estimated cost of the installation of the improvements, including an inflation factor, is provided to the City and approved by the City Engineer.

PUBLIC IMPROVEMENTS



III. Public Improvements

A. Introduction.

This chapter of the specific plan describes the existing public improvements in the plan area related to drainage and streets, including parking, streetscape amenities, and blufftop access; and, analyzes the adequacy of these public improvements. The analysis shows a lack of standard street improvements, inadequate parking, despite underutilization of right-of-ways and the absence of bluff top access. As solutions to the problem areas identified by the analysis, the plan prescribes standardized street improvements, provides for increased on-street parking through new parking layouts for the wider streets, and recommends a public view deck.

The costs of the improvements have been estimated for each aspect of the specific plan and are listed in the Appendix, pages 39-42. The improvements are arranged in "phases", giving a recommended priority for implementation. Each phase, however, is actually independent of the others, so they can generally be implemented in any order deemed feasible or convenient.

The last part of this chapter discusses funding alternatives available for each phase of the plan improvements. The funding options include contributions either from public funds or private development or some combination of both. Creation of an assessment district, in-lieu fees charged on a formula basis for new development and/or use of the general fund, are discussed as alternatives. (See Section E, page 32).

B. Streets.

Existing Conditions and Traffic Patterns. Figure 5 illustrates existing public improvements in the plan area. The following briefly discusses the present street system in this part of the City.

Surf and Market: These streets are paved out to 80 feet with continuous curb and gutter except for a one block section on Surf. Market has no sidewalk on the east side, which is a residential area but has a sidewalk on the west side along the mostly commercial frontage. The north side of Surf fronting the Veteran's Hall is also improved with sidewalks.

Surf and Market both serve commercial, residential, and institutional uses in the neighborhood. They are not principal thoroughfares, however, although traveling from Surf to Market does provide a connection between Main Street and Beach (and the Embarcadero) which avoids the 4-way stop at Beach and Main. Basically, Surf and Market serve mostly local traffic to and from Main and Beach Streets.

Scott and West: These two streets have a 40-foot wide right-of-way with 24 feet of asphalt paving for two 12-foot opposing traffic lanes without curb, gutter or sidewalk. Traffic on these streets is light, mostly for residents, employees and customers, and for deliveries to the service commercial businesses located there.

Beach: Beach Street is paved-out 80 feet to continuous curb, gutter and sidewalk except for one block (north side between Market and Morro) which has no sidewalk. Beach is a major thoroughfare providing the most heavily traveled accessway to the Embarcadero and Coleman Park. Traffic patterns consist mostly of tourist use and commercial access.

Issue Areas. **Surf and Market:** The high turnover of customers on Market creates a demand for parking that sometimes exceeds the number of spaces provided. Compounding this situation is the fact that the commercial businesses are often on small lots or the buildings cover most of the lot area without providing adequate on-site parking, so employees and customers in this area frequently must park on the street. In addition, parking for the Veteran's Hall spills over to the on-street spaces, especially on Surf, during various events.

The lack of on-site parking stems from the fact that the various commercial operations located in the plan area were in existence before the present day parking standards were instituted. Consequently, these businesses do not typically provide the on-site parking spaces which would now be required. The inability to meet present code requirements for on-site parking also restricts the ability of these businesses to expand. The plan helps provide a solution to the lack of parking, thereby

support the services supplied by these businesses, by supplementing the on-site parking with additional parking spaces on Market and Surf. (See Figure 6). The right-of-ways of Market and Surf are quite wide and underutilized considering the minimal through traffic; the streets would be more efficiently used by increasing the parking capacity.

The customer traffic attracted to the marine services, retail businesses, and the Veteran's Hall creates a situation much like a parking lot. Drivers enter Beach and Surf generally with the intention of traveling one or two blocks and parking their car, usually for less than an hour. By striping and landscaping, Market and Surf could be made to function like parking lots. Analysis showed that 90-degree parking stalls would provide the largest number of spaces as shown on Figure 6. Furthermore, a parking lot appearance could be created by installing landscaped neck-downs and planters alongside 90 degree parking spaces which would encourage slower speeds and more caution from drivers for cars backing out of spaces. To increase the safety margin and visibility for drivers backing out, spaces will be oversized to 10 feet wide.

Scott and West: These streets are not improved to City Standards. The right-of-way on both these streets is poorly defined which contributes to haphazard parking patterns and use of the right-of-way for storage and trash containers. The unstructured parking pattern leaves little of the right-of-way open for pedestrian access.

Beach: Parking along Beach is adequate since most of the businesses and homes fronting Beach have the required on-site parking. There does not exist a continuous sidewalk along this corridor to accomodate pedestrian traffic to the Embarcadero from the plan area.

Proposed Improvements. The plan includes the following improvements:

Surf and Market:

1. Retain two 12-foot traffic lanes.
2. Stripe 90 degree parking spaces 10-foot wide, 18-foot deep with a 2-foot overhang on the west side of Market and both sides of Surf.
3. Retain parallel parking on east side of Market.
4. Require pave-out to curb, gutter and sidewalk with street trees for all new development.
5. Install neck-downs and other landscape planters to create a parking lot appearance to help slow down traffic. (See Figures 7, 8 and 9.)

Scott and West:

1. Retain two-way traffic lanes 12-foot wide.,
2. Stripe parallel parking on the east side of West and the west side of Scott.
3. Require 40-foot pave-out to curb and gutter with 4-foot sidewalks. (See Figures 7 and 9.)

Beach:

1. Require sidewalks with street trees to complete the existing pattern. (See Figure 8).

PARKING CALCULATIONS

EXISTING PARKING

PROPOSED PARKING

MARKET AVENUE

West	14	26
East	15	15
Total	<u>29</u>	<u>41</u>
Net		+12

SURF STREET

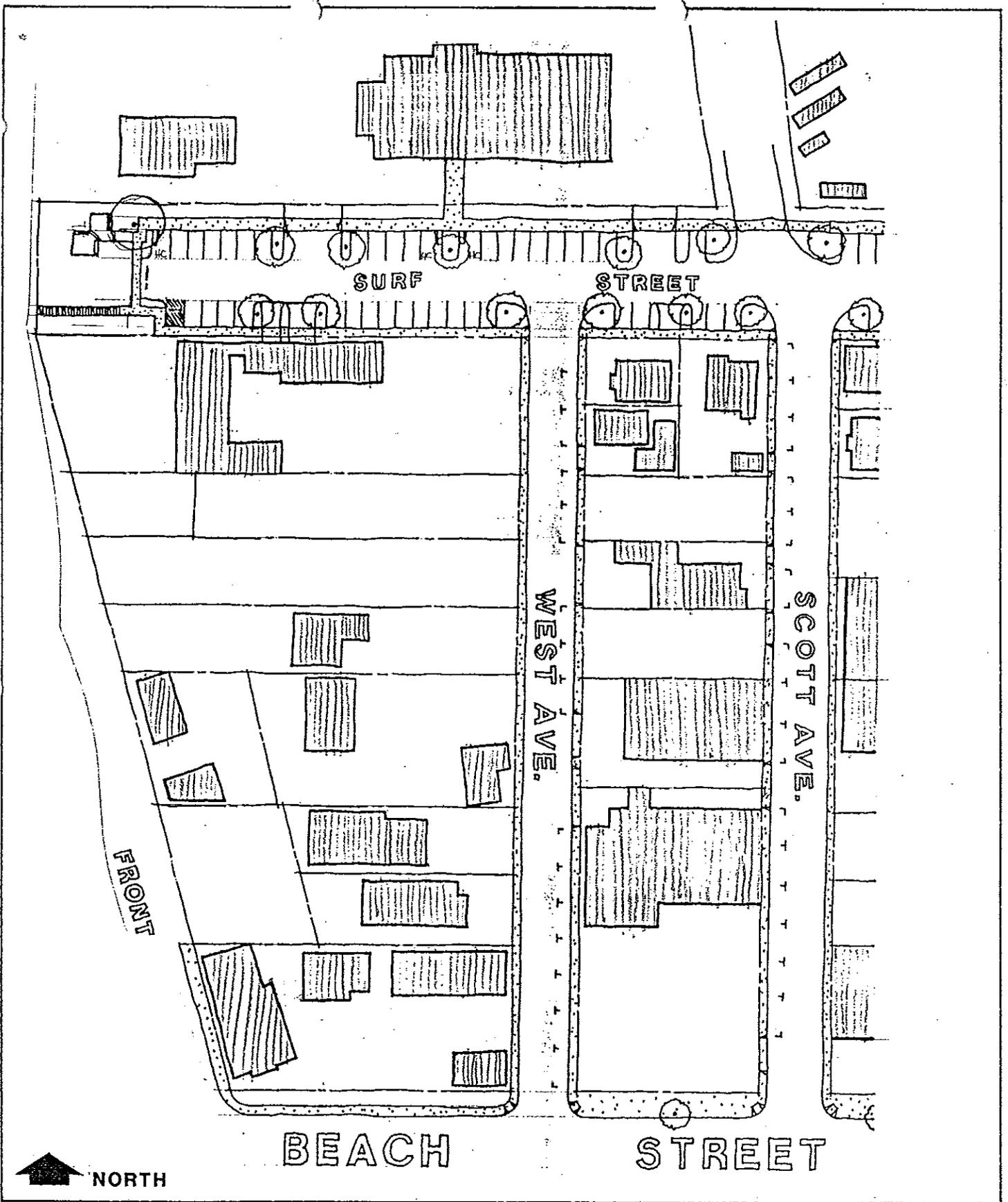
North.	25	29
South	13	24
Total	<u>38</u>	<u>53</u>
Net		+15

**BEACH STREET AREA
SPECIFIC PLAN**

PARKING CALCULATIONS



**CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT**



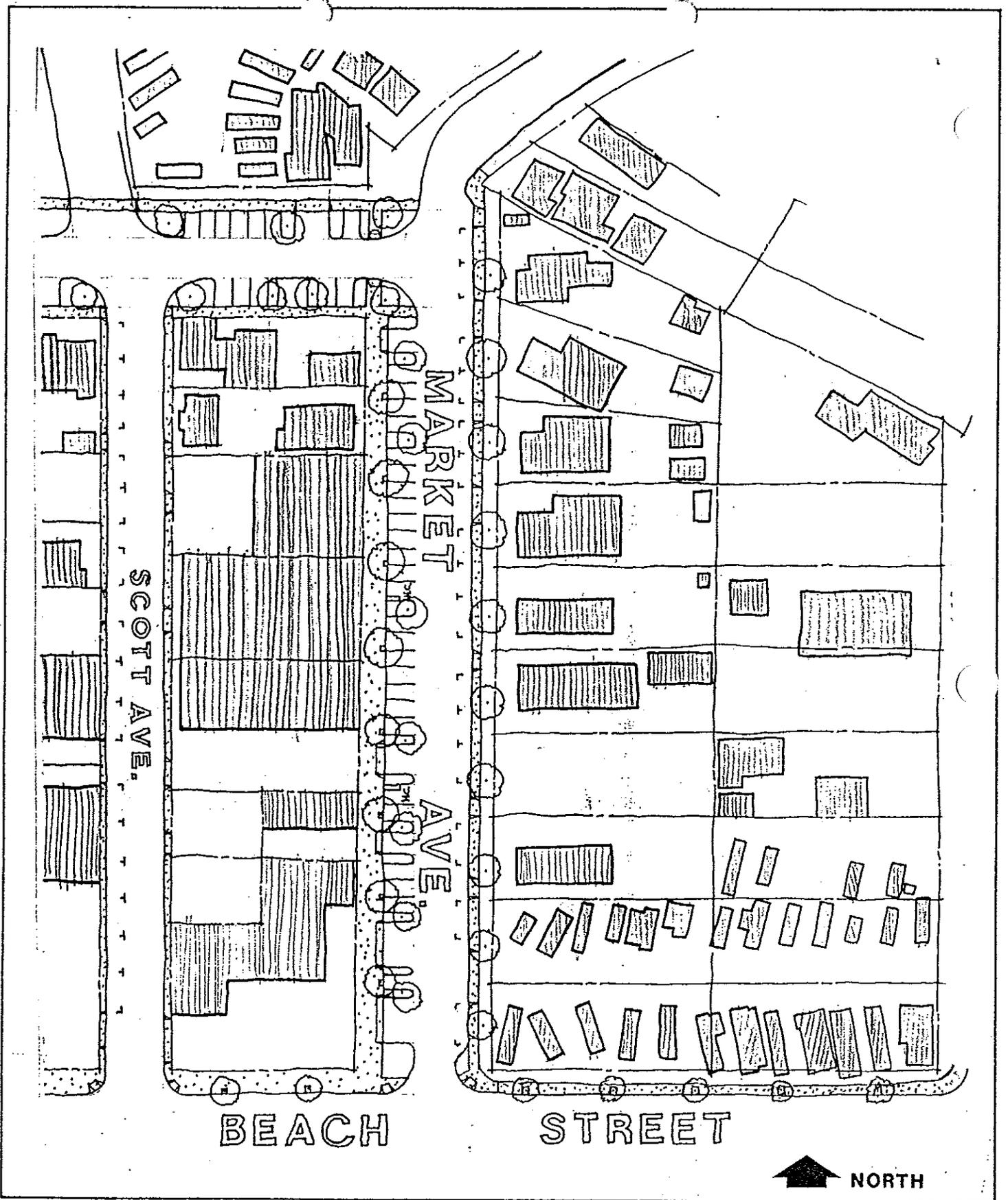
**BEACH STREET AREA
SPECIFIC PLAN**

PLAN IMPROVEMENTS

Sheet 1 of 2



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT



BEACH STREET AREA
SPECIFIC PLAN

PLAN IMPROVEMENTS

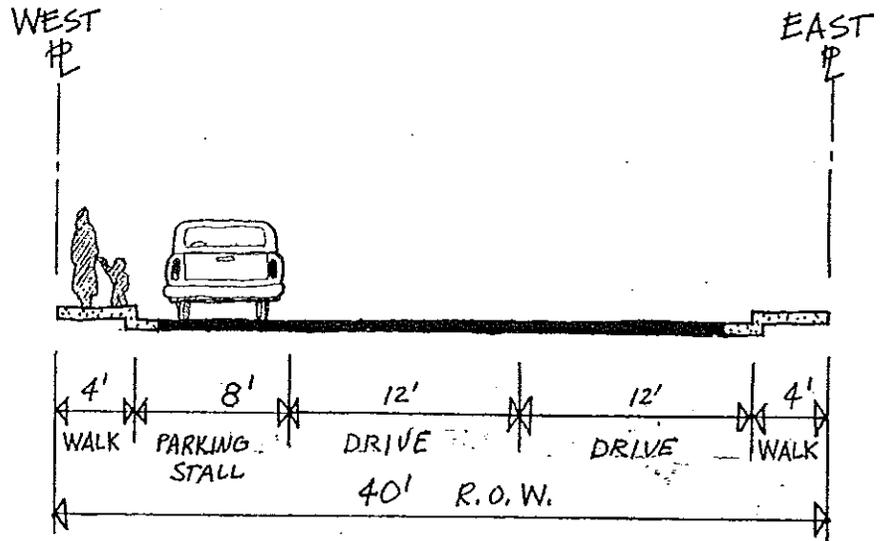
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CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT

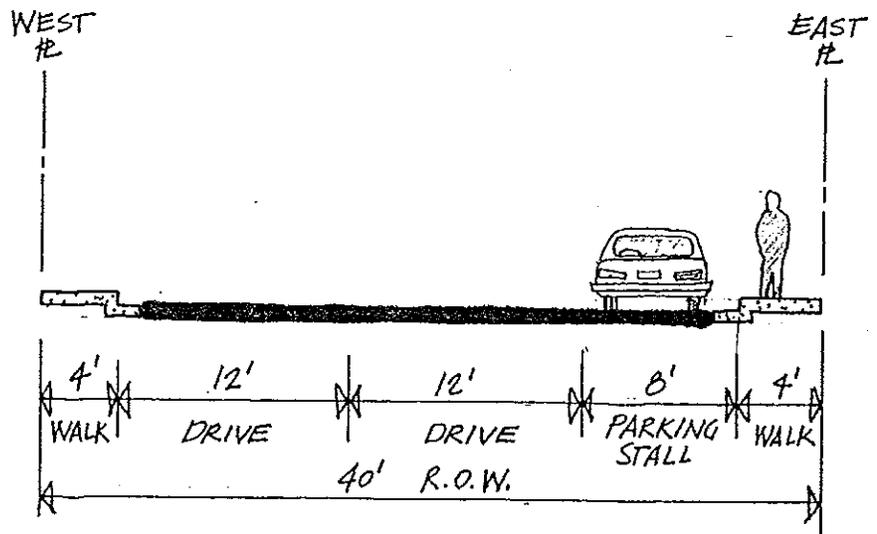
SCOTT AVENUE

PROPOSED



WEST AVENUE

PROPOSED



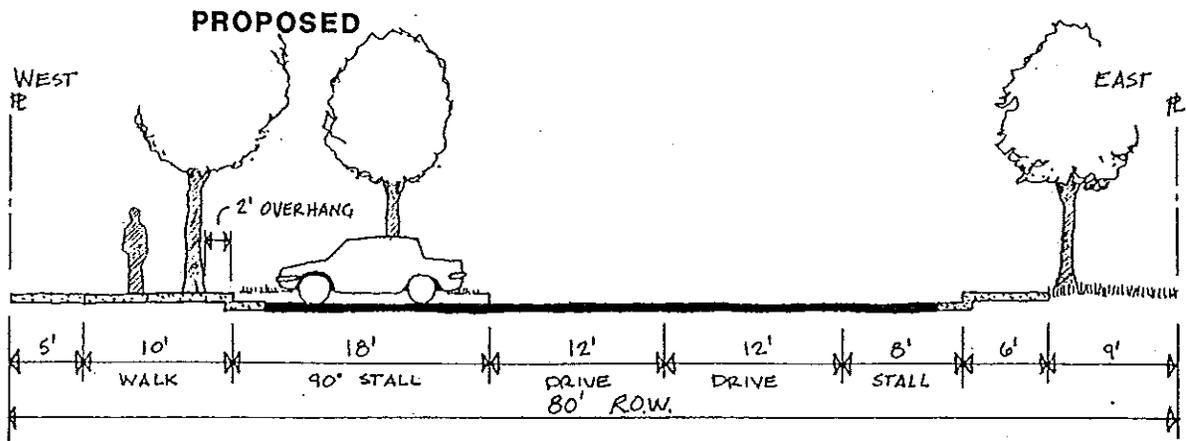
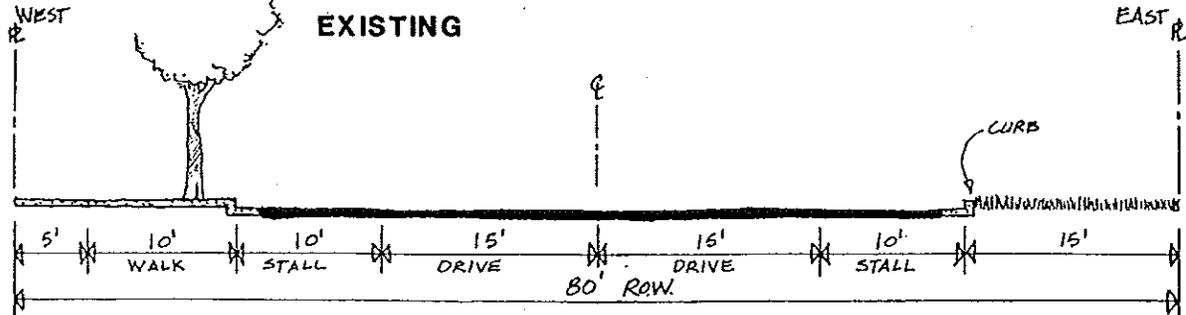
BEACH STREET AREA
SPECIFIC PLAN

STREET PROFILES

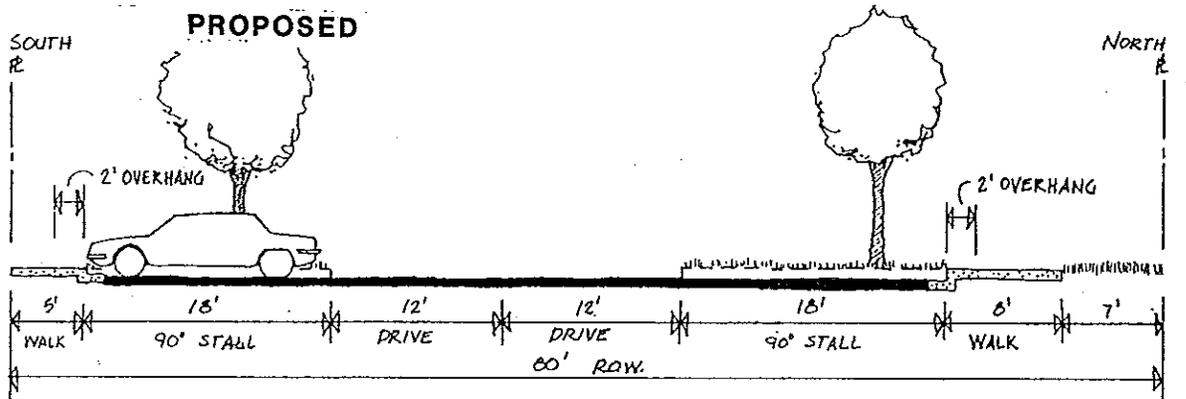
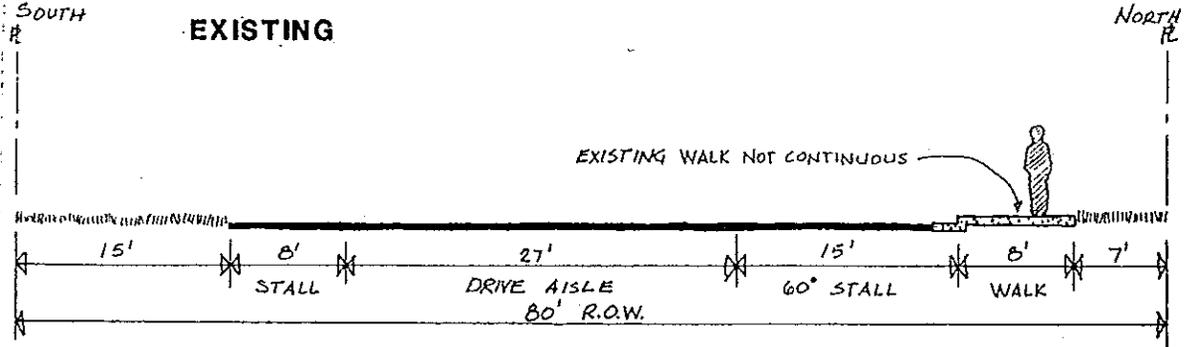


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MARKET AVENUE



SURF STREET



BEACH STREET AREA SPECIFIC PLAN

STREET PROFILE



C. Overlook and Bluff Top Access

Existing Conditions. The specific plan area includes a section of the bluff top overlooking the Embarcadero and bay, affording spectacular views. An existing stairway at the end of Surf Street and the sidewalk on Beach Street allow access for pedestrians from the bluff top to the Embarcadero. Half of the lots on the bluff top facing West Street are developed with private homes and the corner lot on Beach is a retail shop. Continued infill development will preclude public view opportunities now afforded between buildings from West.

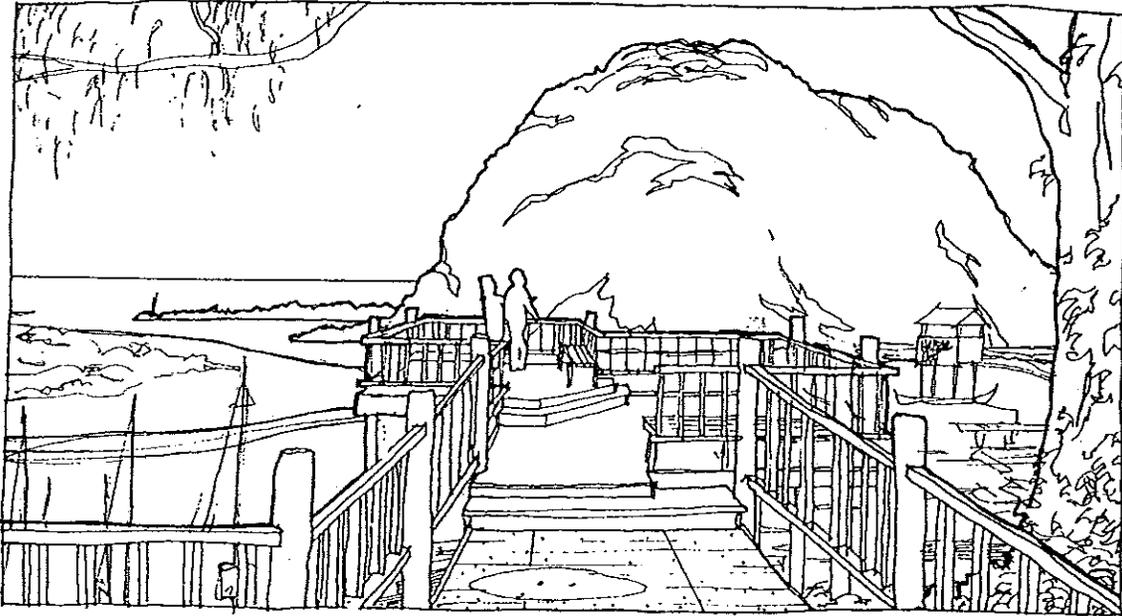
Issue Areas. Public access along the bluff top was ruled out due to the privacy and maintenance problems inherent to adding a walkway in a developed neighborhood. Affected property owners felt that the close proximity of the public walkway to their homes increased the likelihood of security problems or vandalism. It was generally felt that it would be extremely difficult to adequately close off the walkway at night. In addition, area residents expressed the concern that the walkway would constitute a maintenance problem and would become unsightly.

As an alternative, the existing vertical accessway at the end of Surf Street could be improved with a public overlook. (See Figures 11 and 12). The overlook would be consistent with City policies requiring bluff top view areas for the public yet would not create a potential privacy or security problem for the residents. The overlook would be a particular benefit to the residents in the nearby neighborhood back from the bluff and to visitors to the businesses and Veteran's Hall.

Proposed Improvements. The plan includes the following:

- 1) Provision of a public overlook at the west end of Surf Street.

PERSPECTIVE LOOKING WEST



PERSPECTIVE LOOKING NORTH



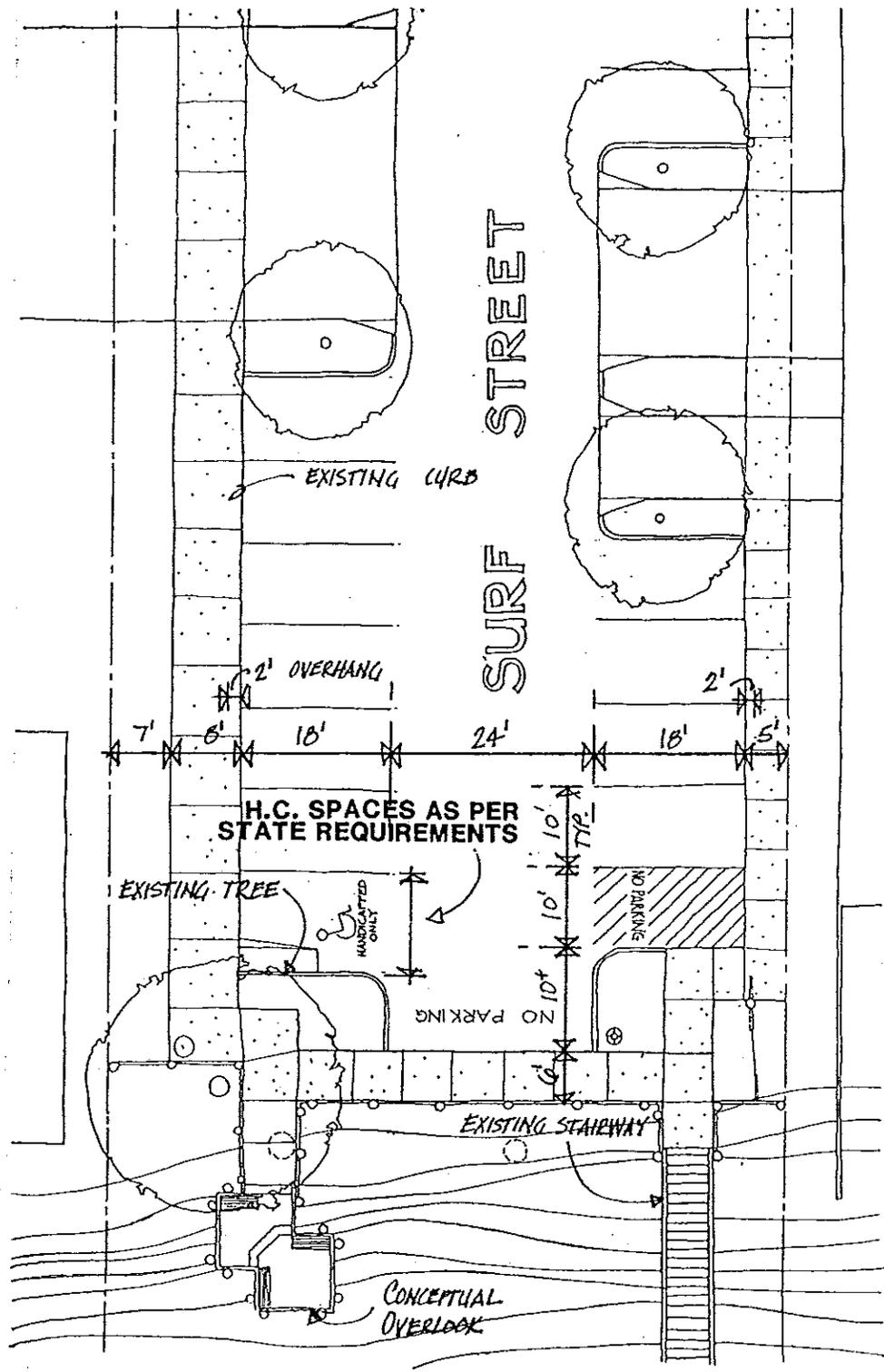
**BEACH STREET AREA
SPECIFIC PLAN**

PUBLIC VIEW DECK
West end of Surf Street



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FIGURE NO. 11



REACH STREET AREA
SPECIFIC PLAN

PLAN IMPROVEMENTS
Detail of West end of Surf Street



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 12

D. Drainage.

Existing Conditions. Existing drainage in the specific plan area is surface run-off on the improved streets, collecting on Surf and Beach and emptying into the bay. Water from Surf flows down the embankment in an asphalt swale and is collected by a drain inlet.

Issue Area. The drainage is generally unobstructed; however, there are areas on the south end of Scott and West which are subject to ponding. The absence of curb and gutter on Scott and West and on the south side of Surf contribute to areas of water retention along these streets and aggravates the ponding problems on Scott and West.

Plan Improvements. As a short term solution for West street, the right-of-way is scheduled to be repaved as an alley with a 24-foot wide right-of-way with a center drain swale. There are currently no plans for any paving improvements to Scott or Surf. The specific plan recommends pave-out with curb, gutter, and sidewalk for these streets and West, which would complete the surface run-off system.

As a long term solution, the Storm Drain Master Plan calls for a 36-inch drain in Beach Street, with inlets at the two side streets to collect the surface run-off and carry it underground to the bay.

As Section B discussed, the specific plan improvements for Surf and Market incorporate landscaping planters extending onto the street intended to better define perpendicular parking stalls and to slow down traffic by creating a parking lot ambiance. (See Figures 7 and 8). The grade elevation of the parking bays would be calculated to drain water to the outside edge of the drive lanes. Also, small drain pipes could be installed laterally through the planters along the curb line to ensure proper drainage. These drain lines, however, would require regular maintenance to keep them clean and in working condition.

Funding for the Beach Street storm drain would be included in the recommended budget allocations for the various phases of the Storm Drain Master Plan. Funding for the partial paving of West Street has already been allocated. Drainage would be an integral part of the parking improvements as shown above, and funding for this is discussed in Section E.

E. Funding Options.

Projected costs for the public improvements in the specific plan area are shown on Figure 13. Basically, three funding options are available:

- 1) The improvements, either in total or in incremental phases, could compete with other public improvements for limited general

fund monies. Some of the improvements (eg. drainage) are already included in projected capital improvement budgets.

2) A fee system for new development could be set up to augment general fund money. This would provide developers with an in-lieu fee option to supplement on-site parking requirements with off-site improvements. A formula would be based on the cost of providing an on-street parking space. A fee system for the overlook would be based on lineal foot of property line along the bluff top at the time of new development on such a lot. In both cases, money generated from the fee system could be held in a special fund until the necessary amount for the improvements was collected. As an alternative, the cost of the improvements could be paid for by general funds and the fees would then be used to reimburse the general fund.

3) An assessment district could be established to require existing land owners and new development to pay a fee to the City to cover the cost of the improvements. Past experience shows this to be a unpopular option and it is not considered a preferred alternative.

A strategy to more readily accommodate the recommendations of the specific plan would be to arrange the improvements in order of priority according to immediate feasibility and cost. For example, the 90 degree parking could be implemented simply with striping, adding the planter areas and landscaping at a later date. Figure 13 summarizes the projected costs and suggested priorities for all recommended improvements. Sequencing of the implementation of the improvements would be divided into four phases:

Phase 1: Would maximize benefits for a small initial cost by working with existing conditions. This phase would consist of:

- a) increasing the parking on Market and Surf by striping the perpendicular parking spaces on the north side of Surf and the west side of Market; and,
- b) adding the landscaped planter areas of the parking including neck-downs and sidewalk street trees.

Phase 2: Would consist of more costly improvements which would help complete the goals started in Phase 1. This would include:

- a) installation of curb, gutter, and sidewalk, and paving, striping, and landscaping the south side of Surf;
- b) building the public view deck at the west end of Surf; and
- c) sidewalks and street trees on the east side of Market.

Phase 3: Would complete the basic standards for street improvements in the plan area. This would include:

- a) reconstruction of Scott and West with 32 feet of paving to curb, gutter, and 4 foot sidewalks; and,
- b) prohibition of parking on the west side of West Street and east side of Scott.

Phase 4: Consists of implementing longterm public improvement goals which are not necessarily specific to the plan area. Three types of improvements included in this phase would be:

- a) underground utilities;
- b) increased street lighting; and,
- c) handicap ramps where not already installed.

Phased improvements would maximize benefits for a smaller cost initially, but it should be noted that to fully realize the goals of the plan, it will be necessary to complete every step. Referring to the above example, the striping would increase parking; however, the goal of slowing down traffic by creating a parking lot appearance would not be achieved until the landscaping was added. It should also be noted that the phases can be implemented independently of each other and in any order.

Public Improvements: Cost Summary**
 Page One of Three

	MARKET	SURF	SCOTT	WEST
PHASE I*				
A. Parking Striping	\$3,100 (East/West)	\$3,500 (North)	-	-
B. Landscaping	\$26,200 (West)	-	-	-
C. Landscaping	-	\$25,250 (North)	-	-
PHASE II*				
Parking Striping	-	2,050 (North/South)	-	-
Curb & Gutter	-	5,100 (South)	-	-
Sidewalk	9,900 (East)	11,200 (North/South)	-	-
Driveways	12,000 (East)	10,500 (North/South)	-	-
Pave-out	-	10,200 (South)	-	-
Landscaping	1,900 (East)	14,800 (South)	-	-
Observation Platform	-	14,000	-	-
Drainage Mod.	-	1,500	-	-
Handicapp Ramps	<u>1,500</u>	<u>7,500</u>	<u>-</u>	<u>-</u>
Sub-Total	\$25,300	\$75,900		
Total (Phase II)	_____			\$102,456

(Con't.)

**BEACH STREET AREA
 SPECIFIC PLAN**

**PROPOSED
 PUBLIC IMPROVEMENTS**



CITY OF MORRO BAY
 COMMUNITY DEVELOPMENT DEPARTMENT

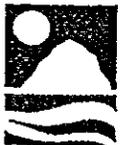
Public Improvements: Cost Summary **
 Page Two of Three

	MARKET	SURF	SCOTT	WEST
PHASE III*				
Asphalt Pavement (Reconstruct Street)	-	-	62,700	62,700
Curb	-	-	9,700	9,000
Sidewalk	-	-	9,700	9,000
Driveways	-	-	16,500	16,500
Parking Striping	-	-	1,100	100
Drainage facilities	-	-	12,000	-
Drainage facilities (Beach St. to Front St.)	-	-	<u>35,000</u>	<u>-</u>
Sub-Total			\$134,900	\$97,300
Total (Phase III)			<u>\$245,000</u>	

(Con't)

BEACH STREET AREA
 SPECIFIC PLAN

**PROPOSED
 PUBLIC IMPROVEMENTS**



CITY OF MORRO BAY
 COMMUNITY DEVELOPMENT DEPARTMENT

Public Improvements: Cost Summary **

Page Three of Three

	MARKET	SURF	SCOTT	WEST
PHASE IV*				
Underground Utilities	13,800	13,100	-	12,400
Handicapped Ramps	1,500	-	3,000	3,000
Street Lighting	<u>600</u>	<u>-</u>	<u>1,800</u>	<u>600</u>
Sub-Total	\$15,900	\$13,100	\$4,800	\$16,000
Total (Phase IV)			\$49,800	

Additional Costs Per Phase

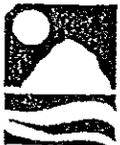
- A. Engineering 15%
- B. Contingencies 10%
- C. Future cost of public improvements should reflect annual inflationary increases as of June 1, 1986.

*Note: The order of these phases is only a recommendation and may be completed in any order. All costs reflect estimates of material, labor, and installation.

**Note: A breakdown of the cost and materials for the phase items are given in the Public Improvements section of the appendices.

BEACH STREET AREA
SPECIFIC PLAN

**PROPOSED
PUBLIC IMPROVEMENTS**



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT

APPENDIX



IV. Appendix

The following table lists the complete cost breakdown for the proposed public improvements. The costs are arranged in phases according to the sequence suggested by the plan.

PUBLIC IMPROVEMENTS

Phase I

A. Parking Striping*

Market (East/West)

1. 4" striping;	800' @ \$.15 / ft.	120
2. Handicapped signia;	2 @ \$ 50.00 each	100
3. Handicapped signs;	2 @ \$200.00 each	400
4. Parking Tees;	23 @ \$ 4.00 each	92
5. Handicapped parking stall ramps (concrete);	2 @ \$700.00 each	<u>1,400</u>
		\$2,112

Surf (North)

1. 4" striping;	800' @ \$.15 / ft.	120
2. Handicapped signia;	3 @ \$ 50.00 each	150
3. Handicapped signs;	3 @ \$200.00 each	600
4. Remove existing striping		250
5. Handicapped parking stall ramps (concrete);	2 @ \$700.00 each	<u>1,400</u>
		\$2,520

*Additional Equipment Mobilization Cost \$1,000

B. Landscaping

Market (West)

1. 8 trees and ground cover		2,160
2. Landscape Islands (Curb, gutter, drainage)	12 @ \$1000.00 each	12,000
3. Remove Asphalt		1,000
4. Permanent Irrigation		<u>11,040</u>
		\$26,200

C. Landscaping

Surf (North)

1. 8 trees and ground cover		2,200
2. Landscape Islands (Curb, gutter, drainage)	10 @ \$1000.00 each	10,000
3. Remove Asphalt		1,000
4. Permanent Irrigation		<u>12,100</u>
		\$25,300

PUBLIC IMPROVEMENTS

Phase II

Market Avenue (East)

Sidewalk;	550'	@ \$	3.00/S.F.	9,900
Driveways;	8	@ \$1500.00	each	12,900
Landscaping:	10 Trees	@ \$	190.00 each	1,900
Handicapped Access Ramp	1	@ \$1500.00		<u>15,000</u>
				\$25,300

Surf Street (North/South)

Parking striping (South)					
1.	4" striping -	600'	@ \$.15/ft	90
2.	Equipment Mobilization				1,000
3.	Handicapped signia;	1	@ \$	50.00 each	50
4.	Handicapped sign;	1	@ \$	200.00 each	200
5.	Handicapped parking stall ramps (concrete);	1	@ \$	700.00 each	700
Curb and Gutter (South);	318'	@ \$	16.00/ft	5,088	
Sidewalk					
1.	(South)	448'	@ \$	3.00/ft	6,720
2.	(North)	245'	@ \$	3.00/ft	4,410
Driveways					
1.	(South)	4	@ \$1500.00	each	6,000
2.	(North)	3	@ \$1500.00	each	4,500
Paveout (South);	2,536 S.F.	@ \$	4.00 S.F.	10,144	
(Reconstruct Street)					
Landscaping (South)					
1.	10 Trees and Ground Cover			2,614	
2.	Permanent Irrigation			12,170	
Drainage Modification					
Handicapped Access Ramps					
1.	(South)	5	@ \$1500.00	each	7,500
2.	(North)	1	@ \$1500.00	each	1,500
Observation Platform (End of Surf)					
1.	Pilings (Pile Driven);	300'	@ \$	25.00/Ft.	7,500
2.	Decking;	250 S.F.	@ \$	15.00 S.F.	3,750
3.	Railing;	160'	@ \$	12.00/Ft.	2,000
4.	Benches;	3	@ \$	250.00 each	<u>750</u>
					\$78,186

PUBLIC IMPROVEMENTS

Phase III

Scott Avenue (490')

Asphalt Pavement (Alley Section);	490' @	\$ 4.00/S.F.	62,720
(Reconstruct Street)			
Curb (Planter type);	810' @	\$ 12.00/Ft.	9,720
Sidewalk;	810' @	\$ 3.00/S.F.	9,720
Driveways;	11 @	\$1500.00 each	16,500
Parking Striping			
a. Parking Tees;	20 @	\$ 4.00 each	80
b. Equipment Mobilization			1,000
Drainage Facilities			
a. Drop Inlet;	2 @	\$ 750.00 each	1,500
b. Storm Sewer Pipe;	200' @	\$ 40.00/Ft.	8,000
c. Junction Structure;	1 @	\$2500.00 each	2,500
Drainage Facilities (Beach St. to Front St.)			
a. Junction Structures;	6 @	\$2500.00 each	15,000
b. Storm Sewer Pipe;	400 @	\$ 50.00/Ft	<u>20,000</u>
			\$146,770

West Avenue (490')

Asphalt Pavement (Alley Section type)	490' @	\$ 4.00/S.F.	62,720
(Street Reconstruction)			
Curb (Planter type);	750' @	\$ 12.00/Ft.	9,000
Sidewalk;	750' @	\$ 3.00/S.F.	9,000
Driveways;	11 @	\$1500.00 each	16,500
Parking Striping (Tees)			
a. 19 @ \$4.00 each			76
b. Equipment Mobilization			<u>1,000</u>
			\$98,296

PUBLIC IMPROVEMENTS

Phase IV

Underground Utilities (electricity, telephone, cable)

1. Market;	550'	@ \$ 25.00/Ft	13,750
2. Surf;	525'	@ \$ 25.00/Ft.	13,125
3. West;	490'	@ \$ 25.00/Ft.	12,375

Handicapped Ramps

1. Market (West);	1	@ \$1500. each	1,500
2. Scott;	2	@ \$1500. each	3,000
3. West;	2	@ \$1500. each	3,000

Street lighting

1. Market;	1	@ \$ 600. each	600
2. Scott;	3	@ \$ 600. each	1,800
3. West;	1	@ \$ 600. each	600

49,750

APPENDIX



PUBLIC IMPROVEMENTS



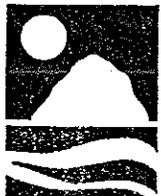
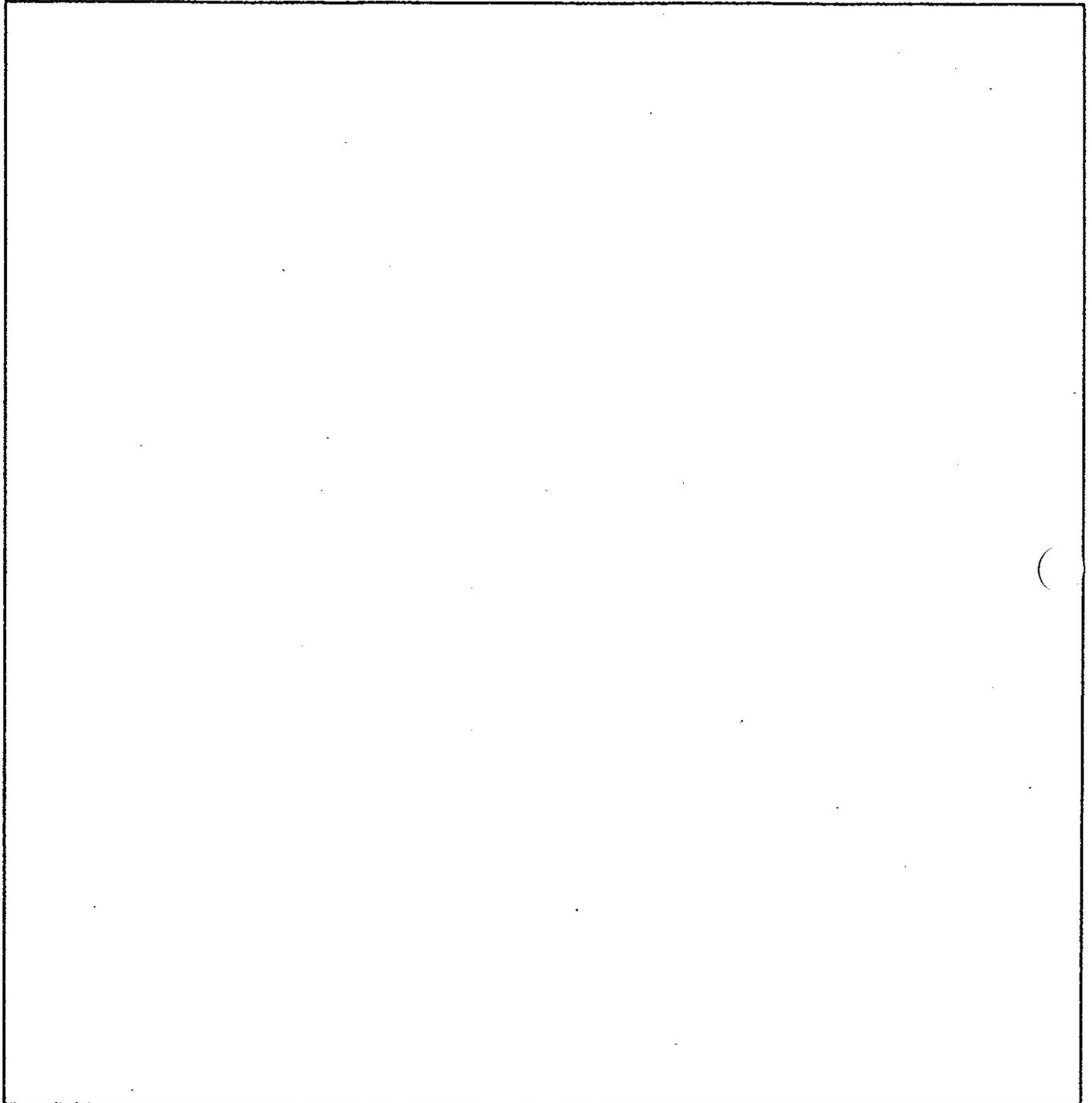
LAND USE REGULATIONS



INTRODUCTION/PURPOSE



BEACH STREET AREA SPECIFIC PLAN



**CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
JUNE, 1986**

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