



# Morgan Hill Downtown Specific Plan

November 2009



# **ACKNOWLEDGEMENTS**

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**ADOPTED NOVEMBER 4, 2009**

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# Chapter 1: Vision

## Overview

The City of Morgan Hill is located approximately 12 miles south of San Jose, 10 miles north of Gilroy and 15 miles inland from the Pacific Coast. The City is centered on U.S. Highway 101, which is the major north-south transportation corridor in the region. The City is located approximately 25 miles south of the San Jose International Airport. The Morgan Hill Downtown Specific Plan boundary covers 18 blocks and approximately 110 acres. Downtown Morgan Hill is centered on Monterey Road and is bound by Main Avenue, Butterfield Boulevard, Dunne Avenue, and Del Monte Avenue (see Figures 1 and 2). The Downtown Core is generally defined by Main Avenue, the railroad tracks, Dunne Avenue, and Del Monte Avenue. This area has smaller lots and is closer to a traditional Main Street downtown atmosphere than the area east of the railroad, which is more downtown serving in nature.

This 2009 Downtown Specific Plan has its roots in a downtown plan created almost thirty years ago. In 1980, the community held a series of public workshops to address issues of Downtown revitalization, which was necessary due to changes stemming from completion of Highway 101, and subsequent shift of traffic from Monterey Road through the Downtown area over to the freeway. From these workshops, a bold 1981 Downtown Plan emerged that has created a unique Downtown image for Morgan Hill along with the modest attraction of new uses and the construction of additional buildings. That 1981 Plan established a series of recommendations for the Downtown area, many of which have since been implemented, with the key change being the Monterey Road streetscape with its large median and wide sidewalks.



*Residences converted to interesting shops and offices*



*Restaurants with windows on the street*

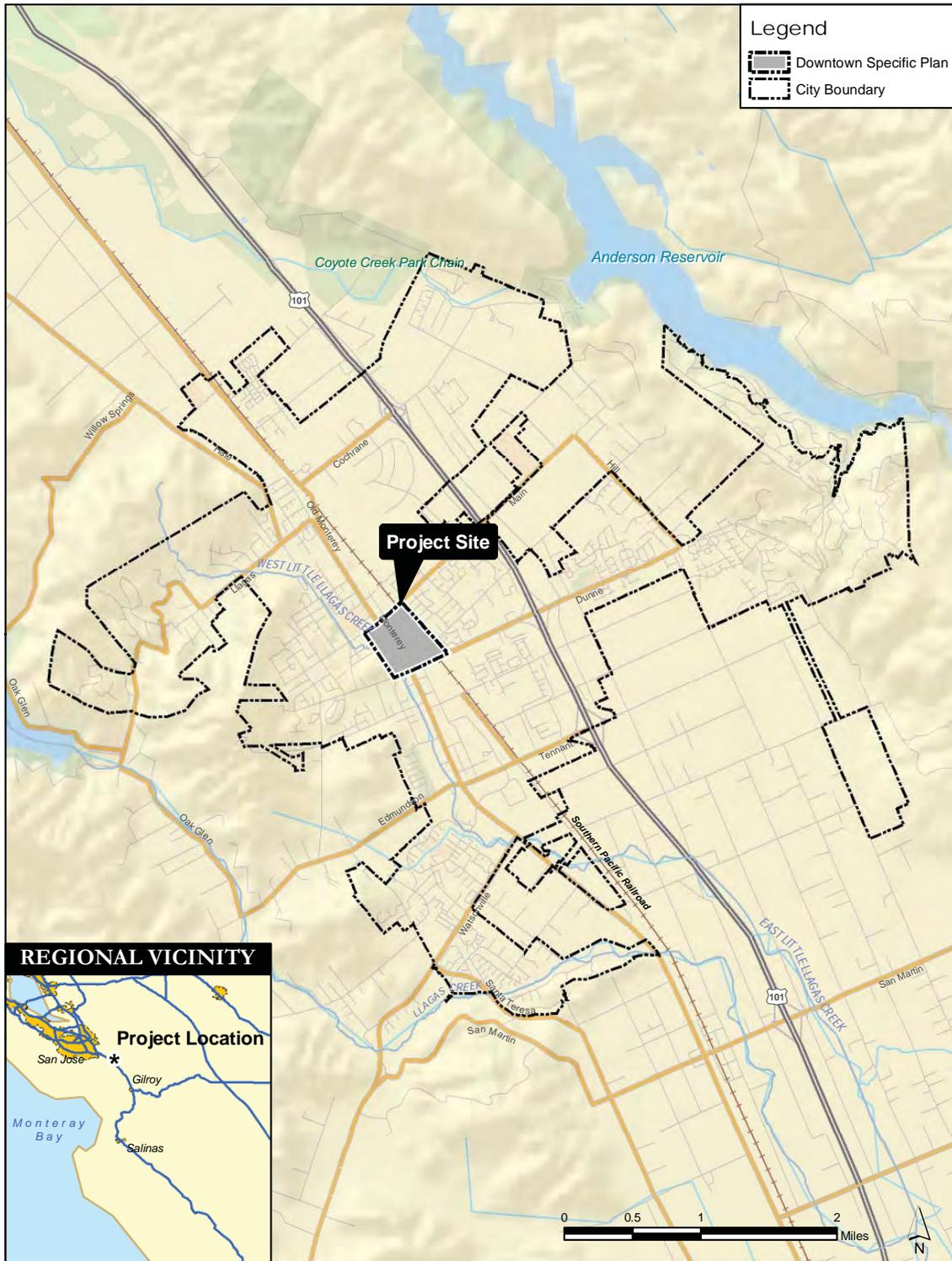


*Attractive storefronts*



*Continuity of interesting shops*

*Examples from other communities*



Local Vicinity

Figure 1



## Morgan Hill Downtown Specific Plan

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In 2003, a task force worked with the community and a consulting firm to prepare an update to the 1981 Plan. The 2003 update built on the success of the original Plan and proposed many recommendations and guidelines for Downtown improvements. Because full implementation of the Plan required preparation of an Environmental Impact Report (EIR), it was decided that the City Council would accept, rather than adopt the 2003 Plan. A Mitigated Negative Declaration was adopted and was used in conjunction with approval and implementation of certain aspects of the Plan, such as ordinances to increase density on certain opportunity sites and to modify certain parking requirements.

Following acceptance of the 2003 Downtown Plan, the City's Residential Density Control System (RDCS) was amended to make it easier for higher density residential and vertical mixed-use Downtown projects to compete for residential building allocations against the detached single-family residential projects. In 2005, the City held a competition for projects in the area in and around Downtown (see Figure 2 for the Downtown RDCS boundary), resulting in 363 residential building allocations awarded into fiscal year '09/'10. Of the 363 units, 255 were located within the 18-block boundary of this Specific Plan.

In November 2006, voters approved a ballot measure (which modified the RDCS) to allocate 100 additional units for projects of 25 units or less within the Specific Plan "Downtown Core" area. The measure also allows projects with Downtown RDCS allocations spread out over multiple years to advance the timing of construction.

In May 2009, voters approved another ballot measure which provides an exemption from the RDCS for 500 housing units located in the 20-block area of the Downtown.

In 2007, another update to the Plan was initiated to refine land use and public improvement objectives for Downtown, and to add the necessary information to so that it would become a "specific plan", which is a legal document that supplements the Morgan Hill General Plan and Zoning Ordinance for the Downtown area. The intent of the Downtown Specific Plan update is to focus on:

- increased residential density within the Specific Plan boundary, as well as on opportunity sites outside the Specific Plan boundary;
- development standards for new commercial spaces;
- coordination of a parking strategy with realistic growth projections;
- examination of circulation patterns; and
- creating a plan for public investment, given that the Redevelopment Plan Amendment was approved in 2005, which provides a substantial amount of funding for downtown and public infrastructure projects and activities.

Appendix A (Background) contains a more detailed history of the City and the Plan, as well as major topics from the previous plans. Appendix B (Workshop Results) provides a summary from the joint Planning Commission/City Council special meeting from June 19, 2007, the Downtown Plan Update Process Workshop from October 16, 2007, and the Downtown Specific Plan Stakeholder Workshop from February 19, 2008.

This chapter presents urban design goals and a vision statement for the Morgan Hill Downtown Specific Plan. The Downtown Task Force created this vision statement during the 2003 Morgan Hill Downtown Plan update process. It addresses the following key elements: land use, parking, Downtown access, Downtown focal point, landscaping and lighting, and signage.

## Urban Design Goals

The primary urban design goals and objectives addressed by this Specific Plan include:

- creating an active Downtown village through intensifying residential, retail, restaurant, and entertainment uses, within an urban setting improved with unified landscaping and streetscape improvements;
- making Monterey Road and Third Street more pedestrian and retail friendly, and improve other roads with better street lighting and streetscape improvements;
- strengthening Downtown's identity and scale with new design related to a traditional character; and
- creating visual and physical linkages to Downtown with landscaping, bike paths and entry area features; and with linking downtown commercial uses to common parking areas available to the general public.

## Vision Statement

Strengthening Downtown as the gathering place, a connecting force, the social and activity heart of Morgan Hill, is the overriding aspiration of this Plan – a place where residents from all segments of the community can live, work, meet, shop, dine and participate in public celebrations, and share in the richness of Morgan Hill's community life. It will be a place like nowhere else – a place with its own scale, character and uses.

### Land Use

Downtown will encourage and accommodate a wide diversity of uses serving the community. It will offer needed goods and services as well as provide a congenial home for new and unique businesses. It will be a village where each use has its own distinct character, and where walking from use to use is an interesting and stimulating experience. Preserving public views of Nob Hill and El Toro will be a consideration as Downtown develops with new buildings.

A diversity of restaurant and entertainment uses will draw office workers to Downtown during the day, and provide a destination for individuals and families at night and on the weekend.

Specialty retail and food stores (i.e. bakeries, wine shops, and take-home gourmet meal delis) will serve commuters as well as provide residents with a greater range of shopping choices.

New and existing homes and apartments in and around downtown will provide support for Downtown businesses.

A variety of office and small businesses uses such as gift shops, bookstore, copy service, financial services, and law offices will provide a worker population in the downtown and offer needed supplies and services.

### Parking

Existing Downtown parking lots will be improved with landscaping and lighting to provide convenient and attractive one-stop locations to leave the car while walking to several destinations along well-landscaped sidewalks. Additional pedestrian and vehicular linkages between Downtown parking lots will be created. On-street parking spaces will serve as convenient spaces for quick in-and-out stops while additional parking lots will be added over time to accommodate longer term parking needs. Shared parking will be encouraged.



### Downtown Access

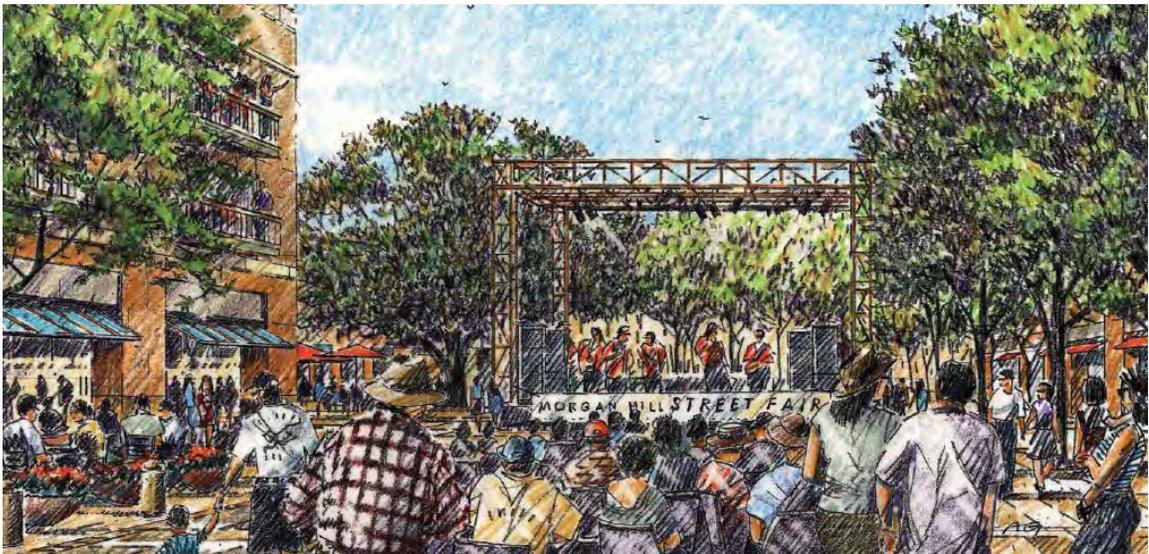
Pedestrian and bicycle access to Downtown will become more common in the future as bicycle lanes are added to Monterey Road north and south of Downtown, with links along Depot Street to the rail station. As streets are beautified with landscaping and street furniture, walking in Downtown will be a more pleasant experience. A trail along Upper Llagas Creek has been proposed as part of flood control improvements. This trail would provide pedestrians and bicyclists access from Downtown to areas north and south along the creeks. Due to right-of-way limitations, an off-street trail along the entire length of Upper Llagas Creek may not be feasible and Downtown sidewalks and bike lanes may be used as necessary. This trail is discussed further in Chapter 2 (Land Uses and Development Standards) and Chapter 8 (Implementation and Plan for Investment).

### Key Downtown Streets and Focal Point

Along with Monterey Road, Third Street will become a focus of activity and outdoor dining in downtown. Widened sidewalks with landscaping and tree plantings on each side of Third Street will accommodate outdoor dining and specialty shops such as art galleries. Portions of the street, designed more as a plaza than a street, will be closed for special events including activities such as music and art shows. A focal point, possibly with public art, near the Monterey Road end of Third Street will provide a gathering place for activities and lighting will add a festive quality to the street.



*Third Street*



*Third Street Plaza*

### Landscaping and Lighting

Downtown will have the feel of a well landscaped neighborhood with side streets lined with trees and street lights of a character related to the quality of landscaping and paving along Monterey Road and Third Street. Streetscape improvements along side streets (i.e. First, Second, Fourth, and Fifth Streets; and Main Avenue) will add to the quality of Downtown and provide a positive image of place and pride to those visiting from other areas. Attention to paving will bring additional scale and interest to pedestrian areas. Individual shops will have flower boxes and pots in front of their storefronts and entries to add color and an individual personality to each business. Side streets east of Monterey Road will be more urban, while side streets west of Monterey Road will transition from “Main Street” to a more “downtown residential” character.



*Example of a side street west of Monterey Road in Downtown*

*Examples from Downtown Morgan Hill and other communities*



*Attractive second floor uses*



*Indoor/outdoor businesses*



*Variety of restaurants and menus*



*Public art*



*Diversity of shops*



*Sculptures*



## Morgan Hill Downtown Specific Plan

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### Signage

New public signage will assist in finding public parking lots and other destinations, while directional signage near Highway 101 and throughout Morgan Hill will assist visitors in finding their way to Downtown. Identity signs or gateway features marking the Downtown entries will have a character unique to Morgan Hill, and will assist in announcing to motorists that they are entering a pedestrian-oriented zone where speeds are slower and pedestrian crossings are frequent.

Private signs will be well designed to provide visual interest and express the individuality of each business.

### Examples from other communities

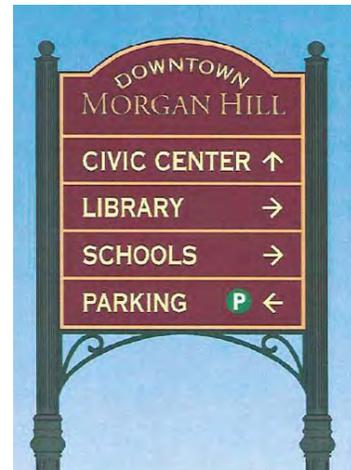


*Signage with unique personality*



*Distinctive storefronts and signage*

### Examples from the Draft Citywide Directional Sign Program



*Creative and user-friendly directional signage*

## Chapter 2: Land Uses and Development Standards

### Overview

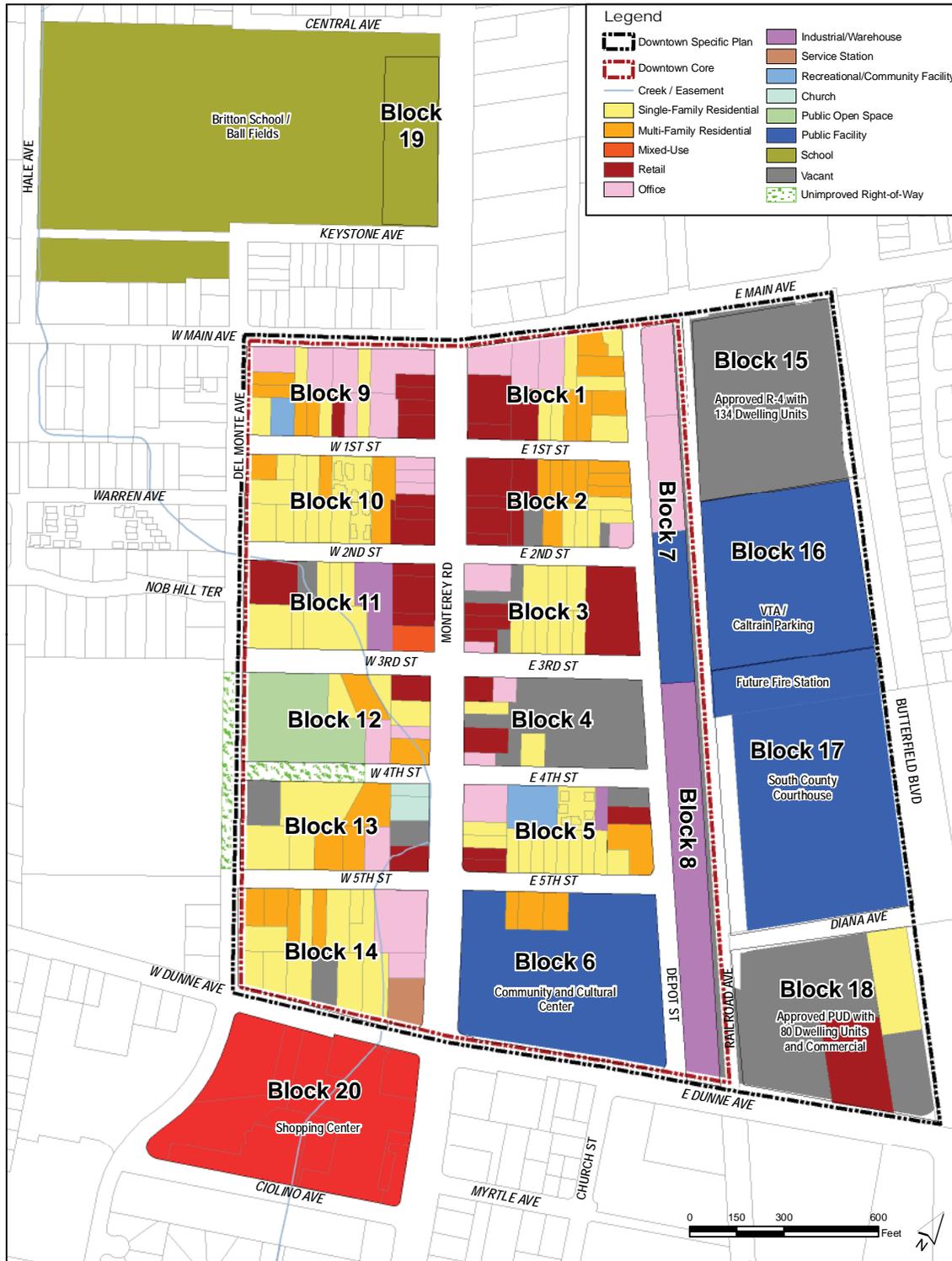
Downtown Morgan Hill is unique in that it has a commuter rail station within easy walking distance to a variety of retail, office, and residential uses. Figure 3 shows the existing land uses and highlights special uses, such as the Morgan Hill Community and Cultural Center.

Future development should focus on promoting pedestrian activity, increasing the Downtown residential population, and increasing shopping and employment opportunities with appropriately designed spaces throughout Downtown. The Specific Plan General Plan land use designations and Zoning Ordinance classifications reflect the development needs of Downtown Morgan Hill. Figures 4 and 5 show the General Plan land use designations and Zoning Ordinance classifications, respectively.

Mixed Use land use designation and the CBD zoning district make up the majority of the area along Monterey Road and between Monterey Road and the railroad tracks. A variety of residential densities are designated for a majority of the area west of Monterey Road and at the north and south ends of Butterfield Boulevard. Public Facilities exist at the Morgan Hill Community and Cultural Center, along Monterey Road and Dunne Avenue, as well as the future fire station and County Courthouse along Butterfield Boulevard. The Ground Floor Overlay (GFO) covers certain properties along Monterey Road and Third Street. The intent of this overlay is to provide ground-floor retail, as well as restaurant and entertainment uses to encourage pedestrian activity.

Morgan Hill voters approved a ballot measure in May 2009 modifying the Residential Development Control System (RDSCS) to better accommodate Downtown development, by providing an exemption for 500 housing units located in the 20-block Downtown area. The RDSCS is an ordinance approved by City voters aimed at controlling residential growth in the City. The current RDSCS extends through the year 2020, and is focused on a City population of 48,000 in 2020. The RDSCS has helped to assure that residential development pays for itself and that the rate of development does not outstrip the availability of public services and infrastructure to serve the City's residents. The RDSCS has also encouraged more efficient patterns of development by directing growth to areas that are contiguous to existing development and served by adequate infrastructure. Proposed residential projects are rated on a point-based system to determine which projects would best serve the City. Several Downtown property and business owners have expressed concern that this system favors development outside of Downtown. The RDSCS is an obstacle for mixed use and attached housing projects, which are key types of developments desired in the Downtown Specific Plan area. Downtown residential development encourages walking and transit use, utilizes previously developed land, and supports local businesses. Since this Specific Plan guarantees infrastructure keeps pace with development (see Chapter 7: Infrastructure and Chapter 8: Implementation and Plan for Investment) and since development included in this Specific Plan is City-centered growth, the approved modification of the RDSCS to allow for 500 Downtown housing units to the year 2020 to be exempt from the RDSCS and its competition requirement, will assist with attaining the community's vision for Downtown.

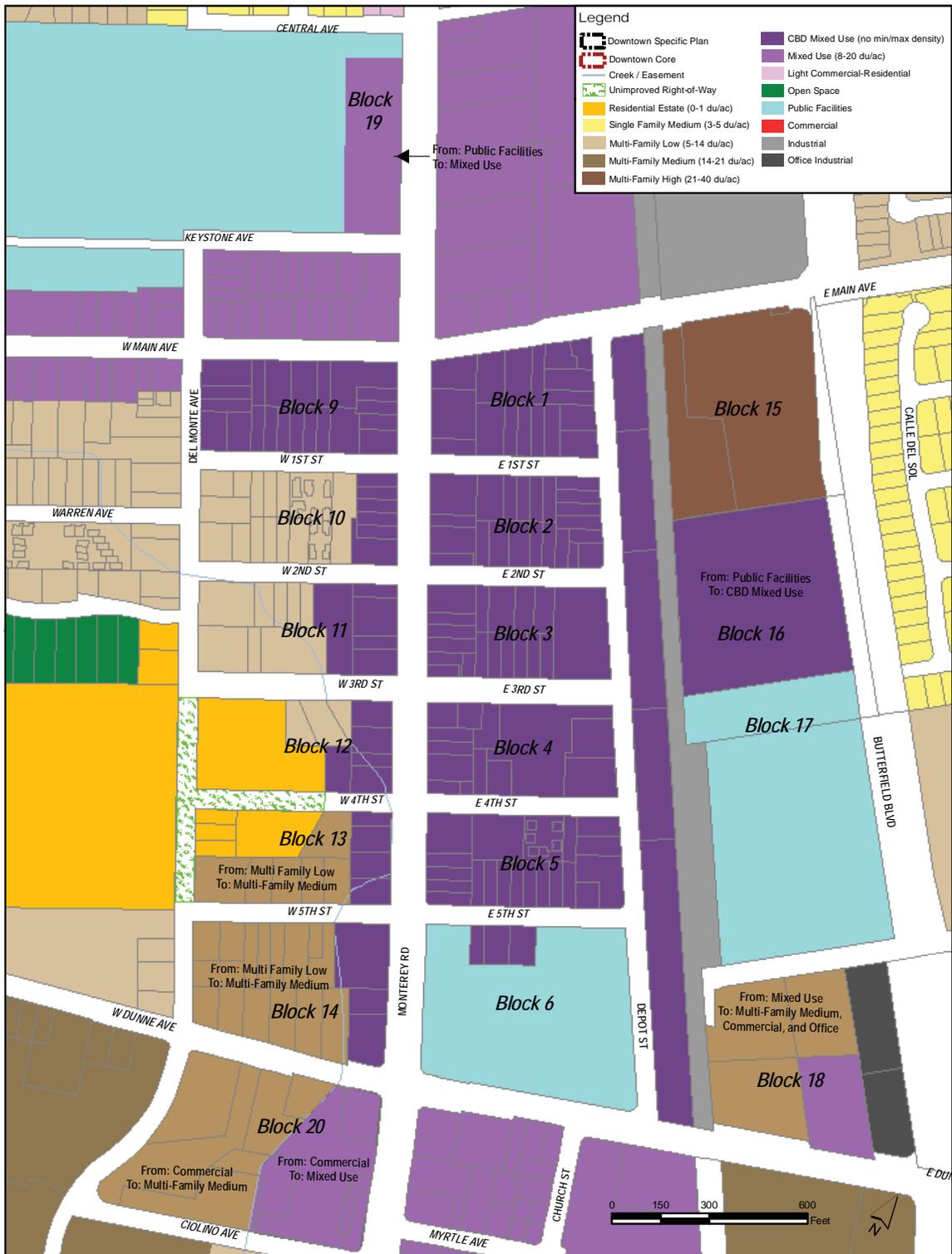
This Specific Plan assigns block numbers to Downtown blocks for ease of discussion (see Figure 3). Blocks 1-14 are within the Downtown Core and Blocks 1-18 are within the Specific Plan boundary. This Specific Plan also addresses land uses for Blocks 19 and 20, which are outside the Specific Plan boundary.



Existing and Approved Land Uses

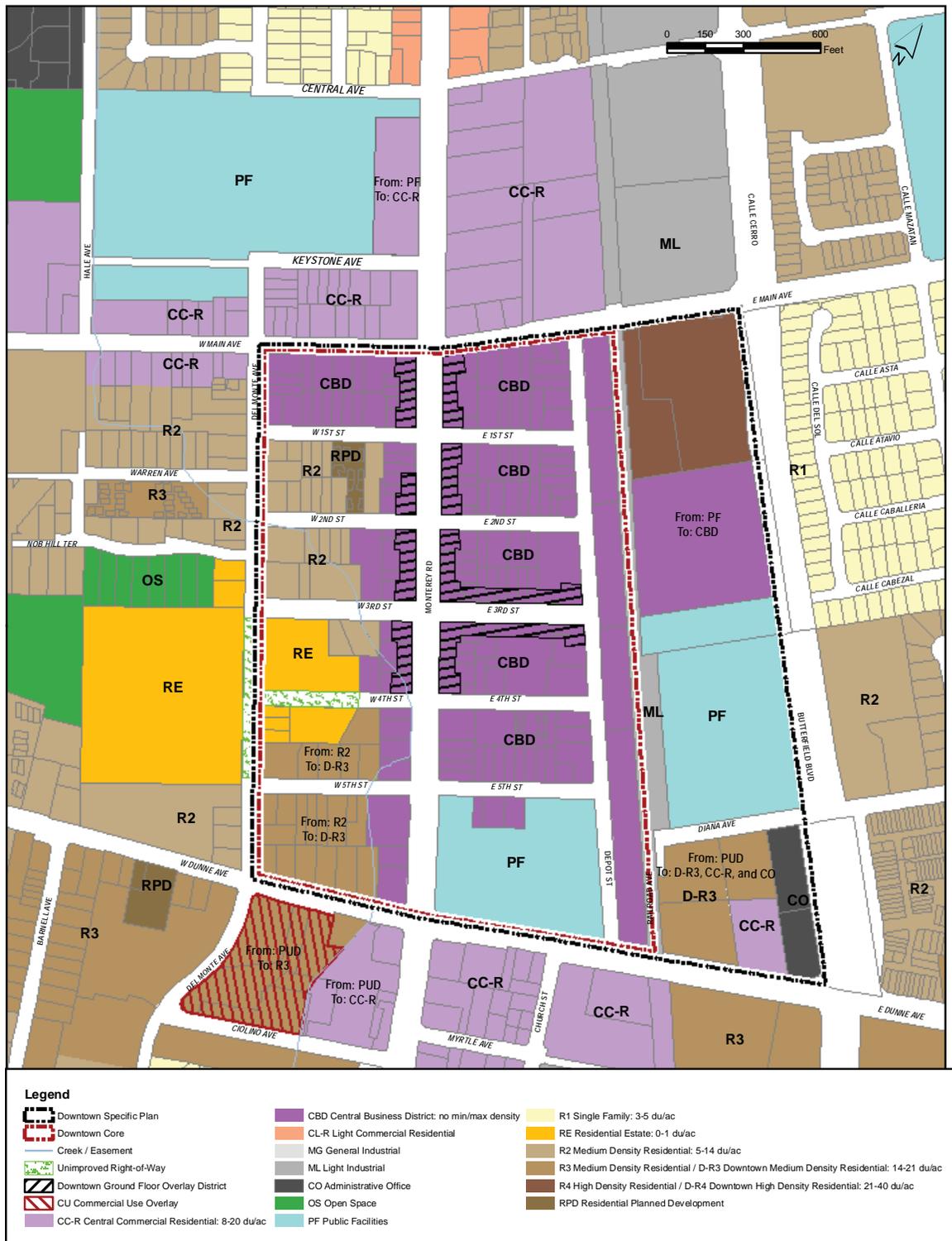
Figure 3

# CHAPTER 2: LAND USES AND DEVELOPMENT STANDARDS



**Proposed General Plan Land Use Designations**

Figure 4



## Proposed Zoning Designations

Figure 5

### Goals, Policies, and Actions

The Morgan Hill General Plan identifies a goal of the Downtown to be “a vibrant, identifiable downtown”. The following land use goals and objectives will guide public planning and implementation activities.

#### Land Use Goals and Objectives

- Encourage a diverse mix of uses emphasizing specialty retail, restaurant, entertainment, residential and commuter-serving uses.
- Emphasize Monterey Road and Third Street as the main commercial spines in Downtown.
- Emphasize transit-oriented uses which do not require large amounts of on-site parking.
- Rehabilitate existing Downtown residential units within residential areas; encourage redevelopment of key opportunity sites currently occupied with low-intensity residential uses to more intense mixed use projects.
- Add a substantial number of residential units in and near Downtown with densities ranging from 18 to 40 or more dwelling units per acre.
- Strengthen downtown through emphasis on the infill development of vacant lots along Monterey Road and Third Street.
- Encourage the conversion of residential uses on side streets between Monterey Road and Depot Street to mixed-use projects consistent with CBD zoning.
- Increase allowable density in the residential neighborhood west of Monterey Road and along Dunne Avenue, Fifth Street, and part of Fourth Street (Blocks 13 and 14).
- Allow for visitor-serving lodging and “bed and breakfast” uses in the Downtown Area.

The following policies and actions support and will help implement these goals and objectives.

#### Policies

- Encourage new development to expand pedestrian-oriented uses and amenities, especially along Monterey Road and Third Street.
- Encourage land uses that have weekend and evening peak demands to better accommodate shared parking.
- Promote high- and medium-density residential units in mixed-use development to increase the Downtown residential population. Adoption of this Specific Plan includes land use and zoning changes resulting in higher density near Dunne Avenue and Fifth Street (Block 14 and portions of Block 13) and on the VTA/Caltrain parking lot (Block 16).
- Encourage mixed-use development that accommodates both the retail and residential land uses.
- Promote Transit-Oriented Development along Third and Depot Streets, as well as on Block 16, to strengthen the relationship between the train station and residential uses. While Block 16 is designated for Mixed Use-CBD, desired development is for high-density residential use, Caltrain/VTA parking, with perhaps some office uses. Any commercial service use should be minor or ancillary, and retail uses are prohibited under this Specific Plan, as the goal is that retail uses be concentrated in the Downtown Core.
- Encourage the preservation of the small-scale residential neighborhoods west of Monterey Road and north of Fourth Street.
- Encourage development surrounding Downtown to promote transit-oriented, pedestrian-friendly development that would complement Downtown.
- Allow residential-to-commercial conversions for uses such as offices, gift shops, beauty salons, health spas, restaurants, art galleries and studios, bed and breakfast hotels, or other similar uses.

### Actions

- Provide funding assistance using redevelopment funds for programs such as facade improvement grants, commercial rehabilitation loans, and housing rehabilitation loans.
- Implement the Third Street Plaza/Promenade streetscape reconstruction and beautification project.
- Work with and encourage the Downtown Association and Chamber of Commerce to attract new businesses and to provide educational sessions for Downtown property and business owners.
- Review plans for new developments to ensure they provide sufficient retail building space, where appropriate.
- Enhance lighting by installing streetlights throughout Downtown, including along side streets and in parking areas to create a safe environment.
- Work with the Downtown Association and Downtown businesses to encourage more consistent operating hours and days.
- Work with the Downtown Association and other relevant organizations to provide assistance for Downtown activities, such as farmers markets, art shows, concerts, and other similar events.
- Provide Redevelopment Agency assistance to ensure that an operating theater use is retained Downtown. This could involve redevelopment of the Granada Theatre site or in another suitable location.
- Concurrent with adoption of this Specific Plan, amend the General Plan and Zoning Ordinance to extend the Mixed Use land use and CC-R (Central Commercial Residential) zoning designation north to Block 19.
- Concurrent with the adoption of this Specific Plan, amend the General Plan and Zoning Ordinance to increase the maximum density for Mixed Use land use designation and CC-R zoning district from 18 dwelling units per acre to 20 dwelling units per acre.
- Review plans for new development or remodels within the R2 and D-R3 zoning districts throughout Downtown to ensure compatibility with the existing residential development.
- This Specific Plan assumes that the shopping center at the intersection of Del Monte Avenue and West Second Street is retained. This site could be rezoned as CBD or R2 for redevelopment as a mixed-use or residential project if determined to be feasible and desirable.
- Concurrent with this Specific Plan, change land use designation and zoning, and support redevelopment of the existing shopping center located at the southwest corner of Dunne Avenue and Monterey Road (Block 20) to CC-R east of the SCVWD Upper Llagas Creek easement and D-R3 use west of the SCVWD easement, with a Commercial Use Overlay for the residential portion.
- Use Redevelopment Agency resources to facilitate mixed-used development along Third Street.

### Land Use Targets

While the vision for Downtown Morgan Hill is one welcoming a diversity of uses, it is important to work toward a mix of uses that are mutually supportive and consistent with the vision of a pedestrian-oriented downtown. Emphasis is placed on retaining and attracting the following uses:

#### 1. Restaurants

A wide range of eating establishments is desired from simple grilles to white tablecloth restaurants. However, in the context of Morgan Hill, franchise fast food restaurants are felt to be appropriately located in places other than Downtown. Restaurants with outside dining or with openable window walls adjacent to the sidewalk will be especially promoted.

#### 2. Entertainment Uses

Entertainment uses are desired. Cinema venues and music provided in conjunction with restaurant dining are most desirable.

#### 3. Food Shops

Bakeries; natural food and local produce markets; wine, cheese and olive shops; and other special food businesses will add richness to the Downtown environment and provide convenient services near the commuter rail station.

#### 4. Home Furnishings

The income levels of Morgan Hill residents offer a market for art and interior decorating items and services. Art galleries and decorative arts shops will increase the visual appeal of storefront windows and add to the pedestrian experience in Downtown.

#### 5. Specialty Retail Uses

Niche markets will continue to allow for diverse and interesting additions to Downtown - especially those small businesses started by local residents with an interest in and passion for unique goods and a willingness to become active retailers. The feasibility of an "international walk of shops" that offers imported items from countries around the world should be analyzed. Such a use could develop in Downtown if determined to be feasible and desirable.

#### 6. Professional Offices

Offices will provide additional life and vitality to Downtown as office workers provide activity on the sidewalks, and support retail shops and restaurants. Careful location of these uses, however, will be important to avoid gaps in retail and active frontages. Locations on upper floors above retail and restaurant uses, on side streets away from the Monterey Road and East Third frontages, and near Butterfield Boulevard will be most appropriate.

#### 7. Commercial Services

Uses that serve Downtown visitors, residents, businesses, and commuters will increase the diversity of Downtown and increase the amount of time spent on each individual trip to the area. Beauty and nail salons, real estate and insurance offices, and businesses providing services to other businesses will be included. These uses are encouraged on streets other than Monterey Road and East Third Street to maximize the amount of retail along these corridors. Conversion of existing homes or new construction of small buildings on the side streets offer opportunities for these uses.

### 8. Residential Apartments and For-Sale Housing

Residents in and adjacent to Downtown will assist in extending the hours of activity in the area while providing important support for Downtown businesses and restaurants. Housing types that are appropriate to a location near a commuter rail station will be emphasized while low density housing projects that are similar to those in other areas of the community will not be allowed Downtown.

### 9. Grocery Market

A grocery store should be developed in or near Downtown to serve residents of Downtown and the surrounding neighborhoods. Smaller specialty food, wine, produce, bakery and deli goods are desired and anticipated to locate throughout Downtown. The grocery store and specialty shops are not expected to be in direct competition with one another.

### 10. Non-Retail Uses (e.g., Banks)

The Redevelopment Agency and Morgan Hill Downtown Association should work with banks and other non-retail uses on key sites within the Downtown Core along Monterey Road and Third Street, to either relocate to areas not zoned CBD, or to temporarily relocate the uses until the sites are intensified with more intensive mixed-use projects, when the uses would return to the sites.

In particular, the property owners, business owners and Morgan Hill Redevelopment Agency are strongly encouraged to pursue as priority projects the redevelopment of the two existing banks at the southwest and southeast corners of Main Avenue and Monterey Road, in a manner that

would accommodate desirable road improvements and widening to address traffic congestion of the Main Avenue road segment.

### 11. Mixed Use Opportunities outside Specific Plan Area

- The Britton School field south of the auditorium, located west of Monterey Road and between West Central and Keystone Avenues (Block 19), is currently designated as Public Facilities. This area should be reclassified to Mixed Use / CC-R to accommodate mixed-use development with a mix of office and residential uses (Block 19).
- Concurrent with adoption of this Specific Plan, the site of the existing shopping center at the southwest corner of Monterey Road and Dunne Avenue (Block 20), should be reclassified to Mixed Use/CC-R east of the creek easement and Medium Density Residential/D-R3 west of the easement (with a Commercial Use Overlay). This area should include a mix of residential and commercial uses with mixed-use or commercial uses on the east portion of site and residential uses on the west portion on the site. This site may offer an opportunity for a larger “national retailer” type of tenant, with from 15,000 to 20,000 square feet of ground floor space.

Note: For the purpose of this Specific Plan, the term “retail use” includes restaurants, entertainment uses, food and grocery stores, retail uses, home furnishings, and other uses determined to be “retail” in nature, as opposed to offices, personal services and the like.

### Retail Real Estate Overview

Downtown offers a quaint, pedestrian-friendly environment, and acts as the central hub of activity in Morgan Hill. Its close proximity to the train station and bus transit facilities provide direct access for residents and visitors. There is significant interest among municipal and local property owners to transform Downtown into a more successful vibrant environment. In addition, there is interest in increasing Downtown residential, commercial and retail densities. Historically, Downtown has had a successful schedule of annual events including the Mushroom Mardi Gras, Taste of Morgan Hill, Fourth of July celebration, and Summer Music Series. Additionally, the new courthouse is anticipated to increase the daytime business population, generating employees and visitors to the area.

### Types of Retail

The amount of “supportable” retail is directly proportional to the size of the trade area and the amount of other retail in the trade area. Supportable retail can also vary based on geography, competition, success of existing retail, proximity to customer traffic generators; and it can expand or contract based on the combination of these factors.

The size of a retail facility determines whether it is a destination or convenience use. Larger format stores present depth and breadth of a wider range of merchandise, which allows them to be more destination uses. Smaller format stores are limited in what products or services they can offer, thus they are more convenience uses. Typically, destination uses are anchor business, which attract people to an area. Convenience uses are supported by customers of the destination uses and by nearby business and residents.

### Types of Customers

There are three groups of retail customers, each having distinct hours for shopping and dining:

- Local Residents: If employed outside the area, local residents will shop or dine in the late afternoon through the evening, and on weekends. Others will shop or dine from 11:00 a.m. to 5:00 p.m. or later
- Daytime Business Population  
Employees: This group of people will dine from 11:00 a.m. to 2:00 p.m., and shop and/or dine after 5:00 p.m. on weekdays. Most will not return on weekends.
- Visitors: Visitors will shop and/or dine from 11:00 a.m. to 8:00 or 9:00 p.m. every day, but because they have time to invest in shopping, they are more willing to travel to other competing shopping destinations.

### Site Selection

The key factor for a retailer’s assessment of a location is the sales potential. In the retail business, location is directly linked to sales and profitability. Sales potential determines whether to invest money and “people capital” in that particular location relative to other opportunities.

Selecting a potentially profitable location is dependent on several factors, including:

- complementary retail uses;
- pedestrian access;
- easy parking access;
- demographics of the trade area;
- cost of the leasable space; and
- historical sales performance.

### Transitional/Temporary Uses

Until there is a strong market demand for retail in Downtown, property owners might find it difficult to find retail tenants. Property owners should design ground-floor spaces to accommodate retail uses (i.e. building depth, outdoor eating areas, and ground-floor ceiling height) and should actively search for retail tenants. Once there is a stronger demand for retail, interim uses such as office uses can transition out while retail uses take over the spaces.

### Challenges to Retail

The most significant challenge with improving Downtown is attracting a strong retail and entertainment base. Currently, there is not enough residential critical mass in and around Downtown to support a dramatic increase in retail and service uses. Regional retail competition also poses challenges. Many residents shop at regional competition retail centers including Valley Fair, Oakridge, Gilroy Premium Outlets, Gilroy Crossing and Cochrane Commons. Currently, there is limited regional draw to downtown, mostly due to the lack of retail critical mass of destination uses.

Additionally, as the Downtown Core increases its retail square footage, creation of enough parking becomes necessary. Other challenges include the lack of a daytime business population and the lack of consistent hours of operation by retail and restaurant owners. It is a combination of factors that will attract a retail base, residential uses, entertainment destination uses, and additional office space. This plan seeks to create a critical mass by increasing residential densities, working with or modifying the RDCS to ensure accommodation of Downtown development, and ensuring construction of appropriately designed commercial space.

### 2015 and 2030 Development Projections

Redevelopment within Downtown Morgan Hill is expected to occur gradually over time. Major factors affecting the pace of development include:

- how RDCS applies to Downtown;
- the amount and type of public investment in Downtown;
- the success of initial Downtown redevelopment projects; and
- the risk levels Downtown property owners are willing to accept.

Overall, Downtown is expected to be a vibrant, mixed-use and pedestrian-friendly environment with an average of three story heights especially along Monterey Road and East Third Street. Larger sites of about one-half acre in size will be able to develop with up to four stories.

The City's Redevelopment Agency has completed various improvements throughout the Downtown area, including the construction of bulbouts at several intersections and infrastructure improvements along Depot Street, including street trees, lighting, and wide sidewalks. The Redevelopment Agency is investing up to \$40 million on additional improvements and projects throughout Downtown. These improvements will greatly affect the timing of future private development projects.

Properties such as the Sunsweet site and the Downtown Mall site have received residential allotments for mixed-use projects. Other property owners may look to the success of these projects before moving forward with projects of their own. These property owners will need to closely evaluate the risk associated with redevelopment. If this risk is beyond their comfort level, they may choose not to redevelop or the Redevelopment Agency will have to provide assistance as a public/private partnership project.

With these and other factors in mind, City Staff, RBF Consulting, Johnston Real Estate Services, and DKS Associates projected the sites most likely to redevelop by 2015 and 2030. The purpose of the projection was to guide development and phasing assumptions in the Master Environmental Impact Report (EIR) and traffic analysis, and to guide development of the Parking Resources Management Strategy (see Chapter 4 for a summary). The sites projected to redevelop by 2015 were selected based on communications with property owners and an assessment of the existing built conditions. Likewise, the development projected to occur between 2015 and 2030 is based on present and expected market conditions and an understanding of parking and retail needs in the Downtown area.

The sites selected for the 2015 Development Projection generally have residential allotments through the Residential Development Control System (RDSCS) and have property owners or developers who are actively evaluating and preparing development plans. For the purpose of defining a first phase, this Specific Plan assumes that Blocks 1, 2, 3, 4, 7, portions of 13 and 14, 15, 17, and 18 would redevelop by 2015 (see Figure 3 or 6 for block numbers). Block 20 (outside of the Specific Plan boundary) was initially projected to redevelop by 2015, but due to 2008/2009 Recession conditions, it was determined that the Master EIR Traffic Study would assume continued commercial use of the block, in order to present “worst case” traffic conditions. The previously projected 82 new residential units for this block were shifted for the purpose of the Traffic Study to Block 16, the Caltrain parking lot site. However, redevelopment of Block 20 in the manner proposed by the Specific Plan, to Multi-family Medium/R-3 west of the SCVWD ROW and Mixed Use/CC-R east of the ROW remains a land use goal for Block 20. A “Commercial Use Overlay” has been added to the Multi-Family Medium parcels, to allow for use of a Commercial Administrative Use Permit Process for Block 20,

so that commercial use could continue to occur in the interim before redevelopment of the block is feasible. Property owners are encouraged to work with the City/Redevelopment Agency to develop and carry out a strategy for redevelopment of the west portion to residential use.

**It must be emphasized that the phasing assumptions are not intended to and will not be interpreted to act as a geographic or numeric constraint to the location, level and/or timing of development. Under this adopted Specific Plan, other blocks, or portions of blocks, may redevelop first. The overall level and location of actual development will be monitored by the City to ensure that land use regulations, parking management activities, and environmental (CEQA) compliance is appropriate to actual conditions over time.**

Also, the projections do not represent the maximum buildout potential of all sites or of all of Downtown, which is determined by the maximum development permitted by the Zoning Ordinance, and future development applications submitted by property owners may propose different types or densities of development. Again, actual development will be monitored, with future actions taken as necessary, for consistency and appropriate regulatory and CEQA compliance.

The projections intend to present a reality-based “likely redevelopment scenario” for 2015 and 2030, for the purpose of focusing policies, programs and activities. The Master EIR and Parking Resources Management Strategy will use these projections instead of the “maximum buildout” in order to realistically assess the future of Downtown. Using the maximum potential development approach would likely result in providing excessive parking or requiring unnecessary mitigations. It is intended that the Master EIR provide environmental clearance to the projected realistic 2030 level of development, and if future projects exceed that level, a future CEQA document will be needed.

Figure 6 shows the Ground Floor Overlay (GFO), which **requires** ground-floor retail uses along portions of Monterey Road and Third Street. See the Ground Floor Overlay (GFO) discussion in the Zoning Districts section below for minimum ground-floor retail building depths and floor to ceiling heights required by the GFO.

Figure 7 shows areas **encouraged** to include ground-floor retail uses and the recommended ground-floor retail building depths for these locations. These recommendations are based on an analysis prepared by Johnston Real Estate Services and discussions with City Staff, RBF Consulting, and Downtown business and property owners.

### Overall Assumptions

Currently the Downtown Core (Blocks 1-14) has approximately 123,000 square feet of retail, 122,000 square feet of office, 1,500 square feet of industrial, 53,000 square feet of public facilities, and 190 residential units (City of Morgan Hill data, 2007).

Future projections for Downtown are described below and are shown in the tables on the following pages.

Future projections were calculated based on total development by 2015 and total development by 2030 (which includes the development included in the 2015 projections).

These projections are then classified as “net new” and “total” development. Net new development represents the amount of new development less any existing development that will be replaced. For example, if a site with a 1,000 square foot building is to be redeveloped with a project with a 5,000 square foot building, this would represent a net new development of 4,000 square feet (5,000 new square feet minus 1,000 existing square feet to be redeveloped). Total development represents the net new development plus additional existing development. For example, if the above 4,000

net new square feet is developed in an area with 10,000 additional existing square feet, the total development would be 14,000 total square feet (4,000 net new square feet plus 10,000 additional existing square feet).

The future projections were further classified into three boundaries to better assess the future of Downtown development and to provide more specific information for related reports, such as the Parking Resources Management Strategy and the Master Environmental Impact Report (EIR). These three boundaries are the Downtown Core boundary (Blocks 1-14), the Specific Plan boundary (Blocks 1-18), and the Specific Plan boundary with Blocks 19 and 20 (Blocks 1-20).

The 2015 residential development projections assume the existing residential development control system (RDCS) of 255 units within Blocks 1-20 (allocations awarded by March 2006), an additional 100 residential units provided by Measure F (November 2006 ballot measure), and 495 of the 500 exempt housing units provided by the May 2009 ballot measure approved by the voters, for a total of 850 units.

These projections serve to identify the potential change in development for the CEQA analysis, Parking Resources Management Strategy, traffic analysis, and other relevant studies and analyses.

Refer to Appendix C (Development Projections by Block) for a more detailed table summarizing the development projections and assumptions by block.



**Ground Floor Retail Overlay**

Figure 6



## Retail Building Depth Recommendations

Figure 7

## CHAPTER 2: LAND USES AND DEVELOPMENT STANDARDS

**City of Morgan Hill  
Downtown Specific Plan  
2030 Development Summary - Blocks 1-14 (Downtown Core)**

Land Use	Existing Development <sup>1</sup>	Development by 2015		Development by 2030	
		Net New	Total	Net New	Total
Retail	123,365 Sq Ft	94,221 Sq Ft	217,586 Sq Ft	166,490 Sq Ft	289,855 Sq Ft
Residential	193 DU	546 DU	739 DU	681 DU	874 DU
Office/Service	122,248 Sq Ft	30,157 Sq Ft	152,405 Sq Ft	60,591 Sq Ft	182,839 Sq Ft

<sup>1</sup> Blocks 1-14 excluding public facilities (including schools, Community and Cultural Center, churches, social halls) and industrial

Assumptions		
<b>Existing Retail Development to be Replaced by Projected Redevelopment</b>		
16,800 sq ft	from the existing Downtown Mall at Monterey Road and First Street (Block 2)	
20,050 sq ft	from the existing bookstore building along Depot Street (Block 3)	
2,050 sq ft	from the existing liquor store at Monterey Road and Third Street (Block 4)	
<i>total</i>	<i>38,900 sq ft</i>	

**City of Morgan Hill  
Downtown Specific Plan  
2030 Development Summary - Blocks 1-18 (Downtown Specific Plan Boundary)**

Land Use	Existing Development <sup>1</sup>	Development by 2015		Development by 2030	
		Net New	Total	Net New	Total
Retail	123,365 Sq Ft	94,221 Sq Ft	217,586 Sq Ft	166,490 Sq Ft	289,855 Sq Ft
Residential	193 DU	760 DU	953 DU	1,081 DU	1,274 DU
Office/Service	122,248 Sq Ft	30,157 Sq Ft	152,405 Sq Ft	60,591 Sq Ft	182,839 Sq Ft

<sup>1</sup> Blocks 1-18 excluding public facilities (including schools, Community and Cultural Center, churches, social halls) and industrial

Assumptions		
<b>Existing Retail Development to be Replaced by Projected Redevelopment</b>		
16,800 sq ft	from the existing Downtown Mall at Monterey Road and First Street (Block 2)	
20,050 sq ft	from the existing bookstore building along Depot Street (Block 3)	
2,050 sq ft	from the existing liquor store at Monterey Road and Third Street (Block 4)	
<i>total</i>	<i>38,900 sq ft</i>	

**City of Morgan Hill  
Downtown Specific Plan  
2030 Development Summary - Blocks 1-20 (Downtown Specific Plan Boundary and Blocks 19-20)**

Land Use	Existing Development <sup>1</sup>	Development by 2015		Development by 2030	
		Net New	Total	Net New	Total
Retail	213,365 Sq Ft	21,221 Sq Ft	234,586 Sq Ft	93,490 Sq Ft	306,855 Sq Ft
Residential	201 DU	850 DU	1,051 DU	1,190 DU	1,393 DU <sup>2</sup>
Office/Service	122,248 Sq Ft	30,157 Sq Ft	152,405 Sq Ft	85,591 Sq Ft	207,839 Sq Ft

<sup>1</sup> Blocks 1-20 excluding public facilities (including schools, Community and Cultural Center, churches, social halls) and industrial

<sup>2</sup> Includes an additional 10 dwelling units to account for the increase in density for the CC-R zoning district

Assumptions		
<b>Existing Retail Development to be Replaced by Projected Redevelopment</b>		
16,800 sq ft	from the existing Downtown Mall at Monterey Road and First Street (Block 2)	
20,050 sq ft	from the existing bookstore building along Depot Street (Block 3)	
2,050 sq ft	from the existing liquor store at Monterey Road and Third Street (Block 4)	
90,000 sq ft	from the existing shopping center at Monterey Road and Dunne Avenue (Block 20)	
<i>total</i>	<i>128,900 sq ft</i>	

### Assumptions by Block

Each block in Downtown has a distinct character and potential for redevelopment based on the land use, zoning, and proximity to Monterey Road and East Third Street. Refer to Figure 6 for the required minimum retail depths for properties within the Ground Floor Overlay (GFO) district and Figure 7 for encouraged ground-floor retail locations and **recommended** building depths.

Development assumptions by block include:

- **Block 1:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. The projected redevelopment occurs primarily along Monterey Road and includes ground-floor retail uses with offices or residential on the upper floor(s). The required minimum depth of ground-floor retail is 60 feet along Monterey Road and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet). This block contains an existing bank located at the southeast corner of Main Avenue and Monterey Road. The property owner and the Redevelopment Agency are encouraged to work together to redevelop the site in a manner that would accommodate desirable road improvements and widening to address traffic congestion of the Main Avenue road segment, better accommodate left turns from Monterey, and improve the Main/Monterey intersection.
- **Block 2:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. The projected redevelopment occurs primarily along Monterey Road and includes ground-floor retail uses with offices or residential on the upper floor(s). Redevelopment of this block may incorporate a remodeled or new Granada Theater for a cinema or entertainment use, however the Specific Plan does not require this, and a cinema on an alternate downtown site is acceptable. Under any scenario, however, it is a goal of the Specific Plan that the existing Granada upright sign and marquee be retained in the downtown, associated with a cinema or entertainment use. The projected redevelopment offers the potential for a parking structure internal to the block or underground parking. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet). Retail spaces along East First and Second Streets are strongly encouraged with depths between 80 and 120 feet.
- **Block 3:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. The projected redevelopment occurs primarily along Third Street and includes ground-floor retail uses with offices or condominiums/apartments on the upper floor(s). Restaurants with outdoor dining areas and specialty shops are encouraged along Third Street. Property owners of smaller parcels are encouraged to combine lots and take advantage of the higher floor-area ratio (2.25 FAR for sites of 22,000 square feet or more, rather than the base 2.0 FAR for sites less than 22,000 square feet). Four story heights may be proposed on sites of 22,000 square feet or more, with a fourth floor stepback. Development on this block should act as a landmark for Downtown and should be more intense than development along adjacent streets. Large projected redevelopment sites offer the potential for underground parking. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and Third Street, and 80 feet at each intersection with Monterey Road and Depot Street (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet). Retail spaces along East Second Street are strongly encouraged with depths between 80 and 120 feet. Relocation of the Granada Theater

sign and marquee to the Monterey Road frontage of this block would be a suitable redevelopment project, for a new cinema or entertainment use if the existing Granada Theater site is used for other purposes.

- **Block 4:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. The projected redevelopment occurs primarily on the parcels generally referred to as the “Sunsweet Site” and includes ground-floor retail uses with offices or condominiums/apartments on the upper floor(s). Restaurants with outdoor dining areas and specialty shops are encouraged along Third Street. Property owners of smaller parcels are encouraged to combine lots and take advantage of the higher floor-area ratio (2.25 FAR for sites of 22,000 square feet or more, rather than the base 2.0 FAR for sites less than 22,000 square feet). Four story heights may be proposed on sites of 22,000 square feet or more, with a fourth floor setback. Development on this block should act as a landmark for Downtown and should be more intense than development along adjacent streets. Large projected redevelopment sites offer the potential for underground parking. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and Third Street, and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet).
- **Block 5:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. This block is not within the Ground Floor Retail Overlay (GFO) zoning district. Should ground-floor retail uses develop, the recommended minimum depth of such uses is between 50 and 80 feet along Monterey Road and at the intersection of Monterey Road and Fourth Street.
- **Block 6:** This block has a CBD Mixed Use and Public Facilities (General Plan) and D-PF and CBD (Zoning Ordinance) designation. This block is not within the GFO district. No redevelopment of existing buildings is assumed; however redevelopment may occur on the existing residential properties. This Plan projections for this block assumed the retention of the existing Community and Cultural Center (CCC), Gavilan Collage building, and outdoor amphitheater. The site offers the potential for structured parking on the existing CCC surface parking lot to increase the public parking supply and the parking could be a designated parking area for Downtown employees. The Specific Plan identifies a preferred future project consisting of re-routing Depot Street through the CCC parking lot, in order to create an intersection with Church Street at the signal. This allows Depot Street to remain connected to Dunne Avenue even when the Dunne/UPRR grade separation project (undercrossing of RR tracks) occurs. This project should be designed in a manner that allows sufficient site area for structured parking, accommodates private property access requirements, and facilitates pedestrian travel to CCC and Gavilan uses.
- **Block 7:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. This block is not within the GFO district. The site offers the potential for structured parking on the existing surface parking lot to increase the parking supply. Long-term and visitor secured bicycle parking facilities are encouraged within the parking area.
- **Block 8:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. This block is not within the GFO district. The site offers the potential for surface or structured parking to increase the parking supply.

- **Block 9:** This block has a CBD Mixed Use (General Plan) and CBD (Zoning Ordinance) designation. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet). The bank parcel offers an opportunity for redevelopment with a mixed-use project. The property owners and the Redevelopment Agency are encouraged to work together to redevelop the office building site and/or the existing bank site at the southwest corner of Main/Monterey in a manner that would accommodate desirable road improvements and widening to address traffic congestion of the Main Avenue road segment and improve the Main/Monterey intersection. It is also desirable on this block to pursue a continuous parking lot from Main Avenue through to First Street, behind the Monterey frontage buildings.
- **Block 10:** This block has a CBD Mixed Use and Multi-Family Low (General Plan) and CBD, R2, and RPD (Zoning Ordinance) designation. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet).
- **Block 11:** This block has a CBD Mixed Use and Multi-Family Low (General Plan) and CBD and R2 (Zoning Ordinance) designation. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet). Retail spaces along West First and Second Streets are strongly encouraged with depths between 80 and 120 feet. The City-owned parcel at Upper Llagas Creek is planned for a passive park with a creek interpretive element, which would link to a pedestrian/bicycle pathway to Del Monte Avenue. As stated above in the Actions section, the existing shopping center at the intersection of Del Monte Avenue and West Second Street is assumed to be retained. If feasible and desirable, this site could redevelop with a mixed use or residential project.
- **Block 12:** This block has a CBD Mixed Use, Multi-Family Low, and Residential Estate (General Plan) and CBD, R2, and RE (Zoning Ordinance) designation. This block contains the “Nob Hill” geographic feature, which has the large-lot residential designation given the hillside topography. The required minimum depth of ground-floor retail is 60 feet along Monterey Road and 80 feet at each intersection with Monterey Road (therefore a minimum of 80 feet by 80 feet and a minimum of 6,400 square feet). The site offers the potential for a restaurant development oriented toward the Upper Llagas Creek corridor. The RDA parcel could serve as a passive park.

- **Block 13:** This block has a CBD Mixed Use, Multi-Family Medium, and Residential Estate (General Plan) and CBD, D-R3, and RE (Zoning Ordinance) designation. This block is not within the GFO district. The projected redevelopment assumes the existing multi-family low (R2) designation is increased to multi-family medium (R3) to a density of up to 21 dwelling units per acre. The site offers the potential for a restaurant development oriented toward the Upper Llagas Creek corridor.
- **Block 14:** This block has a CBD Mixed Use and Multi-Family Medium (General Plan) and CBD and D-R3 (Zoning Ordinance) designation. This block is not within the GFO district. The projected redevelopment assumes the existing multi-family low (R2) designation is increased to Downtown multi-family medium (D-R3) to a density of up to 21 dwelling units per acre. Redevelopment of the site offers the potential for residential uses and approximately 30,000 square feet of offices.
- **Block 15:** This block has a Multi-Family High (General Plan) and D-R4 (Zoning Ordinance) designation. This block is not within the GFO district. The projected redevelopment includes development of an approved housing project with 134 dwelling units (99 of which have RDCS allotments). The Redevelopment Agency is providing assistance so that the existing concrete batch plant will be relocated from this site to a more suitable site outside of the Downtown area.
- **Block 16:** This block has a CBD Mixed Use (General Plan) and CBD Central Business District (zoning), with no maximum density. Redevelopment of the surface parking lot offers the potential for a transit-oriented development with high density residential units. Offices could also be appropriate in a mixed use project. Redevelopment of this block assumes the retention of the Caltrain parking spaces, but the spaces may be provided in a structure on the site or nearby. The level of projected development assumed in the EIR Traffic Study included 268 residential housing units and the parking spaces. If other uses beyond residential and parking are considered for this block, offices would be appropriate, and perhaps some minor or ancillary commercial services, however retail uses are prohibited on this block, in order to support the Specific Plan goal that retail uses locate within the 14-block Downtown Core. It would be appropriate to develop this block with land use intensity, and four story heights are allowed on this block, subject to Design Review.
- **Block 17:** This block has a Public Facility (General Plan) and D-PF (Zoning Ordinance) designation. This block is not within the GFO district. This block is the site of the South County Courthouse, which opened in April 2009. This block is also the site of a planned fire station and a pedestrian plaza connection offering an at-grade pedestrian/bike connection across the railroad tracks to East Third Street.
- **Block 18:** This block is planned for a mix of uses. The existing parcels with frontage on Butterfield Boulevard are proposed for a General Plan change from “Mixed Use” to “Office Industrial” and a zoning change from “PUD” to “CO - Administrative Office”. The parcel containing the existing Mama Mia’s restaurant would remain designated Mixed Use, with a CC-R zoning. The parcels on the remainder of the block are proposed for a General Plan change from “Mixed Use” to “Multi-Family Medium” and a zoning change from “PUD” to “D-R3 Downtown Medium Density Residential/PUD”, and this portion of the block has 80 residential allocations in place.

- **Block 19:** This block is outside of the Specific Plan boundary, but is recommended for land use designation changes concurrent with adoption of this Specific Plan. This block has a Mixed Use (General Plan) and CC-R (Zoning Ordinance) designation. This block is not within the GFO district. The projected redevelopment offers the potential for a mixed-use development with 27 dwelling units and 25,000 square feet of office uses fronting Monterey Road, south of the existing school auditorium.
- **Block 20:** This block is outside of the Specific Plan boundary, but is recommended for land use designation changes concurrent with adoption of this Specific Plan. This block has a Mixed Use and Multi-Family Medium (General Plan) and CC-R and R3 (Zoning Ordinance) designation with a Commercial Use Overlay on the R-3 portion. This block is not within the GFO district. The projected redevelopment offers the potential for mixed use development east of the creek easement and medium density residential units west of the creek easement, to total approximately 90 dwelling units and 17,000 square feet of ground-floor retail uses on the block. However, due to 2008/2009 Recession conditions, it was determined that the Master EIR Traffic Study would assume continued commercial use of the block, in order to present “worst case” traffic conditions. The previously projected 82 new residential units for this block were shifted for the purpose of the Traffic Study to Block 16, the Caltrain parking lot site. The goal of the Plan for the westerly portion of the block is for multi-family medium use, but a Commercial Use Overlay District will allow for a Commercial Administrative Use Permit Process for at least 5 years so that commercial use can continue to occur in the interim before redevelopment of the block is feasible.

### Ground Floor Overlay District and Downtown Administrative Use Permit

To enhance the pedestrian character of Downtown and assist in guiding the location of businesses in support of Downtown’s vision, ground floor spaces along portions of Monterey Road and Third Street within the Downtown Ground Floor Overlay District (GFO) will be restricted to retail shops, restaurant and entertainment uses, and certain service commercial businesses that are determined to support a continuity of display window visual interest. These businesses could include florists, dry cleaners, and similar uses that serve the community and commuters on a daily or weekly basis. Recently constructed buildings that are clearly designed for office uses and civic buildings are not included in the GFO (assessor parcel numbers 767-07-027, -028, and -029). See Figure 6 for the location of the GFO.

The Downtown Administrative Use Permit (DAUP) allows for commercial, professional and medical office uses, and personal services uses to locate in first floor locations on parcels located within the GFO district if the retail market is not yet sufficiently strong to accommodate a retail use within the space. Ground floor personal service uses may be allowed within a tenant space if the use is ancillary to a retail use occupying the same space and will provide continuity of display window visual interest that includes the retail component.

### Affordable Housing

The City's regulations exempt residential development within the Specific Plan boundary from providing deed-restricted affordable housing for rental or for-sale housing. Projected residential development is anticipated to include mixed-use developments and smaller unit sizes than the City as a whole and, therefore, the units would "naturally" be more affordable than development outside of Downtown. Rental units also add to the overall supply of affordable housing, which would be provided by apartments and other rental housing units.

### Residential Development Control System (RDSCS)

Morgan Hill voters approved a ballot measure in May 2009 to exempt 500 residential units from the RDSCS process within the Downtown area (Blocks 1 – 20), within the city's current RDSCS population cap of 48,000 persons in the year 2020. The 500 units represents an average of 45 units per year. Under the exemption, residential and mixed use development in Downtown that are consistent with the Specific Plan will need to secure a Design Permit, Development, Agreement, and Building Permit, with some uses also requiring a Conditional Use Permit or DAUP. If a project proposes a change to the Specific Plan development standards, a Planned Development zoning designation would be required, but the residential units would still be exempt from the RDSCS.

### Zoning Districts

The following sections serve as the land use and certain parking zoning regulations and standards for this Specific Plan. The regulations and standards in these sections supersede those in the Morgan Hill Zoning Ordinance (Zoning Ordinance) for properties within the Specific Plan area boundary. Zoning districts in this area include:

- CBD Central Business District (no minimum, no maximum density)
- Ground Floor Overlay (GFO)
- RE Residential Estate (0-1 du/ac)
- D-R2 Downtown Medium-Density Residential (5-14 du/ac)
- D-R3 Downtown Medium-Density Residential (14-21 du/ac)
- D-R4 Downtown High-Density Residential (21-40 du/ac)
- D-PF Downtown Public Facilities
- PD Planned Development

Sites designated as CC-R or CO zoning districts shall use the standards provided in the Zoning Ordinance and Municipal Code.

Figure 8 lists the permitted, conditionally permitted, permitted by Downtown Administrative Use Permit, and not permitted uses for the above zoning districts (excluding Planned Development).

Other Morgan Hill Zoning Ordinance and Municipal Code provisions, where not in conflict with the standards within this Specific Plan, continue to apply. Examples include, but are not limited to, Flood Damage Prevention Overlay District (Chapter 18.42), Design Permit (Chapter 18.74), Historic and Archaeological Resources (Chapter 18.75), Water-Conserving Landscape (Chapter 18.73), Significant Tree (Chapter 12.32), and Parking Ordinance (Chapter 18.50) provisions not in conflict with this Plan.

# Morgan Hill Downtown Specific Plan

## Permitted Uses

Figure 8 below lists uses that are permitted (P), conditionally permitted (C), conditionally permitted with a Downtown Administrative Use Permit (A), and not permitted (N).

**Figure 8**

### Permitted Uses (within the Specific Plan Boundary)

Use <i>(Block 16 is subject to special use restrictions. Uses with an N in the column after the CBD column means that retail or commercial use is prohibited on Block 16)</i>	CBD	CBD Block 16	GFO	D-PF	R2 D-R3 D-R4	RE
<b>Commercial/Service/Retail Uses</b>						
Antique shop, vintage clothing and collectibles	P	N	P	N	N	N
Arts and crafts gallery	P	N	P	N	N	N
Bed and Breakfast Lodging	C	N	N	N	C	C
Commercial recreation (3,000 sq. ft. or less)		P	C	C	N	N
Commercial recreation (greater than 3,000 sq. ft.)		C	C	C	N	N
Commercial service		P	A	N	N	N
Convenience market/store	C	N	C	N	N	N
Dry cleaner, shoe repair	P	N	C	N	N	N
Family day care, small		C	N	N	P	P
Financial services, bank		P	C	N	N	N
Food service, takeout	P	N	P	N	N	N
Hotel	C	N	C	N	N	N
Nightclub and bar (ancillary to a restaurant)	C	N	C	N	N	N
Nightclub, bar, theater (not ancillary to a restaurant)	C	N	C	N	N	N
Nursery school/large family day care facility		C	N	C	C	C
Personal services		P	A	N	N	N
Public/quasi-public building (education, cultural, or public-service)		C	A	P	C	C
Public Parking Lots or Structures		P	C	P	C	N
Restaurant (beer & wine permitted; bars conditionally permitted)	P	N	P	N	N	N
Retail store	P	N	P	N	N	N
School, general educational	C	N	N	C	N	N
Social hall, lodge, fraternal organization, community club, religious facilities	C	N	N	C	C	C
Specialty food market	P	N	P	N	N	N
Theater	C	N	C	N	N	N
<b>Residential Uses</b>						
Duplex, triplex		C	N	N	P	N
Congregate care for the elderly/assisted living facility (>6)		N	N	C	C	N
Home occupations (in accordance with Chapter 18.04.225: Home Occupations, of the Zoning Ordinance)		P	C	N	P	P
Live/work unit		P	C	N	N	N
Mixed use residential (residential use above some other use)		P	P	N	N	N
Multi-family dwelling		C	C	N	P	N
Nursing/convalescent hospital		N	N	C	C	N
Residential congregate care facility - large (>6)		N	N	C	C	N
Residential congregate care facility - small (≤6)		N	N	N	P	P
Single-family attached dwelling		C	N	N	P	P
Single-family detached dwelling		C	N	N	P	P

**Figure 8 (Continued)**  
**Permitted Uses (within the Specific Plan Boundary)**

Use <i>(Block 16 is subject to special use restrictions. Uses with an N in the column after the CBD column means that retail or commercial use is prohibited on Block 16)</i>	CBD	CBD Block 16	GFO	D-PF	R2 D-R3 D-R4	RE
<b>Office/Professional Uses</b>						
Business, trade or tutoring school	P	A	C	N	N	N
Business support services	P	A	N	N	N	N
Hospital	P	N	N	N	N	N
Medical office	P	N	N	N	N	N
Office, administrative	P	A	C	N	N	N
Professional office	P	A	C	N	N	N
<b>Other Uses</b>						
Drive-in establishments	C	N	N	N	N	N
Public Parking Lots or Structures	P	C	P	C	C	N
Other uses similar to permitted or conditionally permitted uses as determined by the Planning Commission to be permitted	C	C	C	C	C	C

**Requirement for Air Quality and Transportation Demand Management Plan (AQ-TDM Plan)**

As part of the Design Permit process, all projects subject to the Design Review requirements shall submit a proposed Air Quality and Transportation Demand Management Plan (AQ-TDM Plan) for review and action by the Community Development Director. The AQ-TDM Plan will incorporate appropriate measures at appropriate locations as determined through the design permit process, such as the following, to reduce air quality impacts:

- Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.
- Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities.
- Allow only natural gas fireplaces. No wood burning devices would be allowed.
- Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.

- Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.
- Provide showers and lockers for employees bicycling or walking to work.
- Provide transit information kiosks and bicycle parking at commercial facilities.
- Provide secure and conveniently located bicycle parking and storage for workers and patrons.

Public parking lots constructed or assisted by the City or Redevelopment Agency of Morgan Hill and private residential parking facilities of 50 spaces or more shall include the following amenities:

- Electric vehicle charging facilities.
- Preferential parking for Low Emission Vehicles (LEVs).

### **Central Business District (CBD)**

A large portion of Downtown along Monterey Road and to the west of the railroad tracks, as well as the VTA/RDA Block 16, is within the CBD Central Business District. Each project will be carefully reviewed to ensure compatibility with the vision and intent of this plan. The design guidelines included in this document will serve to assist city staff, the Planning Commission and/or the City Council in making consistency determinations and with design permits.

#### **Purpose of the CBD District**

The CBD designation is generally applied to parcels within the Downtown Core and over Block 16, the existing VTA/Caltrain parking lot. Figure 9, below, illustrates the development standards for the CBD zoning district.

The purposes of this district are to:

- implement the goals and objectives of the Downtown Morgan Hill Specific Plan;
- support traditional architectural styles and features, while also allowing for design creativity and use of contemporary materials in a manner found to be compatible with the Downtown vision and character;
- provide a variety and intermixture of residential, commercial, and public activities in the downtown core;
- provide additional housing stock, and conserve housing stock in residential areas west of Monterey Road; and
- increase residential and commercial densities in the Downtown Core.

#### **Density**

- No minimum; and no specified maximum

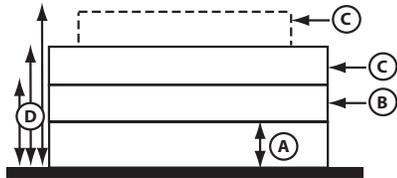
#### **Development Standards**

- Lot area: 3,500 square feet minimum
- Lot width: 40 feet minimum
- Lot depth: 80 feet minimum

- Maximum building coverage: not specified;
- Floor area ratio: 2.0 maximum or 2.25 maximum for sites of 22,000 square feet or more. FAR is the total building square footage (excluding parking areas) divided by the total site (parcel) square footage;
- Minimum number of floors: 2 stories;
- Maximum number of floors: 3 stories, except that 4 stories are allowed on sites of 22,000 square feet or more. A stepback is required for buildings with 4 stories. There is no specific distance for the stepback; however, the stepback shall maintain a “human scale” and provide for adequate solar access to the adjacent street. The stepback is subject to review and a design permit to ensure that the design provides for a human scale and adequately maintains solar access onto adjacent public sidewalks;
- Maximum building height (measured from ground to top of the roof plate):
  - Two story building: 35 feet;
  - Three story building: 45 feet; and
  - Four story building: 55 feet.
- Setbacks:
  - Front: 0 feet minimum and 10 feet maximum for commercial/office/mixed-use; and 6 feet minimum and 15 feet maximum for residential uses. Residential porches or similar structure may extend into the setback up to 5 feet;
  - Side: 0 feet minimum for commercial/office/mixed-use; and 5 feet minimum for residential uses; and
  - Rear: 0 feet minimum for commercial/office/mixed-use; and 10 feet minimum for residential uses.

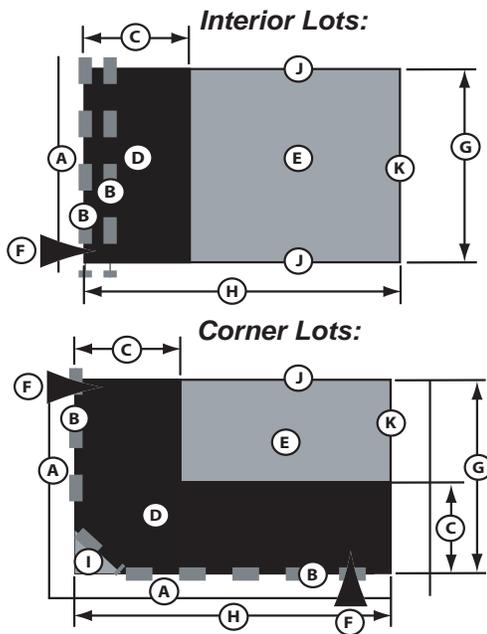
**Figure 9**  
**CBD Development Standards**

**Mass/Height Specifications:**



- A: First Floor Ceiling Height: 14' minimum for non-residential uses.
- B: Minimum Number of Floors: 2
- C: Maximum number of Floors: 3 stories, except that 4 stories are allowed on sites of 22,000 square feet or more. A stepback is required for buildings with 4 stories. There is no specific distance for the stepback; however, the stepback shall maintain a "human scale" and provide for adequate solar access to the adjacent street. The stepback shall be subject to a design permit.
- D: Maximum building height (measured from ground to top of roof plate): 35 feet (for 2 story building), 45 feet (for 3 story building), or 55 feet (for 4 story building).
- E: Maximum Floor-Area Ratio (FAR): 2.0 for sites less than 22,000 square feet, or 2.25 for sites 22,000 square feet or greater.

**Site Specifications:**



- A: Sidewalk
- B: Front Building Facade: The facade shall be built anywhere within 0' to 10' (commercial/office/mixed-use) and 6' to 15' (residential) of property lines adjacent to the street. Storefronts, building entrances, and upper floor balconies may be recessed into the facade. Residential porches or similar structures may encroach into the setback by up to 5'.
- C: Building Depth: 50' (minimum) and 120' (maximum) as measured from the front building facade, unless otherwise labeled in Figure 6.
- D: Building Zone: No maximum building coverage is specified (a building may occupy up to 100% of the site). Rear areas not covered by a building may be occupied by rear yards, courtyards, plazas, parking lots, and/or loading/unloading zones
- E: Minimum Lot Area: 3,500 square feet.
- F: Access to parking and loading/unloading facilities shall include a minimum driveway width of 20'. The center line of all driveways shall be at least 30' from an intersection.
- G: Minimum Lot Width: 40'.
- H: Minimum Lot Depth: 80'.
- I: Building Corner: The setback at the building corner adjacent to the intersection may be angled, curved, or recessed if a building entrance is created at the corner.
- J: Side Setback: 0' minimum for commercial; office; and mixed-use; and 5' minimum for residential.
- K: Rear Setback: 0' minimum for commercial, office, and mixed-use; and 10' minimum for residential.

- Ground floor “floor-to-ceiling clear” height: 14 feet minimum for non-residential uses;
- Ground floor building depth: retail depth minimums as specified by Figure 6;
- The above standards are intended to ensure creation of spaces appropriate for retail and restaurant uses; such spaces may be occupied by other uses such as live/work, personal services, and offices upon issuance of a DAUP; and
- Parking:
  - Retail\*: 2.8 spaces per 1,000 square feet;
  - Office\*: 4.0 spaces per 1,000 square feet; and
  - Residential\*:
    - 1.0 space per unit (600 or fewer square feet in unit);
    - 1.5 spaces per unit (>600 to 1,350 square feet in unit); and
    - 2.0 spaces per unit (>1,350 square feet in unit).

*\* Parking requirements based on all new and redeveloped square footage or dwelling units.*

- In the CBD, exceptions to parking design requirements of Chapter 18.50: Off-street Parking and Paving Standards, may be approved through the Design Permit process

### **Additional Required Conditions**

- All development is subject to the Design Permit requirements of Zoning Ordinance Chapter 18.74: Design Review. Approval of Design Permits shall be subject to making findings that the proposed construction or alteration project is in substantial conformance with the Design and Signage Guidelines of the Downtown Specific Plan, as well as with applicable design standards and guidelines as contained in the city’s Design Review Handbook.
- Noticed Public Hearings shall be held for all projects subject to Design Permit requirements. The Community Development Director shall determine the appropriate process for consideration of Design Permits; smaller or more minor projects may be acted upon by staff, while larger and more significant projects should be referred to the Planning Commission or City Council. Any Design Permit which involves Redevelopment Agency or City-owned sites, or for which the RDA is entering into an Agreement to assist with the development, should be acted upon by the City Council, after receiving a recommendation from staff and/or the Planning Commission, as determined by the Community Development Director.

### **Ground Floor Overlay (GFO)**

#### **Purpose of the GFO District**

- To implement the Morgan Hill Downtown Specific Plan, the downtown ground floor overlay district is intended to modify the uses allowed in the CBD district to require retail, restaurant and entertainment uses on the ground floor that support a continuity of display window visual interest. For the purposes of this chapter, “ground floor” means the first floor which is above grade. Where the GFO district is combined with the CBD district, the uses permitted or conditionally permitted within the GFO district shall apply in lieu of the uses as normally allowed in the CBD district. Except for the regulations relating to uses as set forth in this section, all other regulations shall be those of the applicable underlying CBD district.
- This district shall apply to parcels that have frontage along portions of Monterey Road and Third Street as shown on Figure 6. These parcels are required to provide ground floor retail, restaurant, and/or entertainment uses with a minimum depth of 60 feet along Monterey Road (80 feet at intersections) and 50 feet along Third Street (80 feet at intersections).

#### **Permitted Uses**

See Figure 8 for permitted uses.

#### **Conditional Uses**

See Figure 8 for conditionally permitted uses.

### **Downtown Administrative Use Permits (DAUPs)**

#### **Purpose of the Downtown Administrative Use Permit**

The purpose of Downtown Administrative Use Permits (DAUPs) is to allow for commercial, professional and medical office uses, live/work, and personal services uses to locate in first floor locations on parcels located in the ground floor overlay district fronting Monterey Road or Third Street, upon a determination that the retail market is not sufficiently strong to accommodate a retail use, and therefore that ground floor office, live/work, or personal service uses may be allowed. Additionally, ground floor personal service uses may be allowed within a tenant space if the use is ancillary to a retail use occupying the same space and will provide a continuity of display window visual interest that includes the retail component.

#### **Application Contents**

An application for a Downtown Administrative Use Permit (DAUP) shall be made by the property owner or agent thereof, on a form issued by the Community Development Department. An application shall be accompanied by the following information except as may be waived by the Community Development Director for proposed uses in existing structures:

- Vicinity map;
- Site plan;
- Floor plan;
- Building elevations for facades along Monterey Avenue and Third Street;
- Signing and landscape plan;
- Statement of proposed operations, including but not limited to number of employees, proposed hours of operation, and if applicable, how a personal service use relates to the retail use within the tenant space;

- Materials which demonstrate that the subject space in the building has been advertised for lease to retail tenants for at least ninety days, but the owner has been unable to locate a suitable retail tenant at market rates; and
- Other materials as required by the Community Development Department.

### Application Process

- An application for a DAUP shall be filed with the Community Development Department, in a form prescribed by the Community Development Director. After an application is deemed complete by the Community Development Department, such application shall be routed to affected city departments for comments.
- The department shall notify by mail the applicant and owners of properties located within 300 feet of the proposed site of the proposed use and application for a DAUP, at least 10 days prior to the scheduled date for decision by the department, in order to receive comments. The department shall also notify the chamber of commerce, downtown association and other organizations with a known interest in Downtown.
- After the notice period has occurred and comments have been considered, the Community Development Director will take action on the DAUP. Appeals of the decision of the Community Development Department shall be filed within 10 days, and appeals shall be considered by the planning commission at a noticed public hearing. Appeals of the decision of the planning commission shall be filed within 10 days, and appeals shall be considered by the city council at a noticed public hearing. The decision of the city council shall be final.

### Evaluation, Conditions and Findings

The Community Development Director or designee shall evaluate the application for consistency with the following criteria:

- The suitability of the site and building for the proposed use;
- The impact of the use on the surrounding properties, and on the GFO and CBD districts in general.
- The impact of the use on traffic circulation and planned capacity of the street system.
- The compatibility of the use and design with adjacent uses within the district and its surroundings;
- Whether the use will adversely affect the peace, health, safety, morals or welfare of persons residing or working in the vicinity of the use;
- Whether the use will impair the utility or value of property of other persons located in the vicinity of the site;
- The applicability and conformity of the use with provisions of Chapter 8.40 (Hazardous Materials Storage) of the Zoning Ordinance as existing or hereafter amended;
- Review of the building with regard to suitability of design and location to accommodate first floor retail use(s);
- Review of materials submitted by the applicant and determination that the subject space in the building has been advertised for lease to retail tenants for at least 90 days, but the owner has been unable to locate a suitable retail tenant at market rates;
- Whether the use will provide a public benefit to the city and its citizens;
- Vacancy rate for commercial buildings in the Downtown Core; and
- Whether the use is clearly ancillary to a retail use within the tenant space and will provide a continuity of display window visual that includes the retail component.

The Community Development Director may impose reasonable conditions on an approval of a DAUP. Conditions may include, but shall not be limited to, conditions requiring a review of the use at some future time or upon certain triggering event(s); conditions providing for expiration of the Administrative Use Permit at some future time or upon certain triggering event(s); conditions imposing requirements for site maintenance and/or improvements; conditions requiring a personal service to be ancillary to a retail use with the same tenant space and maintenance of display window visual interest that includes the retail component; conditions requiring installation and maintenance of landscaping, regulation of vehicular ingress and egress, traffic circulation, regulation of signs, establishment of development schedules or time limits for performance or completion, and/or any other conditions as deemed necessary by the Community Development Director.

Approval of and issuance of the DAUP shall be subject to the Community Development Director making one or more of the following findings:

- The subject space in the building has been advertised for lease to retail tenants for at least 90 days, but the owner has been unable to locate a suitable retail tenant at market rates;
- The vacancy rate for commercial space exceeds five percent in the ground floor combining district for the quarter. The Downtown Association or other entity as determined by the City may assist with vacancy rate surveys (as needed);  
or
- If the use is personal service, the applicant has demonstrated that the use is ancillary to a retail use within the tenant space and provides a continuity of display window visual interest.

### **Expiration and Extensions**

- Approval of a DAUP shall be valid for three years from the date of approval.
- The approval may be extended one or more times by the Community Development Director for up to up to three years for each extension, upon the applicant requesting in writing such extension and paying the established fee. An application for an extension may be submitted no sooner than nine months before the expiration date of the previously approved DAUP. The application process, including public noticing and appeals, shall occur in accordance with Section 18.54.260 of the Zoning Ordinance. Approval of a DAUP extension shall be subject to the Community Development Director making the required findings as described in this Specific Plan. The Community Development Director may impose reasonable conditions on an approval of a DAUP as outlined in this Specific Plan. Conditions imposed on an extension may be different from the conditions imposed on the originally approved DAUP.

### ***Residential Estate (RE)***

#### **Purpose of the RE District**

Very low density residential uses are generally not included in downtown areas; however, given the presence of Nob Hill (which has steep slopes, a water tank, and other constraints), a portion of the Downtown Core is designated as RE (Residential Estate). The RE (Residential Estate) district is intended to promote and encourage a suitable environment for family life on large parcels of land or where topography precludes a smaller lot pattern (such as on Nob Hill within the Specific Plan boundary). The RE district is to be used only for suburban single-family homes, appropriate agricultural uses, and the community services and facilities appurtenant thereto.

#### **Permitted Uses**

See Figure 8 for permitted uses.

#### **Conditional Uses**

See Figure 8 for conditionally permitted uses.

#### **Density**

- 0-1 dwelling units per acre.

#### **Development Standards**

RE standards are as follows:

- Minimum lot area: 100,00 square feet;
- Minimum lot width: 150 feet;
- Minimum lot depth: 150 feet;
- Maximum building coverage: 25 percent;
- Minimum setbacks:
  - Front, 50 feet,
  - Rear, 25 feet,
  - Side, 25 feet;
- Maximum height: two and one-half stories, or 30 feet;

- Side street side yard: a side yard along the side street lot line of a corner lot shall have a width of not less than fifteen feet or one-half the required depth of the front yard, whichever is greater; and
- Parking requirements: as specified in Chapter 18.50 (Off-Street Parking and Paving Standards) of the Zoning Ordinance.

#### **Additional Required Conditions**

- All development is subject to the Design Permit requirements of Zoning Ordinance Chapter 18.74: Design Review. Approval of Design Permits shall be subject to making findings that the proposed construction or alteration project is in substantial conformance with the Design and Signage Guidelines of the Downtown Specific Plan, as well as with applicable design standards and guidelines as contained in the city's Design Review Handbook.
- No building shall be constructed within 80 feet of a ridgeline. To the extent feasible, developments near Upper Llagas Creek should follow the "Guidelines and Standards for Land Use Near Streams" (Santa Clara Valley Water District, 2006). This includes, but is not limited to, restricting development at least 20 feet from the top of bank, maintaining a 2 to 1 structural slope stability requirement, and conducting a stability analysis. All proposed structures shall be constructed outside of the 100-year floodplain unless such development is consistent with the limitations contained in Chapter 18.42 (Flood Damage Prevention) of the Zoning Ordinance.

***Downtown Medium-Density Residential (R2)***

**Purpose of District**

The R2 district is intended to stabilize and protect the residential character of neighborhoods and to promote and encourage a suitable environment for family life. The R2 district is intended for suburban detached or attached single-family homes, and the community services appurtenant thereto.

**Permitted Uses**

See Figure 8 for permitted uses.

**Accessory Uses**

The following accessory uses are permitted in the R2 district:

- Signs, complying with the applicable regulations set forth in Chapter 18.76 (Sign Code) of the Zoning Ordinance;
- Private garage and parking areas;
- Home occupations; and
- Other accessory uses and buildings customarily appurtenant to a permitted use.

**Conditional Uses**

See Figure 8 for conditionally permitted uses.

**Density**

- 5-14 dwelling units per acre.

**Development Standards**

R2 standards are as follows:

- Minimum lot area: 3,400 square feet
- Minimum site area per dwelling unit: 1,500 square feet;
- Minimum lot width: 40 feet;
- Minimum lot depth: 85 feet;
- Maximum building coverage: 50 percent;

- Minimum setbacks:
  - Front, 20 feet,
  - Rear, 15 feet,
  - Side, five feet;
- Maximum height: two and one-half stories, or 30 feet; and
- Parking requirements: as specified in Chapter 18.50 (Off-Street Parking and Paving Standards) of the Zoning Ordinance.

**Additional Required Conditions**

The following additional conditions shall apply in an R2 district:

- All development, except a single-family home on a lot of less than 20,000 square feet, a duplex on one lot, or a single unit addition to an existing structure (unless such are “sensitive sites” per Section 18.74.060 of the Design Review Ordinance), is subject to the Design Permit requirements of Zoning Ordinance Chapter 18.74: Design Review. Approval of Design Permits shall be subject to making findings that the proposed construction or alteration project is in substantial conformance with the Design and Signage Guidelines of the Downtown Specific Plan, as well as with applicable design standards and guidelines as contained in the city’s Design Review Handbook.
- All manufactured homes are subject to Design Permit approval.

- No building shall be constructed within 80 feet of a ridgeline. To the extent feasible, developments near Upper Llagas Creek should follow the “Guidelines and Standards for Land Use Near Streams” (Santa Clara Valley Water District, 2006). This includes, but is not limited to, restricting development at least 20 feet from the top of bank, maintaining a 2 to 1 structural slope stability requirement, and conducting a stability analysis. All proposed structures shall be constructed outside of the 100-year floodplain unless such development is consistent with the limitations contained in Chapter 18.42 (Flood Damage Prevention) of the Zoning Ordinance.

### ***Downtown Medium-Density Residential (D-R3)***

The D-R3 district is intended to stabilize and protect the residential character of neighborhoods, and to promote a suitable environment for family and adult communities in a higher-density environment than other residential zoning categories would allow.

#### **Permitted Uses**

See Figure 8 for permitted uses.

#### **Accessory Uses.**

The following accessory uses are permitted in the D-R3 district:

- Signs, complying with the applicable regulations set forth in Chapter 18.76 (Sign Code) of the Zoning Ordinance;
- Private garages and parking areas;
- Home occupations;
- Other accessory uses and accessory buildings customarily appurtenant to a permitted use.

#### **Conditional Uses**

See Figure 8 for conditionally permitted uses.

#### **Density**

- 14-21 dwelling units per acre.

#### **Development Standards**

D-R3 standards are as follows:

- Minimum lot area: 3,200 square feet;
- Minimum site area per dwelling unit: 1,200 square feet;
- Minimum lot width: 40 feet;
- Minimum lot depth: 80 feet;
- Maximum building coverage: 70 percent;

- Minimum setbacks:
  - Front, 15 feet,
  - Rear, 15 feet,
  - Side, 5 feet;
- Maximum height: 3 stories, or 35 feet;
- All residential development fronting on an arterial street as defined by the general plan, shall provide a minimum front yard setback of 20 feet; and
- Parking requirements as specified in Chapter 18.50 (Off-Street Parking and Paving Standards) of the Zoning Ordinance.
- No building shall be constructed within 80 feet of a ridgeline. To the extent feasible, developments near Upper Llagas Creek should follow the “Guidelines and Standards for Land Use Near Streams” (Santa Clara Valley Water District, 2006). This includes, but is not limited to, restricting development at least 20 feet from the top of bank, maintaining a 2 to 1 structural slope stability requirement, and conducting a stability analysis. All proposed structures shall be constructed outside of the 100-year floodplain unless such development is consistent with the limitations contained in Chapter 18.42 (Flood Damage Prevention) of the Zoning Ordinance.

### **Additional Required Conditions**

- All development, except a single-family home on a lot of less than 20,000 square feet, a duplex on one lot, or a single unit addition to an existing structure (unless such are “sensitive sites” per Section 18.74.060 of the Design Review Ordinance), is subject to the Design Permit requirements of Zoning Ordinance Chapter 18.74: Design Review. Approval of Design Permits shall be subject to making findings that the proposed construction or alteration project is in substantial conformance with the Design and Signage Guidelines of the Downtown Specific Plan, as well as with applicable design standards and guidelines as contained in the city’s Design Review Handbook.
- All manufactured homes are subject to Design Permit approval.

### ***Downtown High-Density Residential (D-R4)***

The D-R4 district is intended to promote a suitable environment for family and adult communities in a higher-density environment than other residential zoning categories would allow.

#### **Permitted Uses**

See Figure 8 for permitted uses.

#### **Accessory Uses**

The following accessory uses are permitted in the D-R4 district:

- Signs, complying with the applicable regulations set forth in Chapter 18.76 (Sign Code) of the Zoning Ordinance;
- Private garages and parking areas;
- Home occupations;
- Other accessory uses and accessory buildings customarily appurtenant to a permitted use.

#### **Conditional Uses**

See Figure 8 for conditionally permitted uses.

#### **Density**

- 21-40 dwelling units per acre.

#### **Development Standards**

D-R4 standards are as follows:

- Minimum lot area: 3,000 square feet;
- Minimum site area per dwelling unit: 700 square feet.
- Minimum lot width: 40 feet;
- Minimum lot depth: 75 feet;
- Maximum building coverage: 80 percent;
- Minimum setbacks:
  - Front, 10 feet,
  - Rear, 15 feet,
  - Side, 5 feet;

- Maximum height: three stories; or 45 feet; and
- All residential development fronting on an arterial street as defined by the general plan, shall provide a minimum front yard setback of 20 feet.
- Parking\*:
  - 1.0 space per unit ( $\leq$  600 square foot unit);
  - 1.5 spaces per unit (600 - 1,350 square foot unit); and
  - 2.0 spaces per unit ( $\geq$  1,350 square foot unit).

\* Parking requirements based on all new and redeveloped dwelling units.

#### **Additional Required Conditions**

- All development, except a single-family home on a lot of less than 20,000 square feet, a duplex on one lot, or a single unit addition to an existing structure (unless such are “sensitive sites” per Section 18.74.060 of the Design Review Ordinance), is subject to the Design Permit requirements of Zoning Ordinance Chapter 18.74: Design Review. Approval of Design Permits shall be subject to making findings that the proposed construction or alteration project is in substantial conformance with the Design and Signage Guidelines of the Downtown Specific Plan, as well as with applicable design standards and guidelines as contained in the city’s Design Review Handbook.
- All manufactured homes are subject to Design Permit approval.

- No building shall be constructed within 80 feet of a ridgeline. To the extent feasible, developments near Upper Llagas Creek should follow the “Guidelines and Standards for Land Use Near Stream” (Santa Clara Valley Water District, 2006). This includes, but is not limited to, restricting development at least 20 feet from the top of bank, maintaining a 2 to 1 structural slope stability requirement, and conducting a stability analysis. All proposed structures shall be constructed outside of the 100-year floodplain unless such development is consistent with the limitations contained in Chapter 18.42 (Flood Damage Prevention) of the Zoning Ordinance.

### ***Downtown Public Facilities (D-PF)***

The D-PF public facilities district is intended to accommodate governmental, public utility, educational and community service or recreational facilities. The D-PF district is intended to be applied to existing public facilities as identified by the general plan and other areas where deemed appropriate.

#### **Permitted Uses**

See Figure 8 for permitted uses.

#### **Conditional Uses**

See Figure 8 for conditionally permitted uses.

#### **Development Standards**

D-PF standards are as follows:

- Minimum lot area: not specified;
- Minimum lot width: not specified;
- Minimum lot depth: not specified;
- Maximum building coverage: not specified;
- Minimum setbacks: not specified;
- Maximum height: three stories, or 45 feet as measured from the ground to the top of the roof plate;
- Parking requirements: Parking spaces shall be provided in the amount as specified in Chapter 18.50: Off-street Parking and Paving Standards. In the D-PF Downtown Public Facilities District, exceptions to parking design requirements of Chapter 18.50 may be approved through the Design Permit process;
- Areas used for outdoor storage shall meet the minimum design standards applicable to off-street parking facilities with respect to paving, grading, drainage, access to public streets, safety and protective features, lighting, landscaping and screening;

- All uses, whether permitted or conditional, shall be conducted in such a manner so as to avoid any nuisance, hazard or commonly recognized offensive condition or characteristic, as established by the performance standards of Chapter 18.48 (Performance Standards) of the Zoning Ordinance; and
- Signs shall be regulated in accordance with Chapter 18.76 (Sign Code) of the Zoning Ordinance and Chapter 6 (Signage Guidelines) of this Specific Plan.

### **Additional Required Conditions**

- All development is subject to the Design Permit requirements of Zoning Ordinance Chapter 18.74: Design Review. Approval of Design Permits shall be subject to making findings that the proposed construction or alteration project is in substantial conformance with the Design and Signage Guidelines of the Downtown Specific Plan, as well as with applicable design standards and guidelines as contained in the city's Design Review Handbook.

## ***Planned Development (PD)***

### **Purpose of District**

The purpose of the Planned Development (PD) overlay district is to:

- Facilitate and promote coordination of design, access, use, and other features associated with development of multiple adjacent properties or large single properties;
- Encourage flexibility of site planning when it will enhance the area in which it is proposed; and
- Allow construction and reservation of housing units for lower income or senior households.

### **General Provisions**

To achieve the purpose of the PD overlay district, variations from the standards specified elsewhere in the above development standards and in Division I of the Morgan Hill Zoning Ordinance may be allowed as long as they variations are consistent with the overall intent, goals, and policies of this Specific Plan. Variations can include but are not limited to permitted or conditional uses (consistent with the Plan designation on the site), lot sizes, lot coverage, setback requirements, parking, building height, floor-area ratio (FAR), and density, the City Council determines and finds that , the proposed development will provide substantial compliance with the district regulations and other provisions in this Specific Plan and Division I of the Zoning Ordinance related to the public health, safety and general welfare.

In that the CBD Mixed Use General Plan land use designation has no maximum density, PD amendments which may increase density via greater height and FAR than base Specific Plan standards for the CBD District, will be processed as a PD zoning and Specific Plan zoning amendment, but will not require an amendment to the General Plan.

### **Applicability**

- Any development within any zoning district which proposes to deviate from standards of the underlying zoning district.

### **Establishment and Initiation.**

A PD overlay district may be established upon the application of a property owner in accordance with procedures established in Chapter 18.62 (Amendments) of the Zoning Ordinance and by fulfilling the provisions of this chapter.

The Planning Commission or City Council may initiate a PD overlay zone in accordance with the procedures set forth in Chapter 18.62 (Amendments) of the Zoning Ordinance without a development plan submittal. A conceptual plan for future development of land zoned as PD by the City Council shall be submitted by the first applicant proposing to develop within the PD subsequent to its establishment by the city. Future development of land designated as PD would be subject to development plan submittal requirements and all other requirements specified in this chapter.

### **Development Plan, Review, and Approval**

A request for establishment of or amendment to a PD shall follow the same procedures as established for zoning amendments, as defined and described in Chapter 18.62 (Amendments) of the Zoning Ordinance or as specified within this chapter.

### **Preliminary review for Mixed Use and Non-Residential Overlays.**

Prior to filing an application for approval of a PD overlay district a preliminary plan review application should be completed. The preliminary review process will include the review and recommendations from the Development Review Committee and public hearings before the Planning Commission and City Council.

### **Residential Density**

Where residential development is proposed as part of the planned development, the residential portion of the development shall not exceed the density limits established by this Specific Plan except that density bonuses may be granted pursuant to the provisions of Chapter 18.47 (Affordable Housing Bonuses and Other Incentives) and Chapter 18.78 (Residential Development Control System) of the Zoning Ordinance.

### **Permitted Uses**

- All permitted uses in the respective underlying zoning district unless otherwise noted in the PD plan or text.
- All uses shown on the development plan and/or specified with PD text for a particular PD district as approved by the City Council.
- In the industrial portions of a PD overlay zone only, “adult businesses” as defined by Sections 18.04.018.2 et seq. and 18.48.170 and 18.48.180 of the Zoning Ordinance are permitted subject to conformity to all city codes, including receipt and maintenance in good standing of a police permit pursuant to Sections 5.60.010 et seq. of the Municipal Code.
- Signs, complying with the applicable regulations set forth in Chapter 18.76 (Sign Code) of the Zoning Ordinance.
- Park for approved and conditional uses.
- Home occupations.
- Other accessory uses and buildings customarily appurtenant to a permitted use.

All uses must meet the performance standards established in Chapter 18.48 (Performance Standards) of the Zoning Ordinance.

### Conditional Uses

- All conditional uses in the underlying zoning district unless otherwise noted in the PD plan or text.
- All uses shown as conditional on the development plan and/or specified within the PD text as conditional for a particular PD district as approved by the City Council.

### Design Review and Approval

- Architectural and site review approval shall be required of all uses situated on sensitive sites, as defined in Chapter 18.74 (Design Review) of the Zoning Ordinance, such as hillsides, streams, historic structures, and other uses as defined in Chapter 18.74 (Design Review).

### Development Plan and Implementation

- The design and location of all physical and landscape improvements shall be consistent with the Development Plan established for the PD.

### Modification to Approved Planned Developments

- No significant modifications to an approved PD shall be permitted unless approved by the City Council. Minor modifications consistent with the approved final development plans may be approved by Community Development Director based on the following findings:
  - The modification is consistent with the intent, goals, and policies of this Specific Plan.
  - The modification is consistent with the intent of the original PD approval.
  - The modification will not have an adverse impact upon the owners of surrounding properties.
  - The modified project is consistent with the environmental determination.

- When the Community Development Director finds that a proposed modification differs substantially from the approved PD, an amendment to the approved PD will be required through the public hearing process, planning commission and City Council.

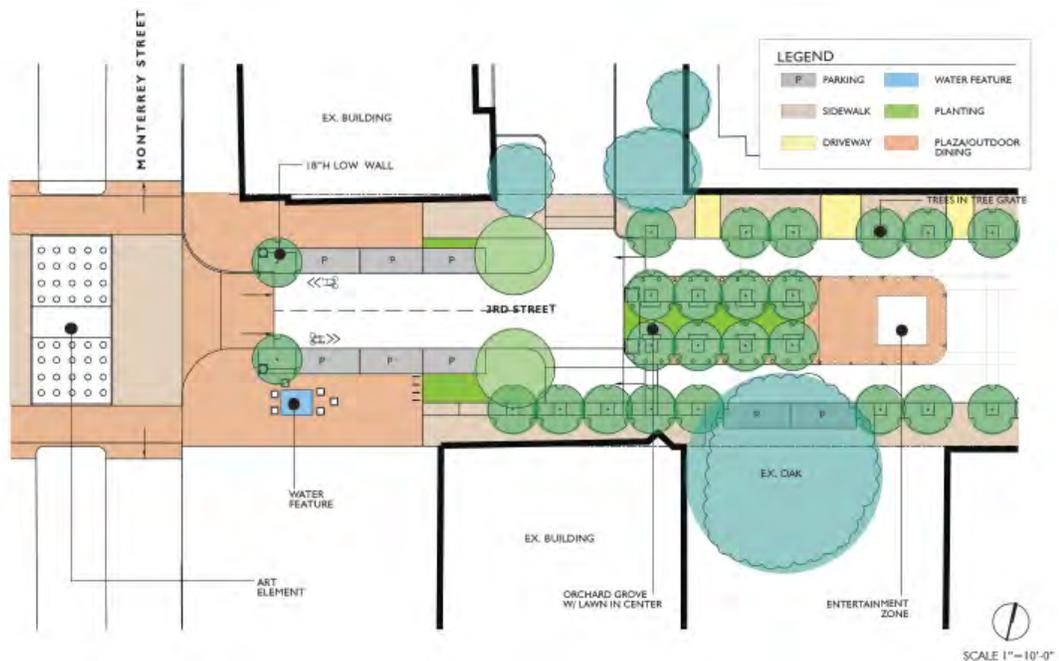
### Designation on Zoning Map

Once a Planned Development Overlay District has been established by the approval of the City Council the official zoning map shall be amended to include the symbol “PD” for all development along with the underlying zoning designation.

## Chapter 3: Multi-Modal Circulation and Streetscapes

### Overview

Streetscape improvements have already been completed for Depot Street between Main Avenue and Fifth Street. Streetscape improvements for the Third Street Plaza and Promenade project will be complete by January 2010. This chapter discusses other priorities for circulation and streetscape improvements.



*Sketch and plan for the proposed redesign of Third Street*

### Monterey Road

Monterey Road provides major access to Downtown from both the north and the south. With four travel lanes (two in each direction), it serves not only as a major access route to Downtown, but also as a circulation route for through traffic. In the past, Monterey Road served as an alternative route to U.S. Highway 101 when traffic backed up on the freeway. By virtue of its width and large through-traffic volumes, Monterey Road can pose internal circulation conflicts within Downtown. In addition, the perceived width of the street, traffic volumes, and vehicle speeds have resulted in a physical and psychological barrier separating Downtown into two segments: one east and one west of Monterey Road. The improvements to East Third Street will extend across Monterey Road to West Third Street and will have the added benefit of traffic calming.

Several construction projects have been completed or have started in recent years that have, or soon will, increase overall traffic capacity in the north-south direction. Highway 101 was widened in 2001 to provide additional lanes and traffic capacity. Butterfield Boulevard has been completed between Cochrane Road and Tennant Avenue, and within the next five years will be extended north to Madrone and south to Watsonville Road to provide an alternative north-south route through Morgan Hill to the east of Downtown.

Additionally, the Santa Teresa Corridor, which includes Santa Teresa Boulevard, Sunnyside Avenue, DeWitt Avenue, and Hale Avenue, is planned to become a unified north-south route that would roughly parallel Monterey Road to the west of downtown. A major portion of this corridor (Main Avenue to Dewitt Avenue) will be completed within the next five years.

The planned parallel north-south routes could allow traffic to be shifted off Monterey, enabling reduction of travel lanes from four to two. This would free up right of way for dedication to other purposes such as wider sidewalks, angled parking and other streetscape amenities, to support a truly pedestrian-friendly, human-scale downtown where people, rather than cars, are emphasized.

The existing conflicts and barriers along Monterey Road should be reduced or eliminated to increase safety and encourage pedestrian activity. Monterey Road improvements through Downtown should be considered after feasibility analyses are complete and the improvements are determined to be feasible and desirable. It is estimated that improvements would likely occur after 2015. The new Citywide traffic model and master traffic analysis will provide information regarding the traffic levels of service and phasing conditions to be met prior to reducing lanes on Monterey Road.

Two approaches could be used to improve the conditions along Monterey Road: reducing the number of travel lanes through Downtown and applying traffic calming measures.

### Monterey Road Narrowing

The City of Morgan Hill has studied a possible Circulation Element Amendment to narrow Monterey Road from 4 lanes to 2 lanes, between Main and Dunne Avenues. This Downtown Specific Plan will accommodate any decision that may be made regarding Monterey Road through the downtown area; the goals of the Plan can be met with Monterey Road remaining 4 lanes, and could also be met under a 2-lane Monterey Road configuration. Decisions about the configuration of Monterey Road through Downtown will be made in the context of the Circulation Element of the General Plan, not the Downtown Specific Plan.

There are a variety of options for use of the right-of-way if Monterey Road is reduced to two vehicular travel lanes. Some of these options include the addition of either bike routes or “sharrows”, through Downtown, widening of sidewalks, or the construction of diagonal parking to increase parking resources. The center median may, or may not, be retained. The exact use of the right-of-way would be subject to a community decision-making process.

### Monterey Road Streetscape and Traffic Calming

Steps should be taken to slow traffic speeds in order to make crossing easier for pedestrians and to enhance its visual appearance and strengthen the image of downtown as a unique pedestrian zone. Based on further study and design, public improvement plans will be developed, drawing on the following techniques:

#### 1. Entry Point Treatment

Trees, landscaping and/or public art focal point improvements should be added at the corners of Dunne and Main Avenues to signal entry into a special zone. Special raised paving bands could be constructed north of Dunne Avenue and south of Main Avenue to provide a tactile and visual signal for traffic to slow down. Special signage or some other identity feature such as public art or sculpture should be installed at the Dunne Avenue and Main Avenue entries to signal Downtown as a special zone.

#### 2. Special Banner Signage

Support standards for the display of seasonal or special events banners should be installed on existing and new streetlights. Banner poles should also be considered.



*Existing special paving on Depot Street*

### 3. Third Street Improvements

These improvements should be installed to link the east and west sides of Monterey Road visually.

### 4. Median Landscaping and Tree Lighting

Encourage consistent landscaping throughout the existing center median between Main Avenue and Dunne Avenue. Pin lighting or up lighting should be installed to median trees to signal entry into a nighttime activity area.

### 5. Pedestrian Crosswalk Emphasis

Special treatments should be implemented to increase the visibility of crosswalks to motorists by:

- enhancing the color edge striping, and
- adding push button-activated flashing pin lights in crosswalk striping, in areas with wide crossings.



*Existing median with landscaping and pedestrian space on Monterey Road*

### 6. Speed Humps for Four-Lane Monterey Road

Speed humps have been installed near Third Street to reduce the speed of vehicles. If Monterey Road is narrowed, these speed humps should be removed along with the associated signage.

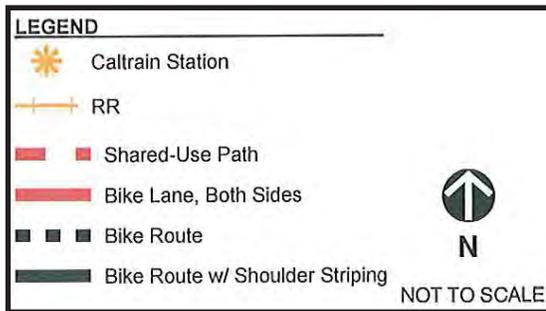
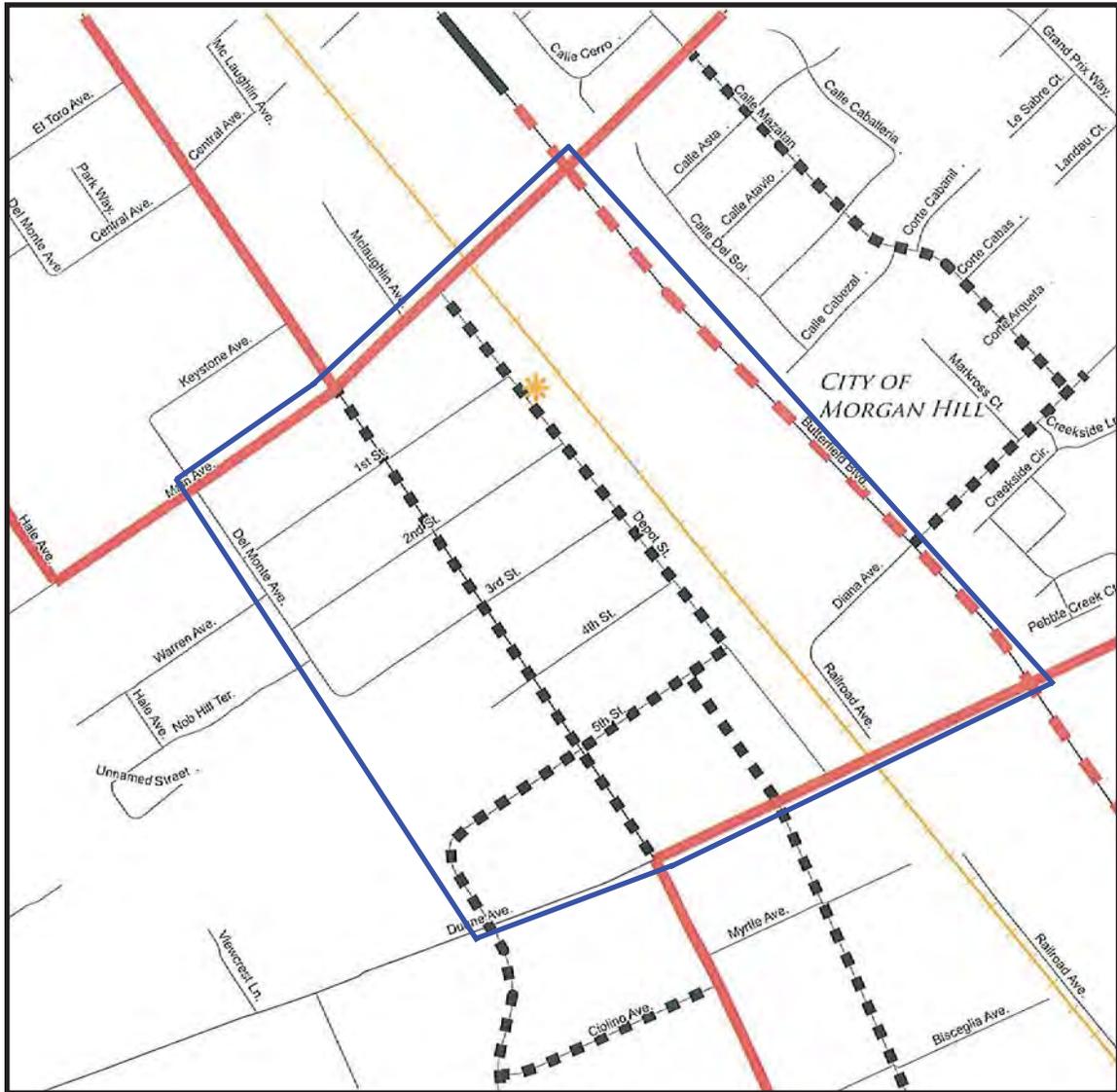
### 7. Bike Routes

Bike routes or “sharrows” between Dunne Avenue and Main Avenue are encouraged. These may consist of markings on the road and/or signage alerting motorists to share the lane with bicyclists. This is consistent with the City’s Bike Map (see Figure 10).



*Existing speed humps on Monterey Road*

Figure 10  
Bike Map



Source: City of Morgan Hill

### Third Street

Third Street is wider than the other east-west streets in Downtown, possibly because of its historic linkage between the railroad and the Monterey Highway (now Monterey Road), which was the main route through the community. This street carries very little traffic and will soon be reconfigured with one traffic lane in each direction, on-street parking, and wider sidewalks. The sidewalks will be wide enough to accommodate outside dining, displays (i.e. produce and flowers), and additional landscaping. Bulbouts and a mid-block pedestrian crossing will be constructed to encourage pedestrian activity and slow vehicular traffic along the street. The final street design should be coordinated with private development to ensure consistency of design and that the private/public spaces are complementary to one another.

The landscape improvements and the activities along the street will serve to provide a strong link between the commuter rail station on Depot Street and the uses along Monterey Road. Third Street will be designed to allow it to be closed off periodically for informal markets, art shows, music events, and other community activities.



*Potential to move the Farmers' Market to Third Street*

### Depot Street

Depot Street has been improved with landscaping, streetlights, bike lanes, bulbouts, and enhanced sidewalks to serve as a strong pedestrian link between the train station, the Community and Cultural Center, the neighborhoods to the north, and Downtown via Third Street.



*Looking south along Depot Street*

The City of Morgan Hill has studied a possible Circulation Element Amendment to change the current plan to close Depot Street when the planned Dunne/UPRR grade separation (undercrossing) project occurs, so that Depot Street can remain connected to Dunne Avenue. Depot Street offers an important alternate north-south travel route within the downtown, and provides access to public parking lots located on Depot Street. This Downtown Specific Plan will accommodate any decision that may be made regarding Depot Street; however, the preferred option would be a plan to re-route Depot Street through the existing Community & Cultural Center parking lot, to connect to Dunne Avenue at the existing Church/Dunne traffic signal, to create an intersection. This would allow Depot Street to remain connected to Dunne Avenue even when the Dunne/UPRR grade separation project occurs. This project should be designed in a manner that allows sufficient site area for structured parking, accommodates private property access requirements, and facilitates pedestrian travel to CCC and Gavilan College uses.

### Pedestrian-Friendly, Multi-Modal Circulation

Other streets in the Downtown Core should have beautification improvements including narrowing the streets if possible, providing bulbouts, installing special paving at corners or in crosswalks, bike route signs or “sharrow” markings, on-street parking improvements, lighting and landscaping improvements. As stated earlier, improvements along Depot Street have recently been constructed and improvements are underway along Third Street. Streetscape improvements along Monterey Road should be given a high priority, under either the existing 4-lane configuration or a possible 2-lane configuration. The City should carry out a Monterey Road Streetscape alternatives design planning process, with broad public participation, in order to develop the preferred improvements for Monterey Road. Other side streets should also be planned for streetscape improvements, though not as elaborate as Third Street. Since the Sunsweet Site (on Block 4) is relatively large and will likely redevelop soon, Fourth Street should be given the highest priority for improvements among the side streets. After Fourth Street, priority should be given to Second Street, First Street, Fifth Street, and Main Street, all between Monterey Road and Depot Street.

Two-way streets (streets with vehicular movement in both directions) are strongly encouraged, and one-way streets should be avoided, whenever feasible. One way side streets may require removal of parking spaces along one side of the street and could negatively impact vehicular circulation, both of which are not recommended.

Mid-block crossings (using bulbouts to expand the sidewalk into parking space areas to narrow the paved street surface) on commercial and mixed-use streets are strongly encouraged to facilitate pedestrian activity and increase pedestrian connectivity.

Pedestrian links are strongly encouraged to connect parking lots to Monterey Road, Third Street, and larger developments, such as the Sunsweet Site. Mid-block pedestrian connections are encouraged to connect one side street to another (i.e. an off-street pedestrian link that connects Third Street to Fourth Street). Pedestrian connections should be provided by the property owner and developer.



*Pedestrian links from Monterey Road to rear parking lot increase accessibility to lots without creating additional driveways*

## Morgan Hill Downtown Specific Plan

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The City constructed a plaza between the County Courthouse on Butterfield Boulevard and the Pedestrian Railroad Crossing just east of the corner of Depot and Third Street. This plaza is designed to facilitate pedestrian travel from the Courthouse into Downtown. The Plaza serves as a demonstration site for sustainable design and landscaping techniques. Figure 11 contains a conceptual plan for the County Courthouse, plaza, and pedestrian connections.

If additional tracks or high-speed trains are added, a grade-separated pedestrian/bike connection should be studied and constructed as part of these improvements. The design of this crossing should complement Downtown development, make users feel safe and welcome, and serve as a gateway statement to train passengers.

The Santa Clara Valley Water District and the City of Morgan Hill have created preliminary plans for flood control improvements along Upper Llagas Creek through the downtown area. Due to the right-of-way constraints and underground locations, providing a Downtown creekside trail may not be feasible from Second to Fourth Street, from Fifth Street to Dunne Avenue, or along Monterey Road and Second Street. Right-of-way widths to the north and south of those Downtown areas are less restrictive and a trail will be developed in these areas. Where the trail connection through Downtown is not feasible along the creek, signs should be posted at the north and south trailheads to direct pedestrians and bicyclists to sidewalks and bike routes or “sharrows” through Downtown, and then connecting to the other trailheads.

A majority of the West Third Street parcel

owned by the Redevelopment Agency will be needed to accommodate the PL566 flood control project improvements. Prior to that time, the parcel should be used as passive open space with on-street parking. When the PL566 project is implemented, this parcel could become a passive pocket park and pedestrian amenity with a strong connection to the creek improvements, perhaps with interpretive signage about the PL566 Upper Llagas project purposes of flood control and riparian habitat. Figure 12 shows the property owned by the Redevelopment Agency and Upper Llagas Creek.

As a good practice measure to support pedestrian safety and promote safe vehicular travel, the City of Morgan Hill should carry out regular monitoring of the unsignalized intersections in the Downtown area, especially those at Monterey/Fifth, Monterey/Fourth, and Monterey/Central, to evaluate the possibility of restricting cross traffic movements or implementing other restrictions supportive of safe travel downtown.

Figure 11

County Courthouse and Plaza

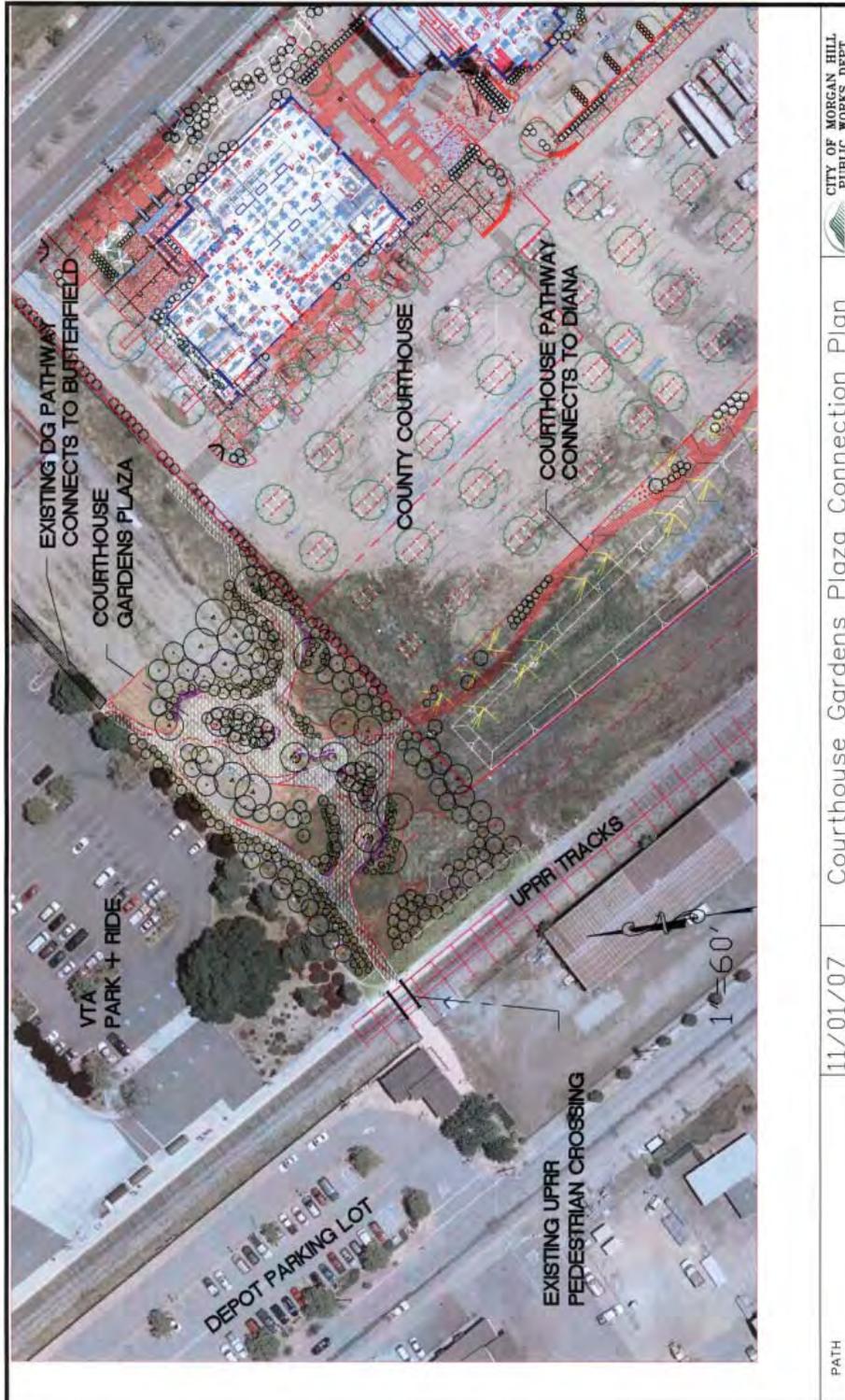
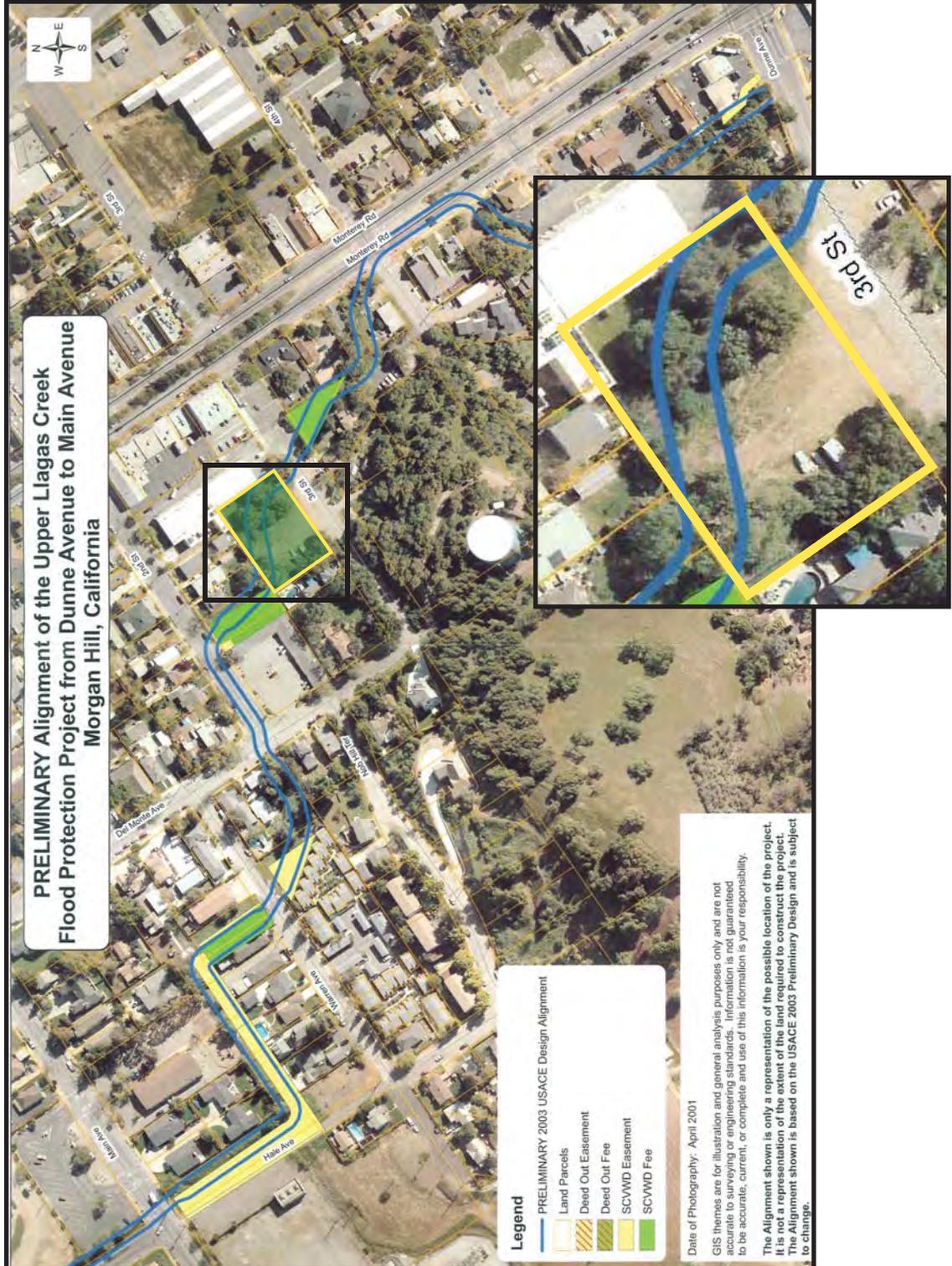


Figure 12

Redevelopment Agency Parcel



Source: City of Morgan Hill

### **Downtown Streetscape Design**

The following figures are representations of what each street may look like based on the above standards. Figure 13 shows the existing improvements made to Depot Street. Figure 14 shows conceptual design parameters for East Third Street. Figure 15 shows a possible layout for side streets. Streetscape planning efforts with public participation opportunities will be carried out prior to any final decisions by the City Council regarding sidewalk widths, arrangement of parking spaces, provision of bike routes or sharrows, and other streetscape amenities.

### **Monterey Road**

Monterey Road presently includes four travel lanes, and center landscaped median, parallel parking on each side, and sidewalks. The wide right-of-way allows for several options for redesigning the street layout. Some options that residents and business and property owners have discussed are:

- wider sidewalks;
- angled parking; and
- removing all or portions of the median.

The actual use of the right-of-way will be subject to a community decision-making process.

### **Main Avenue/Monterey Road Intersection Operations**

The intersection of Main Avenue and Monterey Road is one of the most congested in Morgan Hill, but there are limited opportunities to improve operations due to the existence of buildings on each of the corners of the intersection. While this Plan does encourage the property owners and the Redevelopment Agency to work together to redevelop the uses along Monterey Road and at the corners, there may be opportunities to implement certain operational measures that could improve service. As an action item of this Plan, the City should evaluate the traffic lights and controls at the intersection, and study not allowing left turns from Main to Monterey and to parking lots in either direction during peak hours, and implement as feasible.

## Depot Street

Depot Street is 60 feet wide and has one travel lane in each direction. Depot Street has recently received various streetscape improvements, such as bulbouts, wider sidewalks, and bike lanes on each side. There are no additional streetscape improvements for Depot Street at this time due to the recent upgrades.

Figure 13

## Existing Depot Street Layout

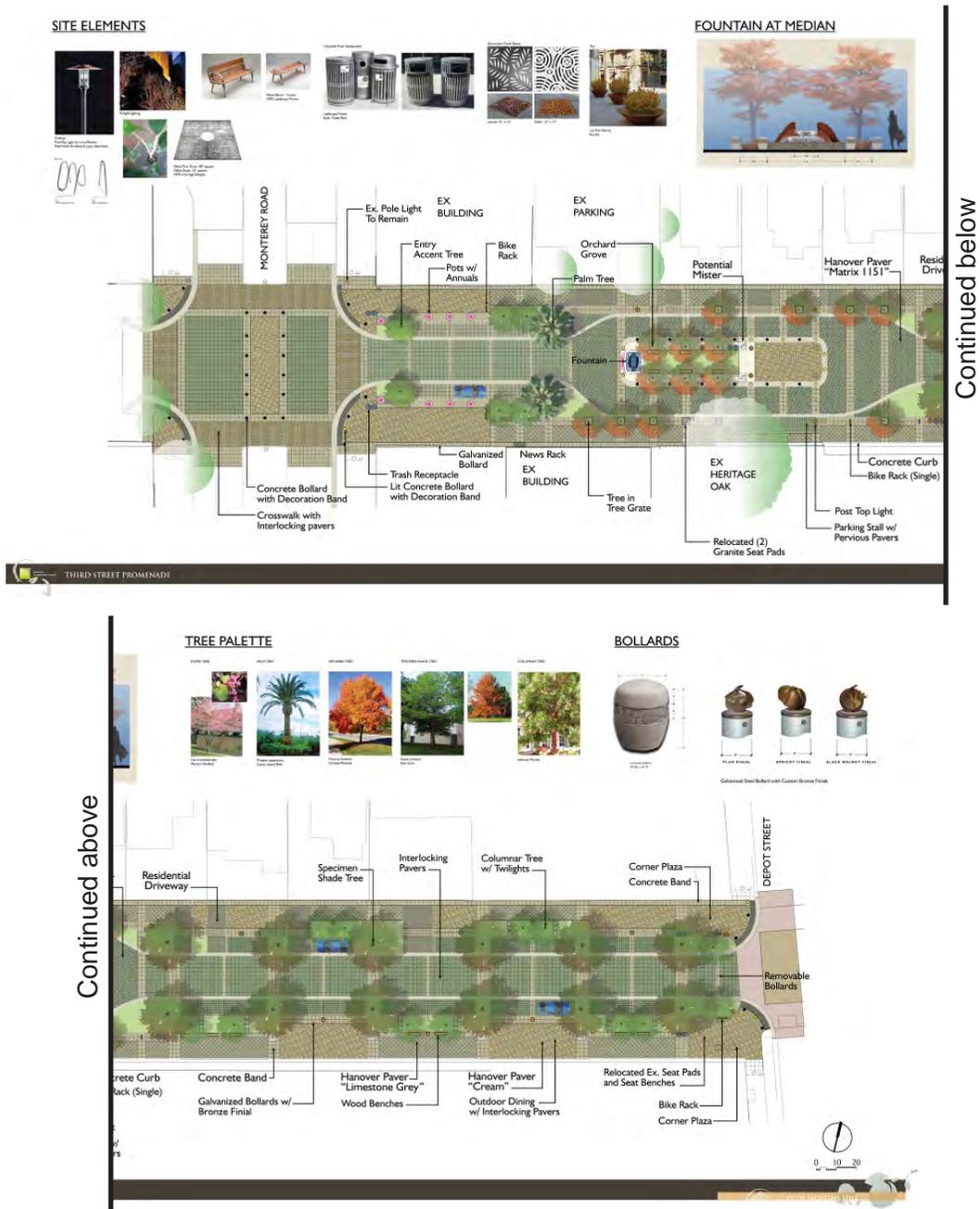


**East Third Street**

East Third Street is the widest east-west street in Downtown, with a width of 80 feet. The layout adopted by the City Council for East Third Street includes two 11.5-foot travel lanes, an 18-foot sidewalk along the north, and a 23-foot sidewalk along the south. Sidewalks have been designed to encourage outdoor dining amenities for adjacent restaurants. This street also incorporates trees, landscaping, and a public plaza.

Figure 14

**East Third Street Design**



Continued below

Continued above

## Side Streets

The side streets in Downtown (First through Fifth Streets, excluding East Third Street) generally consist of a 60-foot right-of-way with one travel lane in each direction, parallel parking on each side, and sidewalks. As redevelopment occurs throughout Downtown, it will be important to enhance these streets with wider sidewalks (as feasible) and landscaping. Existing low-density neighborhood streets may transition to higher-density residential or mixed-use streets along part of the street or the entire corridor.

Each street will include different uses and the exact layout may differ between each street. A possible layout would be to have two 12-foot travel lanes, parallel parking on each side, and wide sidewalks. Some areas, such as residential streets may include a landscaped parkway between the street and the sidewalk. Other streets, or portions of the streets, may have wider sidewalks with trees (protected with tree grates and root guards) in the sidewalks.

Figure 15

## Possible Side Street Layout



## Chapter 4: Parking Resources Management Strategy

### Overview

In May 2008, DKS Associates developed recommendations for parking resources in the Downtown area based on existing and projected parking demands. Existing parking conditions were evaluated using surveys conducted in 2004 and 2006. The analysis investigated several characteristics including occupancy, turnover, access, circulation, conditions of parking lot pavement and lighting conditions.

In general, the existing parking occupancy is less than capacity for both on-street and off-street facilities. Parking turnover varied from short durations to all-day parking for Downtown employees. Signage, lighting and pavement conditions are typically adequate; however, observations made during the 2004 surveys identified a few candidate locations for potential improvements.

While current parking demand is less than the available supply, projected development and redevelopment is anticipated to increase parking demand while removing some of the existing off-street and on-street parking supply. Based on no on-site parking requirements for new retail and office developments, retaining the existing availability of 103 on-street spaces for existing residential uses, and targeting a 92 percent occupancy rate, 808 public spaces would need to be added to the supply by 2030.

To improve parking conditions in the Downtown area and address the projected parking needs, this report recommends several near-term and long-term strategies. In the near-term, the City of Morgan Hill should consider reducing the time limit and increasing enforcement of restricted parking spaces. A designated parking lot for Downtown employees would increase the availability of desired parking spaces for Downtown business patrons. The City should also work with property owners to improve the lighting and pavement conditions of private parking lots.

Long-term recommendations focus on increasing the public parking capacity to meet the projected rise in parking demand. The City of Morgan Hill plans to fund additional public parking capacity by converting private parking to public parking lots and by building new off-street facilities, possibly in the form of a joint parking structure for multi-use shared parking. The private sector would be responsible for some construction costs, streetscape improvements, and maintenance through in-lieu fees, a Parking Assessment District, and/or contributions to the Downtown Business Improvement District. Modified parking requirements should be established for new developments, with particular requirements for residential uses to provide sufficient designated parking. If a meter program is considered, a Parking Pricing Strategy should be implemented. Finally, a Parking Monitoring Program should be created to ensure that the parking occupancy rate remains at the desired level.

The complete analysis conducted by DKS Associates is available through the City of Morgan Hill Community Development Department.

### Survey Methodology

The 2002 Morgan Hill Parking Survey found that there was sufficient parking available in the Downtown area to meet the needs of current development levels. A limited follow-up survey was conducted in November 2004 to detect any changes in parking patterns since the 2002 comprehensive study.

The Downtown study area extends from Main Street to the north, Dunne Avenue to the south, Del Monte to the west, and Depot Street to the east. To account for the greater parking demand observed along Monterey Road between Main Avenue and Third Street, a smaller “focus” area was established in the 2004 follow-up survey. The “focus” area consisted of both restricted (2-hour time limit) and unrestricted parking spaces along the entire length of Third Street between Monterey Road and Depot Street. In addition, the “focus” area included the restricted on-street parking spaces on Monterey Road between Main Avenue and Third Street, and along First, Second, and Third Streets approximately within 100-200 feet of Monterey Road. Figure 16 depicts the entire study area, including the boundaries of the “focus” area.

The limited follow-up surveys were conducted during one Weekday morning and one Saturday morning from 10:00 A.M. to 1:00 P.M. Occupancy and parking duration were measured along the five on-street segments and in the five parking lots with the highest occupancy identified in the 2002 report. Figure 17 lists the parking survey sites.

In addition to the 2002 comprehensive parking surveys and the 2004 follow-up surveys, the Metropolitan Transportation Commission (MTC) conducted surveys in July 2006 for parking policy recommendations supporting smart growth in the Morgan Hill area. Because the results of these surveys were found to be generally consistent, an updated comprehensive parking survey was not conducted for the 2008 report.

### Existing Conditions

There are approximately 1,237 parking spaces located within the Downtown study area (not including a total of 699 spaces at the Caltrain parking lot and at the Community and Cultural Center). All parking in the Downtown core area is currently free to users.

#### On-Street Parking

Of the approximately 477 on-street parking spaces in the study area, 115 are restricted spaces limited to either 2-hour parking (107 spaces) or 20-minute parking (9 spaces). Figure 18 illustrates on-street parking locations.

Since the 2004 survey, however, 54 on-street spaces have been removed due to the Third Street Redevelopment Project and the Depot Street Redevelopment Project. 423 spaces remain.

#### Off-Street Parking

The study area consists of approximately 760 off-street parking spaces available in public parking lots, private lots provided for customers for specific commercial uses, and private lots prohibited to the public. Only two public parking lots have posted time restrictions. The 232 spaces available in the Morgan Hill Community and Cultural Center parking lot and the 467 spaces at the Caltrain/VTA parking lot were not included in the study. Figure 19 illustrates the off-street parking facilities in the study area.

Figure 16  
Project Study Area



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**Figure 17  
Parking Survey Sites**

	Side/Lot#	Segment/Location	To/From Street
On-Street	West	Monterey Road	Main Street to First Street
	East	Monterey Road	First Street to Second Street
	West	Monterey Road	Third Street to Fourth Street
	East	Monterey Road	Fourth Street to Fifth Street
	North	Third Street	First Street to Second Street
Parking Lot <sup>1</sup>	#8	Wells Fargo Bank	E. Main Street
	#8A	Public Lot	Monterey Road
	#13	BookSmart Bookstore/Just Breakfast Restaurant	Monterey Road between W. First Street and W. Second Street.
	#16	Bike Shop/Restaurant/Toy Store	W. Second Street to W. Third Street
	#19	Coffee/Bagel, restaurant	E. Third Street

<sup>1</sup> Off-Street parking lots for businesses as of 2004. See Figure 19 – Off Street Parking Facilities Location.

**Figure 18**  
**On-Street Parking Locations**



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Figure 19  
Off-Street Parking Facilities Locations



P04191-Road Draft Final OnStreet Pricing no numbers.cdr-12/10/07

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### **Parking Utilization**

In general, the follow-up parking surveys showed that existing parking occupancy is less than capacity for both on and off-street parking facilities. Figure 20 summarizes the observations of existing supply and demand for the designated “focus” area and entire Downtown study area.

The follow-up survey confirmed the 2002 report that the majority of on-street parking spaces are not fully utilized. Unrestricted parking spaces further away from the Downtown “focus” area (away from Monterey Road and south of Third Street) are considerably under-utilized (less than 50 percent). While some segments of on-street parking experience near full occupancy, especially during peak periods (lunch hour), additional on-street parking was still available on nearby side streets.

Off-street parking spaces were also observed to be under-utilized. Private lots reserved for restaurant customers experienced high occupancy during peak (lunch) hours, but off-street parking in public lots was found to be available nearby.

### **Parking Turnover**

In general, the Downtown area would benefit from higher turnover rates to increase the availability of spaces near commercial businesses. While the average turnover for on-street parking spaces with the highest occupancy is typically less than two hours, in accordance with the posted limits, it was observed that a few vehicles remained parked for longer than two hours. Figure 21 shows the on-street parking turnover for the five locations with the highest occupancy. Likewise, vehicles generally park for one to three hours in the two time-restricted public parking lots, but many vehicles remain parked for more than the 4-hour limit. Figure 22 shows the estimated occupancy and duration for the five parking lots with the highest observed occupancy.

### **Physical Conditions of Parking Facilities**

On-street restricted parking spaces within the study area are typically well signed and in good condition along paved curbs. Unrestricted parking outside of the “focus” area is generally for residential use and the conditions of the curbs and sidewalks vary from none to fully paved. In general, public parking lots are well maintained with good paving and lighting while the condition of private lots varies greatly. Many of the lots have poor striping conditions, which could reduce the total capacity of a parking lot if vehicles do not follow the designated parking spaces. Inter-lot connections could lead to more uniform management of Downtown parking resources, leading to aesthetic improvements and marginal efficiency gains. Conversations with Downtown stakeholders revealed that many business owners believe that upgrading the lighting and maintenance of existing parking structures is a top near-term priority.

### **Parking Signage**

There are three main types of signs currently used to direct motorists to public parking lots and on-street parking: on-street parking signs, public parking signs with directional arrows, and public parking signs without directional arrows. While most signage is clear and consistent throughout the Downtown area, five signs are faded or damaged due to vandalism and entry to the public parking in Lot #16 is difficult to find. The City of Morgan Hill has recently implemented a new Downtown Directional Signage Program, which includes new decorative directional signage for parking and upgrades for deficient signs.

**Figure 20  
Existing Parking Supply and Demand**

Type of Parking	Location	# of Spaces	Weekday Midday Peak Occupancy <sup>b</sup>	Weekend Midday Peak Occupancy <sup>b</sup>
			% Occupied	% Occupied
On-Street	Focus Area	144 <sup>a</sup>	74%	74%
	Downtown	477 <sup>c</sup>	39%	42%
Off-Street	Public <sup>d</sup>	88	82%	69%
	Private (Commercial) <sup>d</sup>	269	56%	41%
	Private (Restricted) <sup>d</sup>	32	53%	6%
	Downtown	750 <sup>e</sup>	49%	32%
All Parking Total	Focus Area	533	65%	52%
	Downtown	1227	45%	36%

Notes: a – # of On-Street spaces is based on field observations for the “Focus” area, and the 2002 Morgan Hill Parking Survey for other areas of Downtown

b – Occupancy percentages based on updated 2004 survey results.

c – Current supply has since been reduced to 320 spaces available to retail and office uses (26 spaces reduced due to the Third Street Redevelopment Project, 28 spaces reduced due to the Depot Street Redevelopment Project, and 103 spaces are currently used by existing residential development).

d – Off-street parking located within the “Focus Area”

e – Number of Off-Street spaces includes Parking Lot #37 (74 spaces, west of RR tracks), but not 37A, 37B (467 spaces, east of RR tracks), or 38 (Community and Cultural Center, 232 spaces), which were not included in the 2002 Report.

**Figure 21  
On-Street Parking Turnover**

Time Period	Roadway Segment	Side of Street	Capacity	Average Occupancy	Average Duration (hr)
Weekday	Monterey Rd (Main - First)	West	4	69%	1.8
	Monterey Rd (First – Second)	East	8	56%	1.5
	Monterey Rd (Third – Fourth) <sup>c</sup>	East	3	8%	1.0
	Monterey Rd (Fourth - Fifth) <sup>c</sup>	East	8	28%	1.8
	Third Street (Monterey – Depot)	North	25	54% <sup>a</sup>	2.2 <sup>b</sup>
Weekend	Main St (Del Monte - Monterey)	South	9	47%	2.7
	Monterey Rd (Main – First)	East	5	50%	2.5
	Monterey Rd (First – Second)	West	4	81%	1.0
	Monterey Rd (First – Second)	East	8	66%	1.3
	Third Street (Monterey – Depot)	North	25	88% <sup>a</sup>	1.2 <sup>b</sup>

**Notes:** a – Average occupancy is based on the entire length of street (24 spaces).

b – Average duration based on the first 10 spaces observed for measurements of duration.

c – Non-focus area, non-restricted

**Figure 22  
Off-Street Parking Facilities Turnover**

Time Period	Parking Lot <sup>a</sup>	Parking Facility Location	Capacity	Average Occupancy <sup>b</sup>	Average Duration (hr) <sup>c</sup>
Weekday	Lot #19	Coffee/Bagel, Restaurant (E. Third Street)	17	75%	1.9
	Lot #8A	Public Lot (Monterey Road) between E. Main St & E. Second St	23	74%	3.3
	Lot #10A	Paved – Maurizio’s (E. First St)	7	68%	2.8
	Lot #7	Restaurant/Tattoo Shop (Monterey Rd)	22	59%	1.6
	Lot #16	Bike Shop/Restaurant (W. Second St & W. Third St)	36	50%	3.1
Weekend	Lot #19	Coffee/Bagel, Restaurant (E. Third St)	17	59%	1.5
	Lot #8	Public Lot (Monterey Road)	38	47%	1.4
	Lot #8A	Unpaved (Monterey Road)	23	68%	3.3
	Lot #13	Restaurant/Tattoo Shop (Monterey Road)	26	81%	2.5
	Lot #16	Bike Shop/Restaurant (W. Second St & W. Third St)	36	69%	2.2

Notes: a – See Figure 19 (Off-Street Parking Facilities Location).

b – Average occupancy is a measure of entire lot.

c – Only first 10 spaces observed for measurements of duration during limited parking survey

### **Parking Enforcement**

On-street parking and publicly maintained parking lots are currently enforced on a complaint basis for vehicles parked for extended periods (typically greater than three days, per City ordinance). In previous years, parking enforcement of the posted 2 and 4-hour time limits was shown to be impractical by law enforcement and not desired by the Downtown business community. Enforcement is not urgently needed under current parking conditions as motorists generally adhere to posted parking signs.

Enforcement of privately owned parking lots is currently the responsibility of the business owners. While many of the private parking lots have posted signs warning non-patrons of potential towing, no enforcement was noted during the 2004 field study. However, there have been recent reports of increased enforcement by private lot owners of Lot #16.

### **Employee Parking Conditions**

Currently there is no designated employee parking area for Downtown businesses. The 2004 field observations revealed that many employees use off-street parking lots and suggested that some employees park on Third Street and Fourth Street in the unrestricted on-street parking spaces. Because some vehicles were observed to park in 2-hour on-street spaces and in 4-hour off-street spaces for extended periods, it is likely that employees use restricted parking, limiting the availability of desirable spaces for business patrons.

### **Bicycle Parking Conditions**

The 2001 City of Morgan Hill Bikeways Master Plan recognizes the potential to expand and improve existing bicycle facilities in the study area. Most bicycle parking in the Downtown area use inverted U bicycle racks, which follow Class I standards of bicycle parking as defined in the Santa Clara County VTA Countywide Bicycle Plan. However, there are two comb racks in the study area, which are classified as Class III bicycle parking facilities and are not secure.

### **Residential Parking Conditions**

Observations from the 2004 parking survey suggest that approximately 103 vehicles in on-street parking spaces within the core Downtown area were related to existing residential uses. Because the availability of existing off-street residential supply is not identifiable, quantifying a future on-street parking demand would not be reliable. For the purposes of this analysis, the observed existing demand is considered static and accounted for as a reduction in available future supply.

### **Depot Street and Third Street Streetscape Projects**

The 2002 and 2004 parking surveys that provided the data for this parking strategy only included on-street parking spaces along the west side of Depot Street, and 65 spaces existed prior to the Depot Street Streetscape Project. Post-project, there are 37 parking spaces along the west side of Depot Street, a reduction of 28 on-street spaces. The planned Third Street project will reduce on-street parking supply from 56 spaces to 25 on-street spaces, a reduction of 26 spaces. Therefore, a total of 54 on-street spaces are reflected as a reduction of future on-street supply in this analysis.

### Future Projections

Future growth projections fall into two categories: short term (year 2015) and long term (year 2030). Based on projected development plans outlined in previous chapters, several existing parking facilities for commercial uses may be modified or removed. Although future developments typically include some parking supply for the intended land use, no additional spaces were assumed to be included in the future commercial developments. New residential uses are anticipated to provide adequate off-street parking at a rate of 1.0 space for units smaller than 600 square feet, 1.5 spaces per unit between 601 square feet and 1,350 square feet, and 2.0 spaces per unit larger than 1,350 square feet.

### Short Term (Year 2015) Parking Conditions

Based on the projected 2015 development scenarios, the total parking demand in 2015 would be approximately 1,232 spaces for commercial land uses. The demand is expected to increase for retail parking by approximately 269 spaces and for office parking by approximately 121 spaces. Figure 23 shows the parking generation rates and total parking demand estimates for the existing and short-term conditions. Parking generation rates were obtained from a 2007 MTC study and reviewed by DKS Associates for use in this analysis.

The anticipated retail expansion and streetscape projects result in a loss of 208 parking spaces, reducing the supply from 1,237 spaces (760 off-street and 477 on-street) to 1,029 spaces (606 off-street and 423 on-street) within the Downtown area. Because approximately 103 of the on-street spaces are currently occupied by existing residential uses, the final estimated parking supply would be approximately 926 spaces. Considering the increase in demand for 1,232 spaces, a shortfall of 306 spaces will occur by 2015, focused around Blocks 2, 3, 4, and 7.

### Long Term (Year 2030) Parking Conditions

Using the 2030 projected development scenario and the parking rates from the 2007 MTC study, the total estimated commercial parking demand for the year 2030 would be approximately 1,560 spaces. The demand is estimated to be 829 spaces for retail parking and 731 spaces for office parking. Figure 24 provided a summary of the total parking generation rates and demand estimates.

Developments throughout the remainder of the Downtown core area between 2015 and 2030 may eliminate up to 174 off-street parking spaces. Combining this estimate with the loss of 208 parking spaces due to the projected 2015 development and the assumption that approximately 103 spaces are occupied by existing residential parking, the parking supply will be reduced from 1,237 spaces to 752 spaces.

Based on the calculated demand of 1,560 spaces for commercial uses, there will be a net shortfall of approximately 808 spaces in the Downtown core area by the year 2030. Figure 25 summarizes the estimated parking demand, supply, and parking supply excess/shortfall for Downtown commercial uses only.

**Figure 23**  
**Short-Term Parking Generation Rates and Demand Estimates (2015)**

Land Use	Units	Parking Rates	Existing		2015	
			Size	Demand	Size	Demand
Retail	sq. ft	2.86	123,365	353	217,586	622
Office	sq. ft	4.0	122,248	489	152,405	610
<b>Retail and Office Demand</b>				<b>842</b>		<b>1,232</b>
Residential	d.u.	tbd	193	tbd	546	Tbd

**Source:** Metropolitan Transportation Commission's (MTC) Parking Profile and Policy Recommendations – Morgan Hill. Figure 25 – Demand Based and Peak Based Parking Rates (parking/unit). Memorandum prepared by Wilbur Smith Associates for MTC. June 29, 2007.

**Figure 24**  
**Long-Term Parking Generation Rates and Demand Estimates (2030)**

Land Use	Units	Parking Rates	Existing		2015		2030	
			Size	Demand	Size	Demand	Size	Demand
Retail	sq. ft	2.86	123,365	353	217,586	622	289,855	829
Office	sq. ft	4.0	122,248	489	152,405	610	182,839	731
<b>Retail and Office Demand</b>				<b>842</b>		<b>1,232</b>		<b>1,560</b>
Residential	d.u.	tbd	193	tbd	546	tbd	874	tbd

Note: Parking Rates are for combined weekday/weekend peak, per 1,000 square feet or per dwelling unit.

**Figure 25**  
**Commercial Parking Supply and Demand Comparison**

Block	Estimated Commercial Demand			Estimated parking Supply			Parking Shortfall	
	Retail	Office	Total	Off-Street	On-Street <sup>a</sup>	Total	Off-Street Only	Total
Existing	353	489	<b>842</b>	760	320	<b>1,080</b>	-82	<b>+238</b>
Year 2015	622	610	<b>1,232</b>	606	320	<b>926</b>	-626	<b>-306</b>
Year 2030	829	731	<b>1,560</b>	432	320	<b>752</b>	-1,128	<b>-808</b>

Note: a – includes a reduction of 103 spaces to be occupied by existing residential land uses and a reduction of 81 spaces from Third Street Redevelopment Project and Depot Street Redevelopment Project

## Recommendations

### Near-Term Parking Improvements

On-street parking serving the Downtown area is generally well marked, and motorists typically adhere to posted parking signs and time limits. However, converting the 4-hour public parking lots to 2-hour parking with enforcement will reduce the number of vehicles that remain parked for longer than posted limits and increase parking turnover. A parking lot designated for Downtown employees should be established to further increase the availability of spaces near businesses for patrons. Public parking lots are generally well paved and adequately lit, but many of the private parking lots would benefit from improved lighting and pavement conditions. While existing bicycle racks are not always used, comb bicycle racks should be replaced with inverted U racks and locations for additional bike racks should be considered with input from local businesses.

### On-Street Parking Recommendations

- Update street lighting to current standards for new on-street parking as outlined in the Caltrans Traffic Manual or by other agency standards. Improved lighting would address safety concerns, encouraging people to feel comfortable walking greater distances to parking lots, and potentially attract more business. In general, a luminaire pole should be provided every 150 feet with a luminance of approximately 2 to 3.5 foot-candles. Installation of a new luminaire pole with foundation typically costs between \$5,000 and \$10,000, with decorative styles being slightly more expensive.
- Replace five (Caltrans Type R32) signs due to fading and vandalism. Replacing existing signs costs approximately \$200 per sign.
- Consider regular scheduled sign maintenance, with landscaping and sign replacements conducted on an as needed basis.

- Direct business owners and employees to park in public lots outside of the core area, away from businesses along Monterey Road. Public lots near Depot Street and E. Fourth Street (Lots #30, #37, #37A, and #37B) and private lots near Del Monte Ave between W. First Street and W. Second Street (Lots #8, #11, and #15) are under-utilized.

### Off-Street Parking Recommendations

- Resurface pavement in private lots typically used by Downtown business patrons (Lots #10A, #14, #31, and #33). Other private lots (Lots #3, #5, and #6) were also observed to have poor pavement conditions. Resurfacing existing paved parking lots with new asphalt-concrete typically costs about \$3.00 per square foot. This estimate does not include striping or grading, if needed. The property owners of private lots should be responsible for appropriate maintenance and lighting, although the City's Redevelopment Agency may develop a program to provide funding assistance for such improvements.
- Improve poor striping in public lots (#8A and #30) and private lots (#7, #13, #20, and #23) typically used by Downtown business patrons. Striping generally costs about \$1 per linear foot with costs ranging from \$20 to \$45 per parking space.
- Check lighting levels and inventory fixtures in parking lots that were observed to have poor lighting conditions (Lots #9, #10A, #13, #14, #22, and #31). Costs for lighting fixtures are discussed above in the first on-street parking recommendation.
- Add two new "Public Parking" signs to the entrances of Lot #16 at W. Second Street & W. Third Street. Adding a new sign costs approximately \$500, with decorative directional signs typically being more expensive.

- Establish a lot for Downtown employees located outside of the “focus” area to increase parking for business patrons. The City should work with the Downtown Association to identify potential locations, such as the 232-space parking lot at the Community and Cultural Center. The cost of designating a public lot as a long term parking facility would be negligible. A stakeholder meeting and support from private businesses would educate the public and increase compliance.
- Convert 4-hour public parking lots (Lots #8A and #17) to 2-hour parking with enforcement to encourage higher turnover. Costs for adding new signs and parking enforcements are described in the previous section.
- Add directional signs to off-street parking facilities on other blocks to help motorists find other available parking if their first choice of parking lot are fully occupied.
- Conduct parking demand surveys during peak hours at the Community and Cultural Center on weekdays, during the evenings, and on weekends to determine if there is a surplus parking supply that may be used as a shared parking resource. If a new parking facility were needed, it would cost between \$2,500 and \$5,000 per space to pave undeveloped land. Costs range due to the levels of excavation, grading, paving, curb installation, drainage, lighting, and signage. While developing new parking sites is considered a high priority for redevelopment and other funds allocated to Downtown, ongoing maintenance and operation costs would be shared among Downtown stakeholders.
- Facilitate inter-lot connections and circulation between private parking lots. The City should consider developing shared lease agreements with private entities, purchasing smaller parking lots, and encouraging physical improvements such as curbs, dirt fill, wood railing removal, grading, paving, re-striping and coordinated lighting.

### **Bicycle Parking**

- Remove and replace two comb racks (located at the northeast corner of First Street & Monterey Road and the southwest corner of Second Street & Monterey Road) with inverted U bicycle racks as described in the City of Morgan Hill Bikeways Master Plan. Removing existing comb racks costs about \$100 each and installing new inverted U bicycle rack are approximately \$500 each.
- Work individually with local businesses to add new bicycle racks at locations with high bicycle demand. Selecting appropriate locations for bicycle racks may encourage additional and safer bicycle use.
- Investigate the feasibility of providing an attendant-serviced bicycle parking station for rail transit users and downtown employees.

### Future Parking Improvements

The current parking forecast in the Morgan Hill Downtown area shows that the retail development at Blocks 2, 3, and 4 with the estimated removal of 208 parking spaces by 2015 (154 off-street and 54 on-street) will result in more demand than the current and projected supply can accommodate. Between 2015 and 2030, development throughout the remainder of the Downtown Core area may eliminate up to 174 additional off-street spaces. Because of this projection, the City should consider seven general strategies that are aimed at long-term development or financing of parking assets. Should the parking demand exceed the projections in this report due to increased development or for other reasons, one or more parking structures should be considered.

### Long-term Parking Strategies

1. **Create additional public parking supply.** The Redevelopment Agency has recently allocated funds for increasing the supply of Downtown public parking and other funding sources such as in-lieu fees paid by non-residential developers will also be available. At the present time, the City of Morgan Hill intends to acquire and improve public parking spaces prior to the occupancy of new developments, increasing the public parking supply by 500 additional spaces by the year 2015. Several potential strategies are listed below.
  - **Convert private parking to public parking.** To increase the public parking supply, the City should consider acquiring private parking resources. The City would benefit from a greater parking supply and developers would reduce their expenses. The City/RDA would be responsible for improving the lots and for their operation and maintenance (using a variety of resources as discussed in other sections of this report). This strategy may also lead to better

opportunities to combine or adjust access to parking lots.

- **Build a pedestrian crossing over the railroad tracks.** To access the additional parking supply located east of the railroad tracks, City Council recommends building a grade-separated pedestrian crossing over (or under) the Caltrain railroad tracks.
2. **Commercial Parking.** If future commercial development is required to provide on-site parking, businesses will either not locate Downtown because they cannot afford to build parking or businesses will provide private parking, which increases the parking supply but not the revenue generated by parking resources.

Non-residential development will be exempted from on-site parking requirements, and instead will be responsible for paying in-lieu fees that fund a portion of the development, operations, and maintenance costs. Parking costs will be met with a combination of RDA funds, in-lieu fees, contributions to the Business Improvement District, and/or a Parking Assessment District.

- 3. Developer In-Lieu Fees.** Projects will pay in-lieu fees instead of being required to provide on-site private parking. In-lieu fees can be used for overall parking and streetscape improvements as well as maintenance. This strategy is effective as long as there is parking available when a new commercial development is built and the improvements attract more businesses, residents and patrons to the area.

An in-lieu fee program would consist of several elements that typically include:

- Fee Collection Process
- Amount of Fee
- Time of Collection of Fees
- Use of Fee
- Current Fee Schedule
- Disputes Resolution Process
- Trust Fund or Account Maintenance
- Termination of Program
- Fee Schedule and Escalation Provisions

The fee will be based on the revised Downtown parking requirements, per the MTC Study, and set forth in this Specific Plan (page 4-19). Other elements would be determined at the direction of the City. The MTC Study reports that current in-lieu fees vary widely across the Bay Area, ranging between approximately \$10,000 and \$30,000 per required space for office developments, and vary significantly depending on parking requirements from other land use types.

- 4. Create a Parking Assessment District.** Under a Parking Assessment District, business or property owners would contribute to a fund for both short-term and long-term parking improvements, maintenance, and operation. The fund would apply to all existing and future business or property owners proportionately.

Parking Assessment Districts are often considered in locations where parking meters are not desirable. If there is not a parking turnover problem or enough parking demand to generate the desired meter revenue, a Parking Assessment District may be more appropriate. The key difference is that business or property owners pay into the assessment district while the actual user pays into a meter program.

- 5. Use parking meter revenue in the Downtown Business Improvement District.** Currently, there are no user-paid parking revenue sources in Downtown Morgan Hill; however, parking meters generate revenue that could be funneled into the Downtown Business Improvement District. While many businesses will be concerned that parking meters will deter customers, parking meters lead to greater turnover of desired spaces (such as those fronting Monterey Road), and thus make the Downtown more inviting and accessible. The streetscape, parking and lighting improvements funded by meter revenue will make Downtown more attractive, and thus attract more people to the area.

6. **Create a Parking Pricing Strategy.** If a meter program is considered, then a parking pricing strategy should also be created for all of Downtown, including any potential future parking structures. Pricing should encourage longer-term parking (i.e., more than four hours) to park off-street and shorter-term parking to be located on-street at metered spaces. Free parking (to the user), if any, should be located on the fringe areas of Downtown, and would need to be enforced alongside the fee parking areas.
7. **Implement a Parking and Land Use Monitoring Program.** A Parking and Land Use Database and Monitoring Program shall be created to track changes as development occurs, and to ensure parking capacity is added to maintain adequate supply. Demand for parking from non-residential land uses shall be documented, along with changes in the parking supply, through the preparation of a monitoring report submitted to the City Council every two years to ensure planning, regulatory, and construction measures are undertaken to provide adequate parking supply as development and redevelopment occurs in the 14-block Downtown Core area. New parking facilities should be planned for when new retail uses are occupied. In addition, because redevelopment projects could remove existing parking supply and/or increase parking utilization rates, additional capacity may be needed. An on-going monitoring program will be conducted so that new parking facilities are made available as parking occupancy rises.

### **Parking Requirements for Downtown**

As described previously in Figure 25, the estimated commercial demand (office and retail) will increase by 718 spaces to 1,560 by the year 2030 with full build-out. To accommodate the increased demand, modified parking requirements are adopted as set forth in Figure 26. Parking rates for office land uses are recommended to be 4.0 spaces per 1,000 square feet. This is consistent with the parking demand rate estimated in the MTC Parking Study as well as other parking publications. This would provide adequate parking for employees, and would discourage them from parking in shorter term, retail parking spaces. Up to 60,591 square feet of additional office space is projected to be developed by 2030. A parking rate of 4.0 spaces per 1,000 square feet would provide 242 parking spaces.

With the office land uses providing 242 parking spaces in addition to the projected supply of 752 spaces, a shortfall of 566 parking spaces would occur. Based on the Downtown Specific Plan, approximately 205,390 square feet of retail development is anticipated by 2030, and includes 38,900 square feet of redeveloped retail (166,490 square feet of net-new retail).

Retail redevelopment and net-new development are required to provide additional parking capacity, and a requirement of 2.8 parking spaces per 1,000 square feet of retail development is adopted. These rates are correlated to the land uses identified in this report, and may need adjusting over time if changes to the proposed land uses occur. Figure 26 summarizes these parking requirement rates. The parking requirement rates establish the basis for payment of in-lieu fees.

**City Council Goal of 92 Percent Occupancy**

One possible goal of the Morgan Hill City Council is to achieve a 92 percent occupancy rate of on-street parking in 2030. To do so, 1,696 spaces would have to be provided for the forecasted commercial (retail and office) demand of 1,560 spaces. To build 1,696 parking spaces, the recommended parking requirement rates presented in Section 4.2.1, Table 11 would need to be increased to 4.4 spaces per 1,000 square feet for new office development and 3.4 spaces per 1,000 square feet for new retail development and redevelopment. These rates were not adopted, but are presented for informational purposes.

**Figure 26  
Downtown Parking Requirement Rates**

Retail	Office	Residential
2.8 spaces / 1,000 s.f.	4.0 spaces / 1,000 s.f.	1.0 space per unit < 600 s.f. 1.5 spaces per unit >600, <1,350 s.f. 2.0 spaces per unit > 1350 s.f.

### Off-Street Parking Location Strategies

Based on the spatial patterns of the parking demand and supply shortfall estimates, several areas become apparent as locales with additional parking capacity needs.

Due to the proximity and relatively similar land uses on Blocks 2, 3, 4, and 5, single or multiple off-street parking facilities forming a system of commercial public spaces in this vicinity should be considered. If one main parking facility were desired, the most central location would be within Blocks 3 or 4. However, it may not be feasible to develop a large parking supply on these blocks because of the mixed-use development planned for Blocks 3 and 4. Single or multiple parking facilities serving Blocks 2, 3, 4, and 5 should provide approximately 126 spaces with the build-out of Blocks 2, 3, and 4 (by year 2015), and an additional 40 spaces by the build-out of Block 5 (166 spaces total by year 2030). Because of the space needed to accommodate 166 parking spaces, the sites should be limited to those that can provide the most parking spaces in one consolidated location.

Because of the isolated location of Block 14 in the southwest corner of Downtown and its primarily office land use, a self supporting/on-site parking facility of up to approximately 140 spaces should be provided at this site for the commercial land uses. Residential land uses within Block 14 are assumed to provide sufficient off-street parking supply for the residents. Some parking capacity at Block 6 (public community center) may be available as a potential site and could be pursued further.

The City of Morgan Hill has identified several alternative locations for additional parking that will not only increase the parking supply to address the projected parking shortfall, but also better accommodate the existing needs of the residential and commercial uses. Funding for new parking facilities will come from the long-term parking strategies outlined above, which will to be investigated further as the Plan is implemented. The Redevelopment Agency has identified several million dollars in funding for this effort.

- **The east side of Depot Street.** The area generally between Dunne Avenue & Third Street would accommodate several narrow surface lots with diagonal parking located between Depot Street and the railroad tracks. A narrow parking structure may be able to be constructed within this right of way.

The area between Third and Fourth Streets was acquired by the City Redevelopment Agency. An interim surface lot has been constructed at location, and it provides 92 public spaces. A longer-term plan may include a parking structure at this site.

- **A joint parking structure for multi-use shared parking.** The possibility for shared parking in the Downtown area parking lot should also be considered. While a more detailed financial analysis would have to be conducted specifically for this project, the idea of sharing costs, debt service, and revenue would benefit all participating parties. The mix of uses in a Downtown lends themselves very well to a shared parking concept. Two possible locations for a multi-use shared parking lot are:

- **Caltrain/VTA parking lot.** If the existing Caltrain/VTA parking lot became a joint parking facility, the needs of weekday commuters would compliment the nighttime and weekend uses for residents and other users. If the local agencies pay for part of any new parking structure, along with Parking Assessment District and in-lieu fees, it would alleviate some of the burden to new development of providing private parking spaces. A parking structure in this location will be proximal to the Downtown core area and, in particular, to much of the future development in Downtown.

In this Specific Plan, this parking lot is identified as a potential transit-oriented residential development site, and may have a separate shared parking arrangement between the residential uses and the transit riders. This proposal may limit the potential commercial parking capacity in this location. Residential parking would need to be in a distinct area separated from commercial or transit parking to guarantee residents a parking spot, provided at a ratio to meet the minimum zoning requirement. Guest parking and any extra residential parking would be part of the shared parking pool. Transit parking could also be provided in both a guaranteed area (often called a nested parking area) as well as in the shared parking area.

Monthly pass holders, for example, would park in a guaranteed transit parking area, while other transit users would park in the shared parking area. The success of the shared parking program would be dependent upon the allocation of spaces in each distinct area as well as the turnover of spaces in the shared parking area.

- **Community and Cultural Center parking lot.** A structure at the existing CCC lot on Block 6 would provide an alternative to creating a shared parking facility with the identified residential opportunity site. A three level parking structure at the CCC lot could create a capacity of up to 570 spaces total (190 spaces per level).

In addition to the sites identified above, several other locations should be considered for potential acquisition and construction of new parking structures. Ideal locations would be centrally located to the anticipated retail redevelopment areas, and may be integrated within the new or redeveloped retail areas in the form of a parking garage with ground floor retail fronting the street. These locations may potentially include:

- Existing Lot #2 behind the Downtown Mall (Block 2)
- Within the proposed Sunsweet Site or existing Lot #24 (Block 4)
- Unpaved property adjacent to Lot #8 (Block 1)

### On-Street Parking Strategies

Parking demand generated by the new developments and the displaced vehicles are anticipated to park on First, Second, or Third Streets between Monterey Road and Depot. Although observations of current conditions show that parking is available, availability at prime locations may become limited during peak parking periods. The following recommendations should be incorporated based on findings from a future monitoring program as certain benchmarks are reached.

- Adopt a parking monitoring program to track both on-street and off-street parking conditions in the Downtown area. Parking surveys should be done on a regular basis (annually) and could be paid for by the City of Morgan Hill Redevelopment Agency or by developers as part of their application process. A report similar to the 2002 Parking Survey costs approximately \$5,000 to \$10,000 to complete.
- Enforce the 2-hour parking limit in restricted spaces to discourage long-term parking, and therefore increase turnover and the availability. Visitors to a proposed movie theater would need accommodations for longer parking durations. Personnel costs in a range between \$40 and \$85 per hour depending on the officer's classification; however, parking enforcement is typically a self-funded program via the revenue generated from the parking tickets.
- Expand the 2-hour parking zones to increase turnover if monitoring reports show that parking occupancy along specific street segments is fully utilized. Adding new parking signs would cost approximately \$500 each. The additional enforcement could be a neutral cost or positive revenue. If the expansion encroaches into residential areas, a residential parking permit may be implemented to allow local residents to park in designated restricted areas for greater than the 2-hour limit.

### Street Improvements

Street and streetscape improvements should be prioritized to coincide with development improvements. Because Blocks 2, 3, and 4 are projected to experience redevelopment prior to other blocks, the likely candidates for initial street improvements are Fourth Street, Second Street, First Street, Fifth Street, and Main Street.

Similarly, other roadway and infrastructure improvements should be timed to match development intensification or changes. For example, the Third Street crossing west of Monterey Road serves a small parking area. If the parking lot is used more regularly, then the timing of the bridge improvement should coincide with the increased use. The bridge should be evaluated for structural integrity, and consideration should be given to a replacement that can accommodate two travel lanes, pedestrian, and bicyclists.

### References

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## Chapter 5: Design Guidelines

### Overview

Although there are a wide range of building sizes and architectural styles in Downtown Morgan Hill, a sense of small town architecture still remains. The current mix of “Main Street” commercial structures along Monterey Road and modest homes on the side streets in the residential areas provide visual variety along with a scale and texture that is pedestrian friendly and uniquely Morgan Hill.

It is the intent of this Plan to preserve and enhance that character and pedestrian scale, while accommodating areas for redevelopment and growth in a more dense and mixed-use pattern. The guidelines outlined in this chapter will be used in the review of all proposed development projects including additions and remodels (excluding non-historic single-family homes not located on a sensitive site).

These Design Guidelines include several of the best practices provided in the Santa Clara Valley Transportation Authority’s (VTA) *Community Design & Transportation: A Manual of Best Practices for Integrating Transportation and Land Use*. This manual provides a series of best practices and case studies for developments near transit. The guidelines below are divided into the following sections:

- A. All Building Facades
- B. Mixed-Use Building Facades (CBD Zoning District)
- C. Residential Building Facades (R-2, R-3, and R-4 Zoning Districts)
- D. Block 4 Special Guidelines (including Sunsweet Site)
- E. Roofs
- F. Awnings and Marquees
- G. Bay Windows
- H. Balconies
- I. Front Porches and Stoops
- J. Outdoor Open Space
- K. Service Areas
- L. Mechanical and Electrical Equipment
- M. Landscaping
- N. Fences, Walls, and Gates
- O. Site Lighting
- P. Plazas, Pedestrian Walkways, and Courtyards
- Q. Outdoor Dining
- R. Streetscape Furniture and Amenities



*New compatible commercial structures.*

### Site Review Permit Process and Requirements

The City of Morgan Hill requires a **Design Permit** for new construction and significant remodels in accordance with Chapter 18.74 (Design Review) of the Zoning Ordinance, excluding non-historic single-family homes not located on a sensitive site. An **Encroachment Permit** is required for any uses or improvements that involve the public right of way, such as outdoor dining on wide sidewalk areas. These Design Guidelines are intended to guide property owners and architects in the design of new buildings, exterior changes to buildings, and other improvements. Prior to issuance of any Design Permit, the decision-making body must make a finding of substantial conformance of the proposed design with these Design Guidelines. The Public Works Director in coordination with the Community Development Director has authority to approve Encroachment Permits for outdoor dining. Noticed Public Hearings shall be held for all projects subject to Design Permit requirements. The Community Development Director shall determine the appropriate process for consideration of Design Permits; smaller or more minor projects may be acted upon by staff in accordance with Chapter 18.74, while larger and more significant projects should be referred to the Planning Commission or City Council. Any Design Permit which involves Redevelopment Agency or City-owned sites, or for which the RDA is entering into an Agreement to assist with the development, should be acted upon by the City Council, after receiving a recommendation from staff and/or the Planning Commission, as determined by the Community Development Director (minor projects may be approved by staff).

### Basic Design Principles

These guidelines below are based on the following basic design principles. In the event that the guidelines in this document do not directly address a specific condition, City Staff and the relevant commissions and boards will use these principles to determine the appropriateness of proposed plans and architectural designs.

#### **#1 Buildings should reflect the character of Downtown Morgan Hill.**

Existing buildings in Downtown are relatively small in scale due to the small parcel sizes. New buildings should maintain the rhythm of parcel width, building breaks, and facade articulation. As a general rule, facade articulation and/or building breaks should occur at approximately 40 to 50 foot intervals, wherever feasible. Projects on larger or combined parcels should reflect this design pattern and should be broken up in form to avoid looking like a single project.

#### **#2 Buildings along Monterey Road and Third Street should be designed in an architectural style compatible with traditional Main Street buildings.**

Characteristics of traditional Main Street buildings include parapets with projecting decorative cornices, large ground floor display windows, deep-set upper floor windows, and decorative architectural details. Newer buildings are encouraged to include these elements to blend with the existing character, but may do so in a way that creates a more modern feel. It is not the intent of this principle to recreate historic structures, but rather to design buildings that share a similar character and create a harmonious district.

**#3 Structures and landscaping on neighborhood streets west of Monterey Road (i.e., West First, Second, Third, Fourth, and Fifth Streets) should be visually compatible with the existing small-scale residential character of the area.**

Since some existing residences will remain, either as residences or structures converted to commercial or office uses, the maintenance of visual compatibility will be very important. New buildings or expanded existing residential structures should not visually dominate the area.

**#4 Buildings should provide a visual continuity of display windows along with architectural and landscape details to provide an interesting environment for pedestrians.**

In commercial areas with buildings at or near the sidewalk, visual continuity is essential to the vitality of the street. Large display windows for product display are strongly encouraged, along with a richness in architectural detailing. On side street areas with residential character buildings set back from the sidewalk, interesting building entries and architectural detailing are strongly encouraged. These areas also offer the potential for including visual richness through the use of landscape elements such as picket fences, trellis entries and residential landscaping (e.g., roses.)

**#5 Each structure should be uniquely designed for Downtown Morgan Hill.**

Stock designs and franchise architecture will not be accepted as a substitute for thoughtful designs based on the structure's use and location.

**#6 Signage should be appropriate to location and building character.**

Signage should be pedestrian-oriented. Large, aggressive and redundant signage is strongly discouraged. See Chapter 6 (Signage Guidelines) for specific guidelines associated with signage.

**#7 All buildings and remodelings should utilize high quality materials and craftsmanship.**

Exterior materials that will weather well over time are strongly encouraged, and all signs should be professionally fabricated and applied.

**#8 All streets should be designed to balance safety and aesthetics.**

All streets should be designed to balance pedestrian safety, aesthetics and the supply of on-street parking. All streets in Downtown should be designed to keep traffic traveling at safe speeds and to be pedestrian and bicycle friendly.

**A. All Building Facades**

**DG-A1. Construct buildings with both solid surfaces and window openings.**

Facades shall be designed with both solid surfaces and window openings to avoid the creation of blank walls or glass curtain walls. Blank walls on all facades that front a street, plaza, or other public spaces are strongly discouraged.

**DG-A2. Provide distinctions between each floor.**

Facades should provide a clear visual distinction between each floor, except where a floor is built into the roof form.



*A clear visual distinction between each floor is provided.*

*Windows and solid surfaces are balanced on the facade, avoiding the creation of blank walls.*

**DG-A3. Design external stairways to complement the buildings.**

Stairways should have a design that is compatible with overall structure. Stairs shall not have a tacked-on appearance or look like their design was an addition or afterthought. Stairways on front facades are discouraged.

**DG-A4. Design the sides and rear of buildings to complement the front facade.**

All sides of the facade shall be designed with similar architectural elements, materials, and colors as the front facade. However, the design of side and rear facades may be simpler, more casual, and more utilitarian in nature.



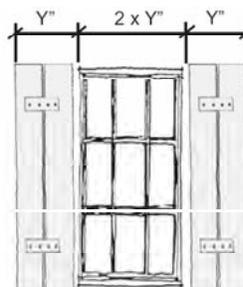
*Appropriate relationship between front facade (left) and rear facade (right) is strongly encouraged.*

**DG-A5. Shutters should be designed to enclose the entire window or door.**

If used, window and door shutters should have a width that would enclose the entire window or door opening when the shutters are closed.



*Blank walls and facades are strongly discouraged.*



*When closed, the shutters would enclose the entire window.*

**DG-A6. Building modifications should use the same materials, details, and color as the rest of the building.**

If a portion of an existing building is modified or if a building addition is constructed, it should use the same building materials, details, and color applications as the rest of the building. For example, if a portion of a brick facade with wood-framed windows and doors is modified, the modified portion of the facade shall use bricks, details, and wood-framed windows and doors that are compatible with the other parts of the building.

*Original Structure:*



*Discouraged Addition to Structure:*



*Encouraged Addition to Structure:*



**DG-A7. Limit the number of building materials used on the facade.**

As a general rule, no more than 3 different types of materials should be used on a single facade.

**DG-A8. Use appropriate materials.**

Materials that are consistent with local vernacular architecture, as well as those that are indigenous to the region are desired. Finish materials that give a feeling of permanence and quality and that have relatively low maintenance costs are strongly encouraged. Appropriate building materials that are encouraged on facades as primary materials include:

- brick,
- stone,
- tile,
- stucco or plaster,
- painted or stained wood siding or trim,
- wood or metal frames for windows and doors, and
- wood, metal, and glass doors.

*Examples of appropriate facade building materials:*



*Stone*



*Brick*



*Wood*



*Stucco/Plaster*

**DG-A9. Avoid inappropriate building materials.**

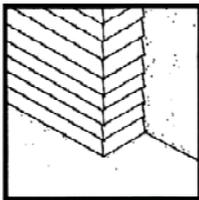
Inappropriate building materials that are discouraged on facades include:

- plywood,
- unfinished lumber,
- corrugated fiberglass,
- small tiles,
- shingles,
- cultured stone,
- rough finish materials,
- vinyl or aluminum siding,
- corrugated metal,
- reflective materials, and
- manmade building materials (other than hardie board) that are intended to simulate natural products/materials.

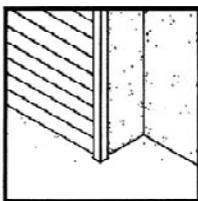
**DG-A10. Changes in material should generally occur when there is a change in the plane of the facade.**

If possible, the change in materials and color should occur on inside corners of the building. If a change is proposed along the line of a single plane, a pronounced expansion joint should be used to define a clear separation.

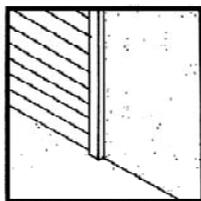
*Encouraged:*



*Discouraged:*



*Permitted:*



**DG-A11. Facades should have finishes and colors similar to those found on traditional buildings in Morgan Hill.**

Painted building surfaces should have a matte finish. Trim work may have a glossy finish.

**DG-A12. The natural colors of brick and stone material should be maintained.**

These materials should not be painted or glazed.

**DG-A13. Muted and soft colors are encouraged.**

Extensively bold, bright, fluorescent, and neon colors should be avoided. If used, extensively bold, bright, fluorescent, and neon colors should only be used as accent colors on window and door frames, building trim, and details.

**DG-A14. Limit the number of colors used on facades.**

Color applications on a facade should generally be limited to one or two main colors and two to three accent colors that complement the main color(s) of the structure.

*Examples of appropriate use of color:*



*Example of inappropriate use of color:*



**DG-A15. Window openings should have vertical orientation and proportion.**

Window openings should be taller than they are wide to reflect the traditional building characteristics of Downtown.

**DG-A16. Basic and simple window shapes are encouraged.**

Window shapes should be basic and simple to reflect the traditional building characteristics of Morgan Hill.

**DG-A17. Follow the Secretary of the Interior's standards when renovating or modifying historic buildings.**

When renovating or modifying historic buildings listed on the National Register of Historic Places or of local significance, the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings should be used.

**B. Mixed-Use Building Facades (CBD Zoning District)**

The CBD zoning district, primarily along Monterey Road and East Third Street, is an important retail and restaurant district that will strongly influence the economic viability and the image of Downtown Morgan Hill. The intent in this area is to provide continuity of storefronts with attractive display windows; restaurants with an open and inviting character; architectural styles and details that are traditional in character; and upper floor office and residential uses that are attractive in appearance and contribute to the visual attractiveness of downtown.

**DG-B1. Design Articulated Facades.**

Street facing building facades, as well as all facades that front a plaza or pedestrian walkway, shall be articulated to improve the quality of the design. Appropriate methods of articulation include, but are not limited to:

- increasing the number and/or size of window openings,
- creating a defined building cap or roofline,
- providing stylized windows and doors,
- creating a defined base for the building,
- providing three-dimensional expression lines (vertical and horizontal) between the floors of the structure and around storefronts and window openings,
- adding depth and detail to the cornice or roof parapet, and
- recessing storefronts and windows into the facade to create depth and cast shadow patterns.



*Appropriate relationship between windows on ground floor and upper floors.*

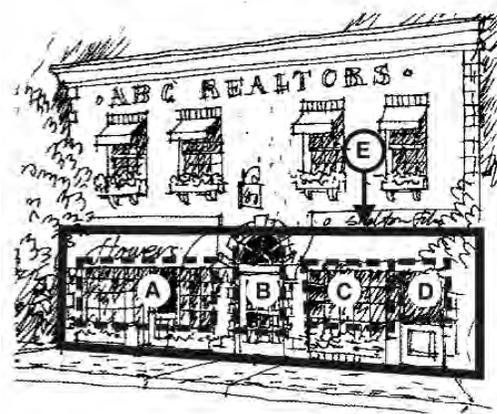


*Examples of buildings with appropriate articulation.*

## **DG-B2. Provide ground-floor storefront windows and vertically oriented upper-floor windows.**

The ground floor facade should have more area dedicated to transparent window and door openings than the upper floors. Front building facades, as well as all facades that front a plaza, or pedestrian walkway, should be designed with:

- Ground floor storefront windows and doors that utilize clear transparent glass in order to provide clear views of storefront displays from the street and to allow natural surveillance of the street and adjacent outdoor spaces. Mirror and tinted glass is prohibited.
- Buildings that maintain a minimum of 60 percent transparent glazing along primary store frontage up to eight feet above grade. In the example to the right  $A+B+C+D$  should equal at least 60 percent of  $E$ . Blank walls over 10 feet long should be avoided on primary frontages and for the first 50 feet from Monterey Road and Third Street along other public streets.



- Upper floor window openings that have a vertical orientation and proportion. Mirror and tinted glass is prohibited on upper floor facades.

**DG-B3. Emphasize display windows and storefront entries.**

- Interesting storefronts with prominent display windows are strongly encouraged. Traditional storefronts with bulkheads below the windows and glass on both the street front and the sides of the vestibule are desirable. However, larger and more contemporary display windows are also acceptable. Window proportions should generally reflect traditional storefront windows with proportions that are horizontal or approximately square.
- Display window lighting is strongly encouraged to improve the downtown's nighttime image and vitality. Examples include shielded or recessed spotlights to highlight display merchandise or pin lights used to define the outline of the windows.
- Entry doors should be selected to complement the design of the storefront and reflect the special personality of the business. Dutch doors, which have top halves that may be left open, are one good way to project a friendly, customer-oriented image.
- Planter boxes below windows and adjacent to windows are strongly encouraged. These generally add to the personality of downtown and provide seasonal color.



*Mirrored and tinted glass is prohibited*

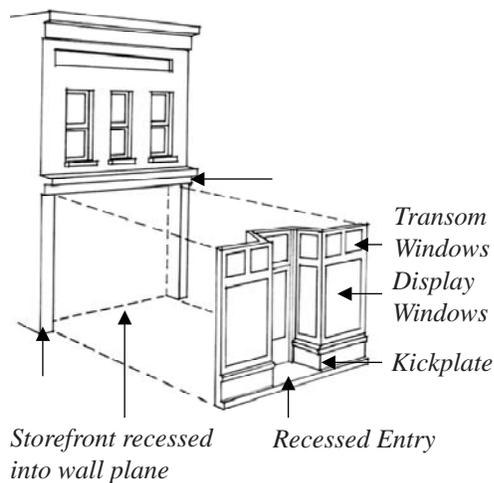


*Appropriate storefront windows.*

**DG-B4. Create a continuous street wall.**  
Buildings should provide continuous facades along the street edge to create an interesting pedestrian environment. Breaks in the street wall may occur in areas where buildings have a setback to accommodate outdoor seating or other uses. At these locations, the outdoor space should meet the sidewalk at the same point as surrounding buildings to maintain the appearance of a street wall. At locations where driveways are required for access, such as along Third Street to accommodate parking for buildings fronting Monterey Road, side setbacks should be provided to allow sidewalks and landscaping adjacent to the driveways.

**DG-B5. Design storefronts with traditional “Main Street” elements.**  
Elements of traditional “Main Street” storefronts are encouraged. These elements include:

- recessed entry door(s),
- display windows,
- kickplate or bulkhead, and
- transom windows.

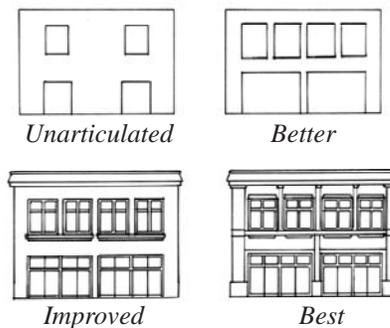


**DG-B6. Provide architectural details to enhance the visual interest of facades.**  
Projecting cornices with interesting detail appropriate to traditional Main Street commercial buildings should be used to establish a finished top to facade walls. Other architectural details should add visual richness to street facades. Examples include bay windows, decorative belt courses, moldings around windows, and planter boxes with flowers under windows.

**DG-B7. Building articulation features are encouraged.**  
Three-dimensional wall projections, horizontal expression lines, building columns, details and cornice treatments are encouraged on facades.

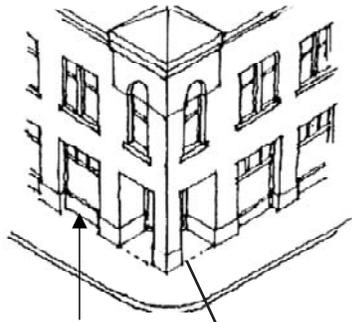


*Building facades should be appropriately articulated:*



**DG-B8. Provide special accent design elements for corner buildings.**

Corner pedestrian entries and design elements, such as towers, are desirable at street corners. Such elements provide a visual terminus to street frontages and a visual transition between Monterey Road, Third Street, Depot Street and side streets.



*Structural bays and corner treatment*

**DG-B9. Design structural bays and recessed storefronts on ground floor facades.**

Recessed storefront and structural bays are encouraged on ground floor facades. Storefronts should be recessed by at least 6 inches. The width of structural bays and storefronts should not exceed their height. Building piers, columns, cornices, and horizontal expression lines are encouraged to better define this space.

**DG-B10. Provide upper floor and secondary entrances and windows.**

Entries to upper floor uses should be located on facing streets or on landscaped pathways with direct access to the street. The entries should be distinctive and well defined with elements such as attractive doorways and sidelights, awnings, carriage lights, planters with flowers, appropriate signage, etc.

Upper levels should be designed with a distinctive character and design elements that will relate the upper levels to the street and provide visual interest. These elements might include bay windows, projecting balconies with landscaping and French doors, and awnings over the windows. Window proportions on the upper levels should generally be smaller than ground floor windows and vertical in proportion.

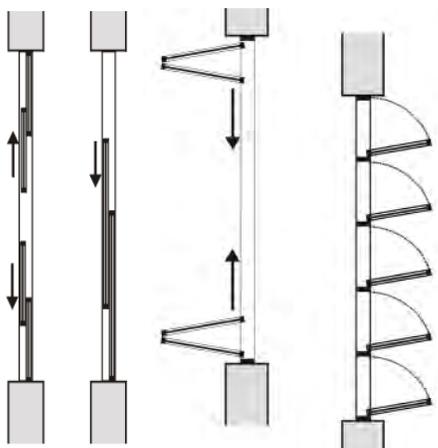
Secondary entrances and windows are strongly encouraged on rear facades that are adjacent to parking facilities.

**DG-B11. Operable windows and French doors are encouraged for restaurants.**

Restaurants with an indoor-outdoor character offer an opportunity to bring increased vitality to the street, and are especially appropriate given the pleasant climate of Morgan Hill. Window types and proportions should be complementary to the architecture and design of the facade. A variety of examples of operable restaurant facade windows are shown below and to the right. These are strongly encouraged along Monterey Road and Third Street.



*Restaurant operable window.*



*Operable window options.*

**DG-B12. Provide off-street courtyards.**

Courtyards that can accommodate smaller retail tenants, service commercial shops, and restaurants provide increased business opportunities and more pedestrian traffic along the street frontages. These are especially effective along major pedestrian corridors such as Monterey Road and Third Street. Courtyards should have good linkages and pleasant landscaped entries from the street.



*Example of an off-street courtyard.*

**DG-B13. Facade Rehabilitation.**

Remodeling existing buildings offers an opportunity to bring the overall building up to current standards and to improve the appearance of all facade elements. Encouraged improvements include:

- Cleaning and repairing all facade elements,
- Upgrading storefronts with attractive display windows and entry doors,
- Installing new business signs and removing any old or redundant signage, and
- Installing planter boxes below display windows and/or adjacent to entries.

**DG-B14. Railroad Corridor Special Guidelines.**

The following guidelines apply to new development on parcels adjacent to the railroad corridor.

- Entries on Blocks 7 and 8 should be oriented to Depot Street. To enhance the pedestrian qualities of the street and to activate the street, new structures should be strongly related to the street and provide visual surveillance of the sidewalk and street.
- Projects located on parcels adjacent to the railroad shall comply with the noise and vibration mitigation measures contained in the Mitigation Measures section of Chapter 8, Implementation.

**C. Residential Building Facades (D-R2, D-R3, and D-R4 Zoning Districts)**

This area between Monterey Road and Del Monte Avenue, excluding the Monterey Road frontages, currently contains a predominance of small residential structures. The existing scale and character should be preserved with new development. For areas in which the zoning designation is proposed to increase (i.e. the existing designation is R-2 and the proposed is R-3), some exceptions will be permitted in order to accommodate the additional densities permitted.

**DG-C1. Provide overhanging roofs.**

Overhanging roofs are strongly encouraged to delineate the top of the facade and to cast shadow patterns on residential buildings.

**DG-C2. Design facade articulation within public view.**

Street facing building facades, as well as all facades that face a plaza, park, or public space, shall be articulated to improve the quality of the design. Appropriate methods of articulation include, but are not limited to:

- offsetting or changing the direction of the wall plane by adding a building wing,
- increasing the number of window openings,
- balancing window openings on the facade to avoid blank areas on the wall surface,
- using more than one material, texture, or color to break up the mass of the facade,
- stepping back upper stories,
- using traditional building forms, such as bay windows,

porches, and dormers,

- utilizing compatible architectural details to reduce the scale and mass of buildings, and
- providing overhanging roof eaves that created depth and cast shadow.

**DG-C3. Reflect the architecture of Morgan Hill in new buildings.**

Building styles, forms, materials, and colors that reflect the region's vernacular residential architecture are encouraged on residential buildings. Materials should include wood or stucco. Roofs should be pitched in form with overhangs of at least 2 feet. Porches are encouraged and may encroach into the front setback up to 7 feet. Additions, remodelings, or new buildings should not be boxy in form and/or consist of plain or unarticulated building elements. The intent of this guideline is not to recreate exact replicas of historic or traditional building, but rather to create new buildings that reflect and honor the character and image of the



*Residential facade with appropriate level of articulation and decorative elements.*

region.

**DG-C4. Single-family residences with building heights of three stories should incorporate varying rooflines and roof designs to break up the mass of the structure.**

Single-family residential projects located in predominantly residential areas with third story space should employ techniques to ensure a human scale and appropriate relationship to its surroundings. For example, third story space could be integrated into the roof form of the structure.

**DG-C5. Provide small-scale decorative elements.**

Decorative roof and porch brackets, detailed porch railings, flag brackets, infill shingles on gable ends, wind vanes, and other traditionally residential detail elements are encouraged to add visual richness and pedestrian interest to the area.

**DG-C6. Construct additions to the rear or side of the existing building.**

Any additions to existing buildings should be to the rear of the existing building or to the side if setback limitations allow. New structures should be set back a distance to complement the setbacks of structures on nearby lots.

**DG-C7. Design accessory building facades to match the main building facade.**

The facades of detached garages and other accessory buildings should be designed with similar materials, colors, and details as the main residential building.

**D. Block 4 Special Guidelines  
(Including Sunsweet Site)**

Block 4 (which includes the “Sunsweet Site”) is unique in its location and importance to Downtown Morgan Hill. Its Third Street frontage faces a new planned commercial and activity area while its Fourth Street frontage faces smaller scale buildings and some residential uses. This Specific Plan will supercede the existing Planned Unit Development (PUD) that was adopted for the site in 2005. The following guidelines serve to supplement the other guidelines in this chapter for this particular block.

**DG-D1. Construct appropriate uses.**

Ground floor uses along Third Street and at the corner of Third and Depot Streets should be limited to retail shops, restaurants, bars, shops serving rail commuters, and entries to upper floor uses. Restaurant uses are strongly encouraged along this frontage. Fourth and Depot Streets should be lined with residential units, such as apartments, condominiums, or townhomes, although additional non-residential uses along Depot Street would be permissible. Unit or apartment entries may be directly oriented to the street, but should be located elsewhere in order to provide a retail emphasis to the Third Street frontages.

**DG-D2. Construct appropriate buildings.**

Buildings shall be a minimum of 2 stories in height and a maximum of 4 stories within certain blocks. 4 stories are allowed on large sites of at least 22,000 square feet; a Planned Development rezoning would need to be approved for heights over 4 stories. Any fourth floor shall be stepped back in accordance with the development standards for the CBD

zoning district (see Chapter 2: Land Uses and Development Standards).

**DG-D3. Ground Floor Retail**

Ground-floor retail building space shall be at least 50 feet deep and may be up to 100 to 120 feet deep, in accordance with the GFO minimum retail depth standard (see CBD/GFO Site Development Standards and Figure 6 in Chapter 2: Land uses and Development Standards).

**DG-D4. Provide a high quality design.**

Due to the relatively large size of this site, any development should be constructed to look like it is multiple developments rather than one larger development. Facade articulation should keep with the prevailing pattern of approximately 40 to 50 feet in width. The design should reflect traditional “Main Street” buildings and the characteristics of Downtown Morgan Hill.



*Examples of buildings with high quality design and appropriate relation to the street.*



**DG-D5. No customer or resident parking entrances along Third Street.**

Parking entries should be primarily oriented to the center of the development or on Depot Street. Minor parking entries may be oriented to Fourth Street. Parking entries along Third Street for customers and/or residents are not allowed; any entry from Third Street is to be limited to service vehicle or secondary purposes and only if no better feasible options exist.

**DG-D6. Provide public parking.**

Public parking should be constructed on the western portion of the site behind parcels fronting on Monterey Road. It should allow easy movement from this lot to adjacent lots and should provide pedestrian access to Third Street and allow for pedestrian access to Monterey Road when new development occurs along that frontage.

**DG-D7. Design a consistent roof design for the entirety of each building.**

The Sunsweet project on the site should employ roof designs that break up the mass of development. Different roof designs for separate buildings on the site may be used in order to create a sense that the whole site is a collection of building projects rather than one single large development project.

## E. Roofs

**DG-E1. Construct roofs that are compatible with the building's character.**

Roofing forms and materials should be compatible with the overall style and character of the structure and Downtown Morgan Hill.

Appropriate types of roof materials include:

- slate shingles,
- galvanized metal,
- non-reflective aluminum and zinc alum,
- asphalt shingles,
- dimensional shingles, and
- other materials of similar quality, durability, and character to those listed above and approved by the Community Development Director or Design Permit.

Vinyl, plastic, fiberglass, and plywood roofing materials are discouraged.



*Examples of appropriate roof materials.*

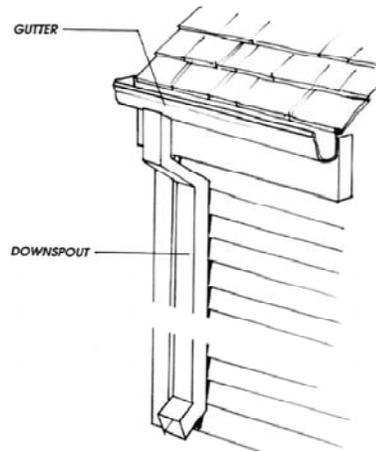
**DG-E2. Design a consistent roof design for the entirety of each building.**

A relatively consistent roof design (including overhangs, pitch, fascia, materials, and eaves) should be provided on all sides of a building. Large sites should employ roof designs that break up the mass of development. Different roof designs for separate buildings on the site may be used in order to create a sense that the whole site is a collection of building projects rather than one single large development project.

**DG-E3. Construct gutters and downspouts that are compatible with the building's character.**

All roofs shall be designed with gutters and downspouts to prevent water damage to buildings and to protect pedestrians and adjoining properties from dripping water. The design, materials, and color of gutters and downspouts should be compatible with the overall style and character of the structure. Gutters and downspouts shall be painted to match either the trim or body color of the building. Appropriate materials for gutters and downspouts include:

- aluminum,
- galvanized steel,
- PVC, and
- other materials of similar quality, durability, and character to those listed above and approved by the Community Development Director or Design Permit.



*Example of gutter and downspout.*

**DG-E4. Minimize the public view of downspouts.**

Whenever possible, downspouts should be located in the least conspicuous location, such as the rear or side facades of the building.

**DG-E5. Screen rooftop mechanical equipment from public views.**

Mechanical equipment on roofs shall be screened from public views from all sidewalks, plazas, parks, public spaces, and pedestrian walkways. This guideline applies to all buildings in downtown.

**DG-E6. Design appropriate roof overhangs.**

Roof overhangs, such as cornices, and eaves, may extend out from the facade of the building. However, roof overhangs shall not extend over a neighboring parcel.

**DG-E7. Paint vent pipes to minimize public view.**

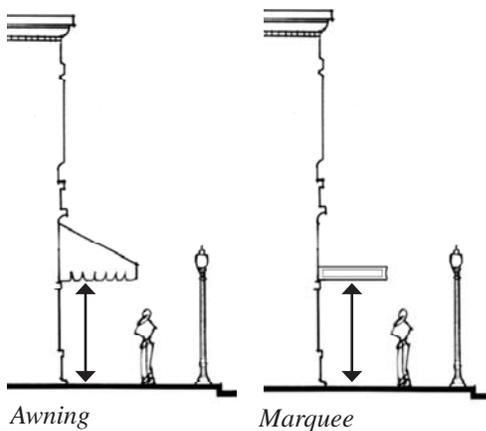
Vent pipes that are visible from streets, sidewalks, parks, plazas, and pedestrian walkways shall be painted to match the color of the roof to make them less conspicuous.

## F. Awnings and Marquees

### DG-F1. Construct appropriate awnings and marquees.

Awnings and marquees should only be used on mixed-use buildings. The following standards apply to projecting awnings and marquees:

- The valance, or front face, of an awning should not exceed 18 inches in height so it will not dominate the building facade.
- Awnings and marquees should not obscure views into storefront display windows or cover architectural expression lines or details.
- Generally use sloped front awnings that are visually compatible with awnings on adjacent storefronts. End panels returning to the building face are optional.
- There must be a minimum vertical clearance of 8 feet from the bottom of the awning or marquee and the ground.
- Awnings may have signs. See Chapter 6 (Signage Guidelines).



8 feet minimum clearance required between the bottom of the awning or marquee and the ground.

### DG-F2. Use compatible materials.

Fabric awnings on painted tubular metal frames are strongly encouraged. Metal awnings and canopies, shiny fabrics, and backlit awnings that visually appear as large light sources should be avoided. Marquees should be constructed of:

- finished and painted wood,
- wrought iron,
- or other materials of similar durability, quality, and character that are approved by the Community Development Director or Design Permit.

Glossy or plastic materials are strongly discouraged.

### DG-F3. Use multiple awnings instead of one large awning.

Multiple awnings located above storefronts are encouraged rather than a single awning that covers all storefront openings on the building. All awnings on a building should have a consistent design, color, and placement pattern.



Large awnings (left) are discouraged.

Instead, use multiple smaller awnings (below).



**DG-F4. Use compatible materials.**

Awnings should have basic and simple color patterns, such as one solid color or a vertical striping pattern with two colors.

**DG-F5. Construct awnings with an appropriate height.**

The height of the awning should be approximately 1/3 to 2/3 the depth of the awning.

**G. Balconies**

**DG-G1. Construct appropriate balconies.**

The following standards apply to projecting balconies:

- Balconies may be open or covered with a roof or upper story balcony.
- The distance between roof-supporting columns, piers, or posts on balconies shall not exceed their height.
- There must be a minimum vertical clearance of 8 feet from the bottom of the balcony and the ground.



*Examples of appropriate balconies.*

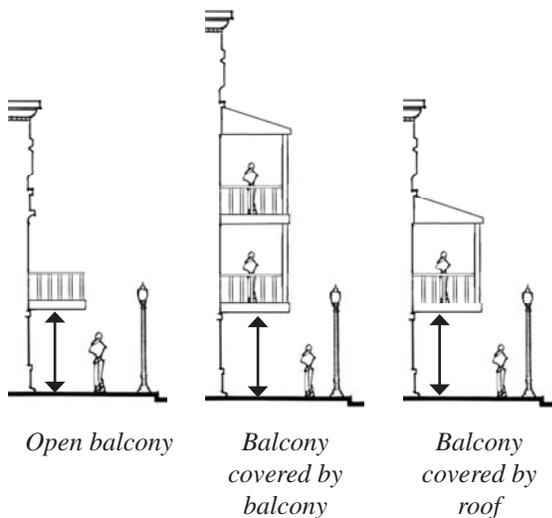
## DG-G2. Use compatible materials.

Appropriate materials for balconies include:

- wrought iron,
- wood trim,
- finished and painted wood and wood trim, and
- other materials of similar quality, durability, and character to those listed above and approved by the Community Development Director or Design Permit.

## DG-G3. Construct high quality balconies.

The design of balconies, including railings, balustrades, posts, columns, details, and roof covering, should be compatible with the overall style and form of the building. The balcony should not have a tacked-on appearance or look like it was an addition or afterthought. The sides of balconies should be designed with posts, railings, and balustrades rather than a solid wall plane.



*8 feet minimum clearance required between the bottom of the balcony and the ground.*

## H. Bay Windows

### DG-H1. Construct appropriate bay windows.

The following standards apply to projecting bay windows:

- The maximum width of a bay window shall be 8 feet.
- Upper floor bay windows on mixed-use buildings may encroach into the public right-of-way up to 3 feet along 25 percent of the street frontage.
- There must be a minimum vertical clearance of 8 feet from the bottom of the bay window and the ground.
- For facades with multiple bay windows, at least four feet should be provided between each bay window if the bay extends into the public right-of-way.
- Windows shall be provided on all sides of the bay window. Windows shall have a vertical orientation and proportion.

### DG-H2. Use compatible materials.

The design of bay windows should be architecturally compatible with the other buildings on the site and their design should use similar forms, materials, and colors.



*Examples of bay windows on mixed-use buildings.*

**I. Front Porches and Stoops**

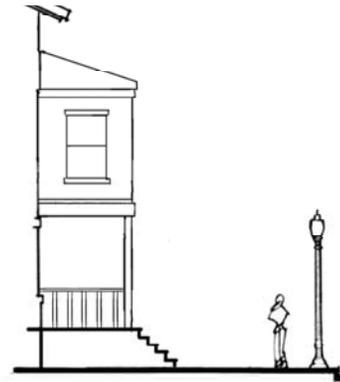
**DG-I1. Construct appropriate front porches and stoops.**

The following standards apply to front porches and stoops:

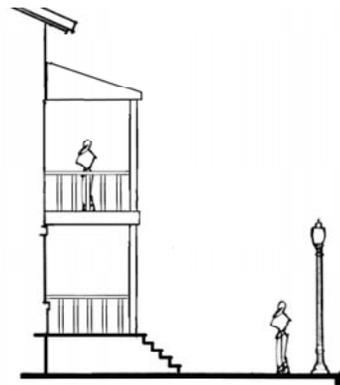
- Front porches and stoops should not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.
- Front porches and stoops may be covered with a roof, an upper-floor balcony, or an enclosed upper-floor habitable space. However, an enclosed habitable space shall not occur within a front, side, or rear setback.
- The spacing of supporting columns, piers, or posts on front porches and stoops should not exceed their height.
- The raised platform of a front porch (not including stairways) should be at least 50 square feet in size with no one dimension less than 6 feet in length.
- The raised platform of a stoop (not including stairways) should be at least 25 square feet in size with no dimension less than 5 feet in length.

**DG-I2 Design compatible front porches and stoops.**

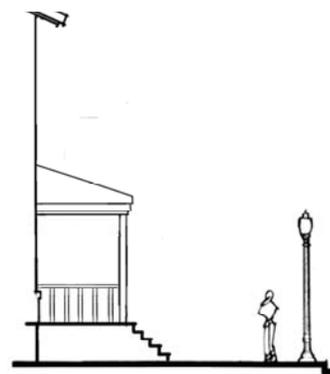
The design of front porches and stoops should be architecturally compatible with the other buildings on the site and their design should use similar forms, materials, and colors.



*Porch/stoop covered by an enclosed habitable space*



*Porch/stoop covered by a balcony*



*Porch/stoop covered by a shed*

### J. Outdoor Open Space

#### DG-J1. Construct appropriate open space areas.

If provided, outdoor open spaces shall be designed to enhance the site and/or building as a place for pedestrians. Outdoor residential open space should include:

- outdoor seating,
- trash and recycling receptacles,
- a combination of landscaping and paved surfaces,
- pedestrian scaled lighting, and
- amenities or features that encourage people to gather. Such features include (but are not limited to) outdoor dining areas, outdoor fireplaces, barbeque facilities, public art, fountains, kiosks, planters, spas/hot tubs, and pools.

#### DG-J2. Design open spaces to be used throughout the year.

Outdoor open spaces should be useable throughout the year.

#### DG-J3. Construct open spaces to take advantage of views.

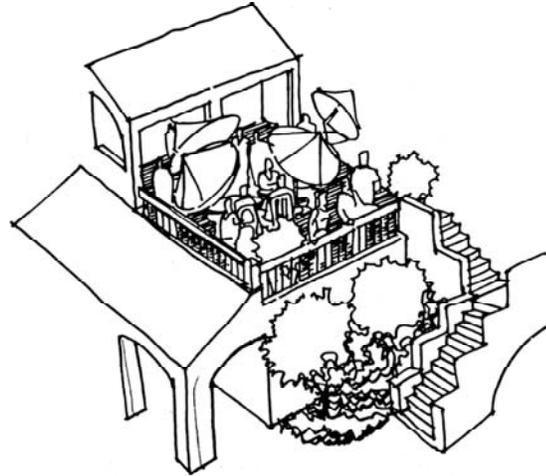
If provided, outdoor open spaces should be located or oriented on the site or building to take encourage pedestrian activity and to provide views of public spaces and streets, hills, and Upper Llagas Creek.

#### DG-J4. Design outdoor open spaces with a sense of enclosure.

Enclosure can be provided by locating the space between buildings or by defining the space with landscaping and wall features. Outdoor structures, such as pergolas and gazebos can also create a sense of enclosure within the space.

#### DG-J5. Provide connections between open spaces on adjacent parcels.

Outdoor open spaces on adjacent parcels should be connected and shared to create a large more attractive space.



*Example of outdoor open space.*

**K. Service Areas**

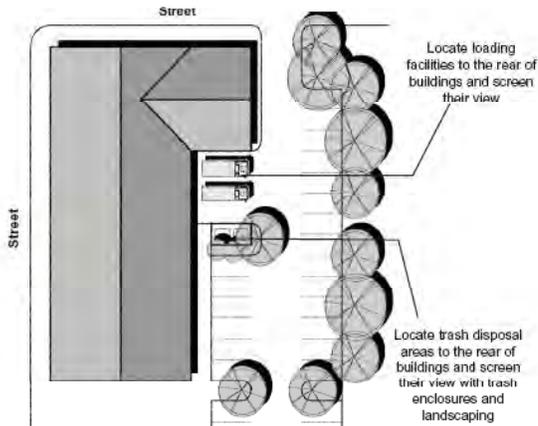
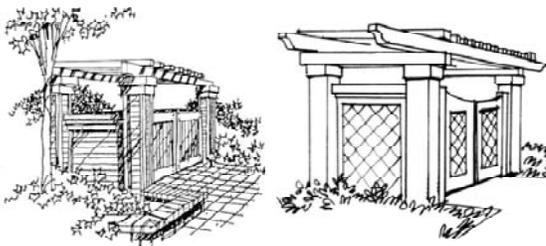
**DG-K1. Construct service areas away from public view.**

Trash disposal areas shall be screened from public views from all sidewalks, streets, plazas, and public spaces.

Trash enclosures shall be used to store outdoor garbage containers or dumpsters. Trash disposal areas and shipping and receiving areas shall not be permitted along the street frontage.

**DG-K2. Design compatible trash enclosures.**

The design of trash enclosures should be architecturally compatible with the other buildings on the site and their design should use similar forms, materials, and colors.



*Trash disposal area should be located to the rear of buildings and screened from public view.*

**L. Mechanical and Electrical Equipment**

**DG-L1. Construct service areas away from public view.**

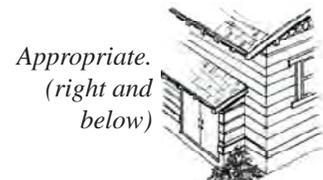
The following shall not be located within the public right-of-way and shall be screened from public views from streets, pedestrian walkways, sidewalks, plazas, and public spaces:

- electric and water utility meters,
- power transformers and sectors,
- heating/ventilation/cooling equipment,
- irrigation and pool pumps,
- satellite dishes greater than 18” in diameter,
- antennas,
- rooftop mechanical equipment, and
- other mechanical equipment.

Appropriate methods of screening include fencing, landscaping, roof parapets, and equipment enclosures. The design of screening devices shall be compatible with the main structure and conform to other sections of this Specific Plan. Noise levels of mechanical equipment shall be minimized. All utility and communication lines serving the site shall be underground.



*Inappropriate.*



## M. Landscaping

### DG-M1. Provide landscaping in appropriate areas.

The following areas shall be landscaped and regularly maintained to be free of weeds, overgrown vegetation, and litter:

- unpaved portions of the site that are visible from public streets, sidewalks, plazas, and other public spaces,
- common outdoor areas within any development, and
- private and public surface parking lots.

### DG-M2. Provide a variety of vegetation.

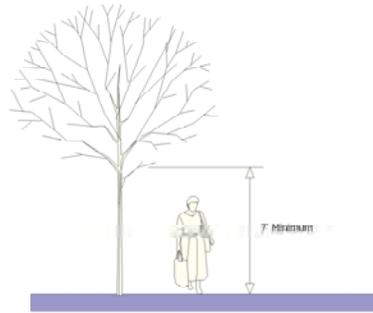
Landscaping treatments should include a combination of trees, grasses, shrubs, and flowering plants.

### DG-M3. Avoid over-spray from automatic irrigation systems.

Automatic drip irrigation systems shall not produce over-spray on surfaces outside the planting area.

### DG-M4. Provide at least 7 feet of vertical clearance between branches and sidewalk.

In order to provide adequate pedestrian clearance, trees shall be pruned regularly so that there is at least 7 feet of vertical clearance between the lowest branches of the tree and the grade of the adjacent sidewalk or pedestrian walkway. They shall also be pruned to maintain the health, vigor, and natural shape of the tree, and to maintain vehicular clearance and sight lines.



*7 feet minimum clearance.*

### DG-M5. Construct an adequately sized planting area for all trees.

The size of the planting area shall be based on the amount of room needed for tree roots. Root barriers shall be used when trees are planted near pedestrian walkways and sidewalks.

### DG-M6. Replace mature significant trees removed from the site.

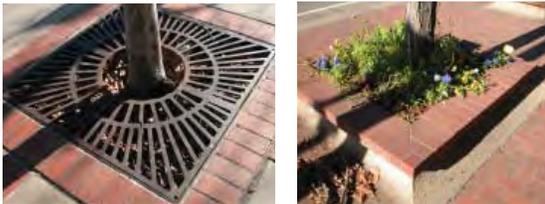
Significant trees and tree communities should be preserved whenever feasible. Removal of significant trees or tree communities from the site must be approved by the Community Development Department through a permit process, as described in Chapter 12.32 (Restrictions on Removal of Significant Trees) of the City's Municipal Code. When significant trees or tree communities are removed from a site, they should be replaced with new trees or tree communities (on- or off-site) in accordance with any conditions of approval and with Chapter 12.28 (Tree Planting Plan).

**DG-M7. Maintain landscaped areas.**

All landscaping shall be maintained in a healthy and attractive state and shall be watered, weeded, generally maintained, and replaced (if necessary) by the property owner/property manager.

**DG-M8. Construct tree wells and grates for trees near a pedestrian walkway or plaza.**

Trees placed within a courtyard, plaza, or pedestrian walkway shall be placed within tree wells covered by tree grates. Trees planted in front of mixed-use, retail, or office buildings should be planted in tree wells with metal tree grates or in planters similar to those along Monterey Road. Trees planted in front of residential buildings should be planted in a parkway (grass strip between the sidewalk and the curb). Parkway should be at least 5 feet wide.



*Tree grates and planters are encouraged.*

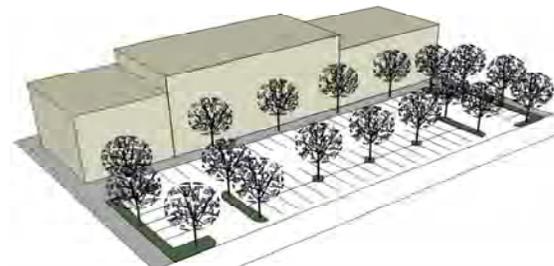
**DG-M9. Surface parking lot landscaping.**

All surface parking lots should be designed with the following landscaping features:

- Landscaped planters should be located between public sidewalks and parking lots. Landscaped planters should be at least 5 feet wide and should be planted with a combination of shrubs, trees, and flowering plants. Planter walls should be limited to a height of 24".

- Trees may be planted in landscaped planters, tree wells in pedestrian walkways, and/or diamond shaped planter boxes located between parking rows. Diamond-shaped planter boxes and tree wells should be at least 5 feet square. Tree grates and root guards shall be required for trees planted within pedestrian walkways.
- Ground cover, low-lying shrubs, and trees shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.
- Tree grates and tree staking should be inspected annually and adjusted as necessary to maintain the health of the tree.

Exceptions to these standards may be made if the Community Development Director or Design Permit decides the lot is too small to or it is otherwise not feasible to provide all the above features.



*Examples of landscaped parking.*

**DG-M10. Plant appropriate trees near parking areas.**

The Community Development Director or Design Permit shall approve all trees used around parking areas, including parking lots and on-street parking areas. Trees that do not drop heavy cones, sap, fruit, and seedlings should be selected to minimize potential damage to cars in the parking areas.

**DG-M11. Construct public art in landscaped areas.**

Public art and interpretative heritage plaques and kiosks should be incorporated into landscaped areas to highlight Morgan Hill's unique history and heritage.

**DG-M12. Construct flowerpots and planter boxes.**

Flowerpots and planter boxes are encouraged to add color and variety to the landscape. Flowerpots and planters are encouraged on porches, second-story balconies, and below windows. Flowerpots may also hang from porch overhangs and columns of posts. All flowerpots and planter boxes should be compatible with the architecture style of the building.

**DG-M13. Design appropriate landscaping.**

Properties should be landscaped with indigenous or drought-tolerant plants and trees that can grow in the microclimate of Downtown Morgan Hill. Plants and trees should be adaptable to the site's location, soil,

and solar orientation.

**DG-M14. Design developments to incorporate mature landscaping.**

When feasible, mature and healthy trees, landscaping, and natural site features should be preserved and incorporated into the design of the site and building.

**DG-M15. Construct service areas away from public view.**

Special design features should be incorporated into the design of parking lots. Appropriate features include:

- decorative paving at parking lot entrances and pedestrian walkways,
- the use of porous or pervious surfaces, which reduce the volume and rate of stormwater runoff and can add to the visual character of the parking lot,
- flowering plants and shrubs, and
- public art.

**N. Fences, Walls, and Gates**

**DG-N1. Design compatible fences, walls, and gates.**

The design of fences, walls, and gates shall be compatible with the architecture of the building. Wood picket fencing, trellis entries, and pergolas or entrance arbors on fences/walls are encouraged. Pergolas and entrance arbors are allowed on fences/walls, and shall not exceed 6 feet in height without a building permit. Appropriate materials for fences, walls, and gates include:

- wood,
- natural stone,
- wrought iron,
- concrete masonry,
- brick, and
- other materials of similar quality, durability, and character to those listed above and approved by the Community Development Director or Design Permit.

Fences and walls should be painted (or stained if wood) to match or complement the color of the building. However, walls constructed with brick and stone should not be painted in order to display the natural color of the materials.



*Example of small wood fence with landscaping.*

No fence or wall shall exceed three feet in height from the front of setback line of any property to the street right-of-way line except corner lots where any fence over three feet in height shall be set back five feet on any side yard setback, which is adjacent to street.

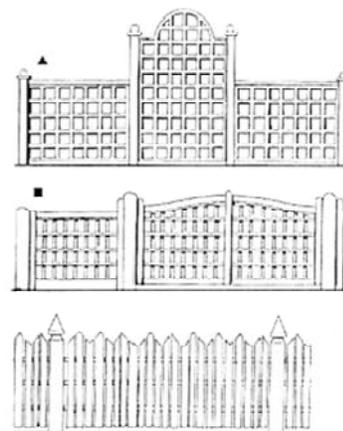
The following fence types within the Specific Plan area are prohibited unless otherwise approved by the architectural and site review board:

- barbed wire,
- razor wire,
- electrical, and
- chain link.

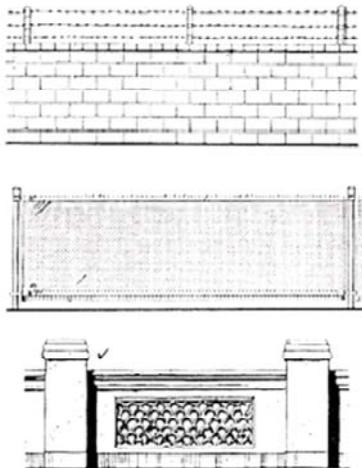
**DG-N2. Design articulated fences and walls.**

Fences and walls shall have an articulated design. Articulation can be created by having regularly spaced posts, changing the height of the fence or wall, and by using different building materials at the base, posts, or the cap of the fence or wall. Flat walls, chain link fences, and barbed wire fences are prohibited.

*Encouraged*

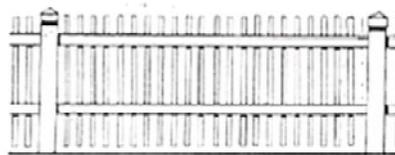


*Discouraged*

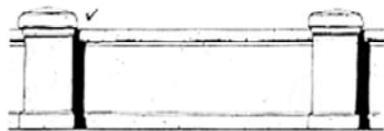


**DG-N3. Design fences with an appropriate level of opacity.**

Front yard fences should have an opacity of at least 50 percent. Walls (not including retaining walls for terraces) should be avoided in front yards.



*Example of fence with opacity (see through)*



*Example of fence without opacity (not see through)*

**O. Site Lighting**

**DG-O1. Provide lighting in appropriate areas.**

Illumination shall conform to the City of Morgan Hill Zoning Code. The following areas shall be illuminated at night to insure the safety of users and to minimize opportunities for crime:

- intersection of streets,
- surface parking lots,
- parking structures, including access points, elevators, and stairwells,
- pedestrian walkways and paths,
- plazas,
- sidewalks including side streets leading to parking lots,
- automated teller machines (ATMs),
- all entrances to buildings, including rear and service entrances,
- garbage disposal areas, and
- other areas that are routinely used by pedestrians.

Illumination of street trees and ornamental landscape trees is encouraged.

**DG-O2. Design lighting to illuminate only the intended areas.**

Site, building, and sign lighting shall be located and directed to light the intended area of illumination and to prevent off-site glare impacts on adjacent buildings or properties.

**DG-O3. Avoid light and dark pockets.**

Lighting should be provided at regular intervals to improve the perception of safety and to prevent the creation of light and dark pockets. Dark pockets can create uncomfortable areas for pedestrians and provide opportunities for criminals to hide in dark shadows. Light pockets can create a “fish bowl” effect. Within the light pocket (or the “fish bowl”), pedestrians may be observed, but their ability to see outside of the light pocket is limited, which creates discomfort and insecurity.

**DG-O4. Avoid over-lighting buildings and sites.**

Over-lighting of buildings and sites should be avoided. Over-lighting can create an environment that feels like a car sales lot and can ruin desired nighttime ambience.

**DG-O5. Provide storefront window lighting.**

Lighting within storefront windows is encouraged to illuminate the sidewalk and create a desirable nighttime ambience.



*Desirable night-time lighting.*



*Poor night-time lighting.*

**P. Plazas, Walkways, and Courtyards**

**DG-P1. Use ornamental surfaces that are different from the sidewalk.**

All plazas, pedestrian walkways, and courtyards should be designed with an ornamental surface that is differentiated from the sidewalk and asphalt streets and parking lots. Appropriate types of ornamental paving include:

- natural stone,
- turf block,
- brick,
- slate,
- concrete unit pavers, and
- concrete with special textures, colors, and patterns.

**DG-P2. Provide active ground floor uses**



*Examples of appropriate paving surfaces and patterns for public plazas.*

### around plazas and courtyards.

At least two sides of a plaza or courtyard should be defined by building facades with active ground floor uses (such as restaurants, retail stores, cafes, bars, etc.). Edges not defined by building facades should be defined with landscaping features, such as trees, low planters, seating, a pergola with vines, or sculptures.

### DG-P3. Provide lighting in appropriate areas.

All plazas and courtyards shall be designed with pedestrian amenities, such as seating, dining tables with umbrellas, planters, trees, vine covered pergolas, pedestrian scaled lighting, public artwork, outdoor fireplaces, and fountains.

### DG-P4. Provide lighting in plazas.

Plazas should be illuminated from dusk to dawn. A combination of overhead lighting and lighted bollards are encouraged.

### DG-P5. Construct water, public art, or sculpture features in public plazas.

Water features, such as fountains, or installations of public art, such as sculptures, are encouraged for the design of larger public plazas.

### DG-P6. Provide hard and soft surfaces in plazas and courtyards.

A combination of hard and soft surfaces should be incorporated into the design of plazas and courtyards to add visual interest and variety.

### DG-P7. Provide public art and interpretative plaques.

Public art and interpretive heritage plaques should be incorporated into the design of plazas to highlight Downtown's history and heritage.

### DG-P8. Provide mid-block pedestrian

### walkways.

Mid-block pedestrian walkways should not only provide alternate access through Downtown but they should also provide an inviting public space. These walkways should also provide an atmosphere for persons to congregate, public seating and dining space, shade, landscaping with interesting night lighting. Mid-block pedestrian walkways should be adjacent to restaurant and retail space to provide an extension to the exterior for those uses.



*Examples of pedestrian walkways and public plazas that are improved with pedestrian amenities.*

**Q. Outdoor Dining in the Public Right-of-Way**

**DG-Q1. Encourage outdoor dining areas.**

Outdoor dining areas are strongly encouraged along the sidewalks on Monterey Road and Third Street, and along side streets where restaurants or similar uses are developed.

**DG-Q2. Provide sufficient sidewalk clearance.**

In accordance with the Sidewalk Encroachment Ordinance (Chapter 12.04 of the Municipal Code), sidewalk encroachments, including outdoor dining, shall provide a minimum sidewalk clearance of 5 feet, measured between the building and fixed objects (i.e. utility pole or wall), planter wells, and/or curbs. Sidewalk encroachments shall not occur within 10 feet of corner curb lines and corner crosswalks.

**DG-Q3. Provide attractive barriers in appropriate areas.**

Barriers, such as fences, gates, or ropes, should be used to clearly distinguish the seating area from the sidewalk when the outdoor dining areas extend more than 3 feet from the building edge. Restaurants that serve alcohol should provide a barrier along the entire perimeter of the outdoor dining area.

**DG-Q4. Design appropriate barriers.**

Barriers should be at least 36 inches in height and the lowest point of any rope or chain should be 27 inches. Access openings should be provided at convenient locations with a minimum opening of 44 inches.

Appropriate types of barriers include:

- sectional fencing (metal or wood, painted a dark color,
- rope or chain (connected to vertical posts, planters, or similar feature), and
- planter boxes (in conjunction with fencing, ropes, or chains).

Fabric insets, chain link, or other materials not appropriate elsewhere in these guidelines are not appropriate and should be avoided.



*Example of an outdoor dining area without barrier.*



*Example of an outdoor dining area with barrier.*

**DG-Q5. Provide appropriate furniture.**

Tables and chairs should be provided in outdoor seating areas. Umbrellas and overhead heaters (attached to the building wall or overhang) are encouraged to protect diners from sun or cold weather. Furniture shall be freestanding and shall not be attached to street infrastructure.

Other furniture including, but not limited to, serving stations, bar counters, shelving or racks, and sofas, shall not be placed within outdoor seating areas.

**DG-Q6. Provide appropriate tables and chairs.**

Small square, rectangular, or round (in where space permits) tables are encouraged in outdoor seating areas. Chairs should compliment the tables in their style, color, and size. Tables and chairs should not be plastic or painted with fluorescent or bright colors (including white).

**DG-Q7. Provide appropriate furniture.**

High quality canvas umbrellas are encouraged. Umbrellas should not be made from plastic or vinyl or painted with fluorescent or bright color. Umbrellas should be of one solid color and not contain words, logos, or other images.

## **R. Streetscape Furniture and Amenities**

**DG-R1. Construct amenities and furniture to minimize interference with pedestrians.**

All streetlight fixtures, traffic signals, traffic and directional signs, pedestrian wayfinding signs, parking signs, bicycle racks, parking meters, and fire hydrants shall be located within one to three feet of the curb face. Streetscape furniture and amenities, including sidewalk dining furniture, shall be located to maintain a clear pedestrian path of at least five feet in width and shall not be located within ten feet from corner curb lines and corner crosswalks.

**DG-R2. Construct appropriate streetlights and other amenities.**

All streetlights, streetscape furniture, and other amenities shall be approved by the Community Development Director, City Council, or Design Permit. Streetlights should be scaled to pedestrians and should be no taller than 14 feet. Streetlights should be equipped with hardware to allow flowerpots and banners to hang from the streetlight. At least 8 feet of vertical clearance shall be provided from the sidewalk to the bottom of the flowerpot or banner.

**DG-R3. Design safe and attractive bulbouts and pedestrian crossings.**

Bulb-outs (or extensions of the sidewalk into the street at pedestrian crosswalks) are encouraged at street intersections. Trees, shrubs, and flowering plants may be planted in bulb-out planters. Pedestrian crossings should be provided at all street and alley intersections. Pedestrian crosswalks should be designed with a special pavement that has a differentiated texture and color than the sidewalk and the street.

**DG-R4. Provide frequent amenities along streets.**

Benches and trash/recycle receptacles should be provided on every block at intervals no greater than 200 feet. Drinking fountains, planter boxes, and other streetscape amenities are encouraged. The City should consider co-locating and consolidating news racks and public information kiosks at one or two locations in the downtown area.



*Examples streetscape furniture and amenities. Clockwise from left: streetlight; bollard; bench (also serves as public art); trash receptacle; and paved crosswalk.*

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# Chapter 6: Signage Guidelines

## Overview

Business signs can have a significant impact on the image and character of a downtown. Interesting and well-designed signs that reflect the diversity of uses and the personality of individual businesses attract customers and add a visual richness to the streets. Downtown signs should be different from those in other parts of the city by virtue of Downtown’s strong pedestrian orientation.

## A. General Sign Guidelines

### SG-A1. Allowed signage types.

Signs in Downtown shall be limited to the following types which are illustrated to the right and described on the following pages.

- Wall Signs
- Awning Signs
- Window Signs
- Projecting Signs
- Hanging Signs
- Freestanding Signs
- Plaque Signs
- Directional Signs and Entry Features (as permitted by the City-Wide Directionals, Entry Signs & Downtown Sign Program)
- Monument Signs
- Governmental Signs (such as for the Community and Cultural Center)



Wall Sign



Awning Sign



Hanging Sign



Monument Sign



Plaque Sign



Business Directional Sign



Window Sign



Projecting Sign

Examples from Downtown

### **SG-A2. Prohibited signage types.**

The following signs are not appropriate for Downtown:

- Movable Letter Signs (except for cinemas, performing arts facilities, and the Community and Cultural Center)
- Electronic Signs (except for the Morgan Hill Community and Cultural Center)
- Roof-mounted Signs
- “A-frame” or median signs on the sidewalk
- Cloth, paper or fabric signs hung from the building or placed in windows except for Temporary Signs allowed under the City of Morgan Hill Sign Code

### **SG-A3. Maximum allowed sign area.**

Sign area is limited to 1 square foot per linear foot of building frontage along Monterey Road, Third Street and Depot Street, and to 3/4 square foot per linear foot of frontage on other streets. This allowance is less than allowed in auto-oriented areas of Morgan Hill.

### **SG-A4. Avoid excessive wording and advertising messages.**

Signs are most effective when their messages can be grasped quickly. Too many words or images compete for attention and reduce the readability of the sign.

### **SG-A5. Use no more than two letter font types per sign.**

The primary purpose of a sign is to quickly convey information to passing pedestrians and motorists. More than two letter styles make readability more difficult.

### **SG-A6. Stress one line of text in multi-line text.**

Signs with more than one line of text should emphasize one line over the others.

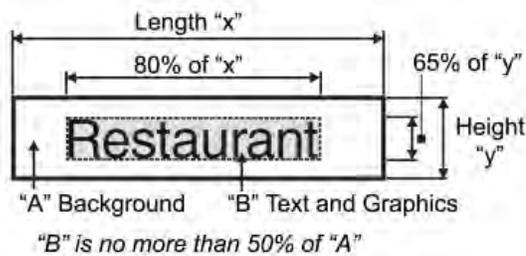


*Sign limited to two font types. First line (store name) has a larger font than the second line (what is sold at the store).*

**SG-A7. Keep the size of letters and graphics in proportion to overall sign area.**

Text and graphics are difficult to read if they crowd the borders of the sign. Smaller letters with space around them will have more impact than larger letters with limited space around them.

**SG-A8. Use high quality materials.**



General sign guidelines.

Generally be cleanly finished.  
Appropriate materials include:

- finished wood,
- metal, and
- woven fabric (for projecting banner signs)

**SG-A9. Avoid inappropriate materials.**

The following materials should be avoided in the design of signs:

- vinyl,
- plastic, and
- signs painted directly on the building.

**SG-A10. Use simple and symmetrical sign shapes.**

Geometrical shapes such as rectangles, squares, circles, ovals and triangles are visually stable shapes which help focus attention on the sign message. These should be used in almost all cases. Combinations of geometric shapes will also generally produce a good sign shape.



Signs with simple and symmetrical shapes.

### SG-A11. Sign Lighting.

Use direct illumination (spot lights) for wall, projecting, and freestanding signs rather than internally illuminated letters or cabinets. “Halo” style lights, although internally illuminated, are appropriate for Downtown Morgan Hill. Light luminaires should be well designed fixtures with shielding to avoid light glare. Examples of good sign lighting are shown below.



*Example of sign with direct illumination.*



*Example of sign with “halo” lighting.*

### SG-A12. Limit the size of neighborhood streets signage.

Signs in residential areas should be sensitive to the scale of the buildings. They should be smaller and fewer in number (i.e., one-half square foot of sign area per linear foot of parcel frontage.) Types should be limited to freestanding, hanging and plaque signs.



*Example of a sign on a neighborhood street.*

**B. Wall Signs**

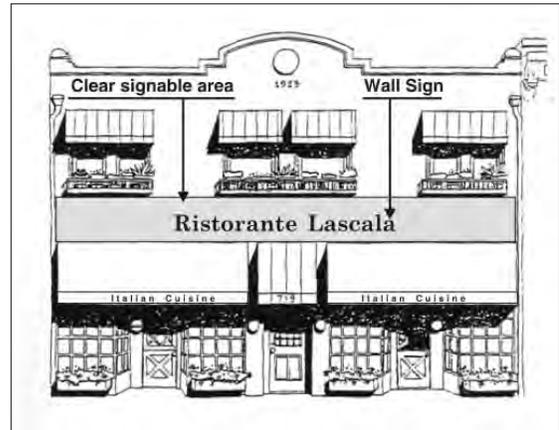
**SG-B1. Relate wall signs to the architecture and proportions of the bldg.**

Wall signs should be placed:

- above doors and windows,
- within plain fascia bands, and
- on plain panel areas.

**SG-B2. Avoid covering architectural features with signage.**

Signs should not cover windows, transom windows, or features such as columns, recessed areas, moldings or architectural trim. Wall signs should remain within the limits of the storefront zone except where there is only one ground floor tenant space. If a building does not have good locations for a wall sign, other allowed sign types such as window or awning signs may be used.



*Examples of wall signs.*

## C. Awning Signs

### SG-C1. Sign location.

Awning signs may be located either on the vertical valance at the front of the awning or on the sloped front awning face.

### SG-C2. Sign size.

Letters and logos should be limited to 2/3 of the vertical valance height or 8 inches, whichever is less and to 2/3 of the width of the valance. Text or graphics placed on the awning face should not exceed 15% of the sloped surface area.



*Example of an awning sign.*

## D. Window Signs

### SG-D1. Limit the amount of signage used.

Window signs should be limited to a maximum of 25% of any individual window, and an aggregate area on no more than 10% of all ground floor windows on any building face.

### SG-D2. Limit the size of lettering.

The maximum height of letters should be 10 inches. Exceptions may be granted for the leading capital letter of text (see the “Rockridge Café” sign below).

### SG-D3. Use logos and creative sign type.

Graphic logos and images along with special text formats can add personality and interest to window signs. Some examples are shown below.



*Examples of window signs.*

**SG-D4. Use high quality materials and application methods.**

Appropriate window sign materials include:

- paint or vinyl film applied directly to the inside face of the window,
- tubular neon suspended behind the window glass,
- wood or metal panels with applied lettering, and
- etched glass
- paper signs placed in windows are not allowed.

**E. Projecting Signs**

**SG-E1. Use high quality materials.**

Appropriate materials include:

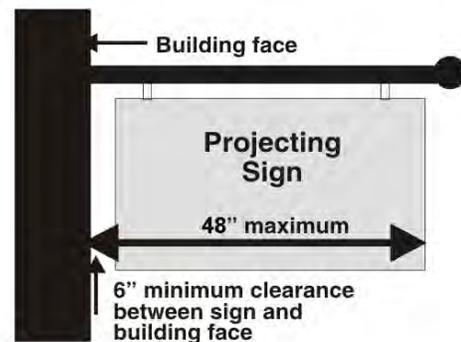
- wood,
- metal, and
- non-glassy fabrics.



*Examples of projecting signs.*

**SG-E2. Limit the number and size of projecting signs.**

Only one projecting sign should be allowed per business frontage. Projecting signs should not exceed 5 square feet in area. Signs should not be projected more than 48 inches from the building face. At least 6 inches should be provided between the inside edge of the sign and the building.



*Dimensions of projecting sign.*

**SG-E3. Design appropriate projecting signs and supports.**

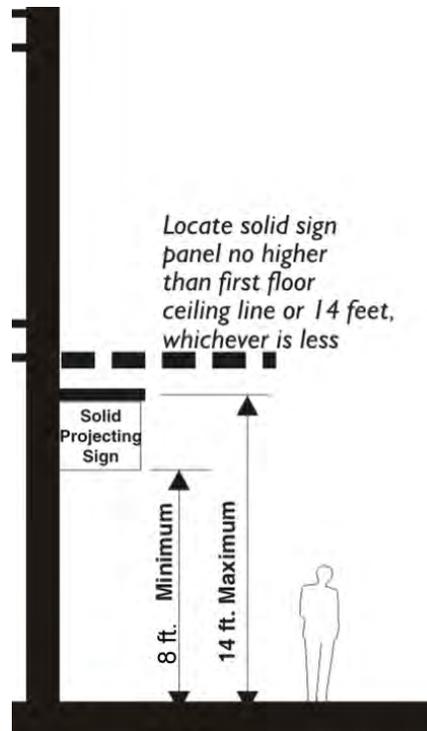
The design of projecting signs and supports should reflect the character of the building. Simple round or square horizontal supports with capped ends, painted black or white, are generally acceptable. However, more decorative approaches may be desirable when appropriate to the sign and/or architectural character of the building.



*Creative projecting sign.*

**SG-E4. Position projecting signs to complement the building's architectural details.**

Solid panel signs should be located below the first floor ceiling line or no more than 14 feet above the sidewalk, whichever is less. At least 8 feet should be provided from the bottom of projecting signs to the ground in pedestrian areas and 14 feet along streets.



*Appropriate position for projecting signs.*

**F. Hanging Signs**

**SG-F1. Use high quality materials.**

Appropriate materials include wood or metal. Glossy materials are discouraged. All exposed edges should be finished. Signs should be suspended with metal rods, small-scale chains, cables, or hooks.

**SG-F2. Limit the number and size of hanging signs.**

No more than 1 hanging sign should be allowed per business. Signs should not exceed 3 square feet in area. Signs should be mounted to provide a minimum of 8 feet clearance between the sign and the sidewalk.

**SG-F3. Orient hanging signs to pedestrian traffic.**

Signs should be mounted under awnings, bay windows or other projections with their orientation perpendicular to the building face to increase visibility along sidewalks. If multiple hanging signs are placed along a business frontage, they should all be mounted with their bottom edge the same distance above the sidewalk, and should be of a similar size and shape.



*Examples of hanging signs.*

## G. Freestanding Signs

### SG-G1. Limit freestanding signs to businesses in residential scale areas.

Businesses located on residential streets east of Monterey Road are appropriate places for freestanding signs. These signs should be located in the front setback area. These signs should only be allowed on the properties that have front yards.

### SG-G2. Limit the number and area of freestanding signs.

No more than one freestanding sign shall be installed on any single parcel. More than one business may be identified on the sign as long as the type style and color are identical for the individual businesses. Signs should not exceed 6 square feet in area, excluding the supporting structure, which should be relatively small in scale. The maximum height of any sign should be 7 feet. Appropriate materials for supports and sign panels include wood or painted metal. Interesting icon designs are strongly encouraged.

### SG-G3. Provide soft and subtle lighting.

Because of the mix of uses in the neighborhood areas of Downtown, signage for businesses in residential areas should not intrude unnecessarily on their neighbors. Lighting should be limited to the evening hours while the business remains open. Lighting, when needed, should be provided by small spot lights mounted either above the sign or at the ground level. Fixtures should be shielded to minimize light glare into surrounding areas. Fixtures should be well-designed; standard spotlights without shades are prohibited.



*Example of freestanding sign.*

## H. Plaque Signs

### SG-H1. Limit the location and size of plaque signs.

Signs should be located only on wall surfaces adjacent to tenant entries or entry passageways to off-street courtyards. Signs identifying a single business should not exceed 4 square feet in area. Directory signs for the identification of multiple second floor or courtyard tenants may be larger, but no more than 8 square feet in area.



### SG-H2. Use plaque signs for the display of restaurant menus.

A restaurant district is enhanced when customers are able to walk from one restaurant to the next to compare menus and prices. Attractive menu boxes with lighting assist in this process. Menu signs or boxes should not exceed 6 square feet in area and should have internal, indirect lighting (e.g., bulbs located in the frame to cast direct light over the menu surface) or direct lighting using decorative fixtures.



*Examples of plaque signs.*

## I. Directional Signs and Entry Features

### SG-I1. Encourage entry features and directional signs.

Encourage attractive and appropriate entry features, directional signs, and kiosks within Downtown Morgan Hill in accordance with the City-Wide Directional Sign Program. Street-spanning or other entry features should be located on Monterey Road at the intersections with Main Avenue, Third Street, and Dunne Avenue. Directional signs for motorists should be located around these areas as well. Directional signs and kiosks for pedestrians should be located in high concentration areas such as Monterey Road, Third Street, and the train station area.

### SG-I2. Encourage kiosks in strategic locations.

Kiosks should be located in strategic locations where there will be high volumes of pedestrian traffic, such as near the train station or near public parking. These signs should inform pedestrians of local businesses and events and should provide a map with key locations. These kiosks will be constructed by the City, but should be managed by either the Property Based Improvement District of the Morgan Hill Downtown Association.



*Examples of proposed designs for a directional sign and kiosk for Downtown Morgan Hill.*

**J. Monument Signs**

**SG-J1. Limit the use of monument signs.**

Larger projects, including the Morgan Hill Community and Cultural Center, may require signs to identify them to passing motorists. Signs should be limited to the project name and logo or that of a single tenant, and should not include the names of multiple tenants unless all tenant names use the same type style and color.

**SG-J2. Limit the size of monument signs.**

Signs should not exceed 60 square feet in area, 6 feet in height, and 10 feet in length.

**K. Governmental Signs**

**SG-K1. Allow flexibility for Governmental Signs.**

Governmental Signs shall be designed in a manner that best carries out the purpose of the governmental building or facility.



*Examples of monument signs.*

### Permit Requirements

All signage within the Downtown Specific Plan area requires a Sign Permit. Applications shall include plans, drawings and other descriptive materials sufficient to depict the sign proposal, as well as all other proposed or existing signage on the same property, to enable evaluation of the proposal's substantial conformance with these Signage Guidelines. Applications for sign permits are subject to review and action by the Community Development Director, who shall find that the signage substantially conforms to these Signage Guidelines and applicable provisions of the Morgan Hill Municipal Code.

The provisions of Morgan Hill Municipal Code section 18.76.260 shall remain in effect, however the term "Downtown Design Plan" shall be replaced with "Downtown Specific Plan", and references to "CC-R central commercial/residential mixed use" shall be replaced with "CBD Central Business District".

## Chapter 7: Infrastructure

### Overview

Morgan Hill has a variety of infrastructure services including transportation, water, sewer, storm drainage, solid waste, and energy systems to meet the demands of residents and businesses. Much of Downtown is located within the floodplain of Upper Llagas Creek. Floodplain regulations must be met by development until such time that the Upper Llagas Creek Flood Protection Project (PL566) is constructed. The development anticipated from this Specific Plan will be served by the following infrastructure improvements, some of which already exist and some of which are planned for improvement within the next five to 10 years.



*Morgan Hill Caltrain Station near Third and Depot Streets*



*VTA bus stop shelter*

## Transportation

### Existing Roadways

Regional access to Downtown Morgan Hill is provided by Monterey Road. Local access is provided by Butterfield Boulevard, Main Avenue, Dunne Avenue, and Depot Street.

Monterey Road runs north-south and is the main street in Downtown. Through Downtown, it currently has four lanes with on-street parallel parking. The City of Morgan Hill has studied a possible Circulation Element Amendment to narrow Monterey Road from 4 lanes to 2 lanes, between Main and Dunne Avenues. This Downtown Specific Plan will accommodate any decision that may be made regarding Monterey Road through the downtown area; the goals of the Plan can be met with Monterey Road remaining 4 lanes, and could also be met under a 2-lane Monterey Road configuration. Decisions about the configuration of Monterey Road through Downtown will be made in the context of the Circulation Element of the General Plan, not the Downtown Specific Plan. Streetscape improvements along Monterey Road should be given a high priority, under either the existing 4-lane configuration or the possible 2-lane configuration. The City should carry out a Monterey Road Streetscape alternatives design planning process, with broad public participation, in order to develop the preferred improvements for Monterey Road.

Butterfield Boulevard runs north-south and is the easternmost street in Downtown. Through the Downtown area it is a four-lane roadway.

Main Avenue runs east-west and is the northern boundary of this Specific Plan area. Through the Downtown area it is a two-lane roadway.

Dunne Avenue runs east-west and is the southern boundary of this Specific Plan area. Through the Downtown area it is a four-lane roadway, with right-of-way for six lanes.

Depot Street runs north-south and is in between the railroad tracks and Monterey Road. Through the Downtown area it is a two-lane roadway. While at one time Depot Street was proposed to be modified to remove its current connection to Dunne Avenue (by implementing a cul-de-sac at Fifth Street), this Specific Plan recommends retaining the connection to Dunne by re-routing Depot Street through the existing Community & Cultural Center parking lot, to connect to Dunne Avenue at the existing Church/Dunne traffic signal to create an intersection so that Depot remains a parallel north-south route in Downtown.

### Existing Transit Service

Bus service in Morgan Hill is operated by the Santa Clara Valley Transportation Authority (VTA). Four bus routes operate in or near Downtown:

- Route 16 is a local community bus route that provides service between Burnett Avenue and the Morgan Hill Civic Center. In Downtown, Route 16 operates on Main Avenue.
- Route 68 is a regional bus route that provides service between the City of Gilroy and the San Jose Diridon Caltrain Station. In Downtown, Route 68 operates on Monterey Road and Main Avenue.
- Route 121 is an express bus route that provides service between the City of Gilroy and the Lockheed Martin Light Rail Station in Sunnyvale. In Downtown, Route 121 operates on Butterfield Boulevard and Dunne Avenue. This route services the Morgan Hill Caltrain station.
- Express Route 168 provides direct service between the Gilroy, Morgan Hill and the San Jose Diridon Transit Centers, via the recently approved HOV (carpool) lanes on Route 87.

Commuter rail service, Caltrain, is operated by the Peninsula Joint Powers Board and connects to the Cities of San Francisco and Gilroy. Caltrain provides northbound service from Morgan Hill and Gilroy during the morning commute period and southbound service to Morgan Hill and Gilroy during the evening commute period. During the 2015 to 2030 timeframe, Caltrain service is projected to increase frequency and to construct double-tracking through Morgan Hill, which will better serve a “reverse commute”.

This UPRR/Caltrain rail corridor has also been identified as the possible location for accommodating the through route of the California High Speed Rail (HSR) Project. Conceptual plans call for an elevated track within the UPRR right of way, with no station planned for Morgan Hill. California voters approved some funding toward High Speed Rail in November 2008, and the federal government has also identified funding that may be awarded to California High Speed Rail. The City of Morgan Hill has expressed a strong preference for a US 101 corridor alignment for the segment of High Speed Rail through Morgan Hill (possibly with a station) rather than having HSR within or near the UPRR corridor in the downtown area, as an elevated HSR would be visually intrusive and impede the Specific Plan goals for the 20-block Downtown, in terms of unifying the blocks into a cohesive downtown.

### **Existing Pedestrian and Bicycle Facilities**

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals. Crosswalks exist at all of the intersections on Monterey Road between Main Avenue and Dunne Avenue. Sidewalks are provided on both sides of Monterey Road.

Bicycle facilities consist of bike paths, bike lanes, “sharrow” markings (a symbol painted in the travel lane to establish a road shared by vehicles and bicycles) bike routes, bike racks and lockers. There are bicycle lanes on Main Avenue and

Dunne Avenue east of Monterey Road. The Third Street Promenade includes “sharrow” markings. A more detailed discussion of bicycle facilities is included in Chapter 4 (Parking Resources Management Strategy).

Streetlights are generally provided throughout Downtown; however, lighting and safety are some of the top concerns of residents and Downtown property and business owners. Depot Street has recently received new lighting at a pedestrian scale. Although some feel this street now has too much lighting, once the trees mature this street should have proper lighting. New pedestrian-scaled streetlights will eventually be provided along Monterey Road, East Third Street, and various side streets. Pedestrian paths linking parking lots to streets will also include proper lighting either by the City or by property owners as the areas are redeveloped.

### **Transportation Projections and Improvements**

The Master Environmental Impact Report provides transportation projections and improvements for Downtown.

**Monterey Road:** The City of Morgan Hill has studied a possible Circulation Element Amendment to narrow Monterey Road from 4 lanes to 2 lanes, between Main and Dunne Avenues. This Downtown Specific Plan will accommodate any decision that may be made regarding Monterey Road through the downtown area; the goals of the Plan can be met with Monterey Road remaining 4 lanes, and could also be met under a 2-lane Monterey Road configuration. Decisions about the configuration of Monterey Road through Downtown will be made in the context of the Circulation Element of the General Plan, not the Downtown Specific Plan. Streetscape improvements along Monterey Road should be given a high priority, under either the existing 4-lane configuration or the possible 2-lane configuration. The City should carry out a Monterey Road Streetscape alternatives design

planning process, with broad public participation, in order to develop the preferred improvements for Monterey Road.

**Depot Street:** The City of Morgan Hill has studied a possible Circulation Element Amendment to change the current plan to close Depot Street when the planned Dunne/UPRR grade separation (undercrossing) project occurs, so that Depot Street can remain connected to Dunne Avenue. Depot Street offers an important alternate north-south travel route within the downtown, and provides access to public parking lots located on Depot Street. This Downtown Specific Plan will accommodate any decision that may be made regarding Depot Street; however, the preferred option would be a plan to re-route Depot Street through the existing Community & Cultural Center parking lot, to connect to Dunne Avenue at the existing Church/Dunne traffic signal, to create an intersection. This would allow Depot Street to remain connected to Dunne Avenue even when the Dunne/UPRR grade separation project occurs. This project should be designed in a manner that allows sufficient site area for structured parking, accommodates private property access requirements, and facilitates pedestrian travel to CCC and Gavilan College uses.

In the future, signalization of the Depot/Main intersection will be necessary. In planning for installation of the traffic signal, it will be necessary to carefully coordinate signal timing, given the at-grade UPRR road crossing and proximity of other signals at Main/Monterey and Main/Butterfield. The Morgan Hill Redevelopment Agency should pay for installation of the signal when warranted by traffic levels, and should also pursue extending Depot Street north of Main, and then curving to connect with McLaughlin Drive, to establish a route to/from Central Avenue.

**VTA Bus Route and Monterey Road:** The City of Morgan Hill and the Santa Clara Valley Transportation Authority should continue to work together to improve the pedestrian and

transit environment along Monterey Road. Locating attractive bus stops at appropriate locations adequately separated from outdoor dining areas, and using “bulb outs” to provide plaza areas and comfortable pedestrian crossing distances, is encouraged. Upgrading the bus stops with attractive custom shelters, signage, paving treatments, lighting and other amenities would ensure that transit helps in improving the downtown. A key objective for the City of Morgan Hill will be to ensure appropriate locations for the bus stops serving downtown, such as not directly in front of outdoor dining areas.

## Water Service

### Existing Water Service

The City of Morgan Hill provides potable water service to its residential, commercial, industrial, and institutional customers within the City limits. The City has 15 groundwater wells, 1 potable water storage tank, 10 booster stations, and more than 160 miles of pressured pipes that range from 2 to 14 inches in diameter. The water distribution system meets the needs of existing customers. Figure 27 shows the existing water system in Downtown.

### Water Service Projections and Improvements

The vast majority of the proposed projects in the Water Master Plan consist of new or increased capacity pipelines that are needed to extend service. Because the Downtown area is predominantly developed, improvements primarily consist of upgrading the existing pipelines to the current 8-inch City Standards. This project is not on the list for impact fees and, therefore, will be funded by the Redevelopment Agency and private development (as a potential condition of approval). Additionally, the City will be upgrading the water main from Monterey Road to Peak/Main booster Station to 12-inch per City’s Water Master Plan.

The City has a program to implement these improvements and water infrastructure does not and will not act as a constraint to the intensity of development within the Specific Plan. The improvements will be paid for by the Redevelopment Agency and/or private development (as a potential condition of approval) in accordance with Chapter 3.56 (Development Impact Mitigation Fees) and Chapter 12.02 (Street and Sidewalk Development).

## **Sanitary Sewer System**

### **Existing Sanitary Sewer System**

The City of Morgan Hill has a sewer collection system that contains approximately 135 miles of 6-inch through 30-inch diameter sewers, and includes 15 sewage lift stations and associated force mains. This system also consists of trunk sewers that are generally 12 inches in diameter and larger, which convey the collected wastewater flows through an outfall that continues south to the Wastewater Treatment Facility (WWTF) in Gilroy. This WWTF is jointly owned by the Cities of Gilroy and Morgan Hill. Morgan Hill's sewer collection system meets the needs of existing customers. Figure 27 shows the existing sanitary sewer system in Downtown.

### **Sanitary Sewer System Projections and Improvements**

The vast majority of the proposed projects in the Sanitary Sewer Master Plan consist of new or increased capacity pipelines that are needed to extend service. Because the Downtown area is predominantly developed, improvements primarily consist of upgrading the existing pipelines to the current 8-inch City Standards. This project is not on the list for impact fees and, therefore, will be funded by the Redevelopment Agency and private development (as a potential condition of approval). Additionally, City will be upgrading the sewer main from just east of the railroad tracks on Main Avenue to Hale Avenue to 18 inches per City's Sewer Master Plan. Refer

to Figure 27 for further details.

The City has a program to implement these improvements and sanitary sewer infrastructure does not and will not act as a constraint to the intensity of development within the Specific Plan. The improvements will be paid for by the Redevelopment Agency and/or private development (as a potential condition of approval) in accordance with Chapter 3.56 (Development Impact Mitigation Fees) and Chapter 12.02 (Street and Sidewalk Development).

## **Storm Drainage System**

### **Existing Storm Drainage System**

The City's storm drainage system consists of curb and gutter facilities, curb inlets, underground pipelines, and bubblers. These facilities drain to the nearest creek or manmade natural retention areas that flow through the City. These are tributary to either the Monterey Bay or San Francisco Bay. The City's storm drainage system meets existing drainage needs.

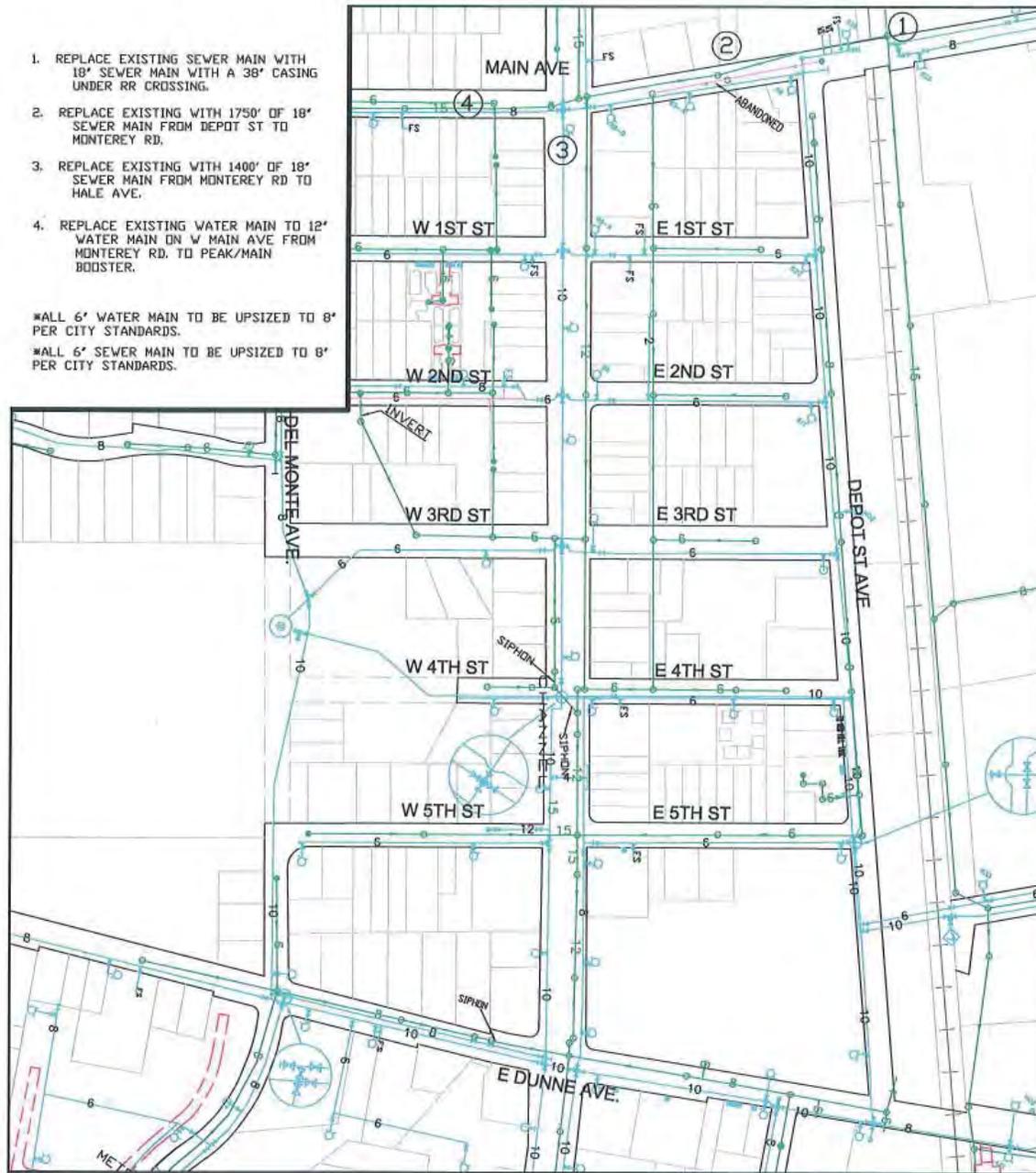
### **Storm Drainage System Projections and Improvements**

The City's Storm Drain Master Plan does not call for any improvements to the existing storm drain system in Downtown, except for the Upper Llagas Creek Flood Protection Project (also known as PL566). PL566 is intended to provide flood protection for the Cities of Gilroy and Morgan Hill and the unincorporated portion of Santa Clara County known as San Martin. The project will consist of a series of channels, box culverts, and bridges designed to protect the floodplain from a one-percent flood. The southerly, downstream portion has been completed which protects the City of Gilroy. The northerly upstream portion that will someday protect Morgan Hill is not complete due to a lack of funding.

The Santa Clara Valley Water District (SCVWD) is the sponsor of the project and has been working with the Corps of Engineers (COE) to prepare

Figure 27

Existing Downtown Sanitary Sewer and Water System



1. REPLACE EXISTING SEWER MAIN WITH 18" SEWER MAIN WITH A 38" CASING UNDER RR CROSSING.
  2. REPLACE EXISTING WITH 1750' OF 18" SEWER MAIN FROM DEPOT ST TO MONTEREY RD.
  3. REPLACE EXISTING WITH 1400' OF 18" SEWER MAIN FROM MONTEREY RD TO HALE AVE.
  4. REPLACE EXISTING WATER MAIN TO 12" WATER MAIN ON W MAIN AVE FROM MONTEREY RD. TO PEAK/MAIN BOOSTER.
- \*ALL 6" WATER MAIN TO BE UPSIZED TO 8" PER CITY STANDARDS.  
 \*ALL 6" SEWER MAIN TO BE UPSIZED TO 8" PER CITY STANDARDS.



DOWNTOWN MORGAN HILL  
SANITARY SEWER AND WATER SYSTEM



Q:\M\1100\1100\1100 FOR STAFF\PLAN\WATER\_SYSTEM.DWG

Date: 12/4/2007

Drwn by: JJ

Chkd by: JB

SCALE: 1"=300'

Source: City of Morgan Hill

environmental documents and preliminary design. The COE has maintained minimal federal funding over the past five years to keep the environmental process moving forward. The SCVWD has taken on the property acquisition portion of the project and has made some progress. The overall construction cost to complete the project through Morgan Hill is approximately \$105 million. The full federal share has been authorized in the 2007 Water Resources and Development Act pending annual appropriations. Progress on the project has been limited to right-of-way acquisition and preliminary engineering.

Upper West Little Llagas Creek winds through the Downtown area. The PL 566 flood control project offers the opportunity to incorporate a trail along Upper Llagas Creek as part of flood control improvement. This trail would provide pedestrians and bicyclists access from Downtown to areas north and south along the creek. The flood control project will be comprised of open channels in the downtown area, however the locations where the creek now runs under Monterey Road and under the shopping center on Block 20 (SW corner Dunne/Monterey) will likely continue to run through a below-ground box culvert. However, project design and other property redevelopment efforts could explore the feasibility of “daylighting” the creek and offering a continuous trail alongside of the flood control project.

### **Floodplain Regulations**

A significant portion of Downtown is in the floodplain (see Figure 28). These areas are most susceptible to flooding and will require additional measures to protect the properties from flood damage.

Development within the floodplain is required to comply with the Flood Damage Prevention ordinance (Chapter 18.42), which provides various standards for construction, subdivisions, utilities, and other issues. Standards for new developments include, but are not limited to:

- anchoring building structures;
- using appropriate materials;
- flood-proofing commercial buildings;
- providing drainage paths;
- elevating residential structures; and
- designing utilities to minimize infiltration of floodways.

## **Solid Waste**

### **Existing Solid Waste Service**

Morgan Hill residents and businesses receive solid waste and recycling services from South Valley Disposal & Recycling, Inc. (SVDR). SVDR transports solid waste to the Pacheco Pass Landfill, recyclables to recycling processing facilities, and yard waste to South Valley Organics, a compost facility located at Pacheco Pass Landfill. The Pacheco Pass landfill is expected to close within the next 5 to 10 years. Santa Clara County has landfill capacity to serve the City of Morgan Hill.

### **Solid Waste Projections and Improvements**

## **Energy**

### **Existing Energy Service**

The City’s Energy Service is being fed through overhead services. In the Downtown area, there are two locations where overhead utilities have recently been undergrounded:

- Depot Street from Main Avenue to Fifth Street; and
- Monterey Road from Main Avenue to Dunne Avenue.

### **Energy Projections and Improvements**

Currently, the City is working to underground overhead utilities on Third Street between Monterey Road and Depot Street. The remaining overhead utilities in Downtown will be undergrounded at the time that street

Figure 28

Downtown Floodplain



NOTE: Map is general and approximate. Consult an engineering map for additional and more precise detail.

improvements are made.

## **Fire Service**

### **Existing Fire Service**

Fire suppression and prevention services are provided by the Santa Clara County Fire Department.

### **Fire Service Projections and Improvements**

A new fire station is proposed north of the County Courthouse along Butterfield Boulevard.

A Fire and Medical Services Master Plan Update Prepared by DMG Maximus in 2002 identified the need for a station located in the area of Dune Avenue and Butterfield Boulevard (see Figure 3 in Chapter 2: Land Uses and Development Standards) to redistribute the call load (reducing the 60-percent call demand upon the El Toro Station), as well as to provide enhanced response time to approximately 30 percent of the systems present call for services. It was estimated that overall system response times would be improved by approximately 37 percent as a greater number of calls would be within a reduced travel time of a fire station and there would be a decrease in delayed responses caused by engines out of their districts providing ancillary services to the southern end of the City. The station will be constructed as operational funding becomes available (capital construction funds are available).

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## Chapter 8: Implementation and Plan for Investment

### Overview

Achievement of the Downtown Morgan Hill vision will require the commitment of public and private resources and creativity over an extended period of time. Some elements of the plan (e.g., changes to governmental regulations) can be accomplished in relatively short order, and some will occur through the adoption of this Specific Plan. The City and its Redevelopment Agency can appropriate funding for a number of catalyst projects and programs over the next five to ten years. The Redevelopment Agency has indicated an intent to invest up to \$40 million in the Downtown area to construct infrastructure projects and otherwise assist with implementation of this Specific Plan. While the Agency may be able to assist private development projects that are not otherwise feasible, most projects, plan implementation activities and financial investment will be carried out by individual entrepreneurs with assistance from interested groups like the Downtown Association over a period of years.

The implementation strategy set forth in this document focuses primarily on the steps that can be taken by the public sector to encourage and facilitate those private sector initiatives. Priorities will be established by the City's Redevelopment Agency. Together the priorities and implementation tasks serve as a general road map for actions over the next five to ten years. While these are time-tested as appropriate and effective tools for Downtown revitalization, flexibility should be maintained to respond to special opportunities that may be presented. However, before significant changes in priorities or funding allocation are made, new opportunities will be evaluated as to their relative contribution to meeting the goals and vision set forth in this Specific Plan.

Figure 29 illustrates the Redevelopment Agency's Project Area.

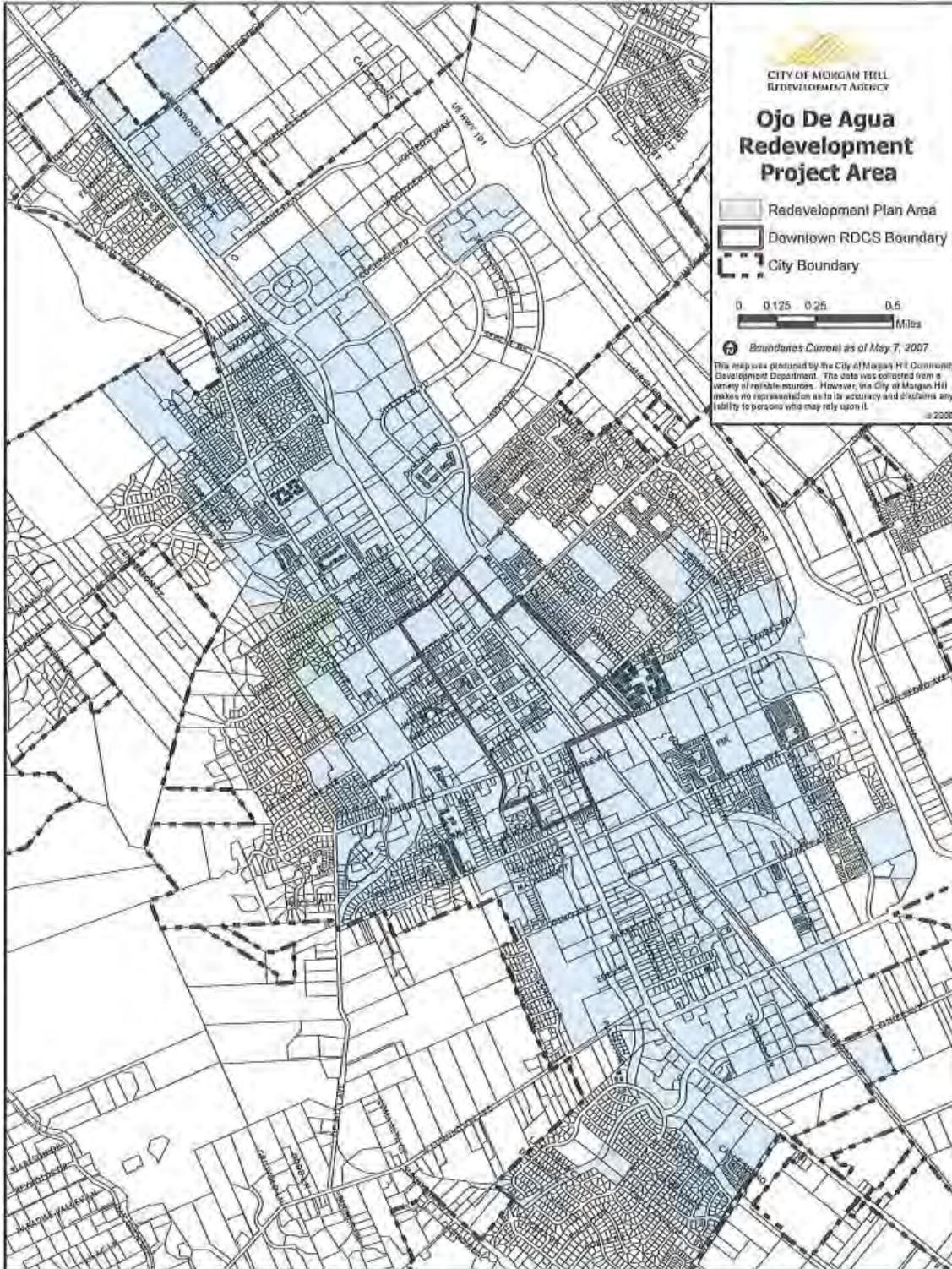


*Successful implementation will help achieve the vision for Downtown Morgan Hill.*



Figure 29

Redevelopment Agency Boundary



Source: City of Morgan Hill

### Implementation Goals

To support the land use, parking, design and infrastructure goals and objectives outlined in earlier chapters of this Specific Plan, there are many actions and activities that the city and other organizations can undertake.

### Public Actions and Assistance

- Working with the Morgan Hill Downtown Association, The Chamber of Commerce, and the Property Based Improvement District, retain existing businesses and actively recruit desirable new businesses
- Work with property owners to rehabilitate or redevelop major existing buildings
- Work with property owners of undeveloped and under developed properties to bring new investment to Downtown
- Implement PL566 flood control improvements as soon as feasible to reduce flooding
- Encourage coordination of new development among property owners
- The Redevelopment Agency will take a more active role in assembling opportunity sites and recruiting developers to build projects on those sites consistent with the objectives of this Plan.
- The Redevelopment Agency will work to minimize impacts on businesses that are impacted by street reconstruction activities during the period of construction.
- Coordinate public infrastructure improvements with private development
- The Redevelopment Agency will continue to fund existing programs such as facade improvement grants, commercial rehab loans, and housing rehab loans.

### Implementation Programs and Plan for Investment

#### 1. Redevelopment Agency Capital Improvements and Implementation Plan

The City of Morgan Hill Redevelopment Agency (“Agency”) anticipates funding a variety of projects and programs for Downtown with the goal of making Downtown a vibrant destination for residents and visitors alike. The strategy to implement this key goal as well as the other goals of the Agency is to use public investment to attract and stimulate private investment.

The Agency anticipates funding the following projects and programs in Downtown over the next five years:

- **Third Street Promenade Improvements:** The creation of pedestrian-friendly, multi-modal street and plaza as envisioned by this Specific Plan including street reconstruction, utility undergrounding, landscaping, lighting, and various pedestrian amenities. The improvements also include utility undergrounding, water, sewer, and storm drain improvements. The project also has received a \$1.7M Livable Communities grant from the Metropolitan Transportation Commission (MTC).
- **Downtown Street Revitalization Improvements:** Revitalization of various streets in Downtown including traffic calming improvements, street furniture, median improvements, pavement repair/replacement, curb, gutter and sidewalks, lighting and landscaping enhancements and improvements, and utility undergrounding.

- **Downtown Entry Features:** The design and installation of Downtown entry features to achieve the goals of this plan.
- **Courthouse Plaza Improvements:** The design and construction of a plaza connecting the Morgan Hill Courthouse to the pedestrian railroad crossing and Downtown to facilitate pedestrian traffic to the Downtown.
- **Parks and Pathways:** The design and construction of small parks or paths in or to the Downtown area as outlined in the Specific Plan.
- **Downtown Parking:** The Agency will take actions per the Downtown Parking Resources Management Strategy to develop an adequate supply of accessible and affordable public parking. These actions may include the acquisition/lease of parcels to preserve or expand existing parking and the design and construction of surface and structured parking to provide the needed spaces.
- **Sewer Improvements:** The Agency has funded Downtown development's share of sewer plant improvements. As a result, sewer impact fees for residential and commercial properties in Downtown are eliminated, thus, removing a potential barrier to development.
- **Historic Preservation:** Provide loans/grants to preserve historic resources in Downtown, such as the Morgan Hill United Methodist Church property.
- **Downtown Business Improvement and Assistance Programs:** The Agency will continue to fund existing programs such as the Facade Improvement Grant and the Commercial Rehabilitation Loan programs. The Agency may also develop programs to assist businesses during the construction of public improvements. These programs could include such tasks as signage, advertising, and direct mailings to inform the community that Downtown is open during construction.
- **Business Relocation and Site Redevelopment:** The Agency may also provide assistance to certain businesses deemed to be incompatible uses in Downtown, or to certain sites/uses that impede achievement of the community's vision for downtown. For example, the Agency is providing assistance to facilitate relocation of the concrete batch plant from Block 15 to a block outside of the downtown area. In the future, the property owners, business owners and Morgan Hill Redevelopment Agency are strongly encouraged to pursue as priority projects the redevelopment of the two existing banks at the southwest and southeast corners of Main Avenue and Monterey Road, in a manner that would accommodate desirable road improvements and widening to address traffic congestion of the Main Avenue road segment.

The Agency will also consider the creation of new programs to stimulate private investment and to create and resurrect retail/entertainment space including the redevelopment and opening of a movie theater in Downtown.

### **2. Capital Improvement Program**

Other capital improvements will be included from time to time in the Capital Improvement Program that is adopted as part of the annual budget for the City of Morgan Hill and Redevelopment Agency. Certain of these projects, even those located outside of the Specific Plan boundaries, have the potential to assist with achievement of Specific Plan goals and objectives.

### **3. Facade Improvement Program**

The Morgan Hill Redevelopment Agency's Facade Improvement Program provides financial rebates for projects within the CBD Zoning District of the Downtown (as well as outside of Downtown in the City's commercial districts).

Eligible applicants may receive up to \$4,000 reimbursement for architecture/design costs, full reimbursement for City architecture review fees, and up to 50-percent reimbursement for eligible exterior improvements, maximum \$45,000.

The program may be modified from time-to-time as dictated by market conditions.

### **4. Downtown Commercial Rehabilitation Loan Program**

The Commercial Rehabilitation Loan Program offers low interest loans, up to \$100,000, to small businesses within the Property-Based Improvement District boundary area, which is the same as the Specific Plan Boundary. The program is designed to assist property owners and tenants with funding to rehabilitate existing commercial buildings, allowing new businesses to locate in the

Downtown or existing Downtown businesses to expand, thereby increasing the vitality of the Downtown entertaining and shopping district. Funding for this program comes from the Morgan Hill Redevelopment Agency.

### **5. Housing Rehabilitation Grant and Loan Programs**

The Morgan Hill Redevelopment Agency also has several housing rehabilitation grant and loan programs that are available for residential properties in the Downtown. The Housing Rehabilitation Loan Program provides low interest loans to income qualified single-family owner occupants. Loans are also available to owners of multi-family housing with income-qualified tenants.

Loans of up to \$40,000 can be approved administratively while loan requests over \$40,000 require Redevelopment Agency Board approval. The Senior Housing Repair Program provides income eligible seniors with grants of up to \$5,000 for minor home repairs.

### **6. Business Retention and Attraction**

The Morgan Hill Downtown Association will take the lead to identify the needs of existing businesses and find ways to help them. It will also work to identify and attract specific businesses that would help to create a vital Downtown entertainment and shopping district. Business attraction and retention targets will be identified and a plan developed to meet those targets. Additional help in this effort will be provided by the City's Business Assistance and Housing Services Department.

### 7. Morgan Hill Downtown Association

City governments are good mechanisms to initiate Downtown revitalization activities, provide some initial seed capital, and support private efforts through targeted funding assistance and public improvements. In the long run it will be the Downtown property and business owners that will provide the bulk of the funding and creative energy to make Downtown a success.

Implementation activities should support the Downtown Association, and work toward an increased level of autonomy and self-funding of the Morgan Hill Downtown Association, including the retention of the Property-Based Business Improvement District.

### 8. Develop RDA Assistance Criteria

There will be situations when desirable development may need some form of public assistance (e.g., low interest loans) to make implementation feasible. The Morgan Hill Redevelopment Agency (RDA) will be the primary source of assistance to the private sector in revitalizing the Downtown area. This is in addition to the facade improvement program.

RDA will carefully evaluate every request and channel assistance to projects that will contribute most to the realization of the vision set forth in this Downtown Specific Plan. To guide the Agency's decisions and to assist property owners in understanding the City's priorities, the Agency will establish and publish criteria to guide the City's use of resources. The RDA's criteria will take into account the:

- likelihood that the project will attract new retail, restaurant or entertainment uses to Downtown;

- ability of the project to activate Downtown with new vitality and visitors;
- contribution the project makes to the strengthening of the primary Monterey Road and Third Street commercial frontages;
- project ability to add new residential units to Downtown (the Redevelopment Agency's housing set-aside funds may assist developments in exchange for affordable covenants);
- degree to which the renovation of an existing building will substantially improve the exterior attractiveness of the streetscape;
- degree to which the project increases the critical mass of uses (e.g., three story new development versus one story infill);
- relative amount of private investment that can be leveraged with public funds;
- degree it meets the City's Business Attraction Program and Economic Development Strategy;
- degree to which it contributes to a critical mass of retail uses; and
- degree to which it contributes to the desired downtown sense of place.

### 9. Public Art Program

A Public Art Program should be established to encourage public art throughout the Downtown area. The encouragement of public art is another way that cities have found to enrich their downtown environments. Public art can be used as a part of entry identity features, integrated into the design of street furniture, included as a part of special sidewalk and street paving, or any number of other ways. Some communities fund such improvements in public areas. Others require or encourage public art as a part of private development projects.



*Existing murals on a recycle bin and wall*

### Phasing Plan

#### PHASE 1 (0 TO 3 YEARS)

##### 1. Additional New Parking Lots

New or improved parking facilities will be needed to accommodate additional businesses and residences Downtown. The Parking Resources Management Strategy (see Chapter 4 for a summary) provides greater detail to the location and size of facilities.

To comply with a mitigation measure in the DTSP Master EIR, the City of Morgan Hill shall create a land use and parking database for the downtown area and shall document the demand for parking from retail/service and office development (non-residential land uses) and changes in parking supply, through the preparation of a monitoring report submitted to the City Council every two years to ensure planning, regulatory and construction measures are undertaken to provide adequate parking supply as development and redevelopment occurs in the 14-block Downtown Core area.

##### 2. Third Street Urban Design Improvements and Focal Point

Third Street Promenade and Plaza improvements will be complete by January 2010. Redevelopment of sites on Blocks 3 and 4 can be managed to not adversely impact the completed improvements of the private development.

### **3. Upgraded Downtown Entry Features**

Entry features help establish a sense of arrival into a district. Entry features at the intersections of Monterey Road and Main and Dunne Avenues would better establish the edges of Downtown on the Monterey Road corridor. Entry features in these locations would not only serve as a welcome to visitors and residents, but would also alert motorists that this area is a pedestrian-oriented district. Entry features could include monument gateways, distinct landscaping, pavers, banner poles, public art/sculpture, or other elements that identify the edge of Downtown.

### **4. Railroad Pedestrian Crossing and Courthouse Plaza**

In addition to the recently completed pedestrian crossings at the train station, the City is constructing a plaza between the County Courthouse on Butterfield Boulevard and the pedestrian crossing east of the Depot Street/Third Street intersection. Designed to facilitate pedestrian travel from the Courthouse into Downtown, the Plaza is scheduled to be completed in January 2009. The Plaza will also serve as a demonstration site for sustainable design and landscaping techniques.

### **5. Facade and Private Signage Improvements**

The City should emphasize improving the appeal of existing buildings to attract new customers and signal a resurgence of commitment to Downtown.

### **6. Downtown Logo and Identity Elements**

A brand for Downtown will help the Downtown Association and business owners market it as a unified district. Downtown promotion is a crucial step to attracting more businesses and people to visit, shop, and dine in Downtown.

### **7. Public and Directional Signage Improvements**

A unified design for Downtown signage and directional signage leading to Downtown will add to the other improvements noted above to establish a stronger sense of Downtown as a major community focal point. Signs directing motorists from U.S. Highway 101 will be especially important in attracting tourists and residents from surrounding communities. Improved signage will be linked closely with the Downtown Logo and Identity programs.

### **8. Coordinated Marketing, Leasing and Retail Strategies**

The Redevelopment Agency, Downtown Association, Downtown PBID, and property and business owners should work together to create coordinated marketing, leasing and retail strategies.

## **PHASE 2 (3 TO 5 YEARS)**

### **1. Additional New Parking Lots and/or Parking Structures**

New or improved parking facilities will be needed to accommodate additional businesses and residences Downtown. The Parking Resources Management Strategy (see Chapter 4 for a summary) provides greater detail to the location and size of facilities.

### **2. Other Streetscape Improvements for Downtown Streets**

Other streets in Downtown will transition over time from their existing development to new uses and developments. As redevelopment occurs, these streets should be improved with wider sidewalks (as feasible) and landscaping. Each street will have different uses and building types so the layout for each may vary slightly.

### **3. Neighborhood Streets Landscaping and Urban Design Improvements**

Property improvements will occur in areas away from Monterey Road and Third Street over an extended period of time. These improvements will provide visual unity. Improvements should include regularly spaced shade trees, sidewalk improvements, and other improvements to enhance the urban design of these streets.

### **4. Re-Route Depot Street To Connect to Church Street**

If the Community & Cultural Center parking lot is modified or a parking structure created on this lot during Phase 2, then Depot Street should be re-routed through the existing Community & Cultural Center parking lot, to connect to Dunne Avenue at the existing Church/Dunne traffic signal, to create an intersection. This would allow Depot Street to remain connected to Dunne Avenue even when the Dunne/UPRR grade separation project occurs. This project should be designed in a manner that allows sufficient site area for structured parking, accommodates private property access requirements, and facilitates pedestrian travel to CCC and Gavilan College uses. This project may not occur until Phase 3 or later, depending upon the method of

implementing the parking strategy or circulation strategy.

### **PHASE 3 (6 or More Years)**

#### **1. Additional New Parking Lots and/or Parking Structures**

New or improved parking facilities will be needed to accommodate additional businesses and residences Downtown. The Parking Resources Management Strategy (see Chapter 4 for a summary) provides greater detail to the location and size of facilities.

#### **2. Monterey Road Narrowing and Streetscape Improvements**

The City of Morgan Hill has studied a possible Circulation Element Amendment to narrow Monterey Road from 4 lanes to 2 lanes, between Main and Dunne Avenues. This Downtown Specific Plan will accommodate any decision that may be made regarding Monterey Road through the downtown area; the goals of the Plan can be met with Monterey Road remaining 4 lanes, and could also be met under a 2-lane Monterey Road configuration. Decisions about the configuration of Monterey Road through Downtown will be made in the context of the Circulation Element of the General Plan, not the Downtown Specific Plan. Streetscape improvements along Monterey Road should be given a high priority, under either the existing 4-lane configuration or the possible 2-lane configuration. The City should carry out a Monterey Road Streetscape alternatives design planning process, with broad public participation, in order to develop the preferred improvements for Monterey Road.

There are a variety of options for use of the right-of-way if Monterey Road is reduced to two vehicular travel lanes. Some of these options include the addition of either bike routes or “sharrows” through Downtown, widening of sidewalks, establishment of outdoor dining areas, and the construction of angled parking to increase parking resources. The center median could be retained, renovated with new landscaping, or eliminated. The specific use of the right of way would be subject to a community design planning process.

### **3. North and South Monterey Road Streetscape Improvements**

Street trees, improved sidewalks and landscaped medians on Monterey Road north and south of Downtown will provide attractive linkages to Downtown, and assist in calming the traffic since the street would no longer visually resemble a highway.

### **4. Upper Llagas Creek Flood Control Improvements**

This will be an on-going process that will take some time given the number of agencies involved and the limited funding currently available.

### **5. Upper Llagas Creek Landscaping and Bicycle Paths**

Improved linkages with Downtown will enhance its role as the social heart of the City and encourage greater use of the commuter rail system. If feasible, landscaping improvements and creek path should be constructed through Downtown in conjunction with flood control improvements.

### **6. Railroad Corridor Landscaping**

Landscaping along the railroad corridor

is encouraged to provide a more aesthetically pleasing atmosphere along the corridor and to shield views of and reduce noise from passing trains. These improvements will become more important as the County Courthouse and other development occurs along Butterfield Boulevard.

### **7. Dunne Avenue Urban Design Improvements**

Design improvements along Dunne Avenue will provide attractive visual linkages to Downtown and will likely be implemented in the context of larger City beautification actions.

### **8. Potential Additional Grade-Separated Railroad Crossing for Pedestrians, Bicycles and Emergency Vehicles**

The feasibility of a grade-separated railroad crossing should be studied, and if feasible, constructed. The crossing should accommodate pedestrians and bicyclists and, if feasible, emergency vehicle access. If the California High Speed Rail is constructed above the existing railroad tracks, an underground crossing may be more feasible. If determined feasible and if funding is secured, this crossing could be constructed concurrently with the future fire station.

It may be that the most viable location for such a crossing would be closer to Diana Avenue; emergency vehicles could travel on Diana and/or through the Courthouse parking lot to an undercrossing of the railroad tracks, with the connection ending near a relocated Depot Street in an area that is now the Community & Cultural Center parking lot, which is planned for reconfiguration.

### Subsequent Development Entitlements and Permits

Proposed projects that meet the overall intent of the Specific Plan but which are not in substantial conformance with the development standards of the applicable zoning district, will need to file an application for rezoning as a Planned Development pursuant to Chapter 18.30 (Planned Development District) of the Zoning Ordinance. The Planned Development (PD) process allows for variations to standard development requirements. As an example, if a 5-story development were to be proposed on the current site of the VTA/Caltrain parking lot on Block 16, this would need to be pursued as a PD rezoning which would also amend the Specific Plan land use map.

Encroachment permits are required for any property that places an object within the public right-of-way pursuant to Chapter 12.04 (Sidewalk Encroachment) of the Municipal Code.

Conditional Use permits are required for uses or development proposals listed as conditional uses in the district regulations in Chapter 2 (Land Uses and Development Standards) of this Specific Plan or elsewhere in the Zoning Ordinance. Chapter 18.54 (Conditional and Temporary Use Permits) of the Zoning Ordinance provides more details and regulations for conditional use permits.

Temporary Use Permits are required for uses of a temporary nature on private property for a specified length of time. Chapter 18.54 (Conditional and Temporary Use Permits) of the Zoning Ordinance provides more details on Temporary Use Permits.

A Development Agreement is required for projects proposing to secure some of the 500 “exempt RDCS allotments”, which must be processed concurrently with the Design Permit application.

Downtown Administrative Use Permits are required to permit commercial, professional and medical office, live/work, and personal services uses to locate on the ground floor of parcels within the Ground Floor Overlay (see Chapter 2: Land Uses and Development Standards, of this Specific Plan or Chapter 18.23: GF Downtown Ground Floor Overlay District, of the Zoning Ordinance).

Design Permits are required for projects located in the Downtown, pursuant to Chapter 18.74 (Design Review) of the Zoning Ordinance. Within the 18-block Specific Plan area, noticed public hearings shall be held for all projects subject to Design Permit requirements. The Community Development Director shall determine the appropriate process for consideration of Design Permits; smaller or more minor projects may be acted upon by staff in accordance with Chapter 18.74, while larger and more significant projects should be referred to the Planning Commission or City Council. Any Design Permit which involves Redevelopment Agency or City-owned sites, or for which the RDA is entering into an Agreement to assist with the development, should be acted upon by the City Council, after receiving a recommendation from staff and/or the Planning Commission, as determined by the Community Development Director (minor projects may be approved by staff).

Entertainment Permits would be required from the Chief of Police for any establishment providing entertainment or dancing in conjunction with the selling of food and/or alcoholic beverages (see Chapter 5.28: Amusement and Entertainment Premises, of the Municipal Code).

### Key Opportunities for Public/Private Redevelopment and Improvements

Figure 30 shows key opportunities for public and private redevelopment areas and improvements. The process for several of these has already begun. These opportunities are described below.

#### 1. Third Street Promenade

The City received a grant for streetscape improvements along this corridor. Development along this corridor will enhance the pedestrian environment and take advantage of the nearby train station. It will also provide a public plaza to accommodate public events and activities.

#### 2. Monterey Road Improvements

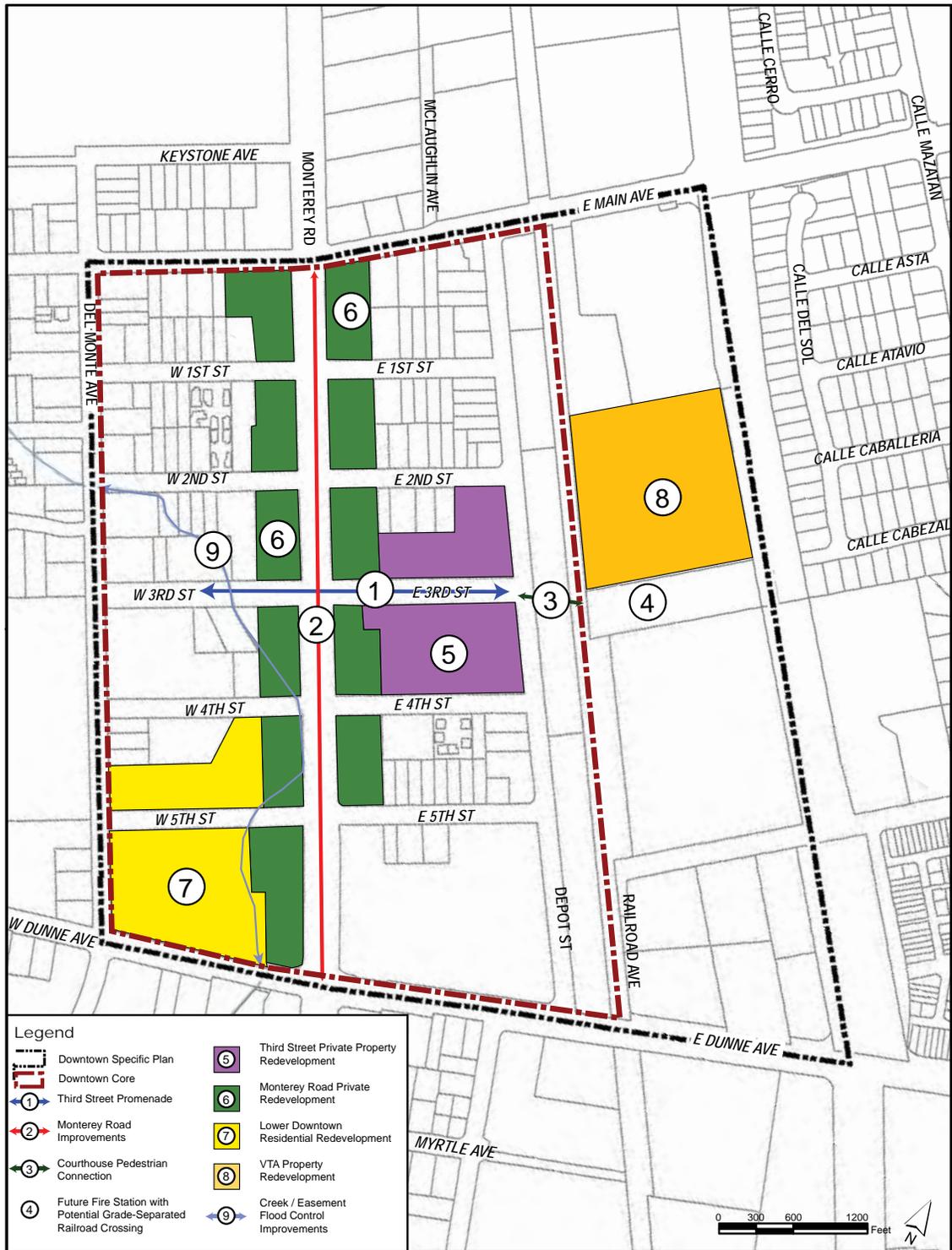
Monterey Road is a major regional road and is the main street through the Downtown Core. The street is designed currently with on-street parallel parking, two travel lanes in each direction, and a wide median. This corridor could be reduced to one travel lane in each direction to accommodate on-street parking (which could be either angled and/or parallel) and wider sidewalks. This could increase the parking supply and would help create a more pedestrian friendly environment. A future streetscape planning process with public participation opportunities will determine the use of the right of way and design of improvements.

#### 3. Courthouse Pedestrian Connection

The City is constructing a plaza between the County Courthouse on Butterfield Blvd. and the Pedestrian Railroad Crossing just east of the corner of Depot and 3rd Ave. Designed to facilitate pedestrian travel from the Courthouse into Downtown, the Courthouse Plaza is scheduled to be completed in June, 2008. The Plaza will also serve as a demonstration site for sustainable design and construction techniques.

#### 4. Future Fire Station with Potential Grade-Separated Railroad Crossing

The feasibility of a grade-separated railroad crossing should be studied, and if feasible, constructed. The crossing should accommodate pedestrians and bicyclists and, if feasible, emergency vehicle access. If the California High Speed Rail is constructed above the existing railroad tracks, an underground crossing may be more feasible. If determined feasible and if funding is secured, this crossing could be constructed concurrently with the future fire station. The possibility of adding a grade-separated undercrossing of the railroad tracks for pedestrians, bicycles and possibly emergency vehicles, should be studied. It may be that the most viable location for such a crossing would be closer to Diana Avenue; emergency vehicles could travel on Diana and/or through the Courthouse parking lot to an undercrossing of the railroad tracks, with the connection ending near a relocated Depot Street in an area that is now the Community & Cultural Center parking lot, which is planned for reconfiguration.



Key Opportunities for Public/Private Redevelopment & Improvements

Figure 30

### 5. **Third Street Private Property Redevelopment**

Several property owners along Third Street have expressed an interest in redeveloping their properties. The largest site along the corridor, the Sunsweet site, has preliminary plans and the City adopted a PUD for the site in 2005, however, that PUD zoning will be superceded by the standards in this Specific Plan with the adoption of this Specific Plan.

### 6. **Monterey Road Private Redevelopment and Public/Private Partnerships**

Monterey Road is the main street through the Downtown Core and several property owners have expressed an interest in redeveloping their properties. The City of Morgan Hill has also purchased several Downtown properties and intends to seek one or more developers to enter into public/private partnership to develop the sites.

### 7. **Lower Downtown Residential Redevelopment**

This Specific Plan proposes changing the General Plan land use designation and Zoning Code classification for several properties at the southwest corner of the Specific Plan area. Properties include select parcels west of Monterey Road and along Fourth Street, Fifth Street, and Dunne Avenue. Allowed density for these parcels would increase to up to 21 dwelling units per acre.

### 8. **VTA Property Redevelopment**

This site would accommodate a residential transit-oriented development. The Parking Resources Management Strategy (see Chapter 4 for a summary) describes the process for shared parking.

### 9. **Creek / Easement Flood Control Improvements**

The Santa Clara Valley Water District and the City have created preliminary plans for flood control improvements along Upper Llagas Creek through the Downtown area. Due to the right-of-way constraints, providing a Downtown trail may not be feasible from Second Street to Fourth Street, Fifth Street to Dunne Avenue, and along Monterey Road. Right-of-way widths to the north and south of these points in the Downtown area are less restrictive and a trail may develop in these areas. If a trail connection through Downtown is not feasible along the creek, signs should be posted at the north and south of Downtown at the trailheads to direct pedestrians and bicyclists to use the sidewalks and bike lanes through Downtown, and then connect to the other trailheads.

**Relationship to the General Plan**

The Morgan Hill General Plan was adopted by the City Council in 2001 and amended in 2005. The Morgan Hill Downtown Specific Plan is consistent with the General Plan, with adoption of General Plan amendments to reflect the land use and circulation policies of the Specific Plan. The General Plan references the 2003 Morgan Hill Downtown Plan and identifies the Downtown area as a unique planning area.

The General Plan identifies a series of goals, policies, and actions within seven elements: Community Development, Economic Development, Circulation, Open Space and Conservation, Public Health and Safety, Regional Coordination, and Housing. These goals, policies,

and actions cover a variety of topics such as ensuring that Morgan Hill remains a unique place that is safe, has active businesses, and supports a range of transportation options. The Morgan Hill Downtown Specific Plan is consistent with and reinforces the goals and policies of the General Plan. The Specific Plan builds on the existing General Plan goals and policies and tailors them to the Downtown area. The General Plan will be amended as needed to reflect this Specific Plan.

Table 2 on page 16 of the Morgan Hill General Plan will be amended to create a new General Plan land use designation to accommodate the unique provisions established for the Central Business District, as follows:

Land Use Designation	Acres	Primary Uses	Density Range	Minimum Lot Area	Maximum Bldg Lot Coverage	Maximum Height*
Mixed Use-CBD	45	Downtown	no min / no max	3,500 sf	NA	2-story: 35' to roof plate 3-story: 45' to roof plate 4-story: 55' to roof plate

*\* additional height would be considered under a Planned Development (PD) rezoning*

Page 18 of the Morgan Hill General Plan shall be amended to delete the current text description of “Mixed Use”, and to substitute the following:

**Mixed Use.** The Mixed Use designation has two expressions: the “Mixed Use-CBD” is applied to certain Central Business District (CBD) parcels within the Downtown Specific Plan area, and the Downtown Specific Plan is adopted as the General Plan land use map, goals, policies, programs and zoning standards applicable to the Downtown. The remainder of the “Mixed Use” locations, totalling approximately 23 acres, are located in areas near downtown, and the density range provides for 8 to 20 units per acre, as implemented by the Central Commercial-Residential (CC-R) zoning district.

The General Plan shall also be amended to include a policy to allow the Multi-Family Medium land use category to allow for Commercial Use Overlay Zoning to be placed on the residentially-designated portion of Downtown Plan Block 20, to allow commercial uses within existing buildings through obtaining a Commercial Administrative Use permit, during the time prior to redevelopment of the residentially-designated portion of the block with residential uses.

### CEQA Compliance

Adoption of the Downtown Specific Plan constitutes a project under the California Environmental Quality Act (CEQA). A Master Environmental Impact Report (MEIR) has been prepared in accordance with CEQA to identify potentially significant impacts and mitigation and avoidance measures to be implemented to address these impacts. Subsequent projects will rely upon this Master EIR and shall be subject to the mitigation and avoidance measures. A summary of these mitigation and avoidance measures is contained as the last section of this Chapter 8.

The Morgan Hill City Council has certified the Final MEIR in conjunction with approving the Downtown Specific Plan, and has made appropriate findings and adopted a Statement of Overriding Considerations for impacts that cannot be fully mitigated to a less than significant level.

### Subsequent Projects

Projects proposed subsequent to city adoption of this Specific Plan that are consistent with the Plan and within the descriptions of public projects and within the “development envelope” of projected development to 2030 will be able to use the Master EIR as their CEQA document for at least 5 years, and possibly longer, if the required findings for use of a Master EIR can be met.

It must be emphasized that the phasing assumptions are not intended to and will not be interpreted to act as a geographic or numeric constraint to the location, level and/or timing of development. Under the adopted Specific Plan and Master EIR, other blocks or portions of blocks may develop sooner or later than the projections in Chapter 2 of this Plan. The overall level and location of actual development will be monitored by the City to ensure that land use regulations, parking supply and management activities, and environmental (CEQA) compliance is appropriate to actual conditions over time.

### **Relationship with Other City Policies and Programs**

#### **Residential Development Control System (RDSCS)**

Morgan Hill voters approved a ballot measure in May 2009 to exempt 500 residential units from the RDSCS process within the Downtown area (Blocks 1 – 20), within the city's current RDSCS population cap of 48,000 persons in the year 2020. The 500 units represents an average of 45 units per year. Under Measure F, there are another 100 allotments for downtown that can be obtained without competing (although projects must be reviewed to ensure that the RDSCS minimum score is obtained). Under the exemption, residential and mixed use development in Downtown that are consistent with the Specific Plan will need to secure a Design Permit, Development Agreement and Building Permit, with some uses also requiring a Conditional Use Permit or DAUP. If a project proposes a change to the Specific Plan development standards, a Planned Development zoning designation would be required, but the residential units would still be exempt from the RDSCS.

See Chapter 2 (Land Uses and Development Standards) for additional information.

### **Administration of the Specific Plan**

The Morgan Hill Downtown Specific Plan represents a long-term plan for the Downtown area. Buildout will be monitored by City Staff to ensure that added development does not exceed projections included in this Specific Plan. Once development projections are exceeded, it will be necessary to prepare/update the Master EIR in accordance with CEQA.

It may be necessary to modify certain components of the Specific Plan either to reflect changing conditions or to update the City's goals and policies. Modifications to the Morgan Hill Downtown Specific Plan should:

- be consistent with and strengthen the elements of the General Plan;
- be consistent with the goals, objectives, and policies of the General Plan and the Morgan Hill Downtown Specific Plan;
- maintain compatibility of land uses within the Downtown Core and surroundings; and
- be consistent with other applicable City policies and programs.

### **Summary of Impacts and Mitigation & Avoidance Measures from Master Environmental Impact Report (MEIR)**

The Master EIR presents impacts and mitigation/avoidance measures for two timeframes: 2015 and 2030, and for two possible configurations of Monterey Road in the downtown between Main Avenue and Dunne Avenue. The Downtown Specific Plan Project approved by the City of Morgan Hill in 2009 consists of “The Project”, which assumes Monterey Road remains 4 lanes through the Downtown. The “Project Alternate” information presented in the Master EIR pertains to the configuration of Monterey Road as a 2-lane facility, and impacts/mitigation measures applicable to the Project Alternate are denoted by addition of “-A” to the impact/MM numbering system.

The following mitigation measures and avoidance measures shall be imposed as conditions of approval for development projects, or otherwise carried out by the City of Morgan Hill, Morgan Hill Redevelopment Agency, or other appropriate entity, as described in the Mitigation Monitoring and Reporting Program (MMRP) adopted in conjunction with certification of the Master EIR and adoption of the 2009 Downtown Specific Plan.

### **Summary of Significant Impacts**

The following information summarizes the significant effects of the proposed project and mitigation measures proposed to reduce these effects. Impacts that are less than significant are not described in this summary and can be found in the text of the MEIR. A complete description of the project and of its impacts and proposed mitigation measures can be found in the text of the MEIR.

Significant Impact	Mitigation and Avoidance Measures
<b>Transportation Impacts</b>	
<p><b>Impact TRANS-1:</b> Under 2015 conditions, the proposed project would exacerbate LOS D intersection operations at Monterey Road/Main Avenue during the AM peak hour. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-1.1:</b> <u>Monterey Road/Main Avenue.</u> The addition of 2015 project traffic volumes would exacerbate LOS D intersection operations during the AM peak hour. The mitigation required to reduce the impact from the proposed project to less than significant during the AM peak hour would be to provide for Main Avenue protected east/west phasing with modifications to the eastbound approach (i.e., a left-turn lane and a shared-through right) and widening of the westbound approach (i.e., a separate left, through, and right lane with an overlap phase). The implementation of this mitigation would require reduced travel lane and sidewalk widths below City standards due to the proximity of existing buildings.</p> <p>The implementation of this mitigation would require reduced travel lane and sidewalk widths below City standards due to the proximity of existing buildings. At the time the adjacent blocks redevelop with new buildings a lane could be added, however, one of the City's policies for the Downtown Specific Plan is to create a vibrant downtown destination with pedestrian-friendly amenities including widened sidewalks and roadway widths that do not increase the visual separation between uses or allow for increased vehicle speeds in pedestrian oriented areas. While redevelopment of the corner properties adjacent to the intersection of Main Avenue and Monterey Road conceivably could accommodate the necessary improvements, there is no assurance that the property owners will redevelop or that the City or RDA could acquire and redevelop these properties to meet all of the goals, objectives and design guidelines in the Downtown Specific Plan and, therefore, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>

## Morgan Hill Downtown Specific Plan

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact TRANS-1a:</b> Under 2015 conditions, the project alternate would result in impacts to the intersection of Monterey Road/Main Avenue (LOS F during AM and LOS D- during PM peak hour). <b>(Significant Impact)</b></p>	<p><b>MM TRANS-1a.1: <u>Monterey Road/Main Avenue.</u></b> The addition of 2015 traffic volumes on the project alternate roadway network would exacerbate LOS D intersection operations to LOS F and LOS D- during the AM and PM peak hours, respectively. The mitigation required to reduce the impact from the project alternate to less than significant during the AM and PM peak hours would be to provide for Main Avenue protected east/west phasing with modifications to the eastbound approach (i.e., a left-turn lane and a shared-through right) and widening of the westbound approach (i.e., a separate left, through, and right lane with an overlap phase). The southbound approach would need to be widened to include two southbound left-turn lanes, a through lane, and a right-turn lane. These improvements would not conflict with the narrowing of Monterey Road from four to two lanes.</p> <p>The implementation of this mitigation would require reduced travel lane and sidewalk widths below City standards due to the proximity of existing buildings. At the time the adjacent blocks redevelop with new buildings a lane could be added, however, one of the City's policies for the Downtown Specific Plan is to create a vibrant downtown destination with pedestrian-friendly amenities including widened sidewalks and roadway widths that do not increase the visual separation between uses or allow for increased vehicle speeds in pedestrian oriented areas. While redevelopment of the corner properties adjacent to the intersection of Main Avenue and Monterey Road conceivably could accommodate the necessary improvements, there is no assurance that the property owners will redevelop or that the City or RDA could acquire and redevelop these properties to meet all of the goals, objectives and design guidelines in the Downtown Specific Plan and, therefore, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>

## CHAPTER 8: IMPLEMENTATION AND PLAN FOR INVESTMENT

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact TRANS-2a:</b> Under 2015 conditions, the project alternate would result in impacts to the intersection of Dunne Avenue/Monterey Road (LOS D during PM peak hour). <b>(Significant Impact)</b></p>	<p><b>MM TRANS-2a.1: <u>Monterey Road/Dunne Avenue.</u></b> The addition of 2015 traffic volumes on the project alternate roadway network would degrade acceptable (LOS D+) operations to LOS D operations during the PM peak hour. The mitigation required to reduce the impact from the project alternate to a less than significant level during the PM peak hour would be to provide for Dunne Avenue an eastbound right-turn overlap phase and a southbound approach with a left-turn, through lane and shared through-right lane. This configuration would be inconsistent with narrowing Monterey Road from four to two lanes between Dunne Avenue to Fifth Street and would require modification of the narrowing proposed under the Project Alternate to retain four lanes on Monterey Road between Dunne Avenue and Fifth Street.</p> <p>During a future Monterey Road streetscape planning process, the City of Morgan Hill should explore feasibility and desirability of retaining additional lanes in the block of Monterey Road between Dunne Avenue and Fifth Street; however, with the current project alternate roadway network, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>
<p><b>Impact TRANS-4:</b> The proposed Specific Plan, under 2030 conditions, would degrade Monterey Road/Main Avenue intersection operations from LOS D to LOS E and LOS D- during the AM and PM peak hours, respectively. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-4.1: <u>Monterey Road/Main Avenue.</u></b> The addition of 2030 traffic volumes would degrade the Monterey Road and Main Avenue intersection operations from LOS D to LOS E and LOS D- during the AM and PM peak hours, respectively. To mitigate this impact, Main Avenue would need protected east/west phasing with modifications to the eastbound approach (i.e., a left-turn lane and a shared-through right) and widening of the westbound approach (i.e., separate left, through, and right lane with an overlap phase).</p> <p>The implementation of this mitigation would require reduced travel lane and sidewalk widths below City standards due to the proximity of existing buildings. At the time the adjacent blocks redevelop with new buildings a lane could be added, however, one of the City's policies for the Downtown Specific Plan is to create a vibrant downtown destination with pedestrian-friendly amenities including widened sidewalks and roadway widths that do not increase the visual separation between uses or allow for increased vehicle speeds in pedestrian oriented areas. While redevelopment of the corner properties adjacent to the intersection of Main Avenue and Monterey Road conceivably could accommodate the necessary improvements, there is no assurance that the property owners will redevelop or that the City or RDA could acquire and redevelop these properties to meet all of the goals, objectives and design guidelines in the Downtown Specific Plan and, therefore, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>

## Morgan Hill Downtown Specific Plan

Significant Impact	Mitigation and Avoidance Measures
<p>Impact TRANS-4a: The proposed Specific Plan, under 2030 Project Alternate conditions, would degrade Main Avenue/Monterey Road intersection operations from LOS D to LOS F and LOS E during the AM and PM peak hours, respectively. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-4a.1: <u>Monterey Road/Main Avenue.</u></b> The addition of 2030 traffic volumes on the project alternate roadway network would degrade the Monterey Road and Main Avenue intersection operations from LOS D to LOS F and LOS E during the AM and PM peak hours, respectively. To mitigate this impact, Main Avenue would need protected east/west phasing with modifications to the eastbound approach (i.e., a left-turn lane and a shared-through right) and widening the westbound approach (i.e., separate left, through, and right lane with an overlap phase). The southbound approach would also need to be widened (i.e. two southbound left-turn lanes, a through-lane, and a right-lane) and the northbound approach would require a northbound left-turn lane, a through-lane, and a shared through-right lane. The northbound approach would conflict with the potential narrowing of Monterey Road from four to two lanes between Main Avenue and Dunne Avenue.</p> <p>The implementation of this mitigation would require reduced travel lane and sidewalk widths below City standards due to the proximity of existing buildings. At the time the adjacent blocks redevelop with new buildings a lane could be added, however, one of the City's policies for the Downtown Specific Plan is to create a vibrant downtown destination with pedestrian-friendly amenities including widened sidewalks and roadway widths that do not increase the visual separation between uses or allow for increased vehicle speeds in pedestrian oriented areas. While redevelopment of the corner properties adjacent to the intersection of Main Avenue and Monterey Road conceivably could accommodate the necessary improvements, there is no assurance that the property owners will redevelop or that the City or RDA could acquire and redevelop these properties to meet all of the goals, objectives and design guidelines in the Downtown Specific Plan and, therefore, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>
<p>Impact TRANS-5: The proposed Specific Plan, under 2030 conditions, would degrade Depot Street/Main Avenue intersection operations from LOS C to LOS E during the AM peak hour and would meet the peak hour signal warrant criteria. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-5.1: <u>Depot Street/Main Avenue.</u></b> The addition of 2030 traffic volumes would degrade the Depot Street/Main Avenue intersection operations from LOS C to LOS E during the AM peak hour and the peak-hour signal warrant would be met. Signalizing this intersection would mitigate this impact to a less than significant level. It should be noted that signalization at this location was recommended in the Circulation Element update that is currently in progress.</p> <p>The City of Morgan Hill will monitor traffic at this location and provide for installation of a signal or make other improvements at the time the intersection is projected to operate at an unacceptable level and meet signal warrants. <b>(Less Than Significant Impact with Mitigation)</b></p>

## CHAPTER 8: IMPLEMENTATION AND PLAN FOR INVESTMENT

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact TRANS-5a:</b> The proposed Specific Plan, under 2030 Project Alternate conditions, would degrade Main Avenue/Depot Street intersection operations from LOS C and D to LOS E and F during the AM and PM peak hours, respectively, and would meet the peak hour signal warrant criteria. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-5a.1:</b> <u>Main Avenue/Depot Street.</u> The addition of 2030 traffic volumes on the project alternate roadway network would degrade the Main Avenue and Depot Street intersection from LOS C and LOS E to an unacceptable LOS E and LOS F during the AM and PM peak hours, respectively. In addition, the peak hour warrant is exceeded during both peak hours. Providing a signal at this location would reduce this impact to a less than significant level and provide acceptable (LOS D+ or better) operations during both peak hours. It should be noted that the recommendation for a signal is also identified in the recommended roadway network for the General Plan Circulation Element update that is currently in progress.</p> <p>The City of Morgan Hill will monitor traffic at this location and provide for installation of a signal or make other improvements at the time the intersection is projected to operate at an unacceptable level and meet signal warrants. <b>(Less Than Significant Impact with Mitigation)</b></p>
<p><b>Impact TRANS-6a:</b> The proposed Specific Plan, under 2030 Project Alternate conditions, would degrade Main Avenue/Hale Avenue intersection operations from LOS B to LOS E during the AM peak hour and would meet the peak hour signal warrant criteria. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-6a.1:</b> <u>Main Avenue/Hale Avenue.</u> The addition of 2030 traffic volumes on the project alternate roadway network would degrade the intersection of Main Avenue and Hale Avenue from LOS B to an unacceptable LOS E during the AM peak hour. In addition, the peak hour warrant is exceeded during the AM peak hour. Providing a signal at this location would reduce this impact to a less than significant level and provide acceptable (LOS D+ or better) operations during both peak hours. It should be noted that the recommendation for a signal is also identified in the recommended roadway network for the General Plan Circulation Element update that is currently in progress.</p> <p>The City of Morgan Hill will monitor traffic at this location and provide for installation of a signal or make other improvements at the time the intersection is projected to operate at an unacceptable level and meet signal warrants. <b>(Less Than Significant Impact with Mitigation)</b></p>

## Morgan Hill Downtown Specific Plan

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact TRANS-7a:</b> The proposed Specific Plan, under 2030 Project Alternate conditions, would degrade Dunne Avenue/Monterey Road intersection operations from LOS D+ to LOS D during the PM peak hour. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-7a.1:</b> Dunne Avenue/Monterey Road. The addition of 2030 traffic volumes on the project alternate roadway network would degrade the intersection of Monterey Road and Dunne Avenue from an acceptable LOS D+ to an unacceptable LOS during the PM peak hour. The mitigation required to reduce the impact from the project alternate to a less than significant level during the PM peak hour would be to provide an eastbound right-turn overlap phase, and a southbound approach with a left-turn, through lane and shared through-right lane to operate acceptably (LOS D+ or better). This configuration would be inconsistent with narrowing Monterey Road from four to two lanes between Dunne Avenue to Fifth Street and would require modification of the narrowing proposed under the Project Alternate.</p> <p>During a future Monterey Road streetscape planning process, the City of Morgan Hill could explore feasibility and desirability of retaining additional lanes in the block of Monterey Road between Dunne Avenue to Fifth Street; however, with the current project alternate roadway network, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>
<p><b>Impact TRANS-8a:</b> The proposed Specific Plan, under 2030 Project Alternate conditions, would degrade Main Avenue/Butterfield Boulevard intersection operations from LOS D+ to LOS D during the PM peak hour. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-8a.1:</b> Main Avenue/Butterfield Boulevard. The addition of 2030 traffic volumes on the project alternate roadway network would degrade the intersection of Main Avenue/Butterfield Boulevard from an acceptable LOS D+ to an unacceptable level of service LOS D during the PM peak hour. This intersection requires a second northbound left-turn to operate acceptably. However, this improvement may require right-of-way from the northwest and southeast corners of the intersection, and physical constraints exist along the east side of Butterfield Boulevard due to the open canal. Overall, the implementation of a second northbound left-turn lane is considered physically feasible and would mitigate this impact to a less than significant level.</p> <p>The City of Morgan Hill will monitor traffic at this location and make necessary improvements at the time the intersection is projected to operate at an unacceptable level. <b>(Less Than Significant Impact with Mitigation)</b></p>

## CHAPTER 8: IMPLEMENTATION AND PLAN FOR INVESTMENT

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact TRANS-10:</b> While implementation of some or all of the parking strategies outlined in the Specific Plan would increase parking supply in the Downtown to meet parking demand as development in the Downtown Core intensifies, the City has no adopted program to monitor parking availability and undertake measures to provide adequate supply. <b>(Significant Impact)</b></p>	<p><b>MM TRANS-10.1:</b> The City shall create a land use and parking database for the downtown area and shall be required to document the demand for parking from retail and office development and changes in parking supply through the preparation of a monitoring report submitted to the City Council every two years to ensure planning, regulatory, and construction measures are undertaken to provide adequate parking supply. Implementation of this measure would reduce the impact of the Specific Plan development on parking supplies to a less than significant level. <b>(Less Than Significant Impact with Mitigation)</b></p>
<b>Noise and Vibration Impacts</b>	
<p><b>Impact NV-1:</b> Residential development proposed under the Downtown Specific Plan would be exposed to exterior noise levels exceeding 60 dBA <math>L_{dn}</math> from traffic noise and 70 dBA <math>L_{dn}</math> from railroad noise. Exterior noise levels exceeding the acceptable General Plan standards would result in significant impacts to outdoor spaces in new residential development in the Downtown. <b>(Significant Impact)</b></p>	<p><b>MM NV-1.1:</b> Residential development shall be setback from traffic and railroad noise sources to reduce ambient noise levels in outdoor use areas to the extent feasible. Noise-sensitive outdoor spaces shall be shielded with buildings or noise barriers wherever possible. Residential development proposed under the Specific Plan shall strive to reduce traffic noise levels to 60 dBA <math>L_{dn}</math> or less and railroad train noise levels to 70 dBA <math>L_{dn}</math> or less in outdoor use areas through a combination of setbacks, noise barriers, and building design/layout. The specific determination of what treatments are necessary would be conducted on a project-by-project basis. Implementation of these measures would reduce noise impacts to outdoor use areas to a less than significant level for many of the proposed downtown residential units, however, even with incorporation of these mitigation measures to the extent feasible, the outdoor spaces for some residential units will continue to be impacted and, therefore, this impact is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>

## Morgan Hill Downtown Specific Plan

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact NV-2:</b> Interior noise levels would be reduced through the incorporation of standard measures, however, <math>L_{max}</math> noise levels of up to 110 dBA from train warning whistles, would exceed the City's <math>L_{max}</math> noise standards. <b>(Significant Impact)</b></p>	<p><b>MM NV-2.1:</b> Project-specific acoustical analyses shall be submitted for all residential and mixed-use projects where exterior noise levels exceed 60 dBA <math>L_{dn}</math>. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may be required for new residential uses adjacent to the UPRR, Monterey Road, or Butterfield Boulevard. Special building construction techniques (e.g., sound-rated windows and building facade treatments) would be required to reduce maximum instantaneous noise levels (<math>L_{max}</math>) to 50 dBA in bedrooms and 55 dBA in other habitable rooms. These treatments include, but are not limited to, sound rated windows and doors, sound rated wall construction, acoustical caulking, insulation, acoustical vents, etc. Large windows and doors should be oriented away from the railroad where possible, and sensitive interior spaces should be located further from the railroad corridor. Projects shall also incorporate setbacks, as great as feasible, from the railroad corridor and construct noise barriers. The specific determination of what treatments are necessary would be conducted on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, would be submitted to the City along with the building plans and approved prior to issuance of a building permit.</p> <p>The City should also explore designation of the at-grade rail crossings as “quiet zones”. Quiet zones could be established so that trains would not be required to sound their warning whistles but would require greater safety controls at the crossings. Wayside horn systems could be installed at the at-grade crossings to confine horn noise only in the immediate vicinity of the crossings.</p> <p>For some downtown residential properties incorporation of project-specific noise reduction treatments will reduce this impact to a less than significant level; however, for many units on properties adjoining the railroad the interior <math>L_{max}</math> noise standards may not be met even with incorporation of feasible and best available methods and, therefore, this impact would be significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>
<p><b>Impact NV-3:</b> Residential uses allowed under the Specific Plan within approximately 50 feet of the UPRR would be subject to vibration from railroad trains that would exceed the FTA impact guidelines. <b>(Significant Impact)</b></p>	<p><b>MM NV-3.1:</b> Residential structures shall be located at least 50 feet from the nearest railroad track unless project specific vibration analyses indicate that vibration levels at the building site and/or the design of the project result in vibration levels of 75 VdB or less. <b>(Less Than Significant Impact with Mitigation)</b></p>

## CHAPTER 8: IMPLEMENTATION AND PLAN FOR INVESTMENT

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact NV-4:</b> Construction activities, even with incorporation of standard measures, could impact noise sensitive receptors in the project area for more than one year. <b>(Significant Impact)</b></p>	<p><b>MM NV-4.1:</b> The following mitigation measures shall be implemented, as conditions of approval, in addition to construction hour limitations in the Morgan Hill Municipal Code, to reduce potential construction related noise impacts to nearby sensitive receptors:</p> <ul style="list-style-type: none"> <li>▪ Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>▪ Locate stationary noise generating equipment (e.g. rock crushers, compressors) as far as possible from adjacent residential receivers.</li> <li>▪ Acoustically shield stationary equipment located near residential receivers with temporary noise barriers or recycled demolition materials.</li> <li>▪ Utilize “quiet” air compressors and other stationery noise sources where technology exists.</li> <li>▪ The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.</li> <li>▪ Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g, bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem.</li> </ul> <p>Implementation of the mitigation and standard measures identified above, would reduce noise generated by construction projects in the Specific Plan project area, however, given the duration of time (greater than one year) that sensitive receptors may be exposed to construction noise, this impact would remain significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>

Significant Impact	Mitigation and Avoidance Measures
<b>Air Quality Impacts</b>	
<p><b>Impact AQ-2:</b> Projected new development through 2015 and 2030 under the proposed project would result in an increase in regional air pollutant emissions of ROG and PM<sub>10</sub> in excess of BAAQMD thresholds and, therefore, would result in significant impacts to regional air quality. <b>(Significant Impact)</b></p>	<p><b>MM AQ-2.1:</b> The Specific Plan shall be amended to require submission of an Air Quality and Transportation Demand Management (AQ-TDM) Plan as part of the Design Permit (Architectural and Site Review) application for review and approval by the Community Development Director. The AQ-TDM Plan will incorporate appropriate measures at appropriate locations as determined through the design permit process, such as the following, to reduce air quality impacts:</p> <ul style="list-style-type: none"> <li>▪ Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.</li> <li>▪ Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities.</li> <li>▪ Allow only natural gas fireplaces. No wood burning devices would be allowed.</li> <li>▪ Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.</li> <li>▪ Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.</li> <li>▪ Provide showers and lockers for employees bicycling or walking to work.</li> <li>▪ Provide transit information kiosks and bicycle parking at commercial facilities.</li> <li>▪ Provide secure and conveniently located bicycle parking and storage for workers and patrons.</li> </ul> <p><b>MM AQ-2.2:</b> Public parking lots constructed or assisted by the City or Redevelopment Agency of Morgan Hill and private residential parking facilities of 50 spaces or more shall include the following amenities:</p> <ul style="list-style-type: none"> <li>▪ Electric vehicle charging facilities.</li> <li>▪ Preferential parking for Low Emission Vehicles (LEVs).</li> </ul> <p>The above measures have the potential to reduce project-related regional emissions by five to ten percent. A reduction of this magnitude would not reduce emissions to below the BAAQMD significance threshold of 80 pounds per day for ROG and PM<sub>10</sub>. Project regional air quality impacts, therefore, would remain significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p>

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact AQ-5:</b> Demolition and construction activities due to redevelopment in the Specific Plan project area, even with incorporation of City of Morgan Hill standard measures, may generate construction-period exhaust and fugitive dust that would temporarily affect local air quality. <b>(Significant Impact)</b></p>	<p><b>MM AQ-5.1:</b> The Bay Area Air Quality Management District (BAAQMD) has prepared a list of feasible demolition and construction dust control measures to reduce construction impacts to a less than significant level. The following construction practices shall be incorporated into dust mitigation plans implemented during demolition and construction phases of proposed development in the Specific Plan project area to reduce dust and exhaust emissions:</p> <ul style="list-style-type: none"> <li>▪ Water active demolition areas to control dust generation during demolition of structures and break up of pavement.</li> <li>▪ Cover all trucks hauling demolition debris from the site.</li> <li>▪ Use dust proof chutes to load debris into trucks whenever feasible.</li> <li>▪ Water all active construction areas at least twice daily.</li> <li>▪ Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.</li> <li>▪ Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.</li> <li>▪ Pave, apply water three times daily, or apply (non toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>▪ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>▪ Limit traffic speeds on unpaved roads to 15 miles per hour.</li> <li>▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>▪ Replant vegetation in disturbed areas as quickly as possible.</li> </ul> <p><b>AM AQ-5.1:</b> The following additional measures recommended by the BAAQMD to reduce engine exhaust emissions:</p> <ul style="list-style-type: none"> <li>▪ Use alternative fueled construction equipment, when feasible.</li> <li>▪ Minimize idling time (five minutes maximum).</li> <li>▪ Maintain properly tuned equipment.</li> <li>▪ Limit the hours of operation of heavy equipment and/or the amount of equipment in use.</li> </ul> <p><b>(Less Than Significant Impact with Mitigation)</b></p>

## Morgan Hill Downtown Specific Plan

Significant Impact	Mitigation and Avoidance Measures
<b>Hazards and Hazardous Materials</b>	
<p><b>Impact HM-1:</b> Soil and/or groundwater in the project area may be contaminated by hazardous materials that could be disturbed, exposed, or released due to development and redevelopment in the project area. <b>(Significant Impact)</b></p>	<p><b>MM HM-1.1:</b> A Phase I Environmental Site Assessment shall be required for all properties proposed for redevelopment with residential uses where previous uses include industrial, commercial or agricultural use. If warranted, a Phase II Environmental Site Assessment shall be prepared which identifies specific remediation measures required to ensure the site is suitable for residential development.</p> <p><b>MM HM-1.2:</b> If remediation activities are required on any parcel within the Specific Plan project area, these activities shall be carried out in accordance with a Remediation Plan prepared to address the findings of the Phase II Environmental Site Assessment. The Remediation Plan shall specify the cleanup levels that will be applied and the anticipated regulatory agency responsible for oversight. Potential impacts associated with the remediation activities, such as air and health impacts associated with excavation activities, transportation impacts from removal or remedial activities, and risk of upset in the event of an accident at the site or during transport of contaminated soil shall also be addressed to ensure no significant impacts from implementation of the Remediation Plan.</p> <p><b>MM HM-1.3:</b> The Central Coast Regional Water Quality Control Board (RWQCB) and County of Santa Clara Department of Environmental Health Local Oversight Program (LOP) are responsible for overseeing cleanup of contaminated soil and water and for overseeing development activities on contaminated sites. In accordance with the Fuel Leak Site Case Closure for Unocal #6169 (Case No. 14-668, SCVWDID No. 09S3E28C03f), the County, RWQCB, and the Community Development Department shall be notified prior to any changes in land use, grading activities, excavation, and installation of water wells on the Unocal 76 station parcel of Block 14. A Clearance Letter from either of these agencies outlining site history and any requirements for cleanup or handling of residual contamination shall be submitted to the Community Development Director prior to the issuance of a site development permit.</p> <p><b>MM HM-1.4:</b> The Central Coast Regional Water Quality Control Board and County of Santa Clara Department of Environmental Health Local Oversight Program are responsible for overseeing cleanup of contaminated soil and water and for overseeing development activities on contaminated sites. Prior to the issuance of a site development permit on Block 20, a Clearance Letter from either of these agencies outlining site history and requirements for cleanup or handling of residual hydrocarbon contamination on the site shall be submitted to the Community Development Director.</p> <p><b>(Less Than Significant with Mitigation)</b></p>

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact BIO-1:</b> Tree removal during the nesting season could impact protected tree-nesting raptors. Any loss of fertile bird eggs, or individual nesting birds, or any activities resulting in nest abandonment during construction, would constitute a significant impact. <b>(Significant Impact)</b></p>	<p style="text-align: center;"><b>Biological Resources</b></p> <p><b>MM BIO-1.1:</b> Removal of trees in the Specific Plan area could be scheduled between September and December (inclusive) to avoid the raptor nesting season and no additional surveys would be required.</p> <p><b>MM BIO-1.2:</b> If removal of the trees on-site would take place between January and August (inclusive), a pre-construction survey for nesting raptors shall be conducted by a qualified ornithologist to identify active nesting raptor nests that may be disturbed during project implementation. Between January and April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys shall be conducted no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist shall, in consultation with the State of California, Department of Fish &amp; Game (CDFG), designate a construction-free buffer zone (typically 250 feet) around the nest until the end of the nesting activity. The applicant shall submit a report indicating the result of the pre-construction survey and any designated buffer zones to the satisfaction of the Community Development Director.</p> <p style="text-align: center;"><b>(Less Than Significant Impact with Mitigation)</b></p>

Significant Impact	Mitigation and Avoidance Measures
<p><b>Impact C-TRANS-1:</b> The proposed project, along with other pending General Plan amendments, would result in significant cumulative impacts to three signalized intersections and one unsignalized intersection. <b>(Significant Cumulative Impacts)</b></p>	<p><b>Cumulative Impacts</b></p>
	<p><b>MM C-TRANS-1.1:</b> <u>Monterey Road/Main Avenue.</u> The combination of cumulative traffic from all of the proposed projects and from implementation of the Project Alternate to narrow Monterey Road to one lane in each direction would cause the intersection to operate at LOS F during the AM and PM peak hours. To mitigate this impact, Main Avenue would need protected east/west phasing with modifications to the eastbound approach (i.e., a left-turn lane and a shared-through right) and widening the westbound approach (i.e., separate left, through, and right lane with an overlap phase). The southbound approach of Monterey Road would also need to be widened (i.e. two southbound left-turn lanes, a through-lane, and a shared through-right lane) and the northbound approach would require a northbound left-turn lane, a through-lane, and a shared through-right lane. The northbound approach would conflict with the potential narrowing of Monterey Road from four to two lanes between Main Avenue and Dunne Avenue.</p> <p>The implementation of this mitigation would require reduced travel lane and sidewalk widths below City standards due to the proximity of existing buildings. At the time the adjacent blocks redevelop with new buildings a lane could be added, however, one of the City’s policies for the Downtown Specific Plan is to create a vibrant downtown destination with pedestrian-friendly amenities including widened sidewalks and roadway widths that do not increase the visual separation between uses or allow for increased vehicle speeds in pedestrian oriented areas. While redevelopment of the corner properties adjacent to the intersection of Main Avenue and Monterey Road conceivably could accommodate the necessary improvements, there is no assurance that the property owners will redevelop or that the City or RDA could acquire and redevelop these properties to meet all of the goals, objectives and design guidelines in the Downtown Specific Plan and, therefore, the impact at this intersection is significant and unavoidable. <b>(Significant Unavoidable Impact)</b></p> <p><b>MM C-TRANS-1.2:</b> <u>Monterey Road/Dunne Avenue.</u> The addition of cumulative traffic and the narrowing of Monterey Road would degrade the intersection operations from LOS D+ to LOS D during the PM peak hour. This intersection requires an eastbound right-turn overlap phase, and a southbound approach with a left-turn lane, through lane and shared through-right lane to operate acceptably (LOS D+ or better) and reduce the project’s contribution to this cumulatively significant impact. These improvements (two southbound through lanes at this intersection) would conflict with narrowing of Monterey Road and the installation of traffic calming and pedestrian improvements evaluated as the project alternate.</p>

Significant Impact	Mitigation and Avoidance Measures
	<p>One of the City's goals for the proposed Downtown Specific Plan is to create a vibrant downtown destination with pedestrian-friendly amenities including widened sidewalks and traffic calming measures. This mitigation is not consistent with the priority of reducing vehicle speeds on Monterey Road and is not proposed by the project. During a future Monterey Road streetscape planning process, the City of Morgan Hill should explore the feasibility and desirability of incorporating this mitigation measure, to retain additional lanes in the block of Monterey Road, between Dunne Avenue and Fifth Street. <b>(Significant Unavoidable Cumulative Impact)</b></p> <p><b>MM C-TRANS-1.3:</b> <u>Main Avenue and Butterfield Boulevard.</u> The addition of cumulative traffic at this location would degrade the intersection operations from LOS C- and LOS D+ to LOS D during the AM and PM peak hours, respectively. This intersection requires a second northbound left-turn to operate acceptably. However, this improvement may require right-of-way from the northwest and southeast corners of the intersection, and physical constraints exist along the east side of Butterfield Boulevard due to the open canal. Overall, the implementation of a second northbound left-turn lane is considered physically feasible and would mitigate this impact to a less than significant level. The City of Morgan Hill will monitor this intersection and implement this measure at such time, based on monitoring of LOS and anticipated traffic from approved developments, that the intersection will degrade below an acceptable level of service. <b>(Less Than Significant Cumulative Impact with Mitigation)</b></p> <p><b>MM C-TRANS-1.4:</b> <u>Dunne Avenue and Del Monte Street.</u> The addition of cumulative traffic at this location would degrade intersection operations from LOS B to LOS E and LOS F during the AM and PM peak hours, respectively. The peak-hour traffic volumes at this intersection would meet the peak-hour signal warrant during the PM peak hour and installation of a traffic signal would mitigate the impact at this intersection and provide LOS C (20.6 seconds of average delay) and LOS C+ (20.8 seconds of average delay) operations during the AM and PM peak hour. The City of Morgan Hill will monitor this intersection and implement this measure at such time, based on monitoring of LOS and anticipated traffic from approved developments, that the intersection will degrade below an acceptable level of service. <b>(Less Than Significant Cumulative Impact with Mitigation)</b></p>

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