

## 2. STREETSCAPES AND PLACEMAKING

The City of Morgan Hill has made many investments in its Downtown and continues to make improvements aimed at making Downtown “the most walkable, bike-friendly, urban, family-oriented, and transit oriented neighborhood in Morgan Hill.” The City’s placemaking strategy meets established goals for the Downtown and creates an inviting, interesting, active, and



*Figure 2-1: Example of an enhanced crosswalk in a walkable, urban, family-oriented environment*

unique place for Morgan Hill residents and visitors. The strategy includes new Downtown park spaces and trails, a variety of public art and placemaking amenities, the undergrounding of overhead wires along the side streets, new street lights, enhanced pedestrian crossings on Monterey Road, Main Avenue, and Dunne Avenue, beautification improvements to the Monterey Road median, and sidewalk repairs.

The first section of this chapter highlights past and current achievements of the Downtown Placemaking Strategy, which includes advancements in the areas of public open space, complete streets, and public art. With these ongoing programs and strategies in mind, the second half of the chapter presents a framework for organizing and locating future streetscape and other public realm improvements within the public right of way of the Downtown’s streets. This framework informed the street section examples provided in Chapter 2.

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### **Downtown Placemaking Strategy**

In 2014, the City Council approved a Downtown Placemaking Strategy, which included funds for art, lights, features, and wayfinding to enhance public spaces. The strategy provided direction for the investment of former Redevelopment Agency bond proceeds in the Downtown area and identified public works parks and utility improvements intended to set a framework to help transform Downtown into an interesting, vital, prosperous, and sustainable destination. These included the construction of the new parking structure and

plaza with a robust art component, undergrounding of electrical lines, upgrades to some sewer and water facilities, and the creation of three parks, and other streetscape improvements, such as in-pavement flashers at crosswalks, new traffic signals at the intersection of Monterey Road and Fourth Street that include pedestrian signals, and improved street lighting at all intersections.

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## Open Space

The Placemaking Strategy includes three new park areas. The first Downtown Creek Park, will be located on the City-owned open space off West Third Street, on the west side of Monterey Road. The second Nob Hill Trail Park, will be located on the hilltop between West Third Street and West Fifth Street at Del Monte Avenue. The third, Railroad Park, will be on the east side of the Monterey Road, utilizing a portion of the parking adjacent to the railroad tracks on Depot Street, at East Third Street, next to the train station. Creation of the park areas on opposite sides of the Downtown reinforces the east-west spine that will inspire the active village envisioned in the Specific Plan and encourage visitors to travel to and through the Downtown when visiting the park spaces. The Downtown parks and trails were designed through a single process that will incorporate multiple elements between these locations. While passive park elements were discussed during the planning process, many active park features have been included that encourage people to visit and move to and around the Downtown.

The “Nob Hill Trail Park” includes a pedestrian trail connecting West Third Street to West Fifth Street at Del Monte Avenue. This planned trail will provide a walking/running path near the Downtown area. A shared-use trail is planned to be included with the proposed Hale Avenue Extension project between Spring Avenue and the intersection of West Main Avenue and Hale Avenue. This project is proposed to be completed by 2017.

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## Pop-Up Park

As part of the Placemaking Strategy, in May 2015 a temporary pop-up park was created on a future development site on



Figure 2-2: Temporary “pop-up park” on Monterey Road near Third Street

Monterey Road near Third Street. (See Figure 2-2.) The temporary “pop-up park” was intended to create a family gathering space and showcase many of the mini-grant art projects. The park was covered in green AstroTurf surrounded by a low wall on which children and adults could make drawings or leave messages in chalk. It included foam construction toys for children to play, as well as several chairs and artistic benches artistically made of former propane tanks. A large mural on the wall of the liquor store building showed the vibrant bicycle spirit of Morgan Hill. A larger-than-life ceramic sculpture of grapes and a bottle of vino on the wall revealed the wine-making heritage of the South Valley. For fun photo ops, the park contained a huge Adirondack chair that make people posing on it seem tiny. A bike hub provided a hydration station and fix-it station.

As the site became ready for development, the Downtown Pop-up Park relocated on June 10, 2016. The new location at the intersection of Second Street and Monterey Road is also a future development site. (See Figure 2-3.) Located one block away from the first Pop-up Park, this new, temporary pop-up park incorporates all the attractions from the first pop-up park, including the propane tank



*Figure 2-3: Relocated “pop-up park” at Second Street and Monterey Road*

benches, tables and chairs, and the giant Adirondack chair, as well as additional amenities. The Pop-up Park is a fun family gathering space, including bike racks, a park area with turf, mature orchard trees in giant planters, evening lighting, a kids’ corner with multiple chalk boards, an urban kids’ library and a donated baby grand piano hand-painted by a local artist. Many of the elements of this temporary park were donated and will be reused in future parks and plazas in Downtown.

## Complete Streets Pilot Project

In response to the community’s request for a less noisy, safer, more bike and pedestrian friendly Downtown, in 2014 the City Council authorized a six-month pilot complete street program for Monterey Road. The consultant, Alta Planning + Design, worked with the City, hosted meetings with the stakeholders and implemented a “tactical urbanism

demonstration” (consisting of a weekend trial of two alternative street configurations) to develop a recommendation on a pilot program to test road narrowing through the Downtown as a traffic calming measure. The Council approved the pilot program in the context of complete streets, without limiting the program to a lane reduction.

From February to August 2015, Monterey Road was narrowed from Main Avenue to Dunne Avenue to one lane in each direction. To re-purpose the number two lane, a buffered bicycle lane was created. (See Figure 2-4.) This change to Monterey Road was implemented to determine whether a lane reduction would:



*Figure 2-4: Monterey Road narrowed to one lane in each direction. The second lane is repurposed as a buffered bicycle lane*

- Improve livability and economic vitality
- Enhance pedestrian environment
- Safely accommodate bicyclists
- Reduce noise and air pollution
- Create an attractive, thriving and vibrant community gathering place
- Foster a safe and inviting experience for all
- Preserve mobility for those accessing businesses, schools, services, transit and other key destinations.

A mid-pilot comparison in May 2015 revealed no safety concerns or hazards resulting from the Complete Street pilot program. All safety performance measures, such as emergency response time, motor vehicle speed, reported safety concerns, and the number of collisions decreased or witnessed little to no change. The average number of bicyclists along Monterey Road increased by 116% during the first half of the pilot. The number of bicyclists under 18 riding through Downtown increased by 16%, and among that group, the number riding their bicycles on the sidewalk decreased by 37%. Between the pre-pilot and the mid-

pilot data collection periods, the volume of motor vehicles on Monterey Road decreased by 14%, while the volume of motor vehicles on Butterfield Boulevard increased by 9%. Parallel routes to Monterey Road also experienced relatively small increases in motor vehicle volumes, most significantly Wright Avenue, but the volumes remain below each roadway's carrying capacity.

On Wednesday, August 5, 2015 a full report was provided to the City Council on the Complete Street Pilot project. Approximately 45 community members and business owners spoke both for and against the pilot configuration. Although the pilot program had shown successful results in making Downtown the most walkable, bike-friendly, urban, family-oriented, and transit oriented neighborhood in Morgan Hill, after significant conversation and deliberation, the City Council decided to return to four lanes on Monterey Road (two lanes in each direction) and expressed interest to return to the issue of potential lane reductions on Monterey Road after the construction of the Hale Road connection has been completed. Furthermore, at this time, the City Council asked Staff to implement further traffic calming measures in the Downtown, including:

- Reduce the width of the travel lane to reduce the driver field of view and reduce speeding;
- Study signal timing at the intersection of Monterey Road and Main Avenue and potential conversion of the outside westbound travel lane to a shared through/right-turn lane and evaluating northbound and southbound left-turn movement operations;
- Add advance yield bars, green pavement markings, rectangular rapid flashing beacons, decorated crosswalks, and other safety enhancements;
- Add bicycle racks and bicycle corrals in Downtown, particularly along Monterey Road and Third Street;
- Explore other improvements to signal timing at key intersections to improve flow of traffic;
- Continue to monitor business health through State Department of Revenue Quarterly Sales Tax Receipt Data;
- Direct staff to continue to pursue funding opportunities, including grants, for the construction of Hale Avenue;

- Direct staff to develop and implement a strategy to increase the State Transportation Improvement Program priority of funding for the widening of Interstate 101;
- Return roadway back to the enhanced four lane configuration; and,
- Other potential measures to help slow down traffic, and allow bikes and pedestrians to co-exist with vehicles in the Downtown.

## Enhanced Crosswalks

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Crosswalks are available at all intersections in the Downtown area and at most intersections in the larger Morgan Hill PDA (See Chapter 2.) The unique pavement design of the crosswalk on Monterey Road at Dunne Avenue acts as a gateway to the Downtown. (See Figure 2-6.)

Crosswalks at the unsignalized intersection of Monterey Road and Third Street are created with brick pavers. (See Figure 2-5.)



*Figure 2-6: Crosswalk with a unique pavement design at Monterey Road and Dunne Avenue*



*Figure 2-5: Crosswalk with brick pavers and in-pavement flashers installed at unsignalized intersections*

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## Public Art

Public Art has played an instrumental role in shaping Morgan Hill. Throughout the community there are unique art pieces and sculptures that are embedded in the City's rich quality of life. From the "Waiting for the Train," "Liberty," and "Story Time" sculptures and murals, along with the "Sister City Treasures" collection, public art has helped define Morgan Hill's sense of place as it celebrates the City's history.

The 2009 Downtown Specific Plan, aimed to make Downtown "a place where residents from all segments of the community can live, work, meet, shop, dine participate in public

celebrations and share in the richness of Morgan Hill's community life." The Downtown Specific Plan recommended the implementation of a Public Art Program to encourage public art throughout the Downtown area.

A Creative Placemaking Symposium was held on September 19, 2014 in which over 200 community residents participated in a conversation regarding the streetscape projects, efforts and strategies to make Downtown a more vibrant destination. Furthermore, a Creative Placemaking Mini Grant Program produced temporary and permanent art projects to enhance Downtown with visual art, landscape, design and other placemaking projects. Twelve art and placemaking projects were approved by the City Council on January 21, 2015 and many of them were installed in 2015.

### Gateway Art Project

The gateway art project in the front of the Community and Cultural Center, a gateway to Downtown, was a collaborative effort between the City of Morgan Hill, the El Toro Cultural and Arts Committee, the Morgan Hill Library, and the Library Culture and Arts Commission. An active community engagement process involved the community and invited feedback early in the process.

The jury selected artist Blessing Hancock from Tucson, Arizona to develop the gateway art project. (See Figure 2-7.) The artist created an illuminated sculpture entitled "Encompass" to serve as an icon for the City and highlight the community's interest in sports, recreation and cycling. The frame is made of painted stainless-steel tubing while the infill is made of painted, recycled or new bicycle wheels.



Figure 2-7: "Encompass" – Gateway art project by artist Blessing Hancock



Figure 2-8: "Tarantula" by Gordon Huether at the City's new parking garage

## Tarantula Sculpture at New Parking Garage

For the City's new parking structure, in 2015 artist Gordon Huether created a sculpture called "Tarantula". (See Figure 2-8.) The annual migration of tarantulas, which are native to this area of Santa Clara County, is celebrated in Morgan Hill at Henry Coe State Park each October with the 'Tarantula Festival'. Huether's installation subverts the tarantula's fearsome presence by reimagining it as an amusing, three-dimensional arachnid crawling up the façade of the Parking Structure's Fourth Street entrance. The installation is composed of hundreds of LED charged vintage automobile headlights for the spider's body and is adjoined by eight vibrantly red powder-coated steel outstretched legs.

## Utility Box Art Project

Utility box art programs have expanded in recent years across many cities in the United States. These programs have enabled cities to use the blank slates that traffic utility boxes offer to increase public art, deter graffiti, and encourage local artists and residents to contribute to the beautification of their cities.

As part of the Placemaking Strategy, the Morgan Hill Economic Development Team initiated a pilot utility box art program in 2016. The City of Morgan Hill currently has over forty traffic utility boxes, with three located within Downtown along Monterey Road between Main Avenue and East Dunne Avenue, and a fourth signalized intersection planned at the intersection of Monterey Road and Fourth Street.

When the Downtown Pop-up Park was relocated from Monterey Road and Third Street to its present location at Monterey Road and Second Street, a local artist was commissioned to paint the traffic utility box on the nearby sidewalk to increase public artwork and beautify the streetscape. The result was an ornate-style cat painting that added a unique art piece to the public art portfolio. The City's LCAC will be advancing the Utility Box Art throughout the Downtown and City with the anticipation for the project to be a multi-year community project.

## Pedestrian Realm Design Areas

The pedestrian realm is the portion of a street where people walk, occupy public space, and interact with adjacent businesses. Particularly in a pedestrian-oriented downtown, different portions of the street and sidewalk serve different functions and need to be designed with those functions in mind. The pedestrian realm falls within the public right-of-way and can be understood as ‘slices’ or sections of a sidewalk, extending from the front property line to the curb and beyond. In keeping with their distinct functions, these pedestrian realm areas may include different elements of street furniture or other amenities. For the purpose of the Pedestrian Realm Improvements Toolkit discussed below, the following areas are distinguished

### Frontage Area

The Frontage Area is the space between the property line and the edge of the Pedestrian Through Area. (See Figure 2-9.) On streets with first floor retail or commercial uses fronting onto the sidewalk, this area may include the display of merchandise, café or other seating provided by adjacent businesses, and shop displays. Another function of the Frontage Area is to accommodate pedestrians’ keeping a “shy distance” from adjacent building façades, and the space needed to enter and exit through building doors. Frontage areas on commercial streets are typically 1 to 3 feet wide with 3 feet being the minimum needed to

accommodate café seating with a small table and two chairs oriented parallel to the building façade. The Downtown Specific Plan design guidelines require barriers if sidewalk dining spaces next to buildings are more than 3 feet wide (DG-Q3.) Along non-commercial,

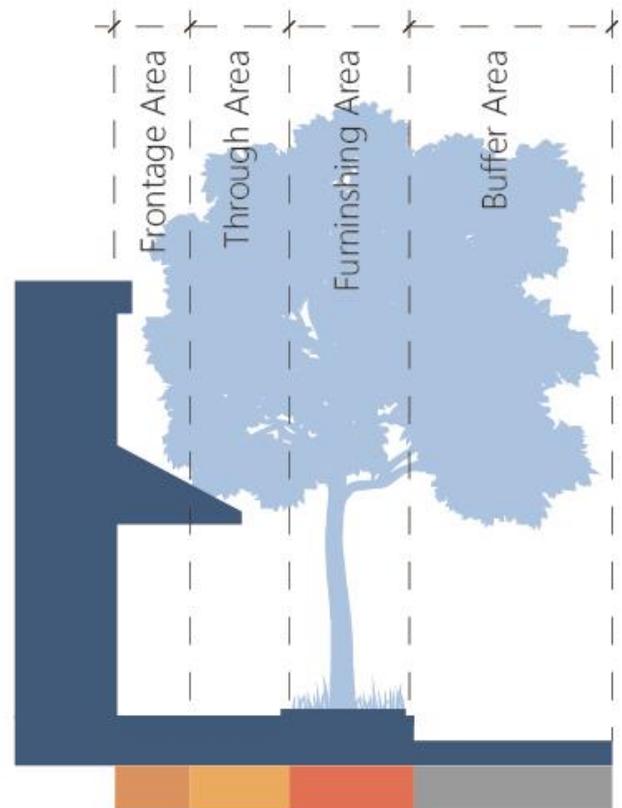


Figure 2-9: Pedestrian realm design areas

residential streets, these frontage functions are typically minimal or occur on adjacent private properties. The latter allows for the edge of the Pedestrian Through Zone (See below) to be located directly adjacent to the property line and, for example, a landscaped front yard or building setback.

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## Pedestrian Through Area

The Pedestrian Through Area (Through Area) is the space designated for pedestrian travel along the street. It is typically 5 or more feet wide, with a minimum width of 4 feet as per the California Building Code's Title 24 requirements for sidewalks in California and the Morgan Hill's Public Works Department preference for 5 feet clear. This space should be clear of obstructions and barriers to insure the necessary space for pedestrian traffic and wheelchair travel. Along streets where pedestrian traffic is heavier, the Through Area will be wider, whereas streets with few pedestrians may have narrower Through Areas down to the minimums discussed above.

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## Furnishing Area

The Furnishing Area is the space near the curb designated for pedestrian realm amenities, which may include street trees and other landscaping, café and other seating, wayfinding signage, and light fixtures, and other potential amenities. The Downtown Specific Plan design guidelines specify that fixtures and street furniture in this area must be between 1 and 3 feet from the face of curb (DG-R1.) For streets with a greater amount of traffic, particularly along major commercial streets, the Furnishing Area amenities will vary more as they accommodate and complement a diverse range of adjacent uses and user needs. Lastly, the Furnishing Area represents a significant opportunity for placemaking along a corridor when coordinated and "branded" appropriately. For example, the use of a carefully selected range of color- and style-coordinated furnishings and signage can create a strong sense of place for a corridor, corridor segment or entire district.

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## Buffer Area

The Buffer Area is the space between the curb and the vehicle travel-way. In the Downtown area, this space is typically used for on-street parking spaces. In some locations, the Buffer Area may include bicycle lanes outside of the parking lane or bicycle lanes protected by the parking lane. While traditionally the Buffer Area is considered a portion of the travel-way, the space within the buffer area occupied by parking, where appropriate, can also

serve as an opportunity for pedestrian realm improvements, such as parklets. (See Figures on Page 2-25.)

## Pedestrian Realm Improvements Toolkit

The goal of this Pedestrian Realm Improvement Toolkit is to produce a memorable and attractive public realm in the Downtown area that provides consistency, complements the surrounding built environment, and encourages connectivity throughout the area. The City may employ different combinations of tools along various corridors in the Downtown area based on their respective street typology to accomplish this goal (See Chapter 2 for street typology examples.)

The following sections are organized by pedestrian realm area (i.e. Frontage, Furnishing and Buffer areas) and each include descriptions for specific improvements applicable within those areas. The descriptions are accompanied by tables that organize the relationship between the toolkit improvements by street typology. In general, many of the Toolkit improvements apply to several street typologies; however, their application and purpose will vary.

### Toolkit for Frontage Area Improvements

The Frontage Area is located within the first three feet or so from the property line or building face. For retail and commercial uses, activities and elements located in this area may include the display of merchandise, seating, shop displays, and potted landscaping. Café Seating is an example of a great tool to utilize within this area. (See Figure 2-10.)

#### Tool: Café Seating

Many restaurants in Downtown Morgan Hill have café seating on the adjacent sidewalks, particularly along Monterey Road. (See Figure 2-11.) The Downtown Specific Plan encourages café seating on Monterey Road and Third Street, and on side streets where restaurants or similar uses are developed.



Figure 2-10: Café seating in frontage area

Café seating, whether located in the Frontage Area or, alternatively, in the Furnishing Areas, is intended to complement the adjacent business and provide additional seating in an outdoor environment. Similarly, café seating promotes pedestrian activity and drives business as it showcases activity otherwise hidden behind storefronts. It is



*Figure 2-11: Example of cafe seating along Monterey Road with seating located in both the Frontage and Furnishing Areas*

critically important to maintain the minimum and desired width dimensions of the adjacent Through Area for pedestrians traveling along and past the seating area.

If space permits, café/restaurant seating should be prioritized to the Furnishing Area (described below) before placing café seating in the Frontage Area. The Downtown Specific Plan design guidelines require barriers if sidewalk dining spaces in the Frontage Area next to buildings are more than 3 feet deep (DG-Q3.)

## Toolkit for Furnishing Area Improvements

The Furnishing Area, located between the Through Area and the curb, presents an ideal opportunity to work in tandem with adjacent buildings or landscaping on private property to spatially frame the pedestrian realm of the sidewalk and create a sense of place and community identity. The City of Morgan Hill has already made many Furnishing Area improvements to beautify Downtown streets, including “chandelier lights” and “twinkle lights” in and between street trees, as well as improvements to help visitors find their way, such as pedestrian wayfinding signage and directional signs to parking facilities. The following are a few tools to take into consideration when making further improvements within the Furnishing Area:

- A. Street Furniture Standards and Palette
- B. Wayfinding Signage
- C. Pedestrian Lighting

## A. : Street Furniture Standards and Palette

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The Downtown area has a variety of already established street furniture palettes that create a unique sense of place along each corridor in Downtown – particularly, Monterey Road, Third Street and Depot Street. Table 2-1 provides descriptions of the street furniture, light fixtures, and other features that are included in the different palettes for each of the streets.

The City may also wish to consider the following additional recommendations to improve visual cohesion and create a stronger Downtown identity.

- **Material Consistency** – Selecting street furniture with a coordinated color and materials scheme increases visual cohesion. Currently, benches throughout the Downtown use stone, wood, and metal in various ways. In order to increase visual cohesion between the two Transit Connector Streets – Third and Depot Streets, in the short term, the stone benches along Depot Street could be retrofitted with wood slats – made of a vandal resistant wood variety. If desired, in the long term, all benches could be replaced with a model that is made of a consistent material that is durable, attractive and can be maintained cost effectively.
- **Maintenance, cost and procurement** – Street furniture selection should consider ease of long-term maintenance and procurement costs. By maintaining a consistent color scheme and paint system across a range of furnishings within the same palette and consistency in the materials that are used, painted surfaces and broken parts can be more easily maintained or replaced. Finally, procuring and deploying a consistent set of street furniture along streets in the same typology category can result in cost savings due to quantity discounts.

**Table 2-1: Street Furniture Palettes**

	<b>Monterey Road</b>	<b>Third Street</b>	<b>Depot Street</b>	<b>Main and Dunne Streets</b>	<b>Other Downtown Streets</b>
<b>Street Type</b>	<b><i>Boulevard</i></b>	<b><i>Transit Connector</i></b>	<b><i>Transit Connector</i></b>	<b><i>Arterial</i></b>	<b><i>Local</i></b>
<b>Benches</b>	Traditional style, architectural bronze color, benches	Concrete blocks; natural, -carved wood benches; modern wood and metal benches	Concrete blocks	None	None
<b>Streetlights</b>	Traditional style, architectural bronze color, single acorn lights	Traditional-style, architectural bronze color, single acorn lights	Traditional-style, architectural bronze color, single acorn lights	Cobra heads	Cobra heads
<b>Trash Receptacles</b>	Circular, traditional-style, grey metal trash receptacles	Circular, modern metal trash receptacles	Square, tan concrete planters	None	None
<b>Planters/ Landscape</b>	Street trees with 1-foot high brick planters	Street trees with tree grates; bioretention planters with drought tolerant landscaping; corrugated metal and wood-framed, planters	Street trees with landscaping buffer	Street trees and intermittent grass buffer	Street trees and intermittent grass buffer
<b>Other</b>	Traditional metal bollards	Wood and metal-capped bollards	Traditional metal bollards		

## B. : Wayfinding Signage

The City has installed vehicular wayfinding signs to identify nearby parking facilities. The City has also installed whimsical wayfinding signs showing directions and distances to local destinations.

**Vehicular wayfinding** - Now that the Third Street parking garage has been completed, providing an additional 271 parking spaces, the City is adding additional directional signs to identify all Downtown parking lots as drivers approach them, as shown at right. (See Figure 2-12.) Rather than directing visitors to the new parking structure as a first choice, the City has chosen to identify

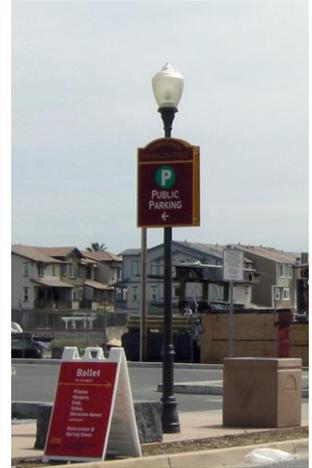


Figure 2-12: Vehicular Wayfinding Sign - Parking

each individual parking facility, large and small, with a consistent type of sign. Thus, visitors can look for parking in the lot that is closest to their destination, and then find their way to other nearby parking facilities if the nearest lot is full.

**Pedestrian wayfinding** – The City, with contribution of creative names for Downtown destinations generated by Morgan Hill’s Youth Action Council (YAC), has designed and installed whimsical pedestrian wayfinding signs as shown in the photo on this page. (See Figure 2-13.)



Figure 2-13: Pedestrian Wayfinding Sign Pole

To help implement a “park once” strategy, the City could consider locating additional pedestrian wayfinding maps outside the entrances of major parking facilities, like the one located within the parking structure. The maps would help visitors and residents locate local businesses in and around the Downtown area, a function that could be further enhanced by providing suggested walking

routes and walking times to key destinations. The indication of walking times, for example: Granada Theater, 3-minute walk, would help visitors to better understand the distances between destinations and potentially entice them to walk to new destinations with the confidence of understanding the time need for walking to it. Existing and proposed parking related vehicular wayfinding signage locations are shown in Figure 2-14.



## C. : Pedestrian Lighting

Morgan Hill upgraded its pedestrian-scale lighting in 2015 to a 10-foot tall, LED, acorn-style light fixture (See Figure 2-16) along streets that fall into the Boulevard, Local and Transit Connector street typologies. The fixtures are spaced at an average of 50 to 75 feet apart. Along Arterials and Local Streets, the City uses 30-foot tall cobra head lights. (See Figure 2-15.)

As an additional measure along Arterial streets, the City could consider replacing existing cobra-head lighting fixtures with fixtures that combine both roadway and pedestrian-scale fixture heads in one fixture. Such fixtures are available in contemporary (See Figure 2-17) and traditional (See Figure 2-18) styles. Dual-headed fixtures may also be appropriate in the larger City-owned off-street parking lots.



Figure 2-16:  
Pedestrian  
acorn-style light  
fixture



Figure 2-15: Roadway  
cobra head light fixture



Figure 2-18: Traditional design  
of a combined roadway and  
pedestrian-scale light fixture



Figure 2-17: Contemporary  
design of a combined roadway  
and pedestrian-scale light  
fixture

Table 2-2 below describes how Furnishing Area improvements can be located along streets in the Downtown street typology categories.

Table 2-2: Furnishing Area Improvements			
Street Typology	 <p><b>Auto Wayfinding</b></p>	 <p><b>Pedestrian Wayfinding</b></p>	 <p><b>Street Lights</b></p>
<i>Arterial</i>	Opportunity to guide vehicular traffic to larger parking areas. Establishes Downtown identity.		Replace cobra-head lights with vehicular and pedestrian-level dual lighting. Encourages walking within and to Downtown.
<i>Transit Connector</i>		Identify transit resources and encourage transit ridership; may provide additional information about walking distances and destinations.	Increases perceptions of safety along key walking routes to and from transit.
<i>Local</i>			Implementation encouraged
<i>Boulevard</i>		Establishes Downtown identity; may identify local landmarks and points of interest.	Use "chandelier" and "twinkle" lights to create a sense of place. Establishes Downtown identity; complements existing businesses.

**Table 2-2: Furnishing Area Improvements**

Street Typology	<p><b>Street Trees</b></p>  <p>Furnishing Area</p>	<p><b>Planters</b></p>  <p>Furnishing Area</p>	<p><b>Benches</b></p>  <p>Furnishing Area</p>	<p><b>Bicycle Parking</b></p>  <p>Furnishing Area</p>
<i>Arterial</i>	Buffers pedestrians from vehicular traffic Increases comfort for those walking to and from surrounding neighborhoods.	Buffers pedestrians from vehicular traffic. Increases comfort for those walking to and from surrounding neighborhoods.	Provides opportunity for pedestrian to rest along walking routes to and from Downtown.	
<i>Transit Connector</i>	Implementation encouraged			Complements transit services with multi-modal consideration. Secure bike parking options are also encouraged.
<i>Local</i>	Implementation encouraged.			Bicycle parking should be provided near eating and drinking establishments.
<i>Boulevard</i>	Establishes Downtown identity. Implementation encouraged.	Establishes Downtown identity; complements existing businesses.	Establishes Downtown identity; complements existing businesses. Where wide enough can accommodate café/restaurant seating.	Encourages business patrons and Downtown visitors to bicycle to Downtown destinations.
<i>Coordinate palettes with other street typologies in Downtown.</i>				

## Toolkit for Buffer Area Improvements

Today, the Buffer Area along streets in Downtown Morgan Hill typically consists of a parking lane used for parallel parking. The parked cars act as a buffer between moving cars and people walking on sidewalks. At Downtown intersections, the City has constructed bulb-outs in the Buffer Area that visually narrow the street, shorten pedestrian crossing distances, and help to calm traffic. In the future, the City could also consider using portions of the Buffer Area used for parking as a more flexible space that complements and improves the adjacent pedestrian realm while freeing up sidewalk space to accommodate higher levels of pedestrian traffic or activities. Suggested strategies and improvements for Buffer Areas include the following:

- A. Planted Bulb-outs at Intersections
- B. Parklets
- C. Temporary Parklets

### A. : Planted Bulb-outs at Intersections

As part of its Placemaking Strategy, the City has installed bulb-outs at Monterey Road intersections. As further improvements to Monterey Road are considered, the City could contemplate further extending bulb-outs at intersections all the way to the edge of the travel lane. Doing so would further enhance the bulb-out's contribution to traffic calming and increase the reduction in pedestrian crossing distances.

Bioretention planters, which the City has already installed in the Buffer Area along the walkway next to the new parking garage, provide a benefit to the environment by filtering pollutants from stormwater runoff in the street and ease the strain on local stormwater infrastructure by slowing down the peak of runoff volumes that flow to the local stormsewer system. The City could also consider installing green infrastructure elements, such as bioretention planters, in retrofitted existing planted bulb-outs or potential new bulb-outs.



*Figure 2-19: Example of planted bulb-out between parking spaces*

The City could furthermore consider installing planted bulb-outs between parking spaces along Local streets (See Figure 2-19.) Not only will this increase the amount of planting in Downtown, it may also serve as a traffic calming measure by narrowing the apparent width of the street. The application of this tool needs to be in balance with the amount of on-street parking needed in the area.

## B. Tool : Parklets

Many cities have begun improving the pedestrian realm along commercial streets by adding pedestrian amenities located on “Parklets”. Parklets provide new and attractive pedestrian amenities on platform-like structures placed in the Buffer Area. Parklets typically occupy the space of one or several on-street parking spaces. Parklets may be temporary (e.g. single-day) or long-term (e.g. year-long) installations that complement adjacent businesses with (additional) café seating, space for bicycle parking, and/or a small-scale, park-like space for the enjoyment of Downtown visitors. Given their flexible nature, they can also serve as opportunities for public art or simply as sidewalk extensions (See Figure 2-20 to Figure 2-22.)



Figure 2-20: Example of bicycle parking with seating parklet



Figure 2-21: Example of sidewalk extension parklet

In general, parklet programs work best when combined with a comprehensive wayfinding and parking management strategy. The City could consider encouraging drivers to use the Fourth Street Garage and

larger surface parking lots to free up some on-street parking spaces for flexible, business supporting uses where these are requested or supported by local business owners.



Figure 2-22: Example of cafe seating parklet

### C. : Temporary Parklets

The City of Morgan Hill has participated in the world-wide movement for "PARK(ing) Day", a single-day festival where local businesses and community members can sponsor temporary parklets to showcase creative opportunities and gain support for a more long-term parklet program.



As part of the Complete Streets Work Program, the City plans to develop policy guidelines for parklets in an effort to streamline the process and encourage parklet development and investment. These parklets are intended to activate the pedestrian pathways, enhance the pedestrian experience and slow down traffic along Monterey Road (See Figure 2-23.)



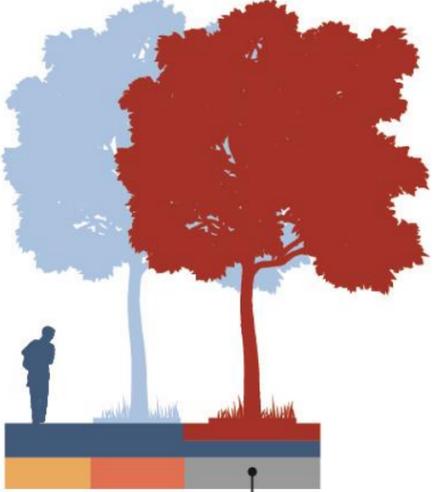
Figure 2-23: Examples of temporary parklets

To advance that initiative, the City may consider the following strategies:

- **Preliminary program pilot period** – some cities have implemented a pilot period for their parklet program and selected a small number of pilot parklet locations to implement new parklets. The implementation of pilot parklets has allowed these cities to identify and correct potential challenges or barriers to an effective implementation of a long-term parklet program.
- **Temporary and long term parklet permits** – some cities allow for varying permit lengths for parklets. For example, an adjacent business may request a single-day permit for a parklet. Later that business may request a permit for a more permanent installation for a summer or year-long permit. In some instances, cities recommend applicants apply for single-day permits first as a type of proof-of-concept, prior to allowing for long-term installations.

Table 2-3 describes how Buffer Area improvements can be located along streets in the Downtown street typology categories.

**Table 2-3: Buffer Area Improvements**

Street Typology	<p><b>Cafe Seating</b></p>  <p>Buffer Area</p>	<p><b>Bicycle Corral</b></p>  <p>Buffer Area</p>	<p><b>Sidewalk Extension</b></p>  <p>Buffer Area</p>	<p><b>Tree Well</b></p>  <p>Buffer Area</p>
<i>Arterial</i>				
<i>Transit Connector</i>		Complements transit amenities and encourages multi-modal travel.	Provides additional through space for pedestrian travel where high-volumes are expected and encouraged.	Provides additional through space for pedestrian travel where high volumes are expected and encouraged.
<i>Local</i>				Visually narrows street and calms vehicular traffic, slowing speeds.
<i>Boulevard</i>	Complements existing businesses and provides additional through space for pedestrian travel.	Provides additional bicycle parking for business patrons and Downtown visitors. Encourages bicycling to Downtown destinations.		