



lighthouse specific plan

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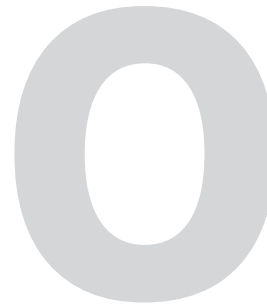
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01 introduction

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Introduction

This document serves as a guide for future development along Lighthouse Avenue and Foam Street, an area identified by the General Plan as a “Mixed-Use Village”, which is a mix of residences, retail shops, and services in close proximity. Mixed-Use Villages are designed to be well served by transit and bicycle routes and have a welcoming pedestrian environment. Based on General Plan housing development assumptions, the Lighthouse Specific Plan area will accommodate up to 113 dwelling units. These units are derived as a portion of the General Plan’s projected 260 units for the Cannery Row/Lighthouse Mixed Use Neighborhoods, as identified in the Regional Housing Needs Assessment (RHNA) prepared by the Association of Bay Area Governments (Period 2008-2014). This Specific Plan assumes that new development will utilize existing water consistent with Monterey Peninsula Water Management District Rules on water transfers between properties. Therefore, based on an analysis of existing water credits within the Planning Area, the assumed buildout potential for the Planning Area is 35,000 square feet of commercial uses and 113 dwelling units. Once this amount of new development is constructed, the City will update the General Plan and the Specific Plan accordingly.

Net Increase in Land Uses

Total Commercial	35,000 SF
Residential Units	113

introduction

THE SPECIFIC PLAN

A Specific Plan is a unique and effective tool for implementing General Plan Goals, Policies, and Programs. General Plan Goals, Policies and Programs that this Specific Plan strives to implement include:

Land Use Goal b. Direct future population growth into mixed use neighborhoods. The City's goal is to create and nurture mixed use neighborhoods that: 1) Reduce automobile trips; 2) Improve the quality of the pedestrian experience; 3) Create walkable neighborhoods; 4) Provide more ownership opportunities; 5) Increase the stock of housing affordable to Monterey's work force; 6) Require high-quality design to complement Monterey's image; and 7) Improve neighborhood-oriented services.

Land Use Policy b.1. Create implementation tools, such as specific plans, to include design concepts, development guidelines and capital improvement programs for mixed use neighborhoods. Emphasize attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks and various public way improvements. The City encourages owner occupied units, innovative site planning and tailoring the design and density to fit with the neighborhood. Mixed use developments are encouraged to be attractive in design, hide parking from the street, share parking, create a pleasant pedestrian environment, and provide a transition into the residential zones through good site planning and design.

Circulation Goal b. Apply land-use planning tools and strategies that support the city's circulation goals and direct growth to areas best served by alternative modes of transportation.

Circulation Policy b.1. Use land-use policies to concentrate development within walking distance of the local transit system to reduce the overall demand for travel and minimize the traffic impacts of development.

Circulation Policy b.3. Encourage mixed-use development to maximize the shared use of on-site parking spaces.

Circulation Policy b.4. Incorporate retail, office, or residential community uses into the design of public parking structures.

Circulation Goal c. Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports the "complete streets" concept of equality of choice among all modes of transportation.

Circulation Goal f. Provide an attractive and convenient transit service for Monterey citizens, especially those in the community who cannot or choose not to own a private automobile.

Circulation Policy g.1. Provide pedestrian-friendly environments in the commercial business districts to extend the time spent in the commercial business districts and enhance the overall shopping experience.

introduction

Circulation Policy g.2. *Prioritize achieving a high level of multi-modal Level of Service (LOS) in commercial business districts and do not allow auto-oriented level-of-service standards to negatively affect the shopping experience in commercial business districts.*

This Specific Plan replaces the Lighthouse Avenue Area Plan with a more comprehensive strategy for the enhancement of this commercial corridor as a mixed-use neighborhood. The Specific Plan provides tools beyond the capabilities of the Area Plan, such as area-specific development standards and design guidelines, and an inventory of existing and proposed improvements to the neighborhood's infrastructure.

The Financing and Implementation chapter provides a cost estimate for proposed public rights-of-way improvements and identifies potential funding sources for such improvements. Funding may include grants, assessment districts, or a combination thereof. This chapter also recommends a strategy for obtaining the necessary funding to meet the project recommendations.

Under California law, local governments can use Specific Plans as tools to plan for needed revitalization and change, both in existing neighborhoods and new development areas. Specific Plans provide greater planning and design guidance than can be included in a General Plan, and they allow local governments the ability to address complex land ownership patterns and infrastructure needs. Specific Plans can jump-start new development in depressed areas, and can ensure that the public gets the quality it desires in any new development.

The planning process for the Lighthouse Area Specific Plan included several community meetings within the Lighthouse/Foam business district as well as the adjacent residential neighborhood. The community meeting participants were led through various exercises to define planning issues, identify opportunities, and solicit input on draft plan concepts. A subcommittee also reviewed and commented on the plan prior to review by the full Planning Commission.

introduction

REGIONAL AND LOCAL SETTING

The Lighthouse Specific Plan Planning Area (“Planning Area”) is surrounded by the Cannery Row business district to the north, the U.S. Army Presidio of Monterey to the east, the New Monterey neighborhood to the south, and the City of Pacific Grove to the west (Figure 1 - Surrounding Land Uses). The Cannery Row area includes a variety of visitor serving uses including major hotels and the Monterey Bay Aquarium. The Presidio of Monterey contains the Defense Language Institute, one of the language schools for the Department of Defense. The New Monterey neighborhood is a large residential neighborhood in the City, including both single and multi family residences. The City of Pacific Grove has a commercial corridor that connects directly onto Lighthouse Avenue.

The Lighthouse corridor serves our local resident populations traveling to and from work, school and home. Residents live in the New Monterey neighborhood, Pebble Beach, Pacific Grove, and Lighthouse/Cannery Row areas. Tourists also pass through the Lighthouse Area to visit Cannery Row, Monterey Bay Aquarium, and City of Pacific Grove.

SPECIFIC PLAN AREA

The Planning Area includes the Lighthouse Avenue and Foam Street corridors, which extend for nine blocks from David Avenue at the Pacific Grove City Limits to the Lighthouse Tunnel, and the connecting side streets (Figure 2 – Planning Area).

The Planning Area divides the New Monterey residential neighborhood from the Cannery Row

mixed use neighborhood, and connects Monterey and Pacific Grove. The Planning Area’s northern boundary is concurrent with the Cannery Row Conservation District’s southern boundary. The Planning Area’s southern boundary is consistent with the southern boundary of the Cannery Row/Lighthouse Avenue mixed use village as shown in General Plan Map 4, which includes the properties that front the south side of Lighthouse Avenue.

The Planning Area contains approximately 150 lots and 100 properties. Lot patterns within the Planning Area vary slightly. Lots with 50 foot frontages and 100 foot depths are the most common, though several lot widths are 100 feet or wider. Properties consisting of multiple lots are also common, and approximately 25 property owners within the Planning Area own more than one property. These land ownership patterns could be beneficial to the overall implementation of the specific plan, provided the property owners are motivated to invest in the neighborhood (Figure 3 – Property Ownership).

The Lighthouse Avenue and Foam Street corridors support an eclectic mix of over 100 businesses, including: furniture stores, restaurants, tattoo shops, book shops, antique stores, personal service businesses, as well as a senior center and park. The Planning Area includes a mix of one, two and three story structures, providing opportunities for residential infill and affordable/work-force housing development. A few successful mixed-use projects have been constructed in recent years that provide affordable and market rate housing. The

introduction

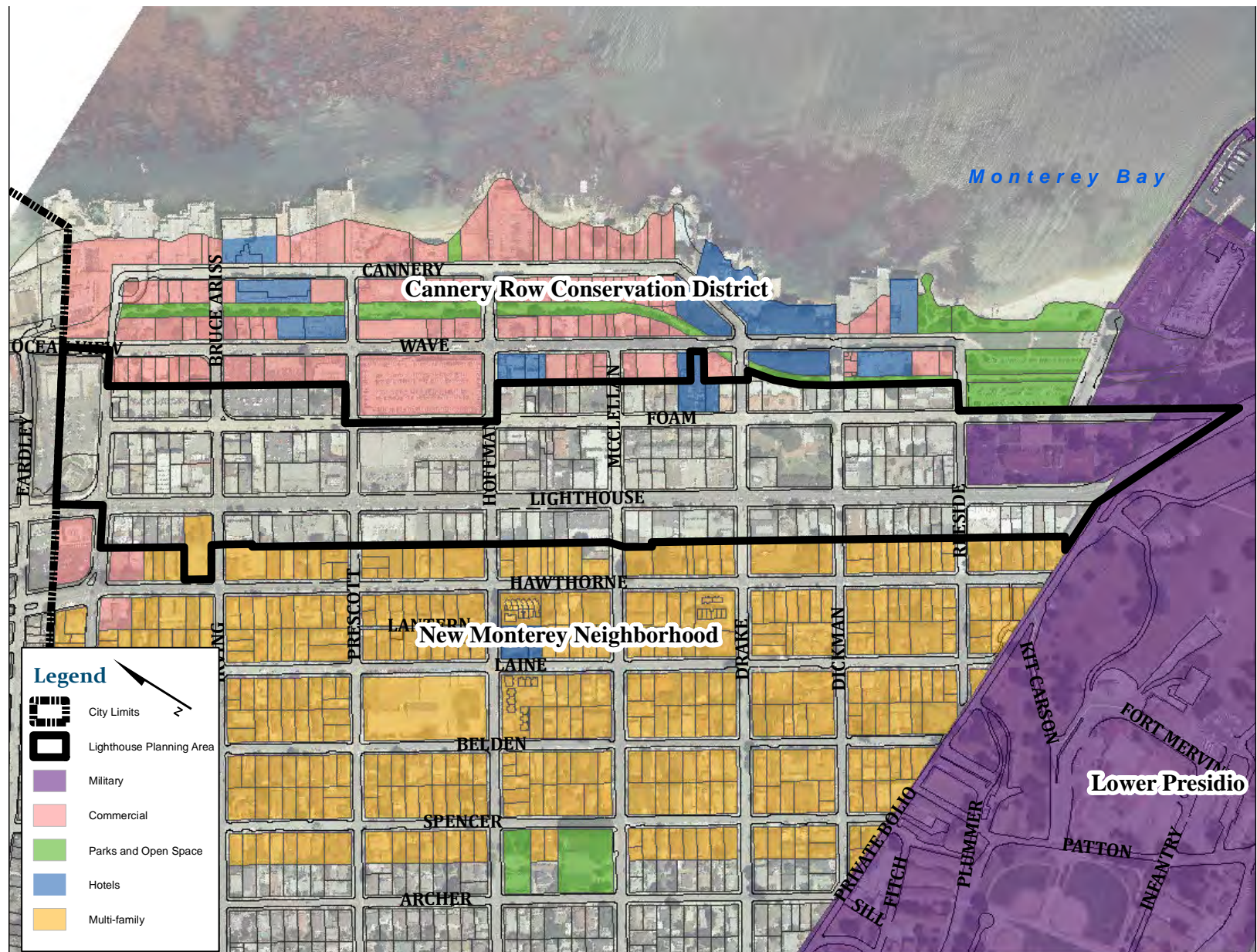


Figure 1: Surrounding Land Uses

introduction

Lighthouse Avenue and Foam Street corridors have a small town-urban setting, but also serve as regional transportation corridors, providing one of two access points to the Peninsula and connecting Pacific Grove to Del Monte Avenue and Downtown Monterey.

REGULATORY SETTING

Similar to a General Plan, the contents of a Specific Plan are regulated by State law. The minimum required contents of a Specific Plan include the following:

- Text and diagrams showing the distribution, location and extent of all land uses, including open space.
- Proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities needed to support the land uses.
- Standards and guidelines for development, and standards for the conservation, development and utilization of natural resources, where applicable.
- Program of implementation measures including regulations, programs, public works projects and financing measures.
- Statement of Specific Plan's relationship to the General Plan.

introduction

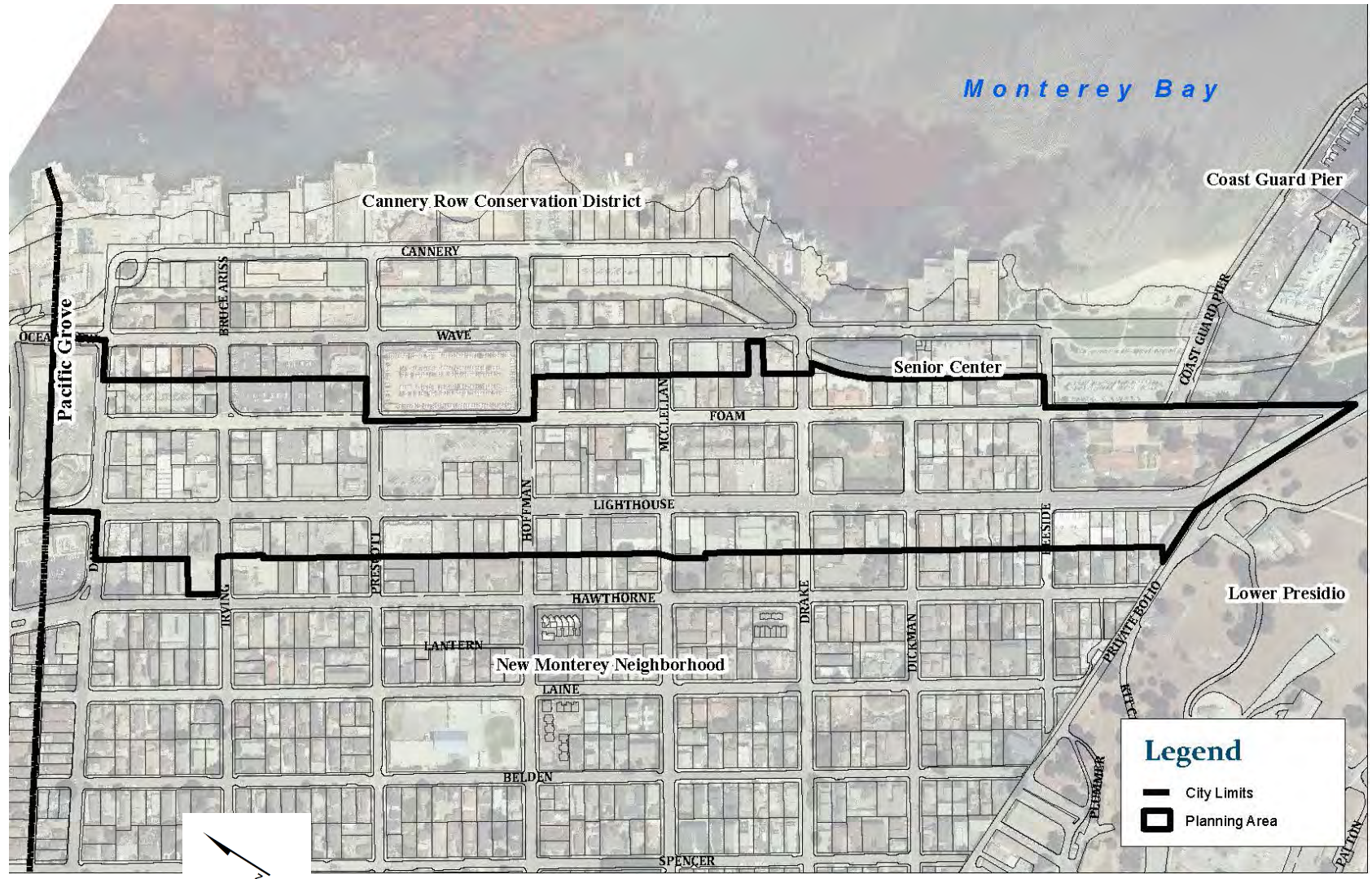


Figure 2: Planning Area

introduction

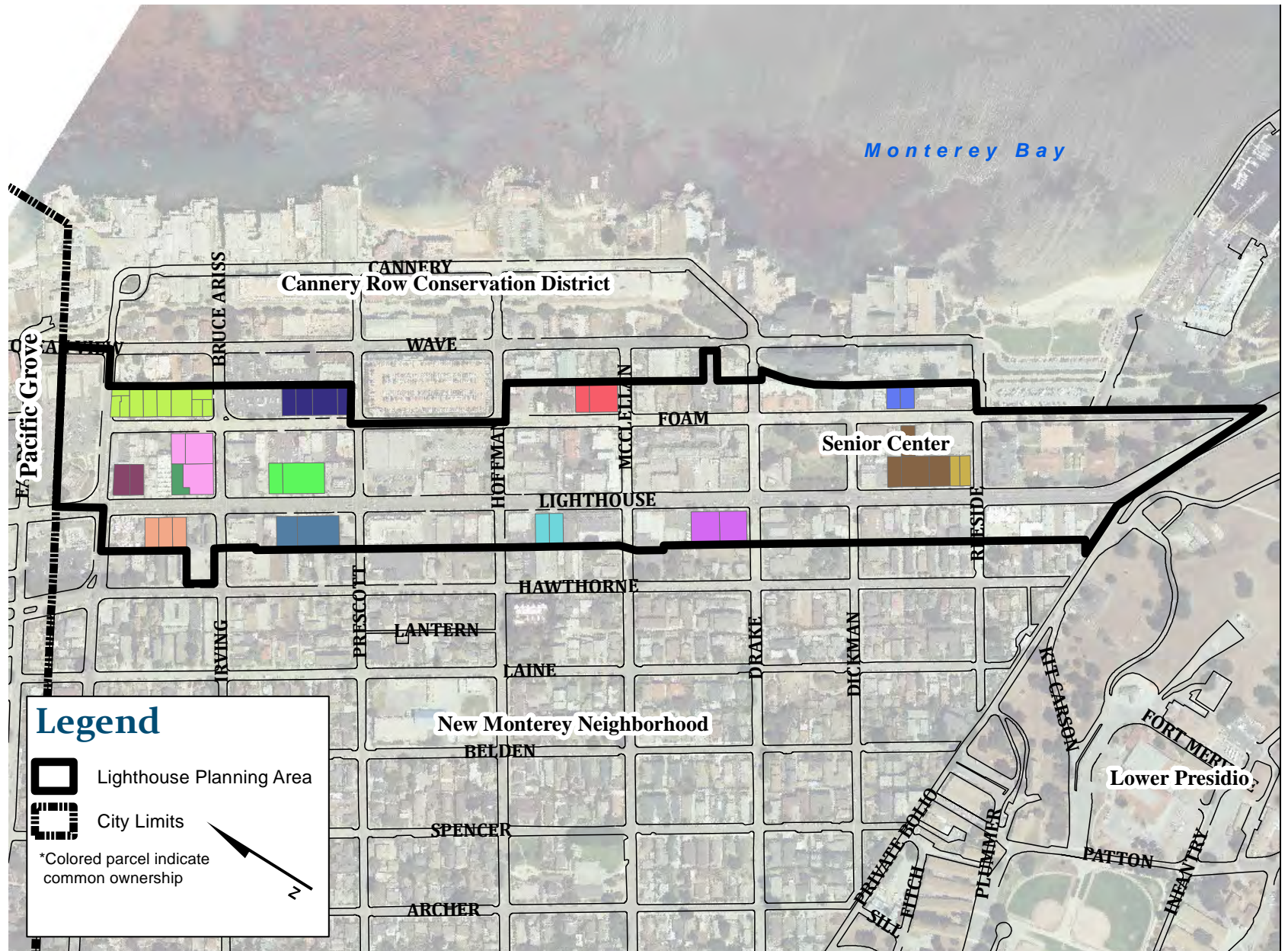
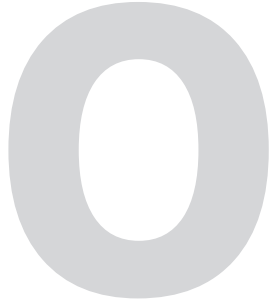


Figure 3: Property Ownership

02 vision & goals

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vision & goals



Vision & Goals

Early in the process of creating a specific plan for the three mixed-use areas of the city, community meetings focused on identifying a specific set of vision and goals for the mixed-use neighborhood. The vision and goals provided the framework for developing objectives, standards and guidelines to meet the vision and goals. A truly successful specific plan will effectively meet the vision and goals as development occurs in each of the mixed-use neighborhoods.

VISION

The vision of the Lighthouse Area Specific Plan is to create a livable community and a revitalized destination point on Lighthouse Avenue and Foam Street for residents and visitors. It will provide guidance for the development of transit-oriented, mixed-use development along the Lighthouse Avenue and Foam Street corridors, as directed by the City of Monterey General Plan goals and policies.

GOALS

During the community meetings, participants brainstormed on a variety of topics to address in the Specific Plan. The ideas that emerged are shown as Goals below, which were also used to guide the solutions generated during the City Transportation and Parking Study charrette process.

Transportation Goals

Goal 1.a. Provide access to multiple transportation options.

- Goal 1.b. Create a street that is attractive to pedestrians and provides transit access, which may require improved sidewalks, crosswalks and other various improvements. A complete street adequately provides for roadway users, including pedestrians, transit riders, and motorists, to the extent appropriate to the function and context of the street
- Goal 1.c. Improve automobile and pedestrian safety along Lighthouse Avenue.
- Goal 1.d. Improve traffic flow on Lighthouse Avenue.
- Goal 1.e. Work with the Army to re-open the Presidio to through traffic.
- Goal 1.f. Identify short-term transportation solutions that are achievable.
- Goal 1.g. Identify long-term transportation solutions that are achievable.
- Goal 1.h. Identify transportation solutions that benefit the relationship between mobility and economic/ business development.

Parking Goals

- Goal 2.a. Define parking policies and standards that are appropriate for mixed use development.
- Goal 2.b. Minimize the visibility of large parking lots from the street.
- Goal 2.c. Ensure that parking is easy and safe.

vision & goals

Business Types Goals

- Goal 3.d. Encourage improved new and existing neighborhood-serving businesses.
- Goal 3.e. Allow temporary uses to locate in vacant spaces.

Housing Goals

- Goal 4.a. Provide housing for a range of incomes
- Goal 4.b. Provide more ownership opportunities.
- Goal 4.c. Increase stock of housing affordable to Monterey's workforce.

Design Goals

- Goal 5.a. Require high quality, attractive design that complements the image of Lighthouse Avenue and Foam Street.
- Goal 5.b. Provide a transition into adjacent residential areas.
- Goal 5.c. Allow for innovative site planning to fit with the mixed use neighborhood.
- Goal 5.d. Encourage sensitivity to residential views from the adjacent uphill New Monterey neighborhood.

03 challenges & opportunities

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challenges & opportunities

Challenges and Opportunities

LAND USES

Lighthouse Avenue is a quaint business district serving the adjoining residential areas and pass-through motorists. The Lighthouse Area Specific Plan encourages the continuation and development of a variety of commercial and residential uses within the planning area. The Specific Plan's proposed Mixed Use designation is consistent with General Plan's "Commercial" land use designation for the planning area and implements the General Plan's goals and policies for directing mixed use development to the Lighthouse/Foam corridor (Figure 4 - General Plan Land Uses).

The Specific Plan allows a wide range of business types, including neighborhood-serving commercial, restaurants, and development containing a mix of uses including business, retail and residential. Specific neighborhood-serving business types include supermarkets/grocery stores, banks, personal services, full-service repair shops, and bakeries. While providing a mix of uses on undeveloped, underdeveloped, and redeveloped sites is preferred, it is not a requirement.

The Specific Plan encourages residential development within mixed-use projects, which is key to establishing a vibrant, and pedestrian rich neighborhood. Presently, the General Plan allows 113 new dwelling units along the Lighthouse/Foam Corridor. Residential development proposals that would add residential units exceeding 113 units would require a General Plan Amendment and associated environmental analysis.

SENSITIVITY TO ADJACENT RESIDENTIAL DWELLINGS

Residential dwellings in the New Monterey Neighborhood require special consideration. Increased development, including multi-story housing within the planning area could result in privacy, view and noise impacts to the adjacent residences. These sensitive residential areas will receive special consideration during site and building design for new development within the planning area (Figure 5).

challenges & opportunities

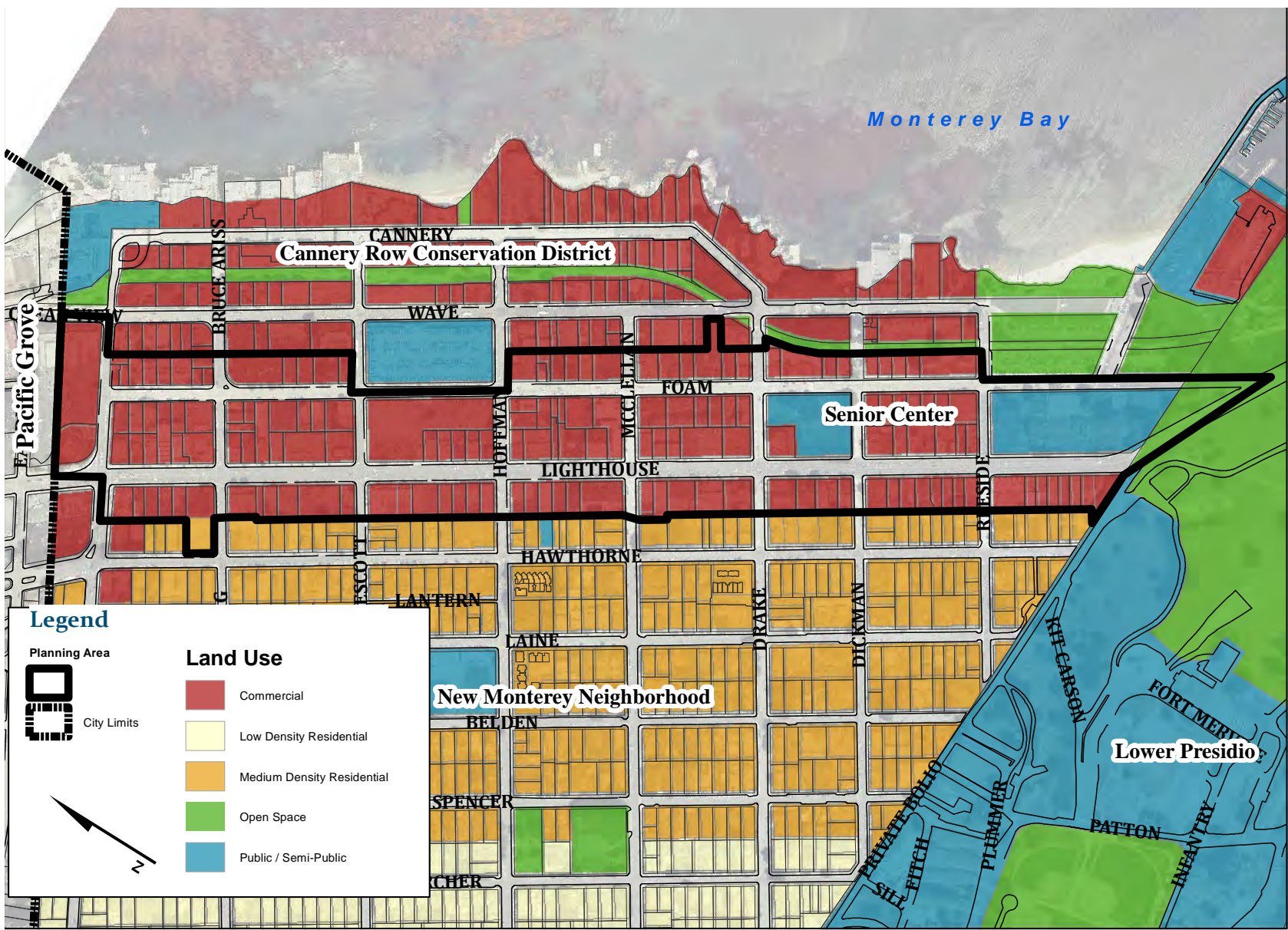


Figure 4: General Plan Land Uses

challenges & opportunities

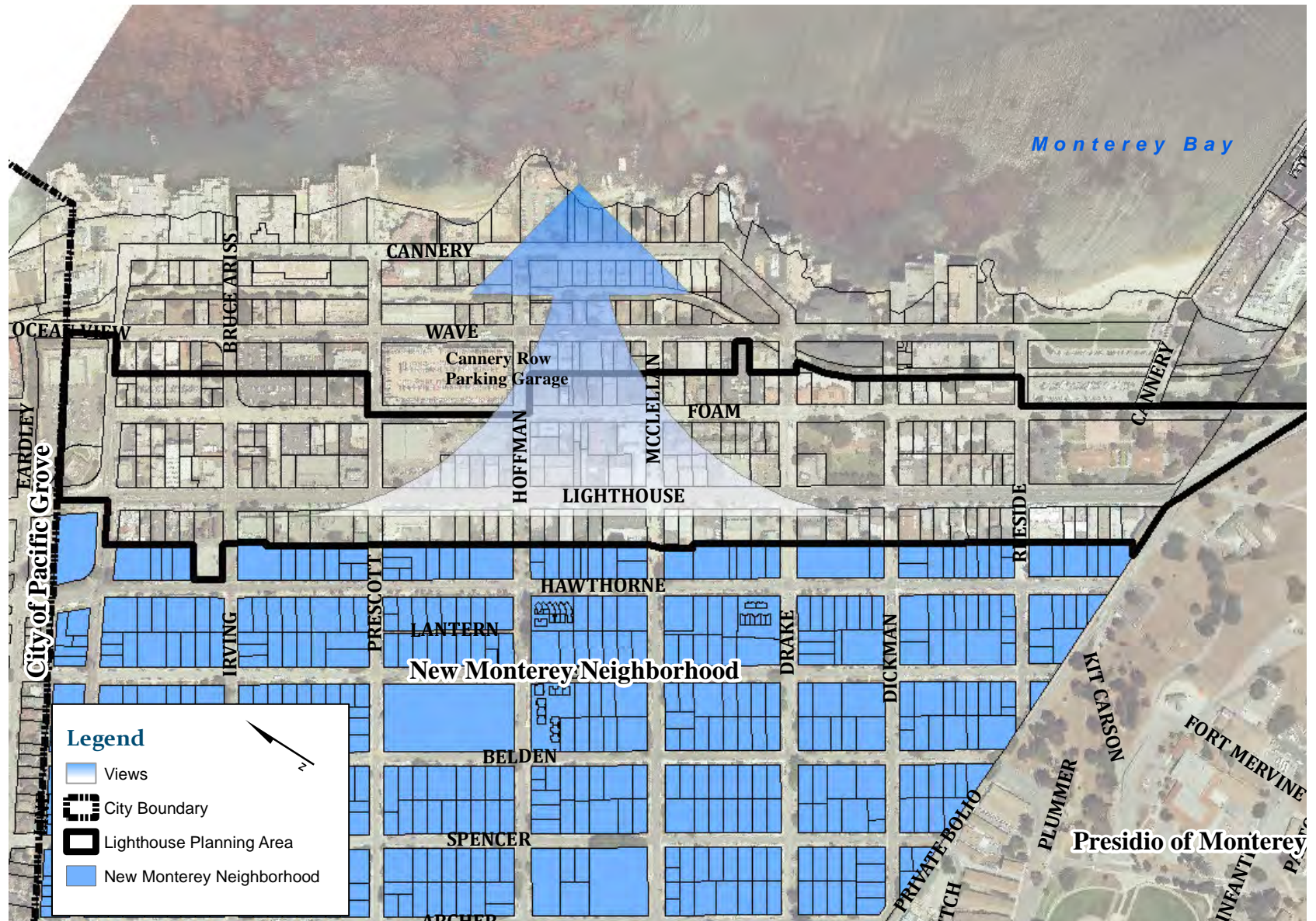


Figure 5: Neighborhood Views

challenges & opportunities

DESIGN CHARACTER

Lighthouse Avenue contains a variety of building styles – Victorian, Classical Revival, Spanish Colonial Revival, Mid-Century/Late Moderne, and Vernacular.

The earliest remaining buildings (361 Lighthouse, 543 Lighthouse and 801 Lighthouse) on the street date from the late 1800s and early 1900s.

The Harry Greene Mansion (361 Lighthouse Avenue) was completed in 1887 and is the oldest building on Lighthouse Avenue. The building was originally a residential home, and in 2014, the building is used for professional offices and retail sale of artwork. The building, constructed in the late Victorian period, is classified as a Byzantine Victorian.



Harry Greene Mansion



Mariposa Hall

Mariposa Hall, constructed in 1891 on Lighthouse Avenue at Irving Avenue served as an important early social center for New Monterey. The Classical Revival building boasted two billiard rooms (one for ladies), a bowling alley, as well as a dance floor on the second story. The building's recreational use was short lived and O.W. Palmer purchased the building in 1904 and converted it to a furniture store, which remained into the 1970s. In 2014, this building is utilized for various offices.

challenges & opportunities

The Bay View Hotel (543 Lighthouse Avenue) was converted to the general use public hospital on the Monterey Peninsula in approximately 1909. In 2014, it is a private residence. The building was constructed in the Colonial revival style.



Bay View Hotel

Lighthouse Avenue contains buildings from the late 1920s – 1950s that can be classified as Spanish Colonial Revival. This style, which elaborated on the Hispanicism of the Mission Revival style, became profoundly popular after its appearance at the Panama-California Exposition held in San Diego in 1915, and is one of the most prevalent architectural styles of twentieth century California. Generally characterized by red tile roofs and white stucco-covered wall surfaces, the style was used for schools, churches, residences, apartment buildings, commercial buildings and government buildings. Within the Lighthouse Avenue area, the residential and commercial buildings of this style are modest in scale and decoration and tend to represent vernacular forms rather than high-style examples of the Spanish Colonial Revival style as illustrated on the following page.

challenges & opportunities

Examples of Vernacular, Spanish Colonial Revival Buildings:



296 Lighthouse (c. 1920)



614 Lighthouse Avenue (1952)



663 Lighthouse Avenue (1928)



611 Lighthouse Avenue (1953)



636 Lighthouse Avenue (1941)



614 Lighthouse Avenue (1952)

Character-defining Features

Common character-defining features of the Spanish Colonial Revival style include:

- Arched or rectangular window openings
- Partial-width porches, often recessed with arched entries
- Stepped or sloped parapets
- Flat or low-pitched gabled roofs
- Stucco cladding
- Clay tile roof cladding
- Clay tile decorative elements, such as vents and entrance hoods
- Asymmetrical façade

challenges & opportunities

The Lighthouse corridor also contains several commercial buildings designed in the Mid-century/Late Moderne period. Examples include:



456 Lighthouse Avenue (1956)



550 Lighthouse Avenue (1950)

Character-defining Features

Common character-defining features of the Mid-century Modern style include:

- One or two-story configuration
- Simple geometric forms
- Expressed post-and-beam construction, in wood or steel
- Flat roof with wide overhanging eaves and cantilevered canopies
- Unadorned wall surfaces
- Exterior panels of wood, stucco, brick or stone
- Flush-mounted metal frame full-height and clerestory windows
- Exterior staircases, decks, patios and balconies
- Little or no exterior decorative detailing
- Expressionistic/Organic subtype: sculptural forms and geometric shapes including butterfly, A-frame, folded plate or barrel vault roofs

challenges & opportunities

Structures constructed during the 1990s and 2000s include:



131 Lighthouse Avenue



675 Lighthouse Avenue



191 Lighthouse Avenue

Character-defining Features

- Buildings at back of sidewalk
- Parking at rear of structure
- Driveway entry at side street
- Simplified roof forms
- Parapets
- Building anchor at corner
- Durable, low-maintenance materials
- Pedestrian-oriented retail spaces
- Private open space
- Third stories set back
- Eclectic architectural drawing upon traditional styles
- Horizontal and vertical building modulation

challenges & opportunities

As illustrated on the previous pages, Lighthouse Avenue has a diverse architectural style. Although each building is architecturally distinct, several buildings contain common design features –buildings are predominately located at back of sidewalk, large first-floor commercial windows, and architectural details consistent with a particular style.

A few street blocks have a consistent architectural rhythm of window openings, size, shape, and spacing of buildings. This pattern is particularly evident in the 500 and 600 blocks of Lighthouse Avenue. Buildings constructed in the 2000s express architectural rhythm as well. Other blocks exhibit no rhythm due to existing parking lots or distinct architectural styles that have developed over time.

This Specific Plan includes development and design standards that will help continue and enhance the diverse character of the streetface. The Specific Plan encourages varied height, mass and lot designs and provides guidelines that serve to integrate the appearance of new buildings into the streetscape and require design solutions to be sensitive to and reduce impacts to adjacent residents.

The streetscape component of the Specific Plan calls for special gateway treatments and various improvements to the rights-of-way (gateway signs, landscaping, sidewalks, light poles, street furniture, etc.) that are tied together by a design theme that will help to create an identity for the Lighthouse area.

NOISE

Lighthouse Avenue carries a large volume of traffic. Special consideration will be needed to reduce noise impacts to future residents. This will involve attenuating noise impacts in future mixed use developments.

DESIGNING FOR SAFETY

Crime Prevention Through Environmental Design (CPTED) strategies rely upon the ability to influence offender decisions that precede criminal acts. The three most common built environment strategies are natural surveillance, natural access control and natural territorial reinforcement. Design guidelines that address each strategy are incorporated throughout this document.

CIRCULATION AND STREETScape

Lighthouse Avenue and Foam Street serve a wide range of users and purposes, including tourist traffic to Cannery Row and the Monterey Bay Aquarium, the Lighthouse Business District, the New Monterey neighborhood, and traffic between Pacific Grove and Downtown Monterey. Figures 6 and 7 show street, bikeway, and transit classifications within the Planning Area.

PEDESTRIAN CIRCULATION

The Lighthouse Avenue sidewalks are 12 feet in width and Foam Street sidewalks are minimum six feet in width, increasing where planter strips are present.

challenges & opportunities

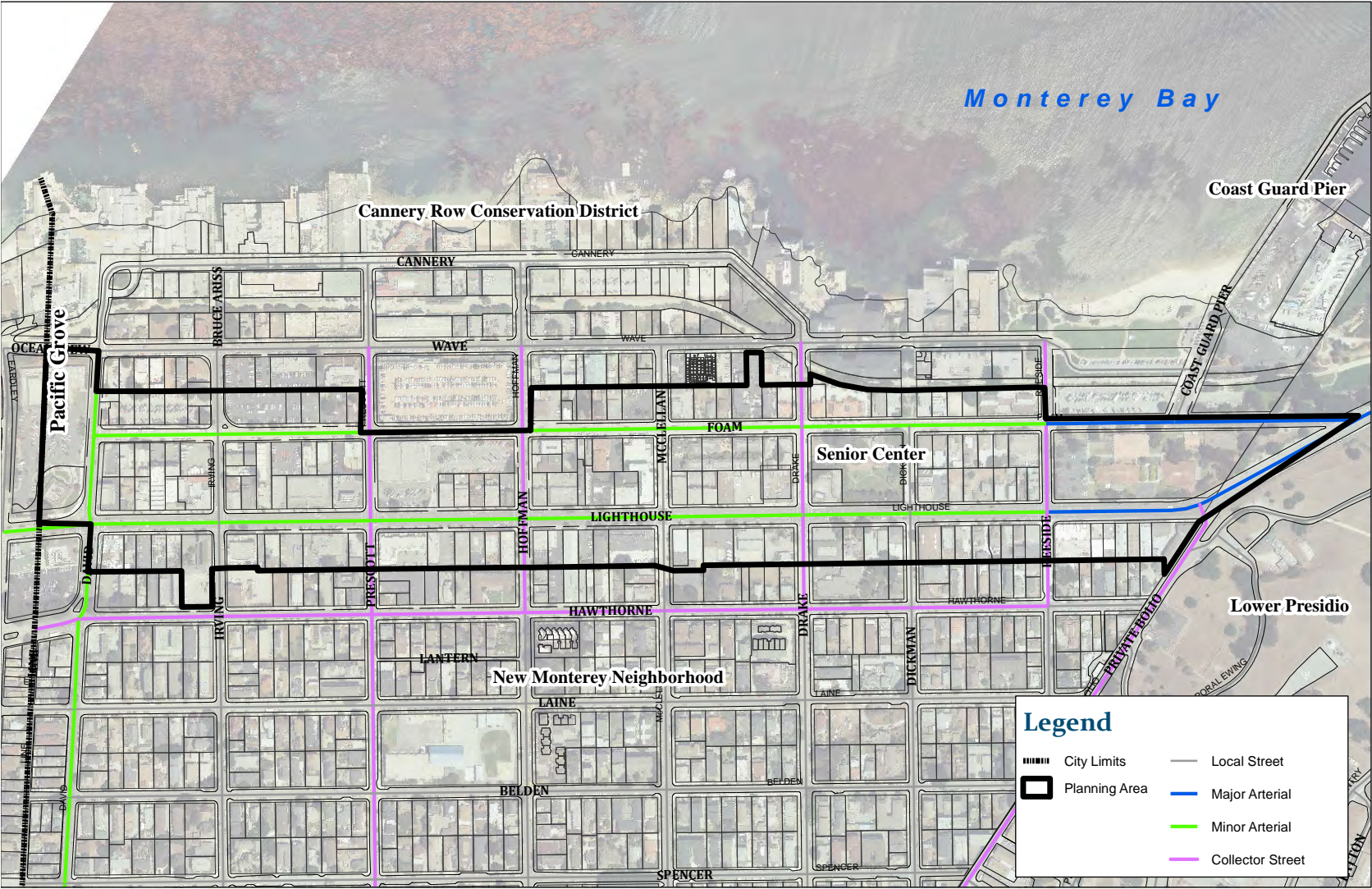


Figure 6: Street Classifications

challenges & opportunities

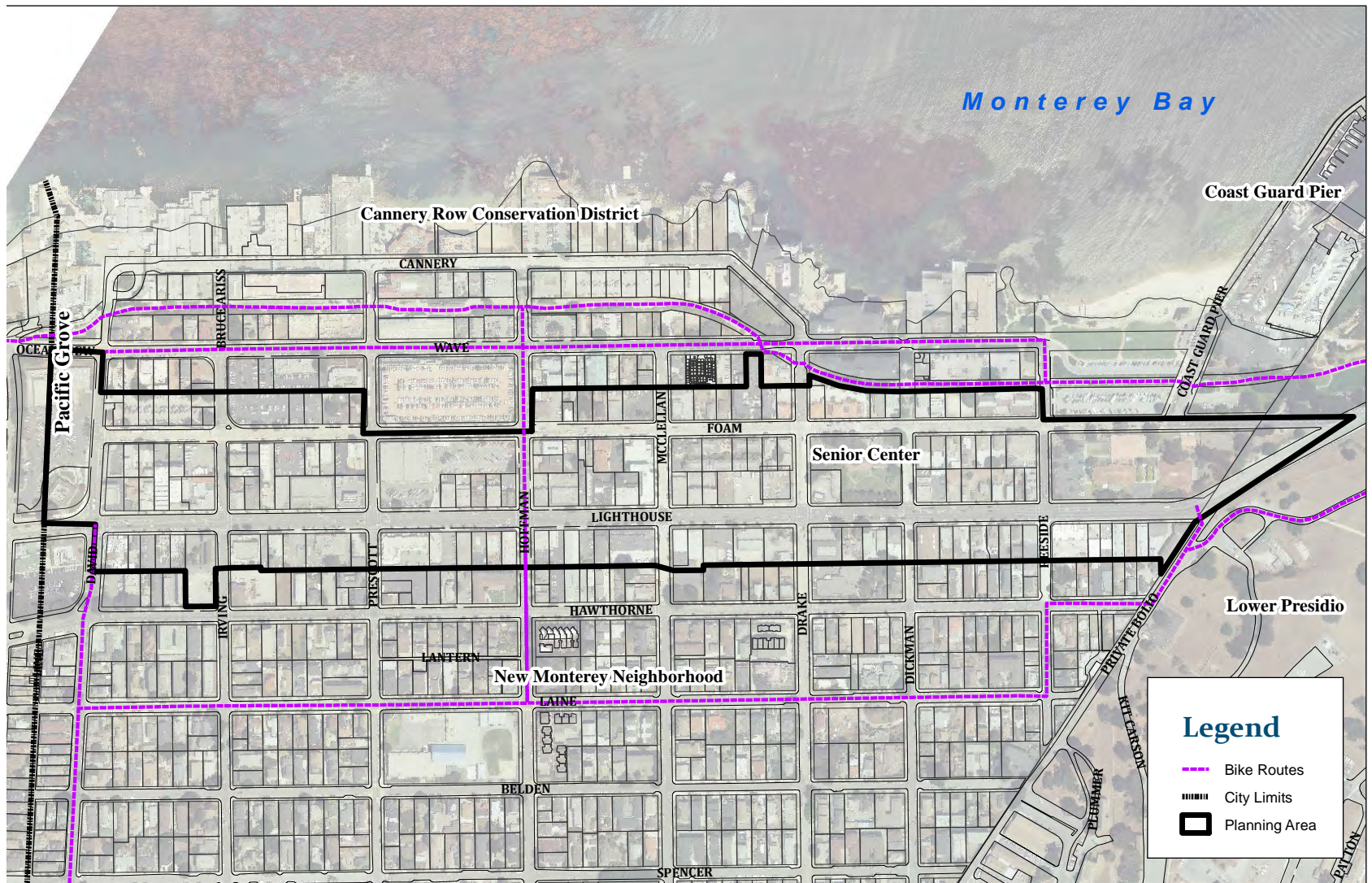


Figure 7: Bike Routes

challenges & opportunities

Sidewalks cross the Planning Area along every cross street and access the New Monterey residential neighborhood to the south and Cannery Row and the recreation trail to the north. Presently, there are various impediments to pedestrians such as driveways, poles, utilities, cracks, slopes and other obstacles.

BICYCLE CIRCULATION

The City's Multi-Modal Mobility Plan (Monterey on the Move) designates the Recreation Trail, Wave Street, and Laine Street as New Monterey's east-west bicycle route connections due to Lighthouse Avenue's narrow lanes and high vehicle volumes. Bicycle amenities (bike racks, lockers, etc.) are needed in the area.

TRANSIT SERVICE

Monterey/Salinas Transit currently provides bus service through the Planning Area. In 2014, the Jazz Bus Rapid Transit (BRT) line was improved and connects the Edgewater Shopping Center in Sand City with Cannery Row via North Fremont Street, through the downtown, along Foam Street to the west City limits. The bus returns along Lighthouse Avenue. A key objective is to improve bus service between the mixed-use areas with a minimum of 15 minute headways. In 2014, Lighthouse Avenue was improved to include new BRT stops and signal triggers. to facilitate the movement of the BRT vehicles in both directions.

The function of Lighthouse Avenue and Foam Street as multi-modal corridors is vital to a regional transportation plan that includes the connection of the BRT line to a

regional transportation system such as bus rapid transit. The regional goal is to connect Downtown Monterey with Castroville via Seaside, Sand City, Marina, and the California State University of Monterey Bay. The regional line would also link to BRT lines between Marina and Salinas as well as to a future intercity rail line from Castroville to San Francisco.

STREETS

Lighthouse Avenue is a four-lane arterial with an 80-foot right-of-way that includes two 10-foot outside lanes (lanes nearest parking), two 11-foot inside lanes (lanes nearest centerline), two seven-foot parallel parking lanes, and 12-foot sidewalks. A typical four-lane street with standard lane widths has 13-foot outside lanes, 12-foot inside lanes, and eight foot parallel curb parking spaces. Its current configuration as a four-lane street with a narrow parallel parking lane and prohibited left turns does not optimize multi-modal travel along the corridor. The narrow travel and parking lanes increase conflicts along the corridor and make travel conditions difficult for bicyclists. Additionally, long signal cycle lengths and prohibited pedestrian crossings in some locations make walking along the corridor challenging. Although traffic safety has improved along the corridor when the City eliminated left turns on Lighthouse Avenue in 2004, it still continues to be a problem during peak periods. Therefore, the specific plan addresses the need for both a pedestrian-oriented shopping environment and a safe functional travel corridor that supports a healthy shopping district.

challenges & opportunities

Foam Street is a two-lane, one-way arterial carrying high traffic volumes from east to west, towards Pacific Grove. Parallel parking is available on both sides.

PARKING

The 2012 Citywide Transportation and Parking Study concluded that within the planning area, there is generally sufficient parking on-site or on Lighthouse Avenue to handle commercial parking demand. Total occupancy counts show that at the busiest period (Saturday at 2:00 PM), only 64% of the area's parking supply was occupied, with on- and off-street spaces showing very similar occupancy rates (65% and 63%, respectively). At this peak hour, 375 on-street and 1,470 off-street spaces were vacant (Figures 8a-c). (Parking Study is available on the City's Website at <http://monterey.org/en-us/Departments/Plans-Public-Works/Planning/Planning-Projects/Citywide-Transportation-Parking-Study> or at the Planning Office)

These utilization rates are below target rates. Target occupancy rates of 85% and 90% are effective industry-standards for analyzing the demand for on- and off-street spaces, respectively. In other words, maintaining 15% and 10% vacancy rates for corresponding on- and off-street stalls help to ensure an "effective parking supply." It is at these standard occupancy levels that roughly one space per block is available, making searching or "cruising" for parking unnecessary, and allowing off-street lots to maintain adequate maneuverability. Utilization rates much below these targets indicate a diminished economic return on

investment in parking facilities.

To date, parking has been built at an average rate of 2.03 stalls per 1,000 GSF of development in the Lighthouse area. This rate appears to have provided surplus parking with availability in both existing on- and off-street facilities, especially given that land uses in the study area only generate parking demand ratios of 1.29 stalls per 1,000 GSF currently and 1.74 stalls per 1,000 GSF in the future. According to this analysis, approximately 793 stalls will be empty and available at the peak hour of utilization (according to future estimates).

General Plan parking policies include the following:

- *Effectively manage parking and transportation before investing in costly roadway and parking expansion projects;*
- *Place parking underground or away from the street to improve the pedestrian experience;*
- *Minimize the amount of land dedicated to parking needs, especially in commercial business districts and along the scenic coastline;*
- *Encourage mixed-use development to maximize the shared use of on-site parking;*
- *Incorporate retail, office or residential community uses into the design of public parking structures.*

The 2012 Citywide Transportation and Parking Study serves as a resource document for the land use plans prepared for North Fremont, Downtown, Lighthouse

challenges & opportunities

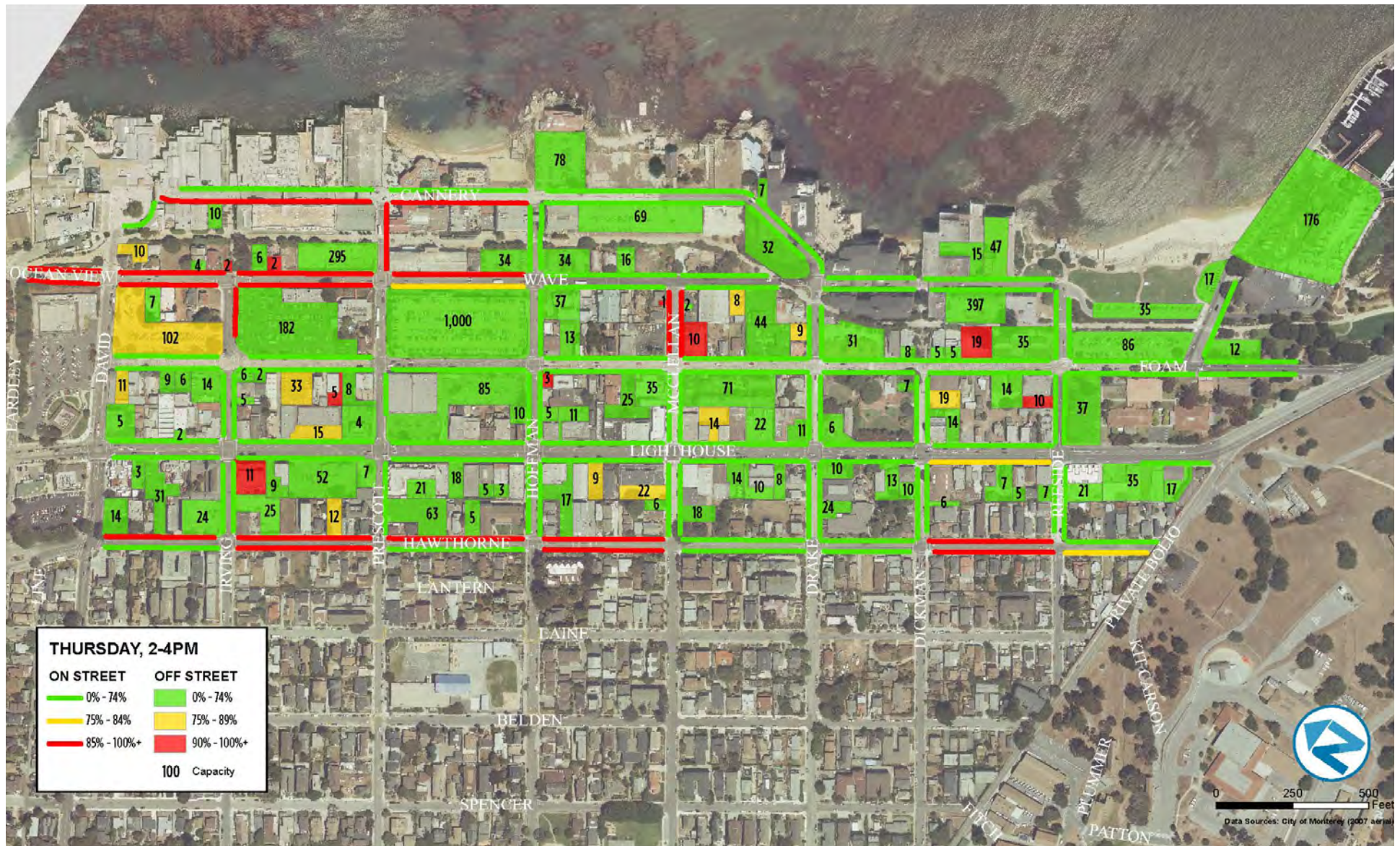


Figure 8a: Parking Survey

challenges & opportunities

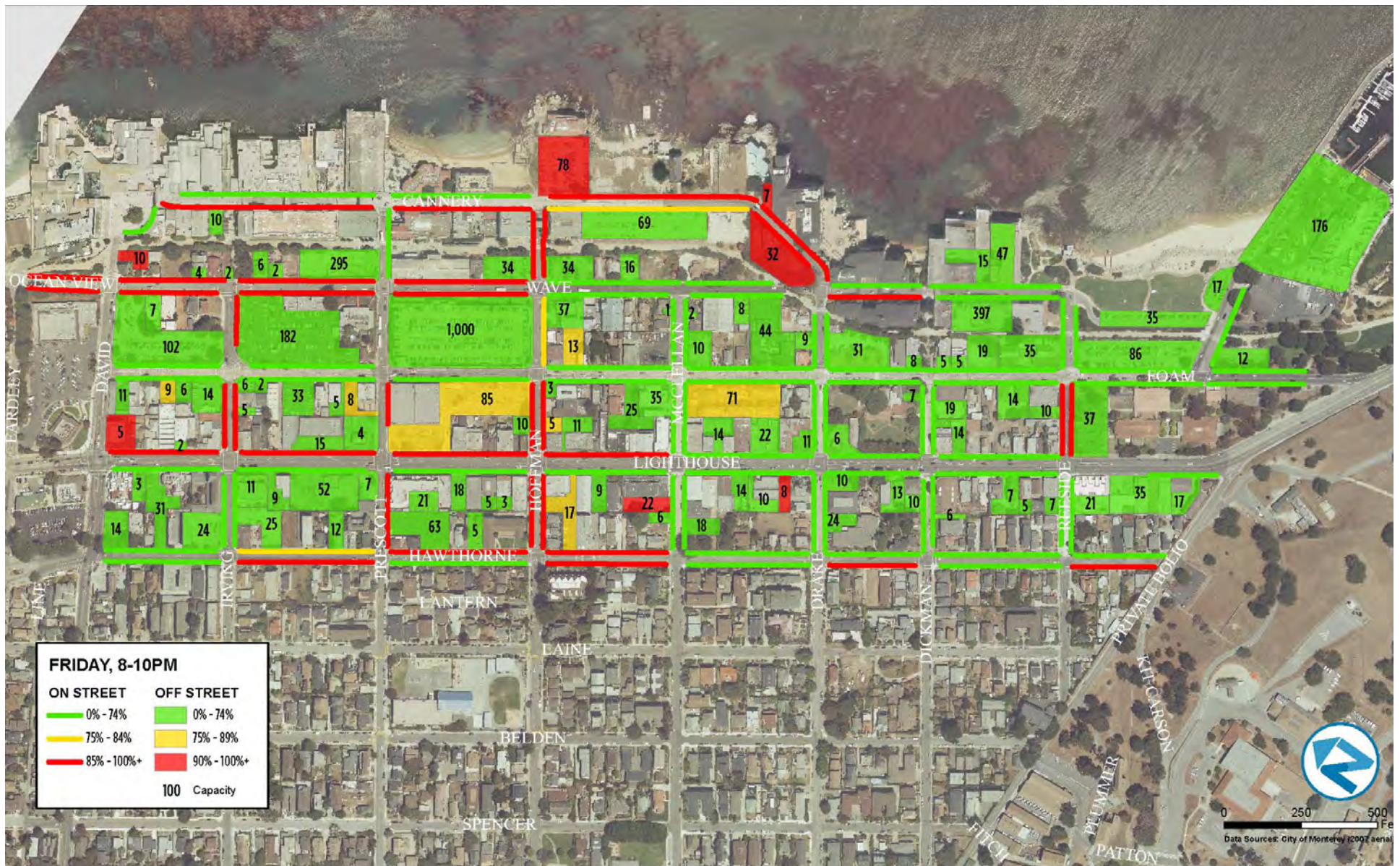


Figure 8b: Parking Survey

SATURDAY, 2-4PM

ON STREET	OFF STREET
0% - 74%	0% - 74%
75% - 84%	75% - 89%
85% - 100%+	90% - 100%+

100 Capacity

0 250 500 Feet

Data Sources: City of Monterey (2007 aerial)

lighthouse specific plan

challenges & opportunities

Avenue/Foam Street, and the Waterfront. The Citywide Transportation and Parking Study evaluated existing and future parking needs based on maximizing access to a variety of transportation modes.

The City should rename the parking garage on Hoffman/Wave to the Cannery Row/Lighthouse Parking Garage to capitalize on this parking resource near the planning area. Pedestrian improvements may also be necessary to improve access.

The Lighthouse Area Specific Plan encourages the shared use of existing parking facilities within the planning area as development occurs and density increases. These facilities will provide both on-site and off-site, shared parking opportunities for all uses within the planning area.

Successful shared parking facilities maximize the use of each parking space by catering to parking demands that occur at opposing times of the day and night. Off-site parking encourages the “park once” mentality, which offers a parking space within a reasonable walking distance to a variety of services. Therefore, the location of these types of parking facilities is key to their successful function.

Should new parking be constructed, the design guidelines encourage structures that take advantage of sloped sites by constructing sub-grade parking and therefore minimizing its visual impacts. The design guidelines require other treatments that minimize visual impacts, such as incorporating landscaping within and at the edges of surface lots, and providing a building

wrap to a parking structure. Locating these facilities away from public view along Lighthouse Avenue is preferred.

PUBLIC UTILITIES

Water, Sewer, and Storm Drain

As the framework for delivering basic utility services, the City's infrastructure plays a key role in supporting the commerce and resources found in the Planning Area. Described below are those utilities that the City directly maintains and improves on an on-going basis to ensure the economic viability and sustainability of Lighthouse Avenue. Other utilities, such as cable, telephone, and the like, do exist in the Planning Area and are maintained by other entities, both public and private.

Sanitary Sewer Collection System

The City maintains the sanitary sewer collection system within its jurisdictional boundaries, including the Planning Area. The existing sewer collection system conveys sewage from sewer point sources within the City, such as homes, businesses, and public facilities, to the regional wastewater treatment plant for treatment and disposal.

Monterey's sewage, including that sewage load generated in the Planning Area, is conveyed through pipelines to the Monterey Regional Water Pollution Control Agency (MRWPCA) sewer treatment plant for treatment and disposal. Per the MRWPCA, sixty percent (60%) of incoming wastewater is highly treated

challenges & opportunities

through their water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. MRWPCA performs secondary treatment of the remaining wastewater, which is then discharged through an ocean outfall two miles into Monterey Bay.

In 1988, the City analyzed the flow capacity of its existing sanitary sewer collection system for planned land use build-out potential. This study determined that there was adequate capacity for additional growth in the study area. The development potential for the City hasn't changed since this analysis, nor will it be changing as a part of this specific plan process. For fiscal year 2014/2015 the City is budgeted to do a flow analysis and capacity study for the Lighthouse, Downtown and North Fremont areas to confirm the 1988 analysis. It is anticipated that the City's sanitary sewer collection system has capacity for the specific plan build-out discussed herein.

Local sewer collection pipelines of various capacities ranging from 6 to 18 inches in diameter exist underground within the Planning Area. Monterey's existing sewer collection system is an aged one, and requires ongoing maintenance, rehabilitation, and replacement. In 2011, the City completed a Sanitary Sewer Utility Fee Study, and concluded that additional funding was necessary to address the backlog of capital repair and replacement needed for this system. In late 2011, local land owners approved by majority vote a rate increase to fund future sanitary sewer improvements. The City is also pursuing Clean Water State Revolving Fund

Program Loan to design and construct the necessary system-wide sewer rehabilitation projects. There are multiple repairs that will occur in the planning area.

The City also manages a citywide Grease Source Control Program. Food service establishments and any other business that discharge fats, oil, and grease or similar material must not cause blockages of their own sanitary sewer lateral or the City's sanitary sewer collection system as a result of discharging these waste substances. Accordingly, applicable business establishments are required to install and use pretreatment to capture fat, oil, and grease before it may cause sewer blockages. The program is applicable in the planning area.

Utility Undergrounding

PG&E funding may be available in the future for Foam Street. The design work for the undergrounding of over-head pole-mounted utilities must be coordinated with other improvements and public agencies to ensure that transformers are placed in locations that are accessible and unobstructed. Therefore, the design of the undergrounding plan may create challenges and opportunities for the location of other streetscape plan elements.

Water

The Planning Area is served by the California-American Water Company (Cal-Am). As of 2014, water availability in the City of Monterey is extremely limited. Water

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use within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.

In October 2009, the State Water Resources Control Board issued a Cease and Desist Order (CDO) alleging that Cal-Am has failed to comply with Condition 2 of Order 95-10 that requires Cal-Am to terminate its unauthorized diversions from the river, that Cal-Am's diversions continue to have adverse effects on the public trust resources of the river and should be reduced, and that the ongoing diversion is a violation of Water Code Section 1052 prohibiting the unauthorized diversion or use of water.

The CDO seeks to compel Cal-Am to reduce the unauthorized diversions by specified amounts each year, starting in water year 2008-09 and continuing through water year 2014. The adopted CDO prohibits Cal-Am from providing new service connections and increasing use at existing service addresses that were not provided a "will serve commitment" (or similar commitment) before October 20, 2009. As of 2012, the CDO action has been stayed by a court order.

The Monterey Peninsula Water Management District (MPWMD) has adopted a water allocation system for its service area, including the City of Monterey. No new connections or expanded uses are allowed in a municipal or county jurisdiction that has exceeded its water use allocation. Annual resolutions by the District confirm allotments for each water year.

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership, though these rules are under strict regulation by MPWMD. An inventory of water usage and availability helped to determine the presence of water credits on a particular site that may be available for an expanded use. The identification of water credits assisted in the identification of opportunity sites that could achieve Specific Plan objectives prior to the identification and delivery of a new water source to the City.

The MRWPCA is working on Recycled Water Augmentation Program (RUWAP). The RUWAP will produce a trunk-line pipeline to deliver up to 300 AF of recycled/treated water to Monterey. The route will be on North Fremont Street from Canyon Del Rey to Airport Road, then along Fairgrounds Road from Airport Road to Hwy 1. This new water source will be restricted to non-potable uses like landscaping.

Cal AM is currently upgrading their delivery infrastructure by replacing broken or deteriorated lines and pipes throughout the Monterey Peninsula.

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Storm Water Collection

The City maintains storm drainage infrastructure - drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls - within Monterey, which includes that portion of the storm water collection system located in the Lighthouse Area Specific Plan area. The existing system collects surface water runoff and conveys it through street inlets, channels, pipelines, and culverts that terminate in the Monterey Bay.

Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior to discharge. Most storm water effluent is eventually discharged to Monterey Bay at multiple outfalls located along Monterey's coast.

Monterey's existing storm water collection system is an aged one. It is in need of repair and rehabilitation. The City has been conducting a conditions assessment of this system and is currently analyzing the results to prioritize those infrastructure locations in great need of repair and/or replacement. Based on this prioritization, the City will develop an engineering and financing plan for its repair.

General Plan Safety Element Policy c.4. requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling storm water at the site where the rain falls reduces the need for costly regional storm drainage improvements, which

are often miles downstream. Building coverage and paved surfaces must be minimized and thoughtfully incorporated within a site's system of natural/vegetated areas, porous pavements, and bioretention basins. Right of Way (ROW) design strategies to minimize runoff by slowing, spreading, sinking, and capturing rain water are known as Low Impact Development (LID) best management practices (BMPs). LID BMPs manage the volume and rate of storm water runoff flowing away from a site and assist in maintaining a more natural hydrologic process in urban watersheds. Depending on their design, they may also provide treatment and/or localized groundwater recharge benefits.

The City should investigate opportunities to use storm water to supplement future water supply. One idea is to divert storm flows to the wastewater treatment plant for water recycling.

Solid Waste and Recycling

The City coordinates, reviews, and implements recycling and waste collection and removal services in Monterey. As such, solid waste is also managed in the Planning Area with scheduled collection and removal services at various frequencies and as demand fluctuates with anticipated levels of service throughout the year.

Solid waste receptacles utilized throughout the study area vary in size and include smaller cans and bins to larger containers, which include dumpsters and compactors. Minimum volumes of solid waste generated

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by any one use are determined by reviewing several factors of that use, such as the operating details and nature of the use, size of a facility, seating capacity, tenant capacity, number of units, and usage frequency. State law requires recycling for projects with 5+ units or a commercial use that generates more than four cubic yards of trash weekly. As of 2015, it is estimated that 90-95% of commercial sites in the City participate in a voluntary recycling program. In 2015, the City is considering mandatory programs for commercial recycling as well as implementing current State Law regarding organics diversion.

Solid waste and recycling collection and removal in the Lighthouse/Foam area is performed by private waste management entities who maintain service contracts with the City and private property owners. Current levels of solid waste collection and removal service in the Planning Area are adequate for the existing uses at this time.

PUBLIC PARKS

Scholze Park is located on Lighthouse Avenue between Drake and Dickman Avenues. The park serves as the entrance into the Monterey Senior Center and provides open space along a busy commercial corridor. The City should consider pursuing park improvements that improve the connection of the park to the public way.

CLIMATE ACTION PLAN IMPLEMENTATION

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities, SB 375, Steinberg, Statutes of 2008) enhances California's

ability to reach its AB 32 goals by promoting good planning with the goal of more sustainable communities and requires that communities coordinate transportation and land use planning for future growth. Specific incentives for projects consistent with this type of coordinated planning effort include exemptions from the California Environmental Quality Act (CEQA) (Source: California Public Resources Code (PRC) Sections 21155.1, 21155.2 and 21159.28).

Projects may qualify for a CEQA exempt status if they qualify as a Transit Priority Project (TPP)

Transit Priority Project

A Transit Priority Project (TPP), is defined by the California Environmental Quality Act (CEQA) Section 21155, and is a project that generally meet the following criteria:

- (1) contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;*
- (2) provides a minimum net density of at least 20 dwelling units per acre; and*
- (3) is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.*

Refer to CEQA Section 21155 for additional requirements and exceptions.

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The City of Monterey developed a Climate Action Plan that outlines strategies for reducing greenhouse gases to meet the requirements of Assembly Bill 32 and that is consistent with Senate Bill 375. Projects will be required to implement these strategies when possible to meet the City's and State's greenhouse reduction goals.

OPPORTUNITY SITES

The Lighthouse Area Specific Plan area includes both vacant and underutilized lots with the capacity to contribute to the City's affordable housing goals. Most of the City's residential districts are built out and provide few opportunities for the construction of new affordable housing. Because the City of Monterey has a limited water supply, most of the City's recent affordable housing development has resulted from the redevelopment of underutilized sites in the commercial neighborhoods where high water uses are replaced with mixed use projects.

Figure 9 identifies those opportunity sites that are most likely to develop, given the Monterey Peninsula's water constraints. These projects will be key in the early implementation of the Lighthouse Area Specific Plan vision. These sites carry the following characteristics that render them ripe for redevelopment: common ownership patterns; underdeveloped sites; and host existing uses with water

The first exercise in identifying opportunity sites was to identify ownership patterns throughout the planning

area. By combining contiguous sites that are under a single ownership to create larger project areas that could share water resources across property lines, a few sites emerge as potentially viable for mixed-use projects that meet the Specific plan vision. By overlaying those properties identified as underdeveloped and hosting existing uses with water, opportunity sites emerge.

Catalyst Sites

The sites that possess all three criteria; that have the water resources, single-ownership status, and development potential that would support immediate or future development are the most likely to redevelop first and are therefore considered to be sites that are the most ripe as catalyst sites. These catalyst sites are shown on Figure 9 and include the following:

- APNs: 001-072-015 & 018 (724 – 740 Lighthouse Avenue). Total area of parcels = 22,130+ SF. All under one family (Gandzjuk) ownership. Parcels include retail, restaurant, and miscellaneous commercial uses.
- APNs: 001-061-009 (686 Lighthouse Avenue). Total area of parcel = 71,800+ SF. Parcel includes CVS Pharmacy and a large parking lot. Opportunity may exist to combine this parcel with the five other parcels on the block to share water resources. However, this effort would necessitate cooperation between multiple property owners. Several of the commercial buildings on the other parcels may have potentially historic facades that may require preservation.

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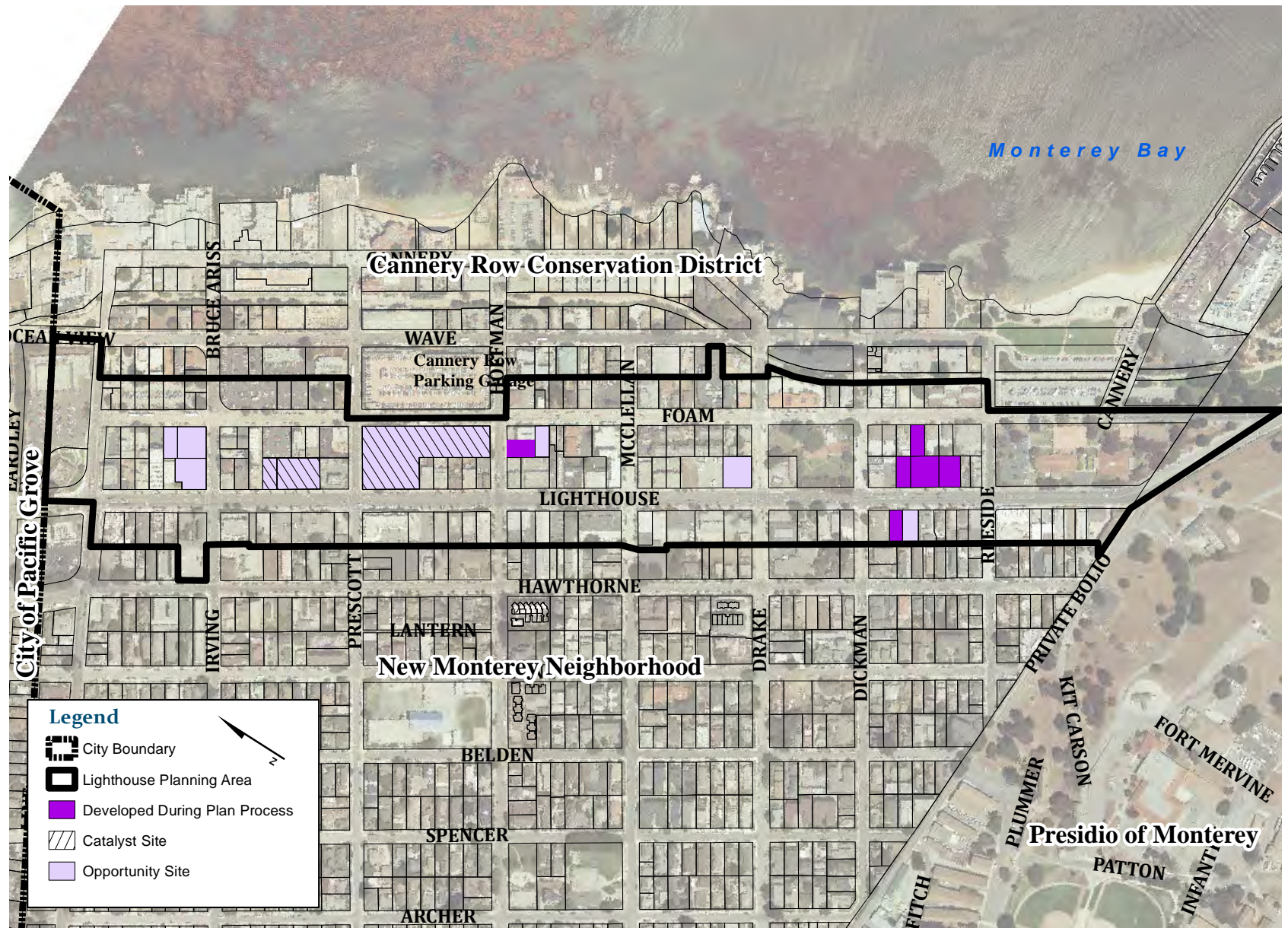
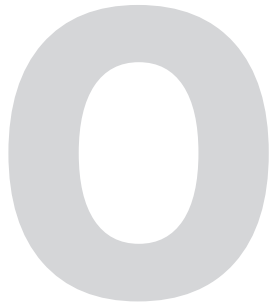


Figure 9: Opportunity Sites

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Land Use Objectives, Standards and Guidelines

The purpose of this section is to provide **objectives**, **standards** and **guidelines** for new development within the Planning Area. While the Specific Plan goals define the Specific Plan vision at varying levels of specificity, the purpose of the land use and development objectives is to provide a measurement for how adequately a project implements the Specific Plan vision and goals. When a project is analyzed for consistency with the Specific Plan, the **objectives** will serve as findings for approval. A citation of how the project meets a specific **guideline** or guidelines could serve as support for the findings.

What is the Difference Between a Standard and a Guideline?

A **standard** is a requirement for all new development. However, a **guideline** suggests how a development might achieve a particular design objective. If a project incorporates features that are inconsistent with a particular guideline, the features may be deemed appropriate if adequate justification is provided that the features achieve the particular objective.

1. Uses

The Vision of the Lighthouse Area Specific Plan is to create a livable community and a revitalized destination point on Lighthouse Avenue and Foam Street for residents and visitors (See section “Vision and Goals”).

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This Vision can be accomplished by hosting a wide range of business types, including neighborhood-serving commercial, restaurants and mixed-use developments comprised of commercial and residential uses. The Lighthouse Area historically has been and will continue to be a mixed use district.

Objectives

- O.1.1. The plan will allow projects that include neighborhood-serving and/or visitor-serving commercial uses or buildings.
- O.1.2. The plan will allow mixed-use projects with residential uses above, commercial uses in the Lighthouse Avenue Character Area. First floor uses are only allowed in existing or previously used residences.
- O.1.3. The plan will allow commercial, mixed use or residential uses on Foam Street.
- O.1.4. Projects with residential densities that exceed 30 dwelling units per acre will be of exceptional design, implement the vision of the Plan and are consistent with the design objectives.
- O.1.5. The plan will allow additional uses if the project temporarily occupies a vacant building.

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The following chart identifies uses that are either permitted or conditionally permitted. Conditionally permitted uses require a public hearing where conditions may be placed on the proposed use or the use can be denied.

Uses	Lighthouse Avenue Character Area	Foam Street Character Area	801 Lighthouse Avenue	321 Foam Street
Amplified Music	C	C	Development on the Hawthorne Street side of this parcel - Refer to Multifamily Residential (R-3) uses in the Zoning Code. All other development standards and guidelines in the Specific Plan apply.	Development on this parcel - Refer to Open Space (O) uses in the Zoning Code. All other development standards and guidelines in the Specific Plan apply.
Assembly – Major	C	C		
Assembly – Minor	C	C		
Food and Beverage Sales - Major	C	C		
Food and Beverage Sales – Minor	P	P		
Outdoor Seating, Uses and Activities ¹	C	C		
Park and Recreation Facilities	P	P		
Parking – Subgrade and At Grade ²	P	P		
Residential – Minor and Major (first floor)	* **	P**		
Residential – Minor and Major (above first floor)	P**	P**		
Retail - Major	C	C		
Retail – Minor	P	P		
Restaurant – Major	C	C		
Restaurant - Minor	P	P		
Service – Major	C	C		
Service - Minor	P	P		
Temporary Uses	C	C		
Utility - Major	C	C		
Utility - Minor	P	P		
Visitor Accommodation Facility	Per City Charter			

¹ Outdoor seating not associated with dining (such as plaza benches) does not require a Use Permit

² Parking in front of buildings is not permitted.

* New residential first floor uses in the Lighthouse Avenue Character Area are prohibited with the exception that existing or previously used residential uses can continue as permitted uses.

** Use Permit required if density exceeds 30 units per acre

P – Permitted C – Conditionally Permitted

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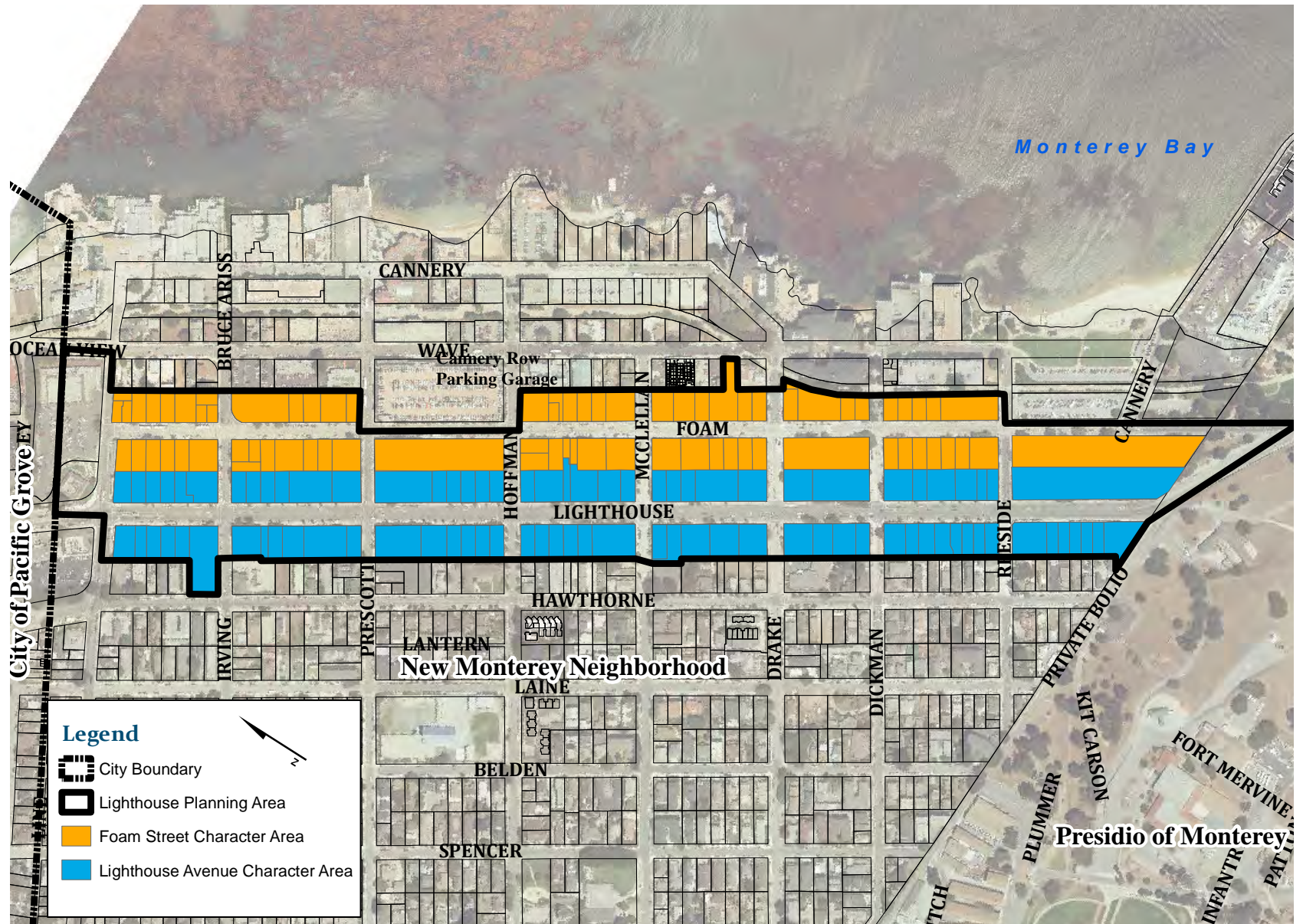


Figure 10: Character Areas

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2. Site Planning

GENERAL

Objectives

- O.2.1. Commercial spaces are oriented for the pedestrian.**
- O.2.2. The design is sensitive to existing neighboring residences in the New Monterey neighborhood in terms of protecting views and privacy.**

Standards

- S.2.1. Locate all building entries at street level.
- S.2.2. Only roof eaves, balconies, and bay windows (not floor area) are allowed to project over property line.
- S.2.3. Development projects shall consider New Monterey residential views. If there are view impacts, the view should be shared between the properties when feasible.

Guidelines

- G.2.1. Buildings should be built along the sidewalk.
- G.2.2. Portions of the building may be set back behind the back of sidewalk for outdoor seating use. A recessed entry at the sidewalk edge is also encouraged. Locating an entire building front behind the established storefront line is discouraged.

- G.2.3. Consider outdoor seating that encroaches into the public right of way upon granting of an encroachment permit. Such permit will require an adequate unencumbered sidewalk width of approximately 7 feet or greater.
- G.2.4. Incorporate display windows or other architectural features along a public right-of-way that provide interest for the pedestrian.
- G.2.5. Multifamily entrances may be set back from the back of sidewalk to accommodate a front yard or landscaped area.
- G.2.6. On side streets, multifamily entrances may be set back to maintain residential character.
- G.2.7. If the project provides an open space area or outdoor seating and is designed as a pedestrian-friendly area, the project can depart from the established setback pattern.
- G.2.8. Provide buffers or building modulation such as landscaping, parking, sidewalks, and open space where necessary to reduce impacts to adjacent properties.
- G.2.9. Locate high activity areas (where people may gather and generate noise) to minimize noise and privacy impacts to existing residences.

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OPEN SPACE

Objective

O.2.3. The project contributes to the walkability of the neighborhood.

Standard

S.2.4. If the project has a residential component, it shall incorporate open space for pedestrians, including visitors, residents and those who work in the district.

Guidelines

G.2.10. Provide open space areas and outdoor seating that enhance the site as a place for pedestrians.

G.2.11. Provide open space that serves as a focal point for the site.

G.2.12. Design open space areas to provide views onto public activity areas, such as sidewalks, streets and plazas.

G.2.13. Design residential units to take advantage of bay, hillside and open space views where feasible.

G.2.14. Design open space areas to provide safe, convenient, and attractive access to the various functions within a site.

G.2.15. Design open space to connect to primary pedestrian circulation routes and contribute to a network of streets, paseos and alleys.

G.2.16. Cluster buildings to create outdoor public space.

G.2.17. Usable open space may be composed of one or more of the following elements:

- A courtyard
- A patio
- A landscaped yard (except fronting Lighthouse Avenue).
- Balconies
- Roof top gardens/decks

G.2.18. Encourage new development to incorporate public artwork and landscaping elements.

G.2.19. Use open space to connect the entrances of two buildings on a site.

G.2.20. Enhance pedestrian and bicycle connections wherever feasible.

G.2.21. Provide direct pedestrian access from a public sidewalk to the majority of individual uses and spaces on a property. Pedestrian connections include the following:

- Sidewalks
- Internal walkways
- Courtyards and plazas
- Paseos through blocks

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G.2.22. Provide safe pedestrian access.

G.2.23. Locate walkways so that key destination points, such as building entries, are clearly visible.

G.2.24. Site an internal walkway in an area that will remain visible from active public spaces.

G.2.25. Define walkways with landscaping, site furniture and pedestrian-scaled lighting.

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TRASH, SERVICE & EQUIPMENT AREAS

Objective

O.2.4. Trash, service areas, and equipment areas are located to decrease impacts on the streetscape appearance and function.

Standard

- S.2.3. Fire sprinkler risers, back flow preventers, trash areas, and other utilities shall be located inside a building or screened from public view.
- S.2.4. Store trash and recycling within an enclosed area consistent with the City's Waste Enclosure Guidelines.
- S.2.5. Screen equipment from view.

Guidelines

- G.2.26. Service areas should be on site and away from public sidewalks when feasible.
- G.2.27. Equipment screening devices may include building parapets, landscape elements, and architectural features.
- G.2.28. Paint rooftop equipment and vents to match the color of the roof.
- G.2.29. Use low-profile mechanical units on rooftops when feasible.
- G.2.30. Locate utility meters out of public view when feasible.

G.2.31. Provide setbacks to telephone poles, traffic lights, utility boxes, street trees, etc.

G.2.32. Trash enclosures made with durable materials that complement the building design of the main structure are encouraged.

PARKING

Objective

- O.2.5. Projects provide adequate parking or obtain a parking adjustment.**
- O.2.6. Projects must comply with American with Disabilities Act parking requirements.**
- O.2.7. Parking facilities are conveniently located and designed to be attractive, compatible additions that have pedestrian-friendly facades, minimize driveway cuts off Lighthouse Avenue, and do not cause negative impacts to adjacent residences.**

Standards

- S.2.6. Parking lots shall be screened from the public right-of-way.
- S.2.7. Parking garages shall have active storefronts, ground floor uses or pedestrian-friendly edge (public art, landscaping, etc.)
- S.2.8. Parking Requirements:
 - Commercial: two spaces per 1,000 GSF

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- Residential: one space per unit
- Parking may be shared between:
 - ~ different uses within a single mixed-use building,
 - ~ residential buildings and an off-site parking facility, provided that the off-site facility is within 500 feet of the building entrance; and
 - ~ non-residential buildings and an off-site parking facility, provided that the off-site facility is within 1,250 feet of the building entrance.
- Off-site shared parking located further than 1,250 feet of the building entrance should be considered at the discretion of staff, so long as there is documentation that reasonable provision has been made to allow off-site parkers to access the principal use (e.g. a shuttle bus, valet parking service, free transit passes, etc.)

S.2.9. New development proposals shall provide a resident and employee parking plan.

S.2.10. Projects may be eligible for a parking adjustment on smaller lots, lots where it is infeasible to construct onsite parking due to lot size or configuration, or where conflicts will arise due to mid-block driveways. Money collected shall be spent in accordance with the Municipal Code. Alternative transportation is supported.

S.2.11. No additional parking is required when the use of an existing building changes and /or intensifies.

Guidelines

G.2.32. Locate a surface lot to the side or rear of the structure.

G.2.33. Minimize visual impact of parking between buildings along a street.

G.2.34. Encourage access from shared driveways or easements when feasible.

G.2.35. Share driveways when feasible to reduce the number of curb cuts.

G.2.36. Minimize air space between buildings.

G.2.37. Locate curb cuts away from intersections to minimize conflicts with pedestrian and traffic movement.

G.2.38. Develop the street elevation of a parking structure with a retail/commercial building wrap on Lighthouse Avenue.

G.2.39. Incorporate one or more of the following into the Lighthouse Avenue elevation of a parking structure:

- Retail/commercial wrap
- Murals or public art
- Decorative architectural features
- Display cases
- Landscaping
- Public amenities (street furnishings)

G.2.40. Design structures or surface lots to minimize light and noise impacts to adjacent

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residences.

G.2.41. Use Crime Prevention Through Environmental (CPTED) standards to maximize safety and crime prevention.

G.2.42. Provide access to rear parking areas through side street access or mid-block driveways, where feasible. Where access from side streets or mid-block driveways is not feasible, minimize driveway entrances off Lighthouse Avenue through the following methods or, other effective means:

- Create a central driveway and tie the front building facade together with an archway that allows clearance for delivery trucks.
- Create a joint use side yard driveway that straddles adjacent properties and that has adequate turnaround area on-site to prevent cars from backing out of driveways.

G.2.43. Screen surface parking lots that are adjacent to public sidewalks with low masonry walls, low fencing, landscaping, or a combination of these. Avoid parking layouts that face parked cars toward the roadway.

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3. Building Design, Mass and Scale

The Vision of the Lighthouse Area Specific Plan is to encourage a variety of building sizes and designs while remaining sensitive to existing adjacent residences.

Objectives

- O.3.1. The project maintains and enhances the diverse architectural integrity of the area.
- O.3.2. The project enhances the area and the overall diversity of the streetface.
- O.3.3. The project reflects the evolving character of the area, while also reflecting its own function and enhancing the area as a place for pedestrians, including visitors, residents and those who work there.
- O.3.4. The project is designed to support the success of the mix of uses proposed.
- O.3.5. The project preserves the privacy of existing neighboring residences through sensitive building design.
- O.3.6. Projects that occur at intersections address both streets.
- O.3.7. The project contributes to a variety of height and mass along the streetface.

- O.3.8. New buildings along Lighthouse Avenue are designed to be compatible in scale and materials with the higher quality small buildings along Lighthouse Avenue.
- O.3.9. The building's rhythm and scale is designed to enhance the pedestrian experience.
- O.3.10. The project qualifies as a Transit Priority Project (TPP) and implements the City's Climate Action Plan.

Standards

- S.3.1. One and two story (25 foot maximum height) buildings are preferred subject to the objectives of this section.
- S.3.2. Three story buildings (35 foot maximum height) may be permitted subject to the objectives of this section and must include the following:
 - The third story of a new three story buildings shall be set back 12 feet from the second story.

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- The project must include public open space in the form of a pedestrian plaza, courtyard or pedestrian refuge
- The project must include public art approved by the City in an area that can be viewed from the street or contribute to a public art project in the area.

S.3.3. Exceptions to numerical limits may be permitted subject to review by the Architectural Review Committee. Allowable exceptions are limited to facilitating ADA access.

Guidelines

- G.3.1. Use simple rectangular forms with flat, gable or hip roofs. Other forms may be used as an accent and should remain subordinate.
- G.3.2. Continue the use of decorative parapets, cornices, roof eaves, and bulkheads to emphasize the front facade appearance of buildings and de-emphasize large, sloping roof areas.
- G.3.3. Roofs should be secondary to the appearance of a building. Avoid steep pitched roof-lines and dormer window protrusions which call attention to the roof area.
- G.3.4. Encourage maximum window transparency at street level while maintaining the alignment of horizontal and vertical building elements.

- G.3.5. Create and maintain an interesting streetface of small structures by changing the style and rhythm along a building frontage
- G.3.6. Address the location and orientation of a building on its site in relation to the mass and scale of the neighboring buildings.
- G.3.7. Orient decks and windows away from the existing private yards and decks and windows of existing residences to preserve privacy.
- G.3.8. Avoid blank sidewalls on buildings by modulating the building facade or with architectural materials and features, landscaping, murals, art and other appropriate methods of treatment.
- G.3.9. Define prominent building corners with a strong building presence such as a doorway, windows or architectural features.
- G.3.10. Enhance block corners with a pedestrian-friendly entrance plaza. This may include human-scaled design features such as benches and planters.
- G.3.11. Achieve a human scale by incorporating one or more of the following:
 - A base, middle and cap into the building design
 - Variation in height at internal lot lines
 - Variation in the plane of the front façade

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- Variation in architectural detailing and materials to emphasize the building module

G.3.12. Vary building, façade, and/or parapet heights to reflect traditional lot width, possibly in conjunction with setting back an upper floor, across the width and the depth of the building, or at the front.

G.3.13. For projects along Lighthouse Avenue, Include small design elements that are in scale with the rest of the small stores along Lighthouse Avenue.

G.3.14. Repeat wall elements, including windows, columns, ornamental trim and architectural features, such that rhythms and patterns result.

G.3.15. Use horizontal elements such as porches, balconies and horizontal coursing to break up the vertical mass of a wall that is visible from the public right of way.



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4. Building Materials and Colors

Lighthouse Avenue has a diverse color scheme. Building colors should appropriately reflect the building architectural style and compliment the setting.

Objectives

- O.4.1. Building materials shall convey a sense of “belonging” in the setting of the District.**
- O.4.2. Building materials shall be durable and low maintenance to avoid maintenance issues.**
- O.4.3. The building color reflects the architectural style of the building.**
- O.4.4. The building colors compliment the district and adjacent buildings.**

Standards

- S.4.1. Use a creative mix of colors to reflect the architectural style.
- S.4.2. Brick and stone shall not be painted but previously painted surfaces may be repainted. Exceptions can be considered for murals/art if alternative mounting alternatives are not available.

Guidelines

- G.4.1. Use building materials with appropriate detailing that reduce the perceived scale of a building.

- G.4.2. Use materials that convey a hand-crafted character.
- G.4.3. Use durable materials that will perform well in the Monterey climate.
- G.4.4. Use high quality materials.
- G.4.5. Large panelized products and extensive featureless surfaces are inappropriate.
- G.4.6. Changes in color, texture and materials can help define human scale and should be incorporated in building designs.
- G.4.7. Awning shape, color, material, and location on the building should be compatible with the building architecture, relate well to the dominant architectural features, and not hide important details or defining building materials.
- G.4.8. Awnings should not impose a new or incompatible shape or style on a building.



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5. Lighting

Lighting is an integral component of successful design and has a significant impact on the feeling and character of an area. Lighting standards and guidelines apply to property lighting visible from the public way within the planning area. They address the design and placement of poles and fixtures, lighting levels, and lighting quality. Lighting plans shall be prepared and submitted for review as part of the project. Lighting plans must indicate all exterior lighting fixture locations, height, type of light source, fixture type and pole type. A photometric study may be required for parking lots.

Objectives

- O.5.1. The lighting continues a consistent character and level of lighting that protects the dark sky.
- O.5.2. The lighting is sensitive to residential uses.
- O.5.3. The project's use of lighting is limited to providing an accent for building entrances; lighting signs; and providing a safe and secure environment for public places.
- O.5.4. The lighting source is energy efficient.
- O.5.5. The project's light does not result in glare and does not spill beyond its subject.
- O.5.6. Lighting establishes a distinct identity for the Planning Area at night and during the day.

O.5.7. Lighting is compatible with historic resources as well as other traditional buildings types, materials and finishes.

O.5.8. Lighting complements retail display and nighttime activity.

O.5.9. Crime Prevention Through Environmental Design (CPTED) Standards have been incorporated where feasible.



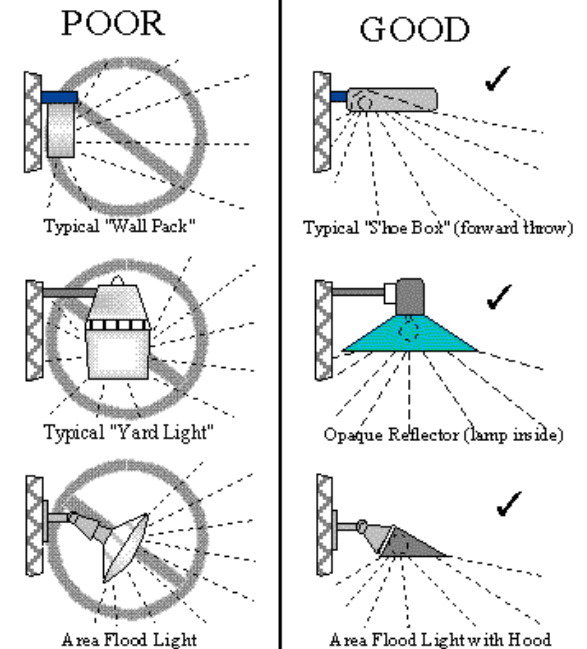
Lighting compliments retail display

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Standards

- S.5.1. Exposed bulbs are prohibited except filament bulbs.
- S.5.2. All lamps shall be directed downward unless highlighting historic buildings, architectural features or landscaping. Lamp shall not be visible from side or from behind fixture when lighting architectural details.
- S.5.3. Outlining roof elements and building with lighting is prohibited.
- S.5.4. Lighting shall be in the range of 2700 to 3500 kelvin temperature except as specified below:
- Architectural Details - 2700K to 4100K. Warmer color temperatures are to be used for lighting larger architectural features while cooler colors are to be limited to small architectural features.
- S.5.5. Lamps shall be fully shielded or directed away from residential areas, neighboring properties and the public right-of way.
- S.5.6. Lighting near mixed-use buildings shall not have direct impact on upper story residential windows.
- S.5.7. Lighting shall provide sufficient light for safety, but shall not generate excessive glare.
- S.5.8. Interior lighting shall be taken into consideration and included in lighting measurements to achieve appropriate lighting levels and color range.
- S.5.9. Maximum pole height: 15 feet

EXAMPLES OF SOME COMMON LIGHTING FIXTURES



land use & development

S.5.10. Projects shall design to and maintain the following maximum light levels and spacing:

- Plazas, Paseos, and Alleys - Spacing to meet average maintained illumination levels up to a maximum 1.0 footcandles.
- Courtyards - Light level: 5 footcandles maximum
- Buildings - Spacing to meet average maintained illumination levels of a minimum 0.5 footcandles and maximum 1.0 footcandles.
- Primary Building Entry - Not to exceed average maintained illumination levels of a maximum 5.0 footcandles
- Architectural Details - Light level: 2-5 footcandles average.
- ATMs - Not to exceed California Financial Code footcandle requirements
- Canopies - Average 10 footcandles maximum
- Parking Lots - Spacing to meet average maintained illumination levels of a maximum of 0.5 footcandles and a 15:1 maximum to minimum uniformity ratio.
- Service Areas - 10 footcandles maximum



Encouraged: Shade devices are consistent with building design

Guidelines

- G.5.1. Shield lamps and individual diodes to prevent glare unless a filament bulb is used.
- G.5.2. Use energy efficient lamps per Permits and Inspections office requirements.
- G.5.3. Avoid “uplighting” of entire building faces.
- G.5.4. Use simple shade devices consistent with the building design to shield lamps.
- G.5.5. Provide a relatively warm light color that complements product displays and supports nighttime outdoor events.
- G.5.6. Exterior lighting should accomplish a generally subdued and uniform lighting pattern with a minimum potential for glare with combinations of multiple indirect lamps as opposed to fewer, more powerful direct lamps.

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Discouraged: Building wall lighting too bright and not well shielded.



Encouraged: Soft lighting of historic buildings with hidden fixtures.

- G.5.7. Lighting in trees in private yards should be at a low level, to remain subordinate to the overall street lighting.
- G.5.8. In general, building walls should not be illuminated (except where the wall surface is part of a sign). An exception is for historic landmarks, with these provisions:
 - Lighting should be indirect, from concealed sources
 - Lighting should not shine up into the sky.
 - A relatively low level of lighting should be used.
- G.5.9. Canopies - Lighting should be recessed and concealed.
- G.5.10. With the exception of building lighting, fixtures should be motion sensing with light reduced to 1/2 of maximum.

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6. Signs

These sign standards guidelines are intended to be applied in addition to the standards set forth in Chapter 31 of the Monterey City Code and the Citywide Sign Guidelines. If any conflict is perceived, the standards and guidelines contained in the Lighthouse Area Specific Plan shall take precedence.

The Citywide Sign Guidelines can be found at:

<http://monterey.org/Portals/1/peec/permitapps/Signs.pdf>

Objectives

- O.6.1. The sign design and scale is integrated into the design fabric of the Planning Area.**
- O.6.2. The visual prominence of the sign is appropriate to allow for the views of buildings, trees, and streetscape.**
- O.6.3. The sign enhances the visual appearance of the Planning Area and does not contribute to sign clutter.**

Standards

- S.6.1. Vehicle-Oriented freestanding signs are prohibited except where a primary building is substantially set back, such as is common with a service station.
- S.6.2. Internally-illuminated signs are prohibited.

Guidelines

- G.6.1. Sign area allowance should be in accordance with the recommended sign area maximums in Commercial zoning districts as outlined in the Citywide Sign Guidelines.
- G.6.2. Exceptions will be granted for unusual historic circumstances (for example, the New Monterey Center sign). Proposed exceptions will be reviewed by the ARC.



New Monterey Center sign

land use & development

7. Landscaping

Objectives

- O.7.1. The project complies with the City's Water Efficient Landscape Ordinance as specified in the City's Municipal Code.
- O.7.2. The landscaping is simple, drought tolerant and easy to maintain.
- O.7.3. The project includes street trees that will not drop leaves or seeds that may become a hazard for pedestrians or cyclists and include an adequate tree grate system that will contain the roots to avoid impacting the pedestrian and bicycle infrastructure.

Standard

- S.7.1. Projects are required to plant street trees at intervals approved by the City.
- S.7.2. Fruiting trees along public walkways are prohibited.

Design Guidelines

- G.7.1. Use a predominance of native and drought tolerant trees and plants.
- G.7.2. Use street tree grates that have the ability to contain root systems so that the sidewalk is not disturbed.
- G.7.3. Fruit trees can be used in landscape designs if pedestrian areas are avoided.



land use & development

Plant List

The following is a preferred plant list for public parks and private property. Sidewalk trees are addressed in Chapter 5. Other tree and plant species will be considered.

Parkland Trees:



Cypressus macrocarpa
Monterey Cypress



Pinus radiata
Monterey Pine



Quercus agrifolia
Coast Live Oak



Sequoia sempervirens
Coast Redwood

Accent Trees:



Prunus x yedoensis
Akebono Cherry



Magnolia x soulangeana
Saucer Magnolia



Crataegus viridis
Winter King Hawthorne



Robinia idahoensis
Idaho Locust



Pinus thunbergii
Japanese Black Pine



Quercus coccinea
Scarlet Oak

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Tall Shrubs and Perennials



alyogyne heugilli
Blue Hibiscus



ceanothus Julia Phelps
Ceanothus



echium candicans
Pride of Madiera



euryops pectinatus
Euryops



romneya coulterii
Matilija Poppy



impatiens olivari
Evergreen Impatien



lavatera maritima bi color
Tree Mallow



phlomis fruticosa
Jerusalem Sage



phormium tenax
New Zealand Flax



viburnum tinus S.B.
Laurustinus



podocarpus gracilior
Yew Pine



polygala dalmaisiana
Sweet Pea Shrub



salvia leucantha
Mexican Sage



tagates lemonii
Bush Marigold



westringia fruticosa
Australian Rose

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Short Shrubs and Perennials



agapanthus orientalis
Lily of the Nile



artemesia Powis Castle
Artemesia



acanthus mollis
Bears Breech



bidens ferulifolia
Bidens



coleonema pulchrum
Breath of Heaven



correa pulchella
Australian Fuchsia



dietes vegeta
Fortnight Lily



erigeron karvinskianus
Santa Barbara Daisy



gaura lindheimeri
Gaura



heuchera maxima
Island Alum Root



lobelia laxifolia
Lobelia



salvia x bees bliss
Salvia

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Vines



bougainvillea
Bougainvillea



hardenbergia violacea
Lilac Vine



jasminum polyanthum
Pink Jasmine



loniceria hildebrandiana
Burmese Honeysuckle



solanum jasminoides
Potato Vine



thunbergia gregorii
Orange Clock Vine



wisteria sinensis
Chinese Wisteria

Ground Covers



ajuga reptans
Carpet Bugle



campanula
Bellflower



ceanothus Carmel creeper
Ceanothus

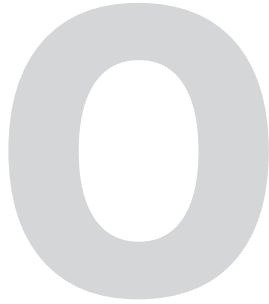


gazania hybrids
Gazania

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05 circulation, parking, & streetscape

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Circulation, Parking and Streetscape

The Circulation, Parking and Streetscape Plan ensures that this evolving mixed-use neighborhood provides a pleasant, safe and convenient circulation network for multiple modes of transportation. Along Lighthouse Avenue, corner bulb-outs will serve to improve pedestrian crossings, vehicle flow, and bus boarding. Gateway features and guide signs with a common theme will further define the character of the mixed-use neighborhood.

Lighthouse Avenue primarily provides commercial uses for the nearby residential community and is a route that tourists can use to access the Monterey Bay Aquarium and Cannery Row businesses. Foam Street, which parallels Lighthouse Avenue, is another primary route across lower New Monterey, serving one-way travel towards Pacific Grove and local traffic to and from the New Monterey neighborhood. These two transportation corridors, Lighthouse Avenue and Foam Street, connect Downtown, to Pacific Grove and points beyond.

Lighthouse Avenue is a four-lane street with a narrow parallel parking lane and prohibited left turns, which does not optimize multi-modal travel along the corridor. The narrow travel and parking lanes increase conflicts along the corridor and make travel conditions difficult. Additionally, long vehicle signal cycle lengths make walking along the corridor frustrating. Congestion in the neighborhood increased in 2001 when the Army closed vehicle access through the Presidio. Although traffic congestion has improved along the corridor when the City eliminated left turns on Lighthouse Avenue in

circulation, parking, & streetscape

2004, it continues to occur during peak periods. The City continues to work with the Army on restoring vehicle access through the Presidio.

Multiple alternative transportation solutions for Lighthouse Avenue and Foam Street have been identified and studied:

- 4-3 Conversion
- Counter Clockwise Couplet
- Clockwise Couplet
- Modified Existing
- Modified Existing (with narrowed sidewalks)

This plan proposes the Modified Existing which includes the four existing lanes (two in each direction) and “pedestrian” bulb-outs. The bulb-outs will improve ADA access and reduce the crossing distance for pedestrians at intersections, creating safer pedestrian crossings.

This alternative maintains two-way circulation consistent with the City General Plan Policy c.12:

Maintain two-way traffic on Lighthouse Avenue to enhance the pedestrian experience and business environment and improve traffic safety.

The City should amend the Citywide Transportation and Parking Study when the Holman Highway and Highway 1 Roundabout improvements are completed. This study should consider the various circulation alternatives to determine if another circulation option

circulation, parking, & streetscape

should be pursued in the long term.

OBJECTIVES

The following circulation and parking objectives for the Lighthouse/Foam Specific Plan were defined during the public workshops for the Specific Plan as well as the Citywide Transportation and Parking Study charrette process.

- Provide access to multiple transportation options.
- Work with MST to improve bus service to reduce auto trips and provide a bus line that picks up and drops off in the New Monterey neighborhood.
- Create attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks and various improvements.
- Reduce auto trips.
- Create walkable neighborhoods.
- Create a pedestrian-friendly, neighborhood-serving district.
- Improve parking policies and design.
- Continue parking policies appropriate for mixed use development.
- Improve bicycle parking.
- Hide parking from the street.
- Optimize land dedicated to parking.
- Ensure that parking is easy and safe.

- Encourage energy efficient vehicle through programs such as electric vehicle charging stations.

PARKING

In addition to the standards for parking outlined in the previous chapter, the Citywide Transportation and Parking Study provides the basis for the following parking programs for the Planning Area.

Rename Parking Garage. The parking garage should be renamed to recognize both the Lighthouse and Cannery Row business districts.

Install real-time availability and way-finding signs. Install real-time availability signs in the Cannery Row/Lighthouse garage and provide real-time availability information online. These digital displays provide real-time information about available supply, serving to increase utilization of off-street facilities, maximizing efficiency, and reducing “cruising” for available on-street spaces. This strategy also enables information sharing via the web and mobile devices, allowing residents and visitors alike to access real-time parking data from home or on their smart phone.

Although there are small signs currently in place on Foam Street, more visible signs placed on Lighthouse Avenue prior to the merge onto Foam Street would direct motorists to the Cannery Row/Lighthouse garage or other large facilities. Such a strategy will direct visitors to underutilized off-street facilities, especially if located at the traditional entrances to the Lighthouse area,

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near major garages and attractions, and along major arterials. Improved wayfinding in the form of new signs will help direct motorists to their desired destination and help eliminate traffic caused by cars “cruising” for parking.

Develop Transportation Demand Management (TDM) policies and programs. Such programs could include a parking cash-out program, universal transit passes, affordable employee permit parking on side streets, and encouraging that employees receive rewards in exchange for giving up their parking space. These programs can encourage the use of alternative transportation modes and reduction in vehicle trips.

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STREETSCAPE PLAN

A goal of the Lighthouse/Foam Specific Plan is to improve circulation and provide safe and viable options for a variety of transportation modes. Therefore, this streetscape plan identifies projects to improve the pedestrian and transit environments and increase vehicle traffic flow along Lighthouse Avenue.

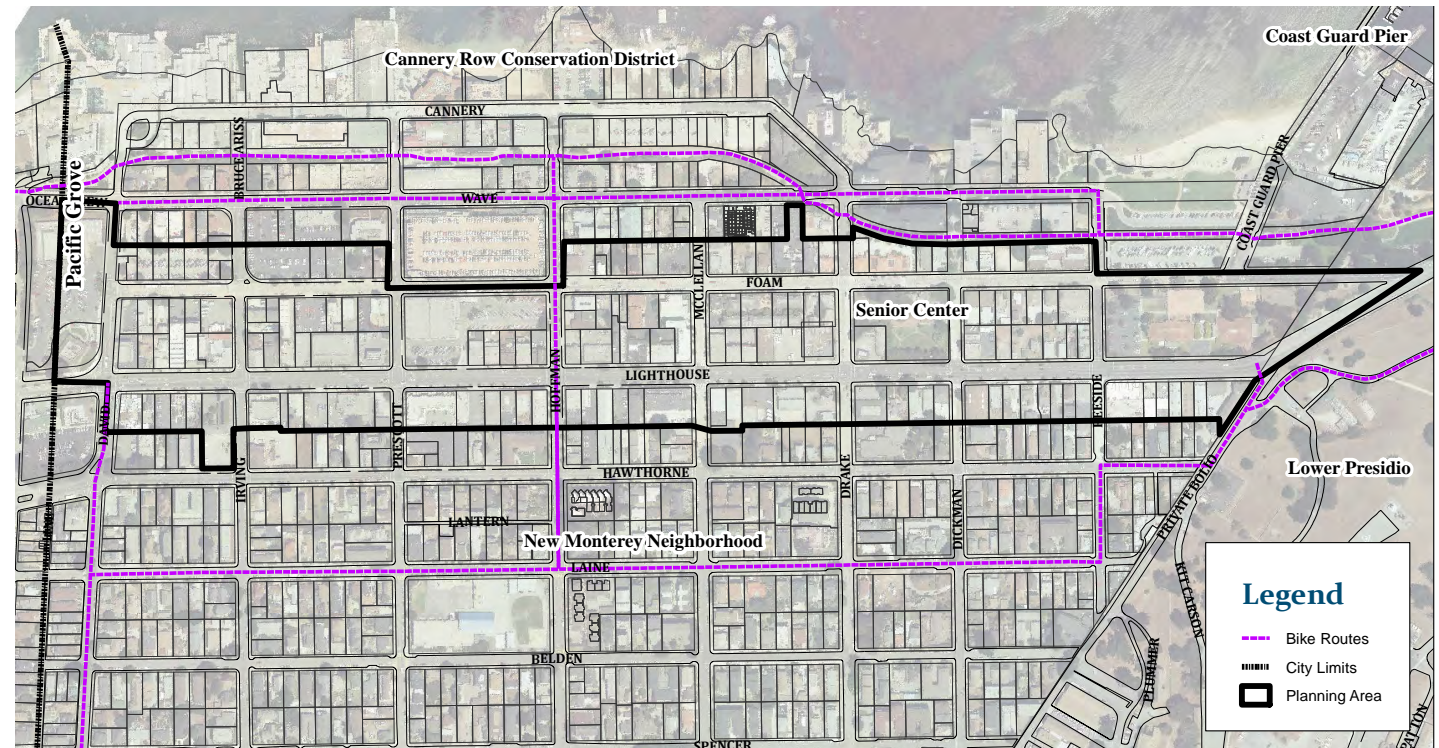
Bus Bulbs and Pedestrian Corner Bulbs. As part of its Bus Rapid Transit “JAZZ Line,” Monterey Salinas Transit (MST) installed bus “bulbs” along Lighthouse Avenue that facilitate efficient bus passenger boarding. Additionally, pedestrian corner bulbs, also known

as “bulb outs” or curb extensions, along Lighthouse Avenue intersections will create shorter crossing distances for pedestrians, minimizing their exposure to vehicular traffic. Also, the shorter crossing distances require less green signal time for pedestrians crossing Lighthouse, which allows more green signal time for vehicles traveling along Lighthouse, thus increasing vehicle flow. Combined with corner bulbs, streetscape improvements, such as additional street trees and benches, facilitates a more welcoming pedestrian environment.



Streetscape enhancements for the Lighthouse Avenue include bus and pedestrian bulb-outs, new street trees, and other streetscape features.

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Bicycle Improvements. Adding bicycle connections in the New Monterey neighborhood, including completing the Bicycle Boulevard routes identified in the City's Multi-Modal Mobility Plan (Monterey on the Move) will encourage bicycle travel. Monterey on the Move identifies a new Bike Boulevard on Laine Street and Hawthorne Street, Wave Street as a Class III route, and a new connection to the bike boulevard from Coastal Trail. These improvements increase bicycle access

and connectivity in the New Monterey neighborhood. Additionally, a new bicycle connection is planned from the Laine / Hawthorne Bike Boulevard to Downtown Monterey via Private Bolio and Corporal Ewing in the Presidio of Monterey. This connection will provide an alternate route for cyclists to access downtown that will avoid the changes in elevation associated with using the Coastal Trail and traffic congestion.

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In addition to the bus and pedestrian bulb-outs described above, other streetscape treatments for the Lighthouse Avenue corridor include the installation of street trees and other features to promote a more walkable environment.

Other streetscape features, such as street furniture and benches, landscaping at pedestrian bulbouts and enhanced sidewalks, would also benefit the pedestrian environment on the corridor.



Example of pedestrian-friendly design treatments, including corner bulb-outs, landscaping, and crosswalk delineation.

Acceptable Materials List

Examples of acceptable streetscape materials include the following and a sample layout of materials is included on the following page:

Site furnishings

Site furnishings were selected to be contemporary, simple, durable and vandal resistant. Where feasible, recycled materials should be used.

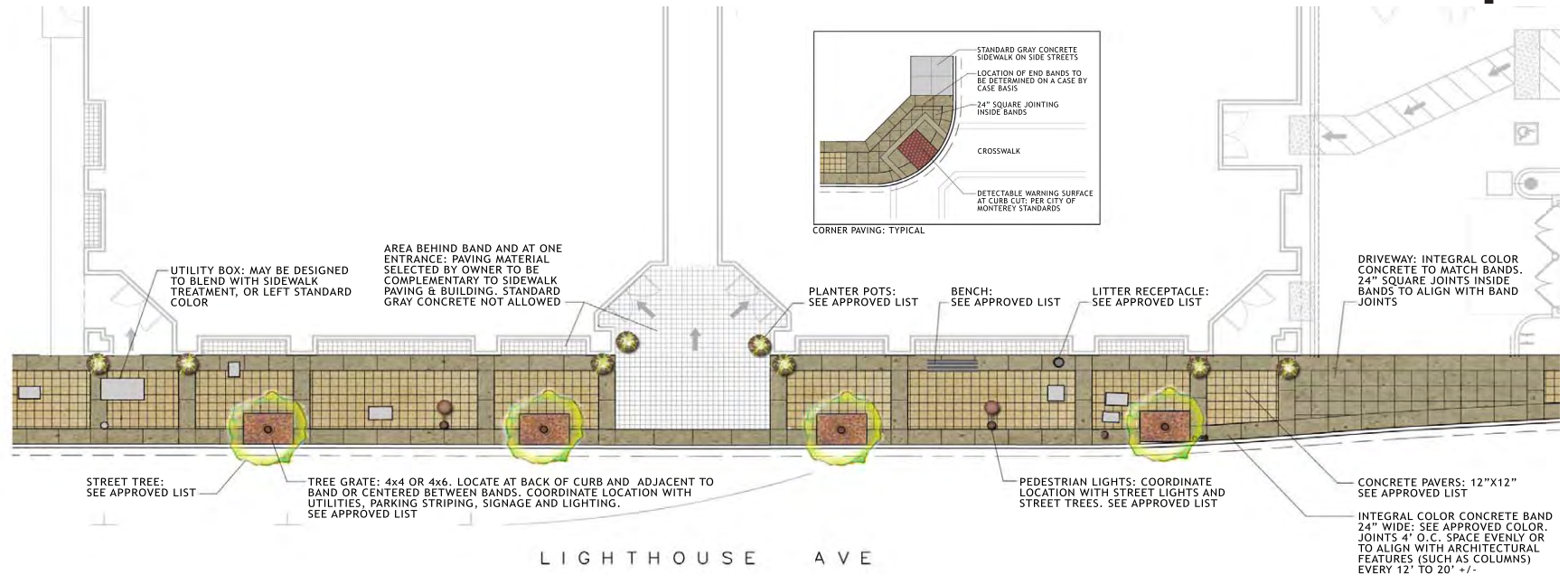


Example of appropriate trash receptacle



Example of appropriate bench

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Example layout of acceptable streetscape materials.



*Example of appropriate
tree grates*



*Example of
appropriate planters*

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Lights

Pedestrian scale lights to light the sidewalk area would be combined with traditional cobra-style lights to light the roadway. Selecting a light fixture already in use in Monterey will reduce long-term operation costs.

Sidewalks

Sidewalks are proposed to be integrally colored concrete with inset pavers (see photo). The concrete pavers for mini-plazas could be a different, but complimentary paver. Driveways will be natural grey concrete.

The concrete paver selected for the intersection will extend across the street in the crosswalk.

Planting

Planting should be simple, drought tolerant and easy to maintain.

Liquidambar, Chanticleer Pear, and Peppermint Leaf Eucalyptus trees line Lighthouse Avenue. The trees are in good health. A diversity of these tree types is encouraged that foster this block-by-block character.

When constructing landscape areas in the right of way (ROW) that will also function as storm water best management practices (BMPs), care should be taken to identify the most suitable plant mix for the anticipated soil, runoff, and anticipated nutrient uptake needs. Several California-specific Low Impact Design (LID) guidance documents exist today to do just that. Currently, LID technical guidance has been and continues to be developed specifically for the

Central Coast by the LID Initiative, a Regional Board and U.C. Davis supported technical guidance team and program to foster LID awareness and implementation in the Central California. These guidance documents currently include information on native plant mixes for storm water bioretention.

Possible Street Trees



Liquidambar styraciflua
Sweetgum



Pyrus calleryana
'Chanticleer'
Chanticleer Pear



Eucalyptus nicholii
**Peppermint Leaf
Eucalyptus**

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Entrance Features and Signage

Entrance features will be designed for both ends of Lighthouse Avenue and the east end of Foam Street to reinforce the overall identity of the Planning Area.

Other signage along the street should be complementary to the entry feature concept and the overall street identity. A family of custom-designed signs could include:

- Directional signage and commercial district directories/maps.
- Historical markers/interpretive displays.
- Street name signs, incorporating a logo complementary to the overall identity theme.
- Regulatory signs (such as stop, merge, speed limit, no parking, etc.) should be Caltrans/ FHWA standard signs, although special posts or frames could be used that are consistent with the sign family concept.
- Parking directional signs should identify that the existing parking garage provides parking for both the Lighthouse and Cannery Row districts.

Implementation

In addition to the design features noted above, the City should develop a streetscape plan. The plan may be implemented in phases where feasible, to reduce total cost, and to coordinate implementation of the plan with other projects, including private development, undergrounding of utilities, and roadway improvements.

- The streetcape plan requires new development to upgrade the sidewalk surface with pavers, planters, street furniture and trees (if replacement is needed).

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06 public utilities

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Public Utilities

IMPROVEMENT REQUIREMENTS

Sanitary Sewer Collection System

For Citywide repairs, the City is pursuing Clean Water State Revolving Fund Program funding to design and construct necessary system-wide sanitary sewer collection system rehabilitation projects. Engineering evaluations of the condition of this aged system have prompted the need for its rehabilitation. The improvements include the repair or replacement of 886 sanitary sewer collection system structures located within the street right-of-way and/or City easements. With its citywide scope, this project's improvements include sanitary sewer collection system rehabilitation in the Planning Area.

Storm Drainage and Low Impact Design

General Plan Safety Element Policy c.4. requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling stormwater reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins.

Right of Way (ROW) design strategies to minimize runoff by slowing, spreading, sinking, and capturing rain water are known as low impact design (LID) best management practices (BMPs). LID BMPs manage the volume and rate of storm water runoff flowing away

from a site and assist in maintaining a more natural hydrologic process in urban watersheds.

Storm water design requirements for public and private development projects, such as LID, are mandated by the State through the City's Phase II municipal storm water permit.

Along with many other components, improvements to the public ROW must consider storm water drainage and management, including permit mandates that require LID and hydromodification be a part of designs. Preliminary GIS soil investigations of the Planning Area show that the existing soil substrate is not well-suited for LID design strategies to slow, sink, and spread storm water at development sites. Site-specific engineering and soil field investigations and analyses will be necessary and required to confirm whether there is potential for drainage design purposes.

The City may consider operational changes to integrate the sewer and storm drain systems in the future. It may be possible to divert some storm flows to the sewer plant to augment water recharge supplies. No specific efforts are currently underway.

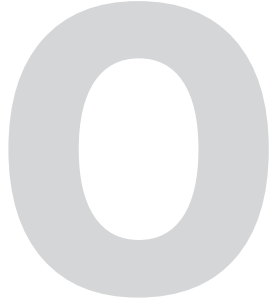
Utility Undergrounding

Foam Street and the side streets still need to be undergrounded. The design work for the undergrounding of over-head pole mounted utilities must be coordinated with other improvements and public agencies to ensure that transformers are placed in locations that are accessible and unobstructed. Currently, Foam Street is listed #_ on the City's underground utility list.

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07 financing & implementation

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Financing and Implementation Strategy

PURPOSE OF THE STRATEGY

Specific plans are required to set forth implementation and financing measures. An effective implementation strategy outlines how the goals of the specific plan are to be accomplished, while still providing flexibility to adapt to ongoing evolution of market conditions and opportunities for particular projects.

This implementation strategy assesses the types of development opportunities that will be allowed by the Lighthouse Specific Plan, including catalyst projects. It identifies implementation challenges that will need to be addressed, and recommends potential actions to address them.

DEVELOPMENT OPPORTUNITIES

Limited water availability will constrain development to a lesser amount than could be supported by current and future market conditions. The Lighthouse Specific Plan envisions an increase of up to 113 new dwelling units, and up to 35,000 square feet of new retail and restaurant space.

The relatively modest amount of new development means that redevelopment and re-tenanting of existing properties will be as significant a factor in the future evolution of the Lighthouse area. Redevelopment of existing properties can include changes in use, provided that the property's water allocation supports the new use. Re-tenanting presents an opportunity

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to replace underperforming retailers as leases expire with new retailers that can enhance retail offerings.

OPPORTUNITY SITES

Near-term development opportunities will be shaped by the availability of water to support development. Based on a review of existing improvements, as well as available water, there are two catalyst sites: 724-740 Lighthouse Avenue and 686 Lighthouse Avenue.



724-740 Lighthouse Avenue



686 Lighthouse Avenue

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While other properties in the Lighthouse area may have near-term market potential for redevelopment due to the age of existing improvements, or relative underutilization of their sites, their development may be constrained by a lack of available water.

PUBLIC IMPROVEMENTS

A series of streetscape and infrastructure improvements have been identified to make the Lighthouse area more bicycle and pedestrian-friendly, and enhance its appearance and functionality. These improvements would support existing businesses as well as enhance the potential for new development and redevelopment of existing buildings. Public investment in improvements to streets and public property can be a key factor for stimulating private investment and reducing the risk associated with development. The total cost of the streetscape and infrastructure improvements is approximately \$23.4 million.

IMPLEMENTATION CHALLENGES AND CITY ACTIONS

The implementation of the Lighthouse Specific Plans will face a number of challenges, and the City will need to take an active role in addressing these challenges for successful plan implementation to occur.

Land Assembly

Sites in the Lighthouse area are split into many parcels, and assembly of these parcels into larger sites can be important both for allowing larger development that is

more viable, as well as for transferring available water allocations between adjacent properties.

However, developers are averse to land assembly because it is difficult, time-consuming, and prone to failure. The specific plan does not envision use of the City's eminent domain powers. Therefore, any land assembly will need to be done on a willing seller basis, or through land owners entering into joint ventures with developers, or other types of voluntary "land pooling" schemes. The City can, however, take an active role in working with property owners and developers to facilitate land assembly, joint ventures, or other actions.

Water Availability

The lack of sufficient available water allocation for new development, and the inability to efficiently reallocate existing water allocations among properties, is the single greatest impediment to new development in the City. Water availability is a critical regional issue, one that is currently being addressed by the City and other Monterey Peninsula and area jurisdictions.

FUNDING PUBLIC IMPROVEMENTS

There are a variety of financing tools available to cover the cost of City actions and public improvements. These include developer-financed improvements, development impact fees, and land dedications pursuant to development agreements and public-private development partnerships for publicly owned sites. However, the cost of the identified public improvements

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is a large percentage of the total value of potential new development. New development projects can at most only support a small direct contribution to these costs.

There are also a variety of public financing sources either in the form of debt (e.g., bonds) or grant sources that could be considered for financing public improvements. These sources would either utilize new fiscal revenues generated by projects in the study area (property taxes, sales taxes), new fees, assessments on property owners, and funds from federal, state, or regional grant programs for eligible projects.

The City is in the process of formulating a long-range capital improvement program (CIP). Besides the types of public improvements identified for the specific plan, the City faces the need to finance public improvements in other areas of the City, renovation of facilities and areas that are key for tourism, and a generalized need for repairs and rehabilitation of aging roads and other infrastructure.

As part of the long-term CIP development, the City is currently looking at phasing options for spreading public improvement work over the next 20 years, as well as evaluating a full range of financing options.

Tax Increment Finance / Infrastructure Finance District. While redevelopment agencies and their project areas have been eliminated (including the City's), the remaining tax increment finance tool still available under State law is the creation of Infrastructure Finance Districts. The current statute is difficult to use,

involving County and school district concurrence and a vote, although it has been used in a couple areas by the City of San Francisco. Proposals to streamline its use have been advocated in order to enhance its ability to support local economic development.

Use of tax increment does not affect current agency budgets or impose additional costs on developers or property owners. Rather, it uses the incremental growth in property tax revenues to help fund the cost of public improvements. Whether existing or future statutes are used, it should be expected that the available amount would be only the City's share of new tax increment, i.e. the County and school districts would capture their share of all new tax increment (this would be potentially one-third or less of the amount that was previously captured by redevelopment). Tax increment proceeds can be used to finance bonds, although in the early years internal City loans may be needed until the increment grows sufficiently to cover bond debt service.

Assessment Districts. There are a large variety of assessment districts authorized by California law, ranging from Community Facilities Districts to Landscape and Lighting. A Business Improvement District (BID), such as the Lighthouse Business Improvement District, is a type of assessment district that can assess either business owners or property owners (or both) to fund promotional, marketing, and other activities including additional maintenance or other services or improvements.

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The type of assessment district that is used needs to be matched to the types of improvements and operating activities to be funded. The general approach of an Assessment District is to levy a tax surcharge on all properties within a defined district to finance identified benefits. Most districts require a vote under Proposition 218 for their creation and periodic renewal.

Development Impact Fees. This would involve a modification of the City's existing development impact fee schedule to raise additional funds to offset the cost of impacts specifically attributable to the new development envisioned by the Specific Plan (under State law, impact fees cannot be used to fund existing deficiencies in public infrastructure or services). A nexus study would be required to document the appropriateness of any increases.

Developer Exactions. For projects where discretionary City approval is required, the City can enter into a development agreement that outlines additional payments and improvements that would be made by a developer. For example, a development agreement could help fund a street improvement. The potential amount that can be raised by exactions is limited to projects where development agreements are required, and the amount that a project can contribute without impacting its economic feasibility.

Public-Private Partnerships. Public-private partnerships can take several forms. One form is where the City uses its land, or other contributions to projects, to enter into a partnership with a developer.

The resulting project creates public benefits that would not otherwise be possible for the public sector because of financing provided by the private sector (affordable housing, additional parking, desired new facilities, etc.) and also enables a developer to build a project that it could not otherwise do through use of publicly owned sites, enhanced economic feasibility, etc.

Another type of partnership is Owner Participation Agreements. These were previously used by Redevelopment Agencies to provide technical assistance to property owners to help them understand options for improvements and redevelopment. This approach can be used by the City as needed to help property owners, with the benefit that subsequent redevelopment creates new tax increment, impact fees, and other fiscal revenues.

Revenue Bonds. Public improvements that generate ongoing revenue streams, such as parking garages, can be financed through revenue bonds. The most likely funding source for such a bond would be reallocation of existing parking revenues and fines and/or an increase in these revenues from higher charges.

General Fund Debt Obligations. New and redeveloped commercial and lodging projects can generate significant growth in property taxes, sales taxes, and transient occupancy (room) taxes that benefits the City's General Fund. The amount of the growth in General Fund revenues from these sources can be used to fund debt-service on tax-exempt debt obligations to fund the cost of improvements. While a

financing & implementation

CAPITAL IMPROVEMENT PROGRAM

The Lighthouse Specific Plan has identified the potential for up to 113 new dwelling units and 35,000 square feet of new retail and restaurant space. These figures represent development that is possible based upon the existing available water allocation for new development. Several opportunity sites have been identified that have the potential to increase retail, hospitality, and residential choices, and can be developed based on available water allocations. Other existing properties can support new development, or redevelopment for new uses to the extent that their existing water allocation supports it. Besides development, there is also the potential for re-tenanting of existing buildings to expand retail and service offerings.

A program of public improvements has been formulated that will enhance the Lighthouse area streetscapes and roadways, and enhance walkability and use by bicyclists, as well as address other infrastructure needs. The total cost of public improvements will be approximately \$23.4 million. The City is in the process of formulating a long-term Capital Improvement Program that incorporates both public improvements for the specific plan as well as the City's other extensive requirements for repairs, rehabilitation, and other improvements. A financing plan for specific plan improvements will be based upon the City-wide Capital Improvement Program financing strategy that will be developed.

flexible source, such bonds require a two-thirds vote of local residents for approval.

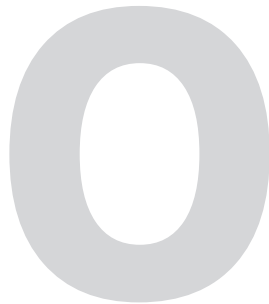
Federal, State & Regional Grant Programs. Besides the above local sources, there are a wide variety of grant sources, many of which are transportation-related, that flow from the federal government to states and regional bodies such as AMBAG and TAMC. The uses of these funds include: enhancement of transit and alternative modes of travel (both bicycle and pedestrian); economic development; environmental enhancement; and funding of other public facilities. These grants are typically awarded on a competitive basis, and often require a 20 percent local matching contribution. The recently passed federal MAP-21 transportation bill has consolidated and revised a number of federal grant programs, and agency guidance will be issued in the near-term that provides more details on which types of projects will be funded in the future.

Various storm water grant opportunities through the State Water Resources Control Board and/or Department of Water Resources may be available for engineering studies related to green streets and green infrastructure. Such funding mechanisms may assist in planning, designing and constructing ROW improvements for local drainage water quality, LID benefits, and hydromodification control.

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08administration

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Administration

This chapter details the development review procedures for projects within the Planning Area. The Specific Plan serves as the guide for design and development of the Planning Area. Deviation from the Design Guidelines outlined in Chapter 4 may be proposed when alternative design approaches are introduced that are found to be consistent with the Vision and Goals listed in Chapter 2 and the design objectives listed in Chapter 4.

Where the Specific Plan falls silent on any particular topic, City policies and ordinances, such as the City of Monterey General Plan, Monterey City Code, and other City laws and policy documents shall apply.

PURPOSE AND INTENT

This Specific Plan is intended to streamline the approval process for development of the Planning Area. Projects that are consistent with the development standards and design guidelines of this plan will be reviewed at a staff level, in conjunction with the adopted environmental review as required under the California Environmental Quality Act (CEQA). Projects that are required to obtain a use permit or are inconsistent with the development standards and/or design guidelines will be referred to the Planning Commission or Architectural Review Committee according to Chapter 38 of the Monterey City Code.

AMENDMENTS TO THE SPECIFIC PLAN

Over time, various sections of the Specific Plan may need to be revised to respond to changing economic

or political conditions. Any amendment to the Specific Plan shall follow Government Code procedures (Sections 65453, 65454, and 65456), or, alternatively, local procedures for administrative amendments as described in this chapter. Furthermore, the proposed Specific Plan amendment must be consistent with the goals, policies, and programs of the City of Monterey General Plan.

Amendments to the Specific Plan will fall under one of two categories, (1) administrative amendments and (2) other amendments, and will follow a separate process as discussed below. A decision as to which category an amendment falls under shall be made at staff level.

Administrative Amendments

Administrative amendments to the Specific Plan are considered minor revisions and do not require formal approval by the Planning Commission or City Council. Administrative amendments do not deviate from the overall vision and plan of the Planning Area. Examples of administrative amendments include, but are not limited to minor text changes, corrections and/or updates to existing conditions information, and other relatively minor changes that do not materially change the nature or intent of the Specific Plan such that it would constitute a change in land use, result in a new environmental impact, or adversely affect the economic development goals of the City.

Approval of administrative amendments shall be

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granted by the Planning Director and are subject to a 14 day appeal period after being publicly noticed by posting a notice on the City Hall and Monterey Library bulletin boards and providing a notice to all property owners within the Planning Area (via mail or email). All appeals to administrative amendments shall be submitted to the Planning Commission.

Other Amendments

Other amendments to the Specific Plan are considered significant revisions and require formal approval by the Planning Commission and City Council, per Government Code procedures (Sections 65453, 65454, and 65456). Examples of other amendments include, but are not limited to changes to the land use plan, permitted uses, circulation and streetscape improvements, and/or substantive changes to the development standards.

DEVELOPMENT REVIEW PROCESS

This section establishes the procedural and content requirements for the review and approval for development occurring within the Planning Area. It is the intent of this section to provide clearly defined procedures for the streamlined review of such development, while insuring consistent implementation of the development standards and design guidelines for each character area.

All development within the Planning Area must proceed through a review process. The review process is intended to encourage site development which respects the overall vision of the Planning

Area. The development review process shall determine development consistency with the following components of this Specific Plan:

- Land Use, Development, and Design Objectives, Standards and Guidelines (Chapter 4)
- Circulation, Parking, and Streetscape Plan (Chapter 5)
- Public Utilities Plan (Chapter 6)

Development review for all new development and redevelopment within the Planning Area is a two level process. Review shall begin at the Tier One review level and if deemed necessary, a Tier Two review will follow. Both levels are follows:

Tier One Review. Tier One development review is an administrative, or staff level process, and is applicable to projects that meet the Specific Plan's objectives, development standards, and design guidelines. Tier One review allows City staff to make a final consistency determination on development projects, which will streamline and simplify the approval process. If a project is not determined to be consistent with each of the Specific Plan elements as noted above, it is subject to a Tier Two review. Furthermore, if a project requires a Use Permit, subdivision, or Historic Permit per the development standards or the zoning ordinance, as applicable, then a Tier Two review will be required. All new three-story buildings and third story additions must be reviewed by the Architectural Review Committee.

Tier Two Review. Tier Two development review requires review and approval by the City Planning

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Commission, Architectural Review Committee, and/or Historic Preservation Commission. Tier Two review is applicable to projects that require conditional approval, or that deviate from the prescribed development standards and design guidelines.

IMPLEMENTATION

Administration and Enforcement

It shall be the duty of the Planning Director to enforce the provisions as set forth in the Specific Plan. All officers, employees, and officials of the City of Monterey who are vested with the duty or authority to issue permits or licenses shall ensure that the project complies with the provisions of this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be reconsidered.

Relationship to Zoning Code

The provisions contained in this Specific Plan constitute the primary land use and development standards for the project area. Where provisions are not addressed in this Specific Plan, regulations as described in the Monterey City Code shall apply.

Severability

If any portion of the Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of the Plan.

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Definitions

Amplified Music/Sound: The use of any indoor or outdoor amplified or non amplified music, sound or entertainment that is audible from the exterior of a building, from a separate tenant space, or an adjacent property, including but not limited to the use of speakers, microphones, amplifiers, acoustic instruments or the human voice. This category does not include those devices exempt pursuant to MCC Chapter 22-17.8.

Assembly, Major: Includes the following-

Small Group Assembly: An establishment offering entertainment, social exchange, religious services, educational training, or other instructional services to groups of twenty to forty-nine persons in a single room. Examples include performance venues, movie theaters, religious institutions, community centers, college or university extension programs, group addiction services, social clubs, community centers, or similar uses.

Large Group Assembly: An establishment offering entertainment, social exchange, religious services, educational training, or other instructional services to groups of fifty or more persons in a single room. Examples include performance venues, movie theaters, religious institutions, community centers, college or university extension programs, group addiction services, social clubs, community centers, or similar uses.

Assembly, Minor: Includes the following-

Small Instructional Service: An establishment offering classes or educational training to groups of five or fewer students in a single classroom or studio environment. Examples include musical instruction, academic tutoring, and similar uses.

Large Instructional Service: An establishment offering classes, educational training, or other instructional services to groups of six to nineteen students in a single classroom or studio environment. Examples include group exercise training, driving instruction schools, and similar uses.

BMP: Best Management Practices

Food and Beverage Sales, Major: Includes the following-

Convenience Store with Beer and Wine Sales: An establishment that contains 5,000 square feet or less of gross floor area and sells food and beverages primarily for consumption off premises, including beer and wine. Operates with a Type 20 Alcohol Sales License.

Convenience Store with Beer, Wine, and Distilled Spirit Sales: An establishment that contains 5,000 square feet or less of gross floor area, and sells food and beverages primarily for consumption off premises, including beer, wine and distilled spirits. Operates with a Type 21 Alcohol Sales License. Includes Liquor Stores.

definitions

Grocery Store: An establishment that contains more than 5,000 square feet of gross floor area and sells food and non-alcoholic beverages primarily for consumption off of the premises and small recycling facilities within convenience drop off zones, as defined by the California Beverage Container Recycling and litter reduction.

Grocery Store with Beer and Wine Sales: An establishment that contains more than 5,000 square feet of gross floor area, sells food and beverages primarily for consumption off of the premises, including beer and wine. Operates with a Type 20 Alcohol Sales License.

Grocery Store with Beer, Wine, and Distilled Spirit Sales: An establishment that contains more than 5,000 square feet of gross floor area and sells food and beverage primarily for consumption off of the premises, including beer, wine and distilled spirits. Operates with a Type 21 Alcohol Sales License.

Food and Beverage Sales, Minor: An establishment that contains 5,000 square feet or less of gross floor area and sells food and non-alcoholic beverages primarily for consumption off premises.

LID: Low Impact Design

Outdoor Seating: Seating located outside a building dedicated to commercial uses (does not include park benches and recreational seating).

Outside Uses and Activities: Activities conducted outside a building (excludes outdoor seating and outdoor display as defined in the City Sign Ordinance).

Park and Recreation Facilities: Park and recreation facilities and support uses (parking, snack bars, etc.).

Parking, Subgrade: Parking under a structure that is below the finished grade of the site.

Parking, At Grade: Parking behind and on sides of buildings.

Residential, Major: Includes the following-

Multi-Unit Residential: Three or more dwelling units on a distinct parcel.

Single Room Occupancy Facility: The use of a building, structure, or property that offers four or more units that are defined and regulated as Single Room Occupancy units.

Single Room Occupancy Unit: A residential unit that consists of a sleeping/living room, is part of a multi-unit building, lacks individual cooking and/or bathroom facilities, is rented separately and where the tenant maintains sole right of access and control of the unit.

Residential, Minor: Includes up to two dwelling units on a distinct parcel.

Retail Sales, Major: Retail Sales-Major: Includes the following-

Adult Content Sales: An establishment having as all or a significant portion of its stock books, magazines or other periodicals, films, videotapes, video discs or other such electronic, magnetic, or other means of creating a moving image upon any screen, television or other device, peep shows or other similar devices for

definitions

use in individual viewing of films on the premises, which books, magazines, periodicals, films, videotapes, video discs, or other means, peep shows or similar devices are substantially devoted to the depiction of sexual activities or specified anatomical areas.

Animal Sales: Retail sales of small animals typically considered pets

Motor Vehicle Sales and Rental: An establishment that offers the sale or rental of new or used automobiles, trucks, recreational vehicles, trailers, boats or other vehicles licensed by the Department of Motor Vehicles. Excludes Motor Vehicle Services.

Outdoor Sales: The retail sales or rental of any merchandise where the gross floor area of the outdoor storage area exceeds 10% of the gross floor area of the enclosed building.

Fuel Sales: An establishment offering the sale of motor fuel for any motor vehicle. Includes gas stations.

Retail Sales, Minor: An establishment that primarily offers new or used goods for purchase by the consumer of such goods, excluding other such establishments more specifically described herein. This use category includes vehicle sales if such a use is conducted completely within an enclosed building and does not include outdoor display of vehicles.

Temporary Sales: The use of a property for the sale of merchandise for a period of 60 contiguous days or less. Includes pumpkin sales, Christmas tree sales, swap meets, and similar uses.

Restaurant-Major: Includes the following-

Restaurant with Bar, Major: An establishment that sells food, beer, wine, and distilled spirits for consumption on the premises and contains a bar area that occupies more than 25% of the restaurant area and more than twenty seats. Operates with a Type 47 Alcohol Sales License.

Bar: An establishment that sells beer, wine or distilled spirits for consumption on the premises and without obligatory food service. Operates with a Type 48 or 61 Alcohol Sales License.

Night Club: An establishment that sells beer, wine or distilled spirits for consumption on the premises without obligatory food service and offers live entertainment. Operates with a Type 48 or 61 Alcohol Sales License.

Social Club with Bar: An establishment occupied by a fraternal, veterans, or similar membership-based organization that sells beer, wine and/or distilled spirits to members and guests only for consumption on the premises. Operate with a Type 51, 52, or 57 Alcohol Sales License.

Restaurant, Minor: Includes the following-

Restaurant: An establishment that sells food and non-alcoholic beverages for consumption on the premises.

Convenience Restaurant: A restaurant or similar establishment offering food and/or beverages for sale for consumption on or off the premises in disposable containers and from a counter.

definitions

Restaurant with Beer and Wine Sales: An establishment that sells food, beer and wine for consumption on the premises and does not contain a bar area. Operates with a Type 40, 41, 42, or 75 Alcohol Sales License.

Restaurant with Bar, Minor: An establishment that sells food, beer and wine for consumption on the premises and contains a bar area that occupies 25% or less of the restaurant area with no more than twenty seats. Operates with a Type 40, 41, 42, or 75 Alcohol Sales License.

ROW: Right-of-way

Services-Major: Includes the following-

Animal Service: An establishment offering the provision of boarding, grooming, or veterinary services for animals.

Outdoor Service: The provision of any service where the gross floor area of the outdoor service area exceeds 10% of the gross floor area of the enclosed building.

Adult Entertainment: An establishment offering the presentation of materials in the form of motion picture film, videotape, or other similar means which film, videotape, or other means is devoted to the depiction of specified sexual activities or specified anatomical areas for observation and viewing by persons therein.

Recreation and Entertainment: Provision of participant or spectator recreation or entertainment, such as theaters, museums, amusement centers, bowling alleys, billiard parlors, ice/roller rinks, libraries, and similar uses.

Child Care Center: Any child care facility other than a family child care home, includes infant centers, preschools, and extended child care facilities.

Hospital: A hospital or similar facility providing emergency room or other medical services to the public on a 24-hour basis with direct access for ambulances.

Motor Vehicle Service: An establishment offering the provision of repair, maintenance, washing, or similar services for motor vehicles.

Parking and Storage: A facility used for the parking of motor vehicles or storage of personal goods, with or without a fee. Includes commercial storage, freestanding public and private parking garages and lots, and similar facilities.

Temporary Service: The use of a property for the provision of services for a period of 60 contiguous days or less. Includes temporary car washes, and similar uses.

Massage Establishments: As defined in the Municipal Code.

Service, Minor: Includes the following-

Bank, Retail: Financial institutions that provide retail banking services to individuals and businesses. This classification includes only those institutions engaged in the on site circulation of cash money and includes on or off-site automatic teller machines.

General Service: An establishment offering the direct provision to the customer of personal services including

definitions

barber and beauty shops, seamstresses, tailors, shoe repair shops, dry cleaning (excluding processing plants), photocopying, mail and packing service centers, self-service laundries, appliance repair, and massage establishments.

Professional Office, Off-site: An establishment offering indirect provision of services on behalf of customers that do not visit the site to receive the service including remote medical or dental laboratories, testing facilities, escort services, telephone call centers, catering services apart from restaurants, and similar uses that do not provide in-person service or interaction with the ultimate recipient of the service.

Professional Offices: An establishment consisting of offices providing professional services directly to a customer. This includes architectural or engineering firms, computer software consulting, data management, financial services, interior design, graphic design, real estate, insurance, legal offices, medical/dental offices, on-site medical or dental testing, travel services, and title offices.

Temporary Use: A use, conducted outdoors or within a completely enclosed building for a period of time, not to exceed 90 consecutive days during any given year.

Utility-Major (also Major Utility): Includes a public or privately-owned or operated generating plant, electrical substation, above-ground electrical transmission line, switching building, refuse collection, PWS facility, processing, recycling or disposal facility, water reservoir or similar water storage facility, flood control or drainage facility, water or wastewater treatment

plant, transportation or rail facility, and similar facilities and the following-

Personal Wireless Service (PWS) Facility: A facility for the provision of PWS, as defined in 47 U.S.C. Section 332(c)(7)(C)(ii). (Ord. 3443 § 4, 2010; Ord. 3278 §1, 5/00)

Utility-Minor: Includes the following-Minor Utility: Utility facilities that are necessary to support legally established uses and involve only minor structures such as electrical distribution lines and underground water and sewer lines.

Visitor Accommodation Facility:

Visitor Accommodation, Major: Any building, portion of any building, or group of buildings in which there are guest rooms or suites, including housekeeping units, for transient guests where lodging with or without meals it provided. Visitor accommodation facilities are those required to pay transient occupancy tax by Article 3, Chapter 35 of this code. Visitor Accommodation - Major includes hotels, motels, beds and breakfast inns, and youth hostels.

Visitor Accommodation, Minor: A facility resulting from the conversion of single-family residences to country inns or bed and breakfast types of use, whereby limited numbers of visitors may obtain accommodations and a single meal upon the premises. Such legally permitted facility must present unique historical and/or architectural feature(s).