

CITY OF GROVER BEACH

The “Hub” of the South County:

RAMONA SPECIFIC PLAN

Prepared for the

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CHAPTER 1 – VISION AND GOALS

The Ramona Specific Plan (RSP) envisions the development of an educational, cultural and recreational center that serves as a focal point for cultural and civic gatherings downtown. Many public and private functions are held at Ramona Garden Park and the Center. Annual events such as the Stone Soup Music Faire, Concerts in the Park, Light Up a Life Tree Lighting, and the Halloween Carnival are held in the Specific Plan area. The Central Coast Exploration Station, a private non-profit organization, which is also located in the RSP area offers many youth programs and adult-oriented classes. Two additional properties scheduled for non-profit use are being studied for the development of a community library, high technology center and a youth arts/crafts center and community museum. The planning area is centrally located with convenient access to the United States Post Office, downtown businesses, retail shops and restaurants. Civic uses including City Hall and public safety facilities are located within walking distance. The Ramona Specific Plan provides the City with the opportunity to create a comprehensive educational, recreational, cultural and social complex that should serve the community for many years.

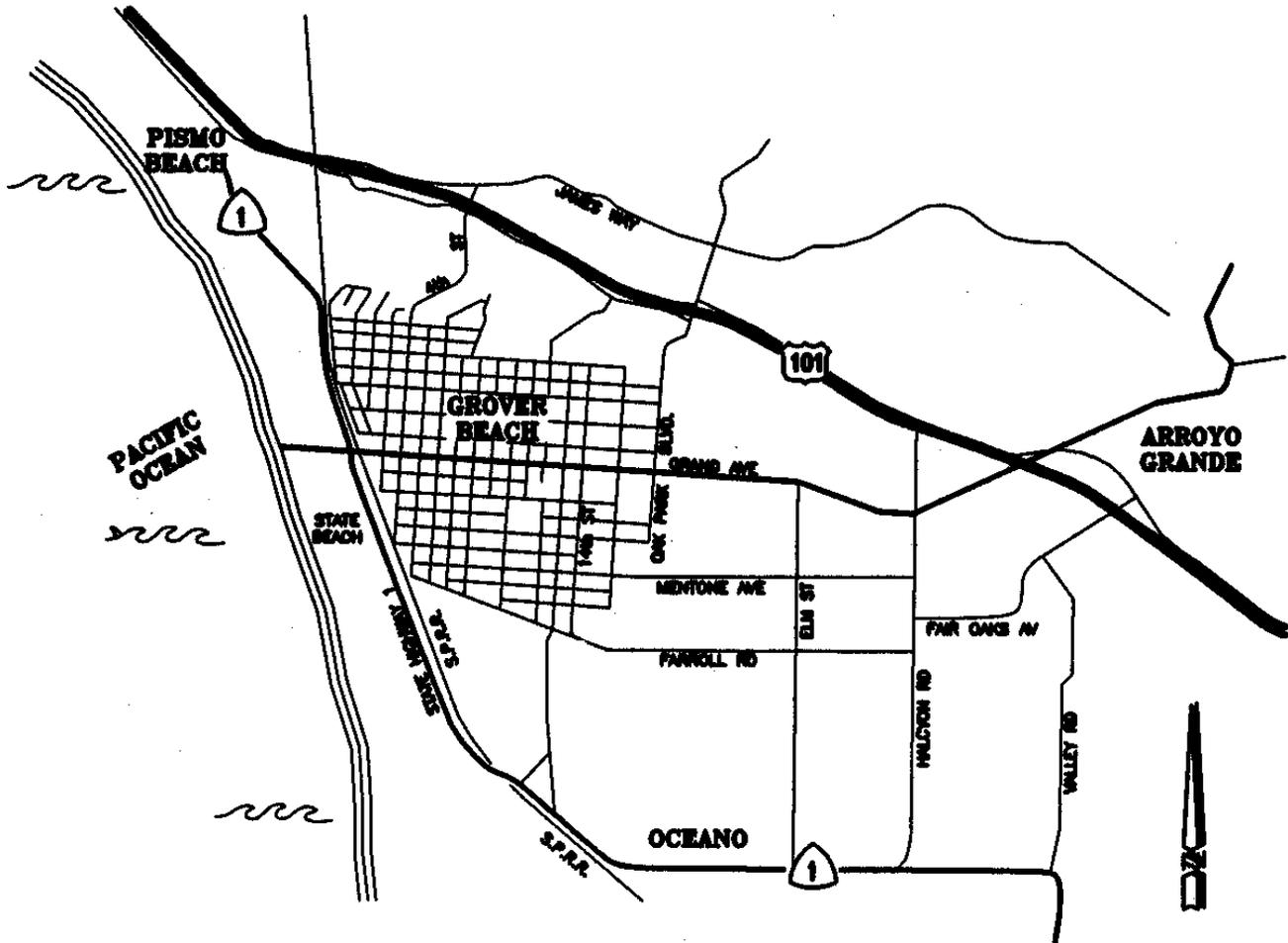
THE PLANNING AREA

Regional Location

The project is located in San Luis Obispo County, within the City of Grover Beach. Grover Beach is one of several adjacent communities in the broad coastal plain within the southern portion of the county, an area that also includes the cities of Pismo Beach and Arroyo Grande, as well as the unincorporated communities of Oceano and Halcyon.

The City of Grover Beach covers 2.25 square miles and is located approximately 92 miles north of Santa Barbara and 150 miles south of Monterey. Grover Beach supports a population of about 13,000 (U.S. Census Bureau 2000). The community has a mild, Mediterranean climate with cool summers and an average rainfall of 20 inches. Figure 1 shows the planning area's location in relation to the region.

Figure 1 - Regional Location



Project Area

The Ramona Specific Plan area consists of approximately 5.8 acres and generally covers two city blocks. It is bordered by Brighton Avenue to the north, Tenth Street to the east, Ramona Avenue to the south and Eighth Street to the west. Figure 2 shows the planning area's location in relation to the City.

Figure 2 - Project Area



SPECIFIC PLAN GOALS

The purpose of the Ramona Specific Plan is to establish the framework for the comprehensive development of the planning area, which encompasses the area between Brighton Avenue, Ramona Avenue, Eighth Street and Tenth Street.

The Specific Plan provides the City with the opportunity to create a comprehensive educational, recreational, civic and social complex that should serve the community for many years. It sets the framework for the cohesive development of the plan area as a focal point for downtown and South County gatherings. With the central location of the project area within the South County, and by incorporating enhanced transit facilities into the plan, the planning area will serve as a regional transportation hub for the South County area. Regional transit facilities will better serve South County residents and provide direct access to cultural and educational facilities, and business services in the downtown area of Grover Beach.

Many cultural and civic functions are held in this area. For instance, the Exploration Station offers many youth programs and adult-oriented classes. Numerous City-sponsored recreational and cultural functions and private events are held at Ramona Garden Park Center. For example, the Stone Soup Music Faire co-sponsored with the Grover Beach Chamber of Commerce is held between Ninth Street and Ramona Avenue, and City ceremonies, fundraisers, and other recreational activities are held in the park and planning area. Other properties within the study area are scheduled for additional public benefit uses, such as a community library, youth arts/crafts center and a community museum.

The primary issues within the planning area are: rehabilitation and use of a former City fire station and redevelopment of adjoining parcels; improvements and potential modifications to Ramona Garden Park; installation of street and frontage improvements (sidewalk, curb and gutter); installation of regional-serving transit facilities; pedestrian connectivity to the downtown through enhanced streetscape amenities, bike path, signs, etc.; and the provision of adequate parking for existing and proposed land uses in the area.

The stated plan goals are to:

1. Create an educational, cultural and recreational complex that benefits all community residents as well as the adjoining South County communities and visitors.
2. Create a more “livable community” by slowing traffic, enhancing pedestrian, bicycle and transit facilities, and guiding the location of mutually supportive land uses within a distinct geographic area.
3. Facilitate site and infrastructure planning for cohesive development of the Ramona Specific Plan area. Infrastructure includes street, parking and drainage improvements.
4. Enhance regional-serving transit facilities.

5. Create a complex that is compatible with existing and proposed uses both inside and outside the Ramona Specific Plan area.
6. Create attractive pedestrian linkage within the plan area and to the downtown through streetscape amenities, sidewalk and intersection design including street trees and other landscaping, development design, and enhancement of on- and off-street parking areas.

The Central Coast Exploration Station (herein after referred to as “The Exploration Station”) initiated the Specific Plan with the goal of improving the former fire station and two adjoining properties that could include projects and civic activities like the following:

- A 4,500-square foot interactive, educational, recreational and cultural facility that provides youth programs and activities;
- 5,000-square foot community library and new technology learning center, with a future addition of 5,000 square feet;
- 4,000-square foot youth arts and craft center;
- 3,000-square foot museum;
- 2,000-square foot children’s daycare center;
- an amphitheater for outdoor activities;
- street and infrastructure improvements; and
- adequate parking to accommodate the complex uses.

ORGANIZATION OF THE DOCUMENT

This document contains separate components which guide planned policies and programs and establish design standards as a means of ensuring their implementation. The components include:

1. Vision and Goals

Provides an introduction to the Specific Plan, planning area and overview of vision and goals.

2. Purpose and Legal Authority

Discusses the purpose of the plan, legal authority and document organization.

3. Existing Conditions

Summarizes existing conditions within the Specific Plan area.

4. Ramona Specific Plan

Describes the physical design components that will implement the vision and goals proposed in the Specific Plan.

5. Circulation, Parking and Infrastructure

Discusses the recommendations for the planning area's circulation, design, parking and infrastructure systems.

6. Design Guidelines and Development Standards

Details the regulatory framework and development standards which drive the plan.

7. Implementation and Administration

Includes development phasing and maintenance programs, and the financing mechanisms needed to implement the plan.

CHAPTER 2 – PURPOSE AND LEGAL AUTHORITY

PURPOSE OF THE SPECIFIC PLAN

The purpose of the Specific Plan is to direct all facets of the future development of the Ramona planning area, including the distribution of land uses, the location and sizing of infrastructure, site planning, architectural guidelines and methods of financing public improvements. The plan provides a mechanism to ensure that development proposed by planning area landowners will be coordinated and occur in an orderly manner.

The Plan illustrates the overall design and general uses desired, but it is not intended to specify actual projects that will be built in the area. It does not bind either the City or any private property owner to building specific projects. The City will review all individual projects to ensure their consistency with the Specific Plan and all applicable City development standards. The Plan does provide general public improvement specifications that are consistent with regional transit planning requirements that enable the City to pursue development of a regional transit facility if desired.

AUTHORITY OF THE SPECIFIC PLAN

A “specific plan” is a planning regulatory tool made available to local governments by the State of California. By law, specific plans are intended to implement a city’s or county’s general plan through the development of policies, programs and regulations which provide an intermediate level of detail between the general plan and individual development projects. As vehicles that implement the goals and policies of a community’s general plan, State law stipulates that specific plans can be adopted or amended only if they are consistent with the jurisdiction’s adopted general plan.

The authority to prepare and adopt specific plans and the requirements for its concerns are set forth in the California Government Code, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

- The distribution, location and intensity of land uses, including open space, within the planning area;
- The distribution, location and capacity of infrastructure, including transportation, water, storm drainage, solid waste and energy systems;
- Design standards and criteria for development and use of natural resources; and
- An implementation program, including capital improvements plans, regulations and financing strategies.

This specific plan is adopted by resolution and ordinance. The standards contained herein are enforceable to the same extent as standards contained in the Zoning Regulations and other City Codes.

RELATIONSHIP TO OTHER CITY DOCUMENTS

Grover Beach General Plan

The Specific Plan is consistent with, and serves as an extension of, the Grover Beach General Plan. It can be used as a policy and a regulatory document. When private development proposals within the planning area are brought before the City, the planning staff will use the Specific Plan as a guide for project review. Projects will be evaluated for consistency with the intent of the plan policies and for conformance with development standards and design guidelines. For projects within the Specific Plan area, policies and standards in the Ramona Specific Plan will take precedence over more general policies and standards applied throughout the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the City's General Plan and Zoning Ordinance will continue to apply.

The Specific Plan is consistent with the following General Plan goals and policies.

Community Social Goals:

- Goal 1.1 A neighborly and friendly community.*
- Goal 1.2 A physically safe community for residents and visitors.*
- Goal 1.4 A community of ethnic and cultural diversity where people of all ages and income live.*
- Goal 1.7 A place where there is pride of community, environment, heritage and history.*
- Goal 1.8 A place where there is a feeling of human scale and personal involvement.*
- Goal 1.9 A town where there are ample opportunities to walk and bike to work and school and recreational and daily errand pursuits.*
- Goal 1.10 A community where people go to a central area for business, civic, cultural and social activities.*

Economic Goals:

- Goal 2.4 A visitor recreational and conference destination area where the environment is the attraction and is not damaged or destroyed.*
- Goal 2.7 A place with vocational training and educational opportunities for all ages.*

Environmental Goals:

Goal 4.1 *A place which promotes resident and visitor exposure and involvement with the natural beauty and resources of the Pacific Ocean, beaches, dunes and related areas while protecting those natural assets from damage or loss.*

Planning Goals:

Goal 5.2 *A city which is proactive in the planning of facilities and services if they impact the goals and future of Grover Beach.*

Goal 5.4 *A community that recognizes and plans for special and specific needs within all of its neighborhoods.*

Circulation Goals:

Goal 1. *Provide Safe and Efficient Vehicular Movement.*

Goal 2. *Coordinate Policies for Land Development and Circulation.*

Goal 3. *Promote Alternative Travel Modes, Including Transit, Pedestrian, Bicycle, and Rail Systems.*

Goal 4. *Coordinate Local Transportation Planning and Administration with the Activities of Other Government Agencies and Concerns of Local Citizens and Businesses.*

Program 1.2.4: *The City shall strive to control traffic levels in residential neighborhoods to not exceed a threshold of 4,000 ADT on any given residential street segment. If such threshold is exceeded, alternative traffic calming strategies shall be considered and implemented as resources permit.*

Policy 3.1: *Provide for desirable and safe alternative access to schools, parks, and shopping areas from residential areas within the City.*

Program 3.1.1: *The City shall plan and require construction of bikeways, sidewalks and pedestrian access ways to all major destination points within the City.*

Policy 3.2: *Encourage the continued development and expansion of local and regional public transit systems.*

Program 3.2.2: *The City shall pursue a Regional Transit Station on Ramona Avenue at Ramona Park.*

Policy 3.4: Improve and maintain the system of sidewalks and crosswalks to promote a pedestrian-friendly community.

Policy 4.2 Coordinate transportation planning with regional and local plans.

The Circulation Element and Technical Appendix include forecast evaluations on future conditions. Under discussion in *Circulation Issues of Concern*, the analysis determined that implementation of the proposed cul-de-sac on 9th Street and potential related impacts on circulation would not be negatively impacted by decreased functional street capacity, congestion, or level of service. Emergency service departments also reviewed the proposed circulation changes, and determined that emergency service response would not be negatively impacted since 8th Street is signalized at Grand Avenue, and will continue to permit vehicle movement to the northern neighborhoods. The cul-de-sac should be designed to permit emergency access through 9th Street.

Resource Conservation & Development:

Policy 8.3 Community Heritage Policy: Historic resources should be identified, preserved, and restored, where necessary because: Goal 1.7

The Ramona Specific Plan (RSP) will provide an opportunity for the educational enhancement of cultural aspects of Grover Beach, which is also an element of the community's heritage and history.

Public Services and Facilities:

Policy 9.1 Neighborhood Services and Facilities Policy: Neighborhood needs for public services and facilities should be identified. Plans for these services and facilities should be designed and implemented because: Goal 5.2

Policy 9.2 Citywide Public Services and Facilities Policy: Citywide public services and facilities should be identified, and plans for these services and facilities should be implemented because: Goal 5.2

Policy 9.3 Community Cultural Events and Facilities Policy: Community cultural events and facilities should be planned to include visitors to the community, particularly if the subject matter relates to the local environment, heritage or history, because: Goal 1.7, 2.4 and 4.1

Policy 9.5 Civic Center Policy: Grover Beach municipal offices should remain in or adjoining the Central Business District because: Goal 1.10

The RSP location is centrally located between the neighborhood areas of North Grover Beach and the Grand Corridor, adjacent to the Central Business District. Although the Element's Neighborhood Plan has designated the existing Ramona Park within the Grand Corridor Plan, the RSP would actually integrate itself as a public service facility and provide a transitional corridor between the two Neighborhood Plans.

Neighborhood Conservation and Development Plans:

Policy 10.1 Neighborhood Plans Policy: Grover Beach should prepare and adopt plans for each neighborhood of the City because: Goal 5.4

The Downtown Redevelopment Area

The City Council adopted the Agency's Improvement Plan area for the Grover Beach Improvement Project in February 1997. The improvement area consists of approximately 185 acres which is approximately 12 percent of the total land area of the City. The Improvement Area is substantially built-out, generally consisting of single-family residential, light industrial and commercial land uses. However, many of the properties in the Improvement Area are underutilized. The Ramona Specific Plan will not detract from the Improvement Plan. Similar to the Redevelopment Plan, the Ramona Specific Plan implements the City's General Plan.

Downtown Traffic Improvement Plan

The downtown improvement project is a series of physical improvements, in the form of traffic calming measures, which would be constructed on the portion of Grand Avenue between Eighth and Eleventh Streets, and the one block on either side of Grand Avenue (Ramona Avenue on the north and Rockaway Avenue on the south). The primary goal of the proposed project is to improve the viability of the City's central business district as a commercial center. The Ramona Specific Plan would augment the downtown improvement project and create a focal point for additional pedestrian activities.

Environmental Review

The Ramona Specific Plan constitutes a "project" under the California Environmental Quality Act (CEQA), and was evaluated for its potential to create adverse effects on the environment. To meet CEQA requirements, a negative declaration was prepared, circulated and certified by

the City Council to assess the direct and indirect environmental effects associated with urban development proposed for the area.

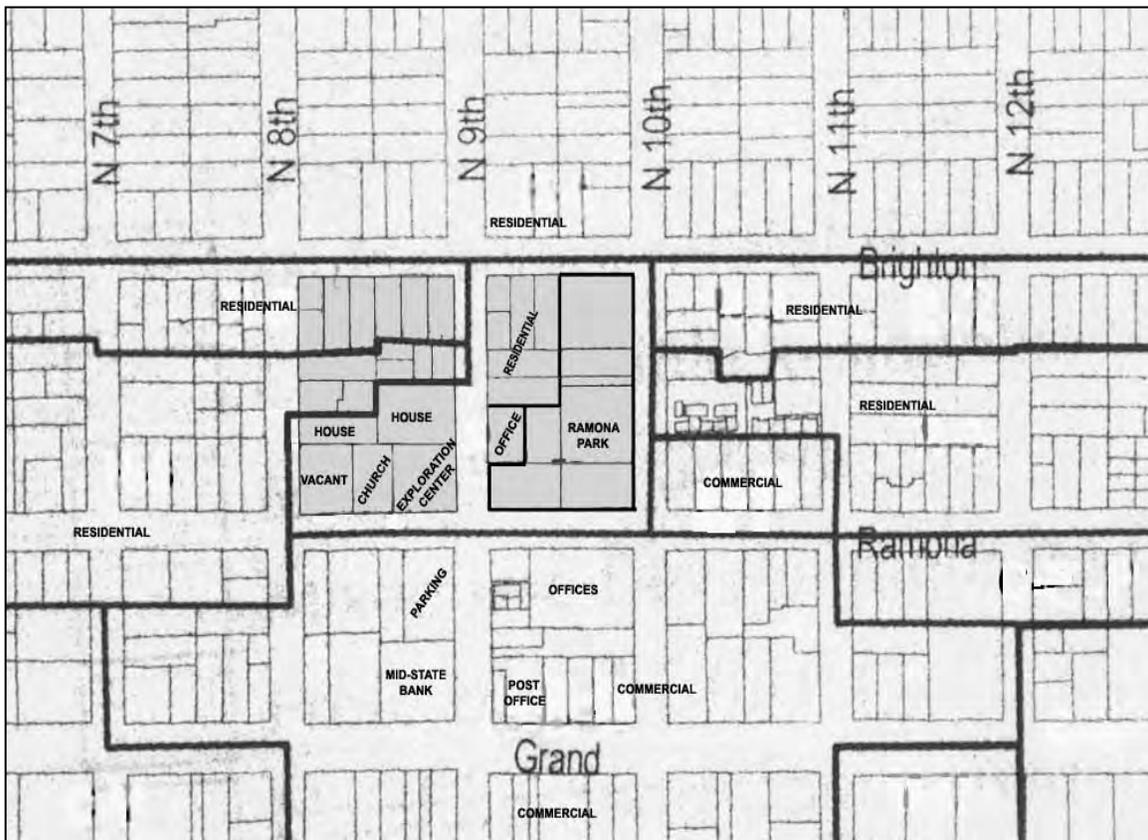
CHAPTER 3 – EXISTING CONDITIONS

LAND USE

The Ramona Specific Plan area is developed with a variety of public and private uses. Existing uses include: Ramona Garden Park, an office building, single and multiple family residences, the Central Coast Exploration Station (formerly City Fire Station 1) and Mount Zion Missionary Baptist Church. Ramona Garden Park is a publicly owned and maintained facility, which consists of a community building, small play structures, restrooms, water fountains, walkways and limited onsite parking. A bus stop and shelter also exist at the northeast corner of 9th Street and Ramona Avenue.

Surrounding uses include offices, Mid-State Bank, the United States Post Office, retail stores and restaurants. City Hall and public safety facilities are located two blocks away on Eighth Street. Figure 3 shows existing land uses in the Specific Plan area and the Central Business District. Existing site conditions are shown in the photographs on pages 17 to 23.

Figure 3 - Existing Land Uses



STREETS AND CIRCULATION

The planning area is served by an existing street system.

Ramona Avenue is a local street that extends east-west. The Ramona right-of-way is 70 feet in width and has parallel parking on both sides of the street. Ramona Avenue, between Ninth and Tenth is improved to its full right-of-way width with sidewalk, curb and gutter. There is an existing bus stop at the northeast corner of Ramona Avenue and Ninth Street. The segment between Eighth and Ninth Streets is not fully improved. Frontage improvements exist on the south side of the street, but not on the north side.

Brighton Avenue is a local street that extends east-west. The Brighton Street right-of-way is 70 feet in width with parallel parking on both sides.

Eighth Street is a local street that extends north-south. The Eighth Street right-of-way is 70 feet in width. This street provides a direct connection to City Hall and the commercial core. Eighth Street is in poor condition and lacks frontage improvements.

Ninth Street is a local street that extends north-south. The Ninth Street right-of-way is 70 feet in width. This street provides direct access to the Post Office and the downtown core. Ninth Street is improved to its full right-of-way width.

Tenth Street is a local street that runs north-south. The Tenth Street right-of-way is 70 feet in width. This local street connects residential uses to Grand Avenue and the commercial center. With the exception of the segment in front of the Ramona Garden Park Building, Tenth Street lacks sidewalk, curb and gutter.

INFRASTRUCTURE

Water. The planning area has water lines within the public streets that form a network adequate for the anticipated public uses. City Master Water Plan show 6-inch water lines or larger within Brighton (8"), Ramona, Eighth, Ninth and Tenth Streets (Figure 5).

Wastewater. Sewer lines are contained within street right-of-ways in the planning area. The sewer lines are generally 6 or 8-inch lines. An existing 8-inch sewer trunk line is located within Ramona and Brighton Streets, with laterals to existing structures. See Figure 6 for existing sewer line diagrams.

Drainage. Based on the City's Drainage Master Plan, most storm-water in the city generally flows south and west towards the ocean (Figure 6). In most cases this water flows above grade in gutters. Grand Avenue is a major component of the City's storm-water conveyance system. An underground storm drain system has been started at the far western end of Grand Avenue, but it does not extend to the Specific Plan area. The Master Storm Drain Plan for Grand Avenue includes a lateral for Ninth Street (Figure 7). The drainage from the Ramona Specific Plan should be coordinated with that system.

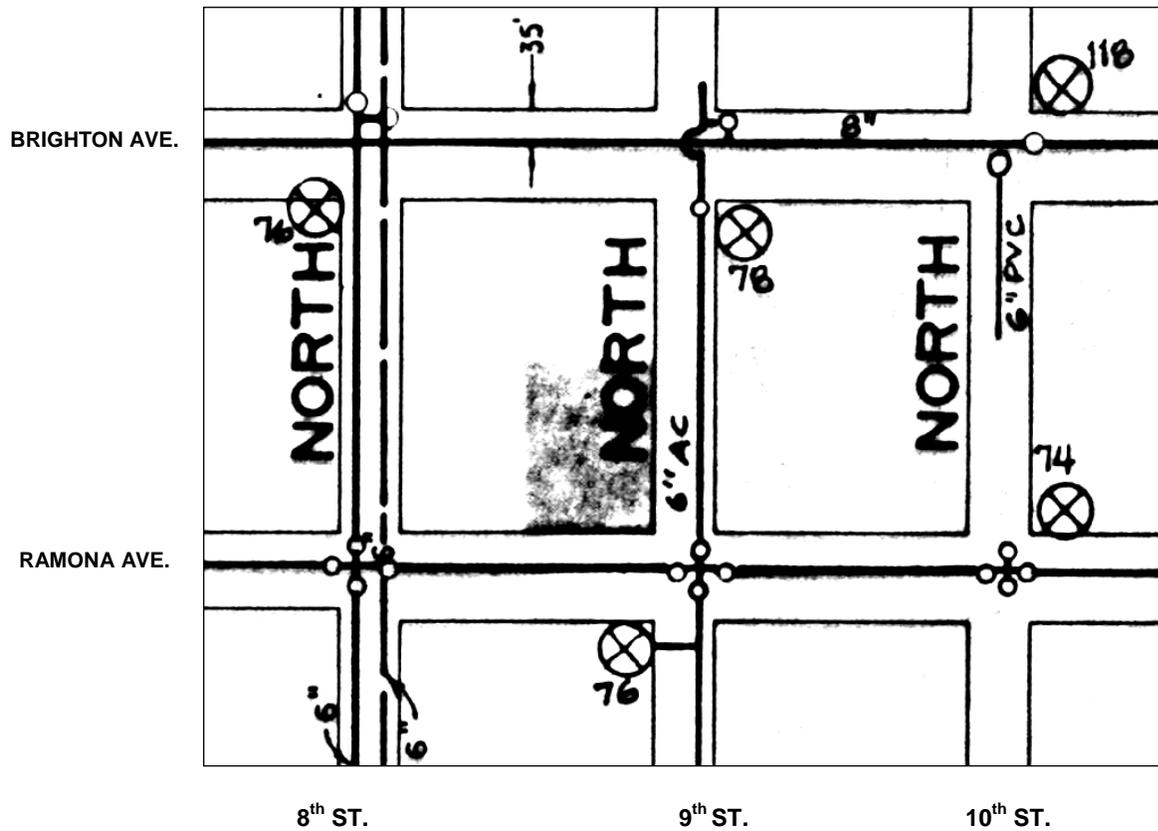
Solid Waste, Other Utilities and Communication Services. The Ramona Park area is provided solid waste collection and disposal services by South County Sanitary Services.

Southern California Gas has a 2-inch gas line in Ramona Avenue and Eighth Street. The Pacific Gas and Electric Company has overhead power lines along both sides of Ramona Avenue, and along Eighth, Ninth and Tenth Streets. Telephone and cable facilities also exist in the plan area.



Aerial Photograph of Plan Area

Figure 4 - Existing Water Lines and Fire Hydrants¹

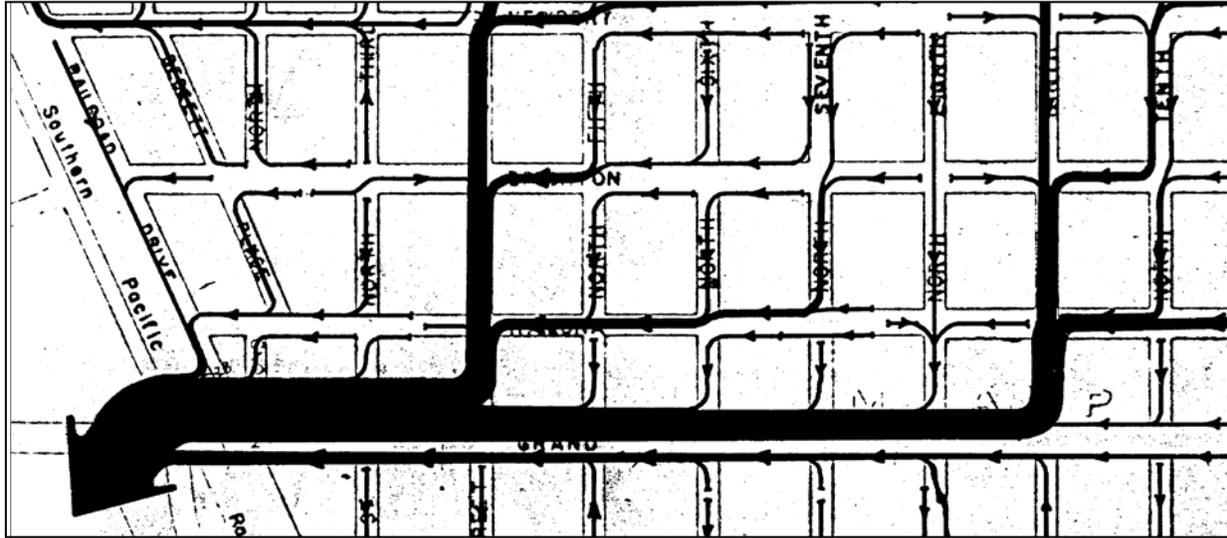


LEGEND

-  WATER VALVE
-  FIRE HYDRANT
-  BLOWOFF ASSEMBLY
-  WATER SAMPLE STATION
-  WATER LINE (SIZE INDICATED)

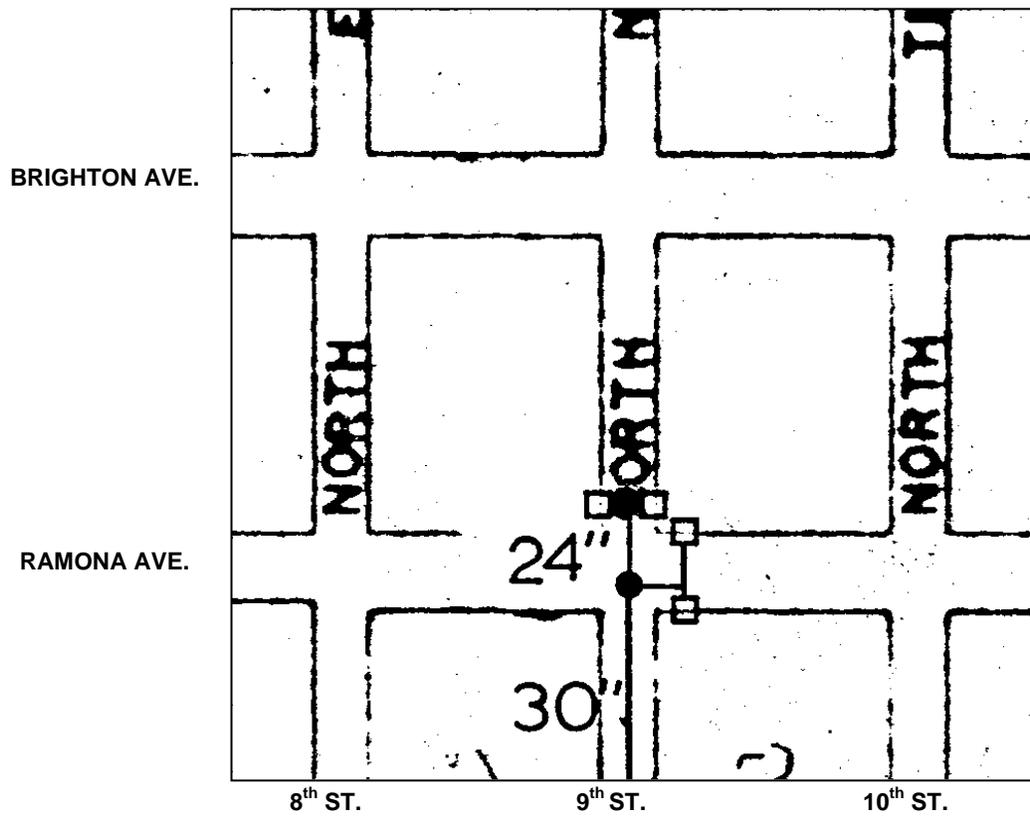
¹Source: Garing, Taylor & Associates, Inc. City of Grover Beach, Master Water Plan.

Figure 5 - Existing Sewer and Drainage Facilities¹



¹Source: Garing, Taylor & Associates, Inc. April 1975. City of Grover Beach, Drainage Study, Flow Diagram.

Figure 6 - Planned Sewer and Drainage Facilities¹



¹Source: Garing, Taylor & Associates, Inc. April 1975. City of Grover Beach, Drainage Study, Alternate Two.

PHOTOGRAPHS OF EXISTING CONDITIONS



Photograph 1: Front of Exploration Station (Former Fire Station)



Photograph 2: Rear of Exploration Station
Proposed location of amphitheater and museum.



Photograph 3: Ramona Avenue looking west towards Eighth Street
Front of existing Exploration Station and Mt. Zion Missionary Baptist Church.



Photograph 4: Ramona Avenue
Looking east towards Exploration Station and Ramona Garden Park.



Photograph 5: Corner of Ramona and Eighth Street (looking north)
Proposed location of community library.



Photograph 6: Eighth Street
Looking south towards Grand Avenue and City Hall.



Photograph 7: Ninth Street
Looking south towards Grand Avenue.



Photograph 8: Ninth Street
Looking north towards Brighton Avenue and residences.



Photograph 9: House on Adjoining Property to north (APN 060-156-011)
Proposed location of Arts/Crafts Center and Community Museum.



Photograph 10: Property at Eighth Street and Ramona Avenue (APN 060-156-031)
Proposed library site.



Photograph 11: Existing Law offices on Ninth Street
Proposed location of Children’s Center.



Photograph 12: Ramona Park Community Building



Photograph 13: Existing Ramona Park from Brighton Avenue

CHAPTER 4 – RAMONA SPECIFIC PLAN

This chapter describes and illustrates the physical design components that will implement the goals and vision of the proposed Specific Plan. The conceptual plan, shown in Figure 8, illustrates how the Ramona Park area might look if the properties were developed under the Specific Plan.

LAND USE PLAN

The Ramona Specific Plan area contains the following land use zoning designations: PF (Public Facilities), C-P (Professional Office), R-2 (Medium Density Residential) and R-3 (High Density Residential). The primary purpose of the PF zoning district is to accommodate public, quasi-public and institutional activities. The C-P zoning district provides for professional and general offices to ensure compatibility between office and residential uses in close proximity. R-2 and R-3 zoning districts only allow residential uses.

The Central Coast Exploration Station (CCES) and Ramona Garden Park are located in the PF zoning district. Two of the parcels identified for the recreational and educational facility are zoned R-3 and one parcel is zoned C-P. Neither of these zoning districts permits libraries, museums, schools, amphitheaters or related activities. Under the Ramona Specific Plan, the existing park and the CCES would become Public Facilities (P-F) which will allow the broader uses desired in the planning area. The church property (Mt. Zion) will remain C-P.

The parcels fronting Brighton Avenue between Eighth and Ninth Streets are zoned R-2. Rezoning these parcels to P-F was discussed in the public workshops, but it was decided to continue the residential zoning given the relatively good condition of the homes. The existing homes on the south side of Brighton between Ninth and Tenth Streets were rezoned in April 2012 from P-F to R-2.

Figure 7 illustrates the physical pattern of development permitted in the Specific Plan Area, as well as the proposed land uses.

Figure 7 - Proposed Land Use and Zoning



CONCEPTUAL PLAN

Specific Physical Design Elements

The Conceptual Plan includes many specific components. Major components are described in the following paragraphs.

Cultural Center. The Specific Plan will include the creation of an educational, cultural and recreational complex that benefits all community residents and visitors. The complex would consist of the existing 4,500 square foot Exploration Station, a 5,000 square foot community library with a future addition of 5,000 square feet for a total of 10,000 square feet; 4,000-square foot youth arts and crafts center; 3,000-square foot museum; 2,000-square foot children’s center and outdoor use areas. The complex would be developed in phases over a 5 to 15-year period.

Street and Parking Improvements. The Specific Plan will include all public streets surrounding the plan area improved to their full right-of-way. The Plan provides street designs to facilitate a pilot program for on-street back-in diagonal parking improvements on Ramona Avenue and Tenth Street in the planning area in order to provide additional parking spaces to this area. Street improvements would be phased with the Ramona Avenue improvements, between Eighth and Ninth Streets, being constructed in the initial phase. In addition, a parking agreement with Mid-State Bank for use of a portion of the bank property that is currently underutilized at the southeast corner of Ramona Avenue and Eighth Street will be pursued to provide additional off-site parking spaces.

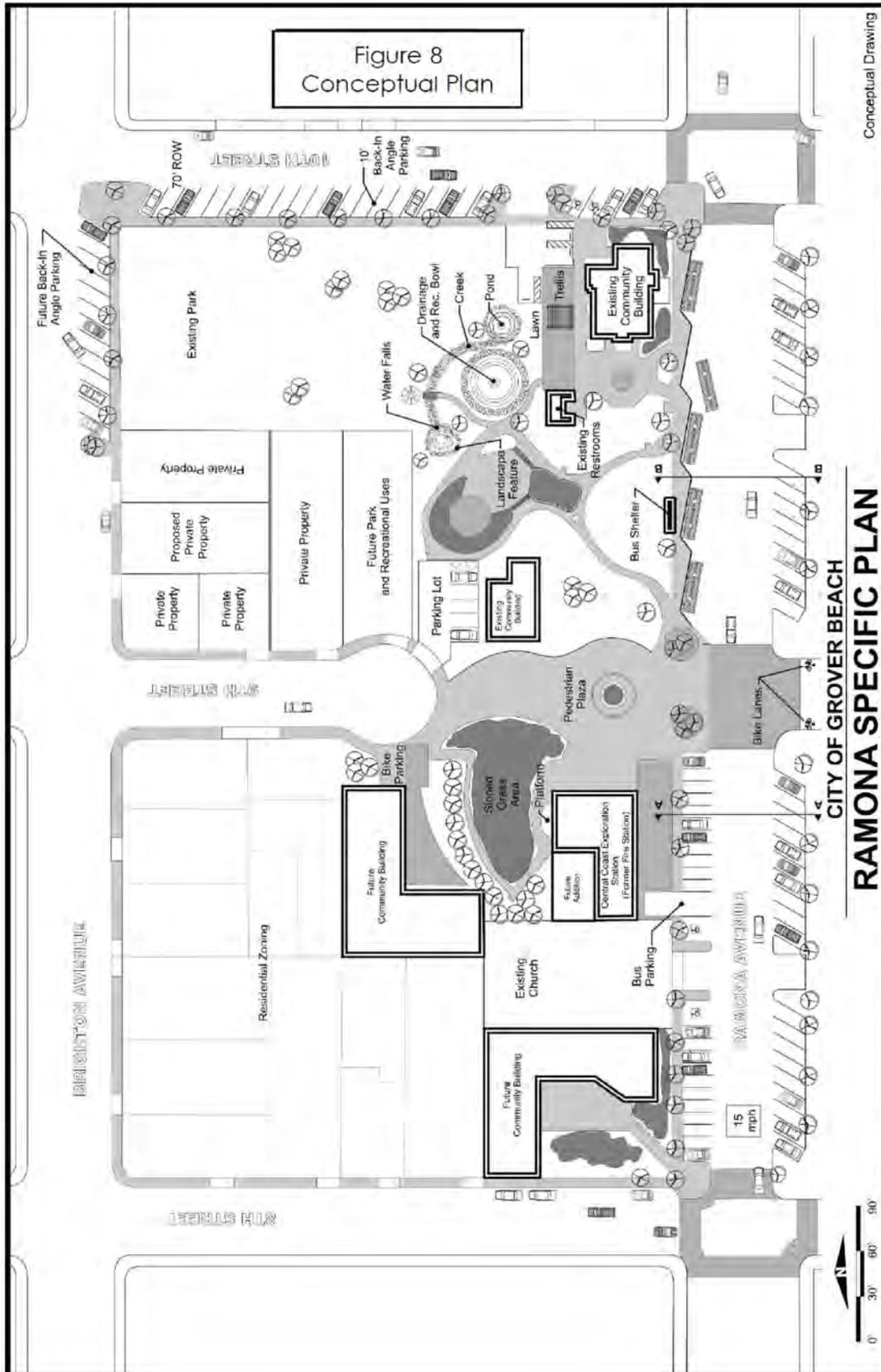
Amended by PC Resolution No. 12-14

South County Regional Transit Facility. The City of Grover Beach, South County Area Transit, San Luis Obispo Council of Governments and Ramona Specific Plan applicants are pursuing the design and development of enhancements where the current bus transfer station is located at the corner of Tenth Street and Ramona Avenue. This will incorporate street frontage and street design enhancements to accommodate multiple bus cueing and pedestrian-oriented enhancements. It will include a covered bus shelter with seating, transit information kiosk, streetscape enhancements (designed to match the West Grand Avenue design enhancements, including crosswalk brick inlays, pedestrian street lights, and street trees), and street design and construction enhancements to accommodate increased transit use.

Ramona Garden Park Improvements. The Specific Plan allows for the upgrade and future expansion of Ramona Park. The plan identifies pedestrian and parking improvements that will assist with use of the existing park and community building. Ramona Garden Park frontage improvements along Brighton Avenue and Tenth Streets are part of the City's Capital Improvement Projects. Additional park enhancements are under the purview of the Parks and Recreation Commission.

Noise Buffers. The cultural and educational center calls for an amphitheater for outdoor activities. These outdoor uses may create noise impacts to the existing residential uses and the church. The Specific Plan proposes landscape buffers and sound deterrents to minimize potential impacts to area neighbors.

Additional Park Area. The Specific Plan will include the future conversion of the following parcel into public park land: 254 N. Ninth Street. Conversion of this lot from its current use will help to offset the net loss of "park" space to parking and bus use.



Amended by PC Resolution No. 12-14

Pedestrian Plaza Elements

The Specific Plan proposes the creation of a pedestrian plaza (see graphic previous page) through the closure of a portion of Ninth Street (between Ramona and Brighton Avenues), and the provision of pedestrian amenities. This pedestrian zone creates a flexible space that could be used by outdoor vendors, for café-eating and special events, and for general pedestrian circulation between the existing Ramona Park and the cultural complex. The area would be designed to allow emergency vehicles to pass through. The pedestrian plaza would include the following elements:

Street Furniture. Public streetscape elements that would be incorporated into the closed block would include street lights, street trees, planters, drinking fountains, special paving, benches, trash receptacles and bollards (for service and emergency access). The plan provides visual examples of some of these elements (see Figures 10 ~ 13).

Decorative Pavers. Decorative pavers would be used to clearly identify the pedestrian use area. Possible materials for pavers could include brick, concrete, clay, tile or granite. Colored concrete could also be used effectively for this purpose, with a troweled or broomed surface to provide interest.

Landscaping. The pedestrian use area would be landscaped with drought-tolerant plants and low-maintenance trees. Trees would be predominantly broadleaf evergreen, and able to withstand wind and ocean air. Species could include: Brisbane box, cajeput tree, New Zealand Christmas tree, sweet gum, oak trees and Indian laurel.

A preliminary landscape palette includes the following species: India Hawthorne, lantana, dwarf abelia, society garlic, star jasmine, ceanothus, bougainvillea, and Nile lily. These would be subject to approval by the C. C. D.

Street Drainage. Drainage in the closure area would be accomplished through a system that permits the paved area to be designed for pedestrians, without the curbs and gutters usually associated with streets. Area drains, swales or trench drains would be utilized to accomplish this purpose. Drainage would be conveyed through a drain inlet and 24-inch line connecting to exiting facilities on Grand Avenue. The drainage inlet would be installed in the cul-de-sac immediately north of the pedestrian plaza.

Special Events Consideration. Vaults or light standards with connections for special event electrical hookups, is proposed to be included in the plaza to facilitate outdoor events.

STREETSCAPE PLAN

This section of the Specific Plan describes streetscape design for the planning area.

Street Design

Areas for street redesign include Ramona Avenue, Brighton Avenue, Tenth Street, the new closed block of Ninth Street and a portion of Eighth Street. The streets would be redesigned to include new sidewalks with streetscape elements such as street trees, streetlights and special paving. Street improvements are also planned for Eighth Street.

Ramona Avenue. Under the Specific Plan, Ramona Avenue would be redesigned to include back-in diagonal parking on the south side between Eighth and Tenth Streets, and continue the use of perpendicular parking on the north side between Eighth and Ninth Streets and a transit center on the north side between Ninth and Tenth Streets. This modification would be accomplished by removing the existing sidewalks, installing a new sidewalk closer to existing buildings and the Mid-State Bank parking lot, and paving out the street.¹ Back-in diagonal parking lanes would be 17 feet wide for 45 degree diagonal parking. Streetscape elements would be carefully located to minimize impacts on pedestrian flow and conflicts with existing businesses.

Brighton Avenue. Under the Specific Plan, Brighton Avenue would be improved to its full right-of-way width. The segment between Eighth and Ninth Streets would be designed to the current City standard of 46 feet curb-to-curb with a 6-foot wide sidewalk and a 6-foot wide landscape strip. The Specific Plan proposes the continuation of parallel parking on Brighton Avenue, with the possibility of conversion to back-in diagonal parking at a later date.

Tenth Street. Under the Specific Plan, Tenth Street would be improved to its full right-of-way width from Brighton to Ramona. The Specific Plan proposes back-in diagonal parking on the west side of the street and parallel parking on the east side of the street. Diagonal parking lanes would be 17 feet wide for 45 degree diagonal parking and parallel lanes would be 8 feet wide. Streetscape elements would be carefully located to minimize impacts on pedestrian flow and conflicts with existing businesses.

Street Trees

Street trees would also be used, with an emphasis on low-maintenance species that reflect the character of wood-clad architecture encouraged in the downtown area. Trees would be predominantly broadleaf evergreen, and able to withstand wind and ocean air. Species could include: Brisbane box, cajeput tree, New Zealand Christmas tree, sweet gum and Indian laurel.

¹ The northerly 15' and southerly 15' of Ramona between 8th street and Oak Park Blvd. were abandoned by the city in 1979 (see Resolution 79-98; 2234 OR 753) making the R/W width between 8th Street and 10th Street a total of 70'.

Street Furniture and Sidewalks

Street furniture would include streetlights, street trees, planters and drinking fountains. Sidewalks would be constructed of standard scored concrete.

Decorative Pavers

Decorative paving is proposed at the intersections of Ramona/Eighth, Ramona/Ninth and Ramona/Tenth. Possible materials for pavers could include brick or stamped concrete.

Utility Undergrounding

Utilities will be placed underground wherever possible in the Specific Plan area. Undergrounding would occur as funds become available.

Street Lights

New pedestrian-scaled streetlights would be installed on the public streets. The plan proposes to include the same street light standards and lamp as those used on West Grand Avenue (see Figure 10).

Examples of streetscape elements that could be incorporated into the Specific Plan area are shown below.



Figure 7 - Light Standard and Lamp



Figure 8 - Side-Door Opening Trash Receptacles



Figure 9 - Steel Bench with Optional Center Armrest



Figure 10 - Typical Planter and Street Trees

CHAPTER 5 – CIRCULATION, PARKING, AND INFRASTRUCTURE

CIRCULATION

As part of the Specific Plan, the public and private transportation systems would be improved to better support vehicular, pedestrian, bicycle and transit circulation.

Street Improvements and Vehicular Circulation

The Specific Plan proposes several improvements to road infrastructure and vehicular circulation. Those improvements are described in the following paragraphs.

Ramona Avenue would be redesigned to include back-in diagonal parking on the south side between Eighth and Tenth Streets, perpendicular parking on the north side between Eighth and Ninth Streets and a transit center on the north side between Ninth and Tenth Streets. Two-way circulation would remain along the entire street. The bus stop at the northeast corner of Ramona and Ninth Streets would be upgraded at its current location with the South County Regional Transit Facility.

Brighton Avenue would be improved to its full right-of-way width (70 feet) from Eighth to Tenth Street. Two-way circulation would remain along the entire street.

Eighth Street would be improved to its full right-of-way width (70 feet) from Ramona to Brighton Avenue. The street section would be 46 feet curb to curb, 6-foot sidewalks and a 6-foot public utility and street tree easement. Two-way circulation would remain along the entire street.

Ninth Street would be partially closed, between Ramona and Brighton to create the pedestrian plaza area. The existing residences and office on this segment of Ninth Street would have access to a cul-de-sac from Brighton Avenue. Ninth Street would be designed to allow emergency vehicles to pass.

Tenth Street would be improved to its full right-of-way width (70 feet) from Ramona to Brighton Avenue. The Specific Plan proposes to install diagonal parking along the west side of the street and parallel parking on the east side. Two-way circulation would remain along the entire street.

PARKING

Bicycle Parking

Bicycle parking would be located in the Specific Plan area at several key locations. Bicycle racks would be installed at the Exploration Station, the future library, community museum and at Ramona Garden Park building. The City would determine the actual number of bicycle parking spaces required for each use within the Specific Plan area.

Vehicular Parking

One of the primary issues in the Specific Plan area is vehicular parking. At the public workshops, citizens expressed concerns regarding potential loss of existing parking. The parking situation is further complicated because the City's Zoning Regulations do not provide parking requirements for many of the public and semi-public uses envisioned in the Specific Plan. Those uses include the Exploration Station, library, and the children's center. It should also be noted that the Exploration Station does not fit precisely into one of the City's use categories, which makes it difficult to determine its actual parking demand. These uses are proposed to have a single parking requirement for all uses within this broader use, of one parking space for each 100 square feet of building. (Current parking demand ranges from 1/40 s.f. of assembly area to 1/250 s.f. of area for other uses including office, retail, museums, etc.) This results in a parking demand of approximately 143 parking spaces. Table 1 shows the number of spaces that would be developed for the project. None of the street parking on residential frontage was counted. Table 2 details a specific set of uses with a conservative estimate for parking demand of 156 spaces. Parking requirements for residential uses were not listed because any new residential use will be required to supply their own on-site parking.

Typically, on-street parking spaces are not included in the parking space provisions for development projects. However, in this project additional on-street diagonal parking spaces are proposed to provide needed parking. Overall, the parking supply under the Specific Plan would redesign on-street and shared parking to accommodate 148 spaces.

Table 1 – Parking Modifications

| Location | Proposed Parking Supply |
|--------------------|--------------------------------|
| Ramona Avenue | 61 |
| Brighton Avenue | 13 |
| Eighth Street | 5 |
| Ninth Street | 0 |
| Tenth Street | 26 |
| Office Lot | 5 |
| Ramona Center Lot | 3 |
| Future Parking Lot | 35 |
| Total | 148 |

Development of the proposed uses in the Specific Plan would generate additional parking demands on the area. According to Table 2, the public and semi-public uses in the Specific Plan would have a parking demand of approximately 156 spaces, which is slightly higher than the available spaces. However, it should be noted that the parking demand assumes a worst-case scenario in which all of the facilities would be occupied at the same time. City Parking Standards allow parking reductions for uses sharing parking facilities and in close proximity to transit facilities. Given the proximity of the existing bus stop and types of uses in the area, there may be an opportunity for a 10 percent parking reduction. If a 10 percent reduction were granted, the uses would have a parking demand of approximately 140 spaces.

With the exception of a couple of surface parking lots, the majority of parking in the planning area is on the street. Pursuant to an agreement between the Exploration Station and Mid-State Bank, a portion of the Mid-State Bank parking lot is available for overflow parking. The Exploration Station also has an agreement to use the law office parking lot. New residential uses in the planning area will be required to supply their own on-site parking.

Table 2 – Estimated Parking Demand

| Use | Parking Requirement | Spaces Required |
|---|---|------------------------|
| Exploration Station (4,000 square feet) 1 classroom, 2 offices, 1 meeting room, 1 storage room, and 2 display rooms. | 1 space per office for staff and 1 space per classroom. | 3 |
| Library (3,500 square feet) 3,000 sq.ft. display and storage 500 sq.ft. office space | 1 space per 500 square feet storage/display area; 1 space per 250 square feet of office; and 1 space per 4 fixed seats or 1 space per 40 square feet of seating area without fixed seats. | 8 |
| Museum (3,000 sq. ft.) | 1 parking space per 250 square feet GFA. | 12 |
| Children's Center (2,000 square feet) | 1 parking space per 250 square feet GFA. | 8 |
| Ramona Park | 1 space per 500 square feet of building floor area or group use area. | 80 |
| Ramona Building | 1 parking space per 4 seats but not less than 1 per 40 square feet of the largest meeting hall. | 30 |
| Mt. Zion Baptist Church | 1 space per 4 seats or 1 per 40 square feet of GFA of the largest assembly area. | 10 |
| Office | 1 space per 250 square feet of gross floor area. | 5 |
| Total | | 156 |

CHAPTER 6 – DESIGN GUIDELINES AND DEVELOPMENT STANDARDS

LAND USE AND ZONING STANDARDS

The City of Grover Beach Zoning Ordinance (Article IX, Chapter 1 of the Grover Beach Municipal Code) provides some of the basis for land development regulations for the residentially zoned areas in the Ramona Specific Plan. Properties currently zoned P-F, C-P (except the church property) and a portion of R-3 properties, are proposed to be amended to P-F. This would allow the following uses and uses that are determined by the Community Development Director to be similar in nature, and with no impacts that would be more significant: passive use parks, museums, libraries, children’s centers, indoor and outdoor assembly/activity areas, and accessory offices and retail uses.

1. Duplex Residential District or “R-2” District

Under the Specific Plan, the properties fronting onto Brighton Avenue, between Eighth and Ninth Streets, will continue to be zoned R-2. Development standards in Section 9109 of the Grover Beach Zoning Ordinance are not proposed to be modified. (i.e., lot coverage, yard requirements, maximum building height, etc.).

2. Multiple Residential District or “R-3” District

Under the Specific Plan, a couple of properties fronting Eighth Street will continue to be zoned R-3. Development standards in Section 9111 of the Grover Beach Zoning Ordinance are not proposed to be modified (i.e., lot coverage, yard requirements, maximum building height, etc.).

3. Public Facility or “P-F” District. Under the Specific Plan, uses within the planning area not including properties noted above in R-2 or R-3 Districts. Uses shall include passive use parks, museums, libraries, children’s centers, indoor and outdoor assembly/activity areas, and accessory offices and retail uses. Structures shall not exceed three stories in height or 35 feet. Again, the church property will remain zoned C-P.

Uses within the P-F District shall be required to obtain Site Plan Approval by the Community Development Director.

DESIGN GUIDELINES

1. Building Design

No specific architectural design, style or materials are mandated for the Ramona Specific Plan area, however, compatibility with adjacent sites, structures and coastal influences are appropriate. The City encourages innovation in design and materials appropriate to public and quasi-public uses.



Photograph 14: Existing Ramona Garden Park Building

The existing park building should be addressed in any design considerations. Design of buildings should be sensitive to this and other newer structures in the area.

CHAPTER 7 – IMPLEMENTATION AND ADMINISTRATION

This section outlines the specific administrative, financing and regulatory approaches that should be followed to effectively implement the Ramona Specific Plan.

CITY ACTIONS

1. General Plan Amendment

In order to implement the land use recommendations of the Specific Plan, the City must amend the General Plan Land Use Map to reflect the land use designations proposed under the Ramona Specific Plan. The three parcels at the corner of Ramona and Eighth and the one immediately north of the Exploration Station would be designated Public Facilities (P-F). The existing Church property would remain designated C-P. All other properties in the Specific Plan area would continue their present land use designations.

2. Zone Change

In order to implement the land use recommendations of the Specific Plan, the City must amend the Zoning Map to reflect the land use designations proposed under the Ramona Specific Plan. The three parcels at the corner of Ramona and Eighth and the one immediately north of the Exploration Station would be zoned Public Facilities. All other properties in the Specific Plan area would continue their present zoning designations.

3. Adoption of the Ramona Specific Plan

An Ordinance adopting the Ramona Specific Plan must be adopted by the City Council.

PUBLIC IMPROVEMENT COSTS

A number of public improvements, including street improvements and the construction of public amenities such as the new pedestrian plaza, will be needed in order to attain the vision of the Ramona Specific Plan. Table 3 shows the proposed public improvements and their preliminary cost estimations.

Table 3 – Order of Magnitude Estimation of Construction Costs

| <i>Item</i> | Quantity | Unit | Cost/Unit | Cost |
|--|-----------------|-------------|------------------|------------------|
| Site Preparation | | | | |
| Remove Existing Concrete Curb and Gutter | 1,050 | LF | 8.00 | \$8,400 |
| Remove Existing Concrete Sidewalk | 6,300 | SF | 2.50 | \$15,750 |
| Concrete Disposal | 117 | CY | 40.00 | \$4,680 |
| 6' Wide Strip-Grind Existing A.C. | 30,000 | SF | 0.25 | \$7,500 |
| Pulverize Existing Base and Paving | 87,500 | SF | 0.17 | \$14,875 |
| Site Preparation Subtotal: | | | | \$51,205 |
| Resurface Roads | | | | |
| 2.5" A.C. Pavement | 120,000 | SF | 0.90 | \$108,000 |
| 6" Class II Aggregate Base | 288,000 | SF | 0.28 | \$80,640 |
| Re-work Grindings and Pulverize A.C. | 120,000 | SF | 0.25 | \$30,000 |
| Special Pavement @ Intersections | 15,600 | SF | 8.00 | \$124,800 |
| Road Subtotal: | | | | \$343,440 |
| Road Edge (Sidewalk, Curb and Gutter) | | | | |
| Concrete Bus Turnout | 2,012 | SF | 7.50 | \$15,090 |
| 8" Concrete Curb | 2,250 | LF | 20.00 | \$45,000 |
| 8" Concrete Curb and 18" Gutter | 1,630 | LF | 19.00 | \$30,970 |
| 18" Wide Concrete Valley Gutter | 1,550 | LF | 13.00 | \$20,150 |
| Concrete Handicap Ramp | 8 | EA | 650.00 | \$5,200 |
| 6' Concrete Sidewalk | 19,300 | SF | 3.50 | \$67,550 |
| Road Edge Subtotal: | | | | \$183,960 |
| Storm Drainage | | | | |
| Curb Inlet | 2 | EA | 2700.00 | \$5,400 |
| 24" R.C.P. (9th St. Cul-de-sac to Ramona) | 196 | LF | 35.00 | \$6,860 |
| Curb Outlet | 1 | EA | 2700.00 | \$2,700 |
| Utilities Subtotal: | | | | \$14,960 |
| Traffic Control | | | | |
| Traffic Control | 1 | LS | 10,000.00 | \$10,000 |
| Traffic Marking | 2,500 | SF | 1.00 | \$2,500 |
| Traffic Signage | 1 | LS | 3000.00 | \$3,000 |
| On-Street Parking Striping | 1 | LS | 1500.00 | \$1,500 |
| Traffic Control Subtotal: | | | | \$17,000 |
| Miscellaneous | | | | |
| Street Lights | 22 | EA | 2000.00 | \$44,000 |
| Street Trees | 80 | EA | 250.00 | \$20,000 |
| Landscape and Irrigation | 8,488 | SF | 2.00 | \$16,896 |
| Street Monument Well | 7 | EA | 225.00 | \$1,575 |
| Dust and Erosion Control | 1 | LS | 2500.00 | \$2,500 |
| Miscellaneous Subtotal: | | | | \$84,971 |
| SUBTOTAL: | | | | \$695,536 |
| Contingencies | | | | \$139,107 |
| Engineering | | | | \$139,107 |
| TOTAL: | | | | \$973,750 |

FUNDING SOURCES

The City of Grover Beach has supported the preparation and adoption of the Ramona Specific Plan on the basis of an assumption that any new development in the City must “pay its own way.” Accordingly, the cost of any public improvements and infrastructure not constructed directly by plan area developers must be distributed among the developments anticipated in the area in the form of fees proportionate to benefited parcels and projects, such as development impact fees. Substantial improvements are required for traffic circulation systems in order to support the planned development of the plan area. The Central Coast Exploration Station will be responsible for costs to install its proportionate share of the improvements (i.e., sidewalk, curb and gutter) along the front of its properties. Special design enhancements may be funded through State and Federal resources through the San Luis Obispo Council of Governments competitive grant programs.

The following sections of this chapter discuss possible funding sources for the development of essential plan-area public facilities and improvements.

1. Federal, State and Regional Funds

This section addresses federal, state and regional funds available for projects such as those described in the Specific Plan. The likelihood of receiving funding grants is greatly increased for projects that are part of an official, adopted plan, and are created through a public process, such as this plan.

- **TEA-21, the Transportation Equity Act for the 21st Century**, provides a number of funding sources for smaller, neighborhood-based projects relating to streetscape improvements, and bicycle and pedestrian facility enhancements.
- **Surface Transportation Program (STP)**. STP is the largest and most flexible program for capital projects.
- **Congestion Management Air Quality (CMAQ) Funds**. The primary focus of CMAQ is to fund projects and programs which reduce transportation-related emissions.
- **Transportation Enhancement (TE)**. TE Funds a broad range of transportation improvements from bicycle and pedestrian facilities, to main street revitalization and historic preservation of train depots.
- **State Transportation Improvement Program (STIP)/Regional Improvement Program (RIP)**. Funding for the STIP and RIP program comes from a blend of TEA-21 and state monies. The regional transit facility will be the primary focus for obtaining STP funds.

2. Grants

Public and private grants are available for educational, recreational and cultural projects. The Central Coast Exploration Station could pursue grants from the National Endowment for the Arts, Department of Justice-Prevention Programs and local corporations. These types of agencies prefer grant applicants that have local agency support and long-range planning support.

3. Private Funds

Private donations are generally available from foundations, institutions and corporations that have an interest in the area. After approval of the Specific Plan, more donations may become available to applicants, since foundations and other agencies will be able to refer to a long-range plan supported by local agencies for use of the funds.

4. Joint Development

Joint development approaches between public agencies and/or with private companies or individuals could be a means to fund development of public facilities under the Specific Plan.

In a public/private partnership, a private individual or company would join forces with the City to develop a new project. This type of development could be pursued for a project such as a cultural center.

5. City General Funds (only for public improvements)

A small portion of funding for improvements under the Specific Plan may be available from the City's General Fund if approved by the City Council. A very limited amount of money is set aside for capital improvement projects out of the City's General Fund. Therefore, very little funding can be expected from this source, similar to other street maintenance capital projects.

6. Open Space Improvement Funding

Ways to fund open space improvements such as fountains, sculptures and public art require further study. Provisions for funding may include a required percentage of construction costs, private funding or allocation of other public funds.

7. Redevelopment Funds (only for public improvements)

The Specific Plan is within the City's redevelopment area and may qualify for redevelopment funds.

Phasing of Public Improvements

It is most likely that funds from Federal, State and Regional resources will be available in increments to pay for costs associated with the street, frontage and plaza improvements on Ramona Avenue, extending up 9th Street to the cul-de-sac. These improvements will be phased and implemented as funds become available. The likely phases will depend upon grant money availability, and include the regional transit station and street improvements between 9th and 10th Street; the plaza and street and frontage improvements between 9th and 10th Street; other improvements (e.g. 10th Street, Brighton Avenue, etc.).

APPENDIX A

RAMONA SPECIFIC PLAN OWNERSHIPS

RAMONA SPECIFIC PLAN OWNERSHIPS

| PRIVATELY OWNED LAND | ASSESSOR'S PARCEL NO. | ACREAGE (SQ. FT.) | PERCENT OF TOTAL AREA |
|------------------------------|-----------------------|--|-----------------------|
| Chaves Trust | 060-156-007 | 7,500 | 3% |
| Matthew and Misty Lackie | 060-156-009 | 7,500 | 3% |
| Clifford and Mary Clark | 060-156-011 | 15,000 | 6% |
| Clifford and Mary Clark | 060-156-031 | 13,240 | 5% |
| Mt. Zion Missionary Baptist | 060-156-032 | 9,930 | 4% |
| South County Education Ctr. | 060-156-033 | 16,550 | 6% |
| Harry Bottorff | 060-156-035 | 6,620 | 3% |
| James and Marlene Collins | 060-156-036 | 6,620 | 3% |
| Berning Trust & Thomas Pryor | 060-156-037 | 5,750 | 2% |
| Robert J. Smith | 060-156-038 | 5,750 | 2% |
| Leonel and Mary M. Bezera | 060-156-039 | 5,750 | 2% |
| Robert and Marjorie Craine | 060-156-040 | 2,900 | 1% |
| Karen Smith | 060-156-041 | 2,361 | 1% |
| Eleanor Hink | 060-156-042 | 2,378 | 1% |
| Bernard and Sue Hartman | 060-156-043 | 2,476 | 1% |
| Antonio and Virginia Frausto | 060-156-044 | 3,369 | 1% |
| Antonio and Virginia Frausto | 060-156-045 | 3,250 | 1% |
| JB & Sandra J. Secola | 060-156-046 | 4,055 | 2% |
| Ronald Van Hoosear | 060-156-047 | 4,907 | 2% |
| Cyril G. Clare | 060-162-006 | 7,500 | 3% |
| Clifford and Mary Clark | 060-162-012 | 7,500 | 3% |
| Ch and MI Clark | 060-162-013 | 7,500 | 3% |
| Gregory Cebulla | 060-162-019 | 6,620 | 3% |
| Ed and Neda Begovich | 060-162-021 | 3,311 | 1% |
| Darrell and Linda Voth | 060-162-022 | 3,311 | 1% |
| PUBLICLY OWNED LANDS | ASSESSOR'S PARCEL NO. | ACREAGE (SQ. FT.) | PERCENT OF TOTAL AREA |
| City of Grover Beach | 060-162-015 | 19,860 | 8% |
| City of Grover Beach | 060-162-016 | 12,300 | 5% |
| City of Grover Beach | 060-162-018 | 6,621 | 3% |
| City of Grover Beach | 060-162-020 | 19,860 | 8% |
| City of Grover Beach | 060-162-023 | 7,500 | 3% |
| City of Grover Beach | 060-162-024 | 21,000 | 8% |
| City of Grover Beach | 060-162-025 | 2,250 | 1% |
| TOTAL | | 251,039 square feet = 5.8 acres | |

APPENDIX B
PLANNING PROCESS

PLANNING PROCESS

Review of Existing Documents

The planning process began with a thorough review of and evaluation of existing background information. These documents provided the framework and backbone for the Ramona Specific Plan. Documents reviewed included the Grover Beach General Plan, the Downtown Traffic Improvement Plan and EIR, Grover Beach Municipal Code and others.

Community Involvement

Preparation of the Specific Plan included a comprehensive public participation process. The public was involved to accurately identify concerns and problem areas, generate ideas, and clarify and resolve issues. Following are brief descriptions of the community involvement and outreach components:

Three public workshops were held to listen to the concerns and ideas of the community. Public workshops were held on July 10, 2002, August 10, 2002 and August 24, 2002. The workshops were held at the Ramona Garden Park community building. An informal preference survey was compiled to determine the features receiving the most support regarding design concepts, including:

Land Use Ideas:

- Location of parking on-site and off-site (diagonal parking and/or perpendicular parking)
- Architectural character of mixed-use projects
- Landscape treatments or median islands and yards
- Crosswalk and bulb-out design options
- Community Library
- Pedestrian-oriented uses
- Relocate Bus Stop
- Senior Center
- Children's Museum and education center
- Parking
- Noise Buffers
- Arts Program facility
- Improved Landscaping
- Decorative sidewalks, crosswalks and intersections
- Traffic-Calming
- Improved sales tax (concession stands)
- Partially Close Ninth Street
- Senior Center (Future)

Land Use Concerns:

Parking

Noise

Cost

Duplication of Services

Potential conflicts with City's Parks and Recreation Department

Maintenance of landscaping

Timing of Project

Ownership and regulation

Environmental Review

Conflicting zones

Relocation of Bus Stop and Designated Parking

Loss of property tax revenue

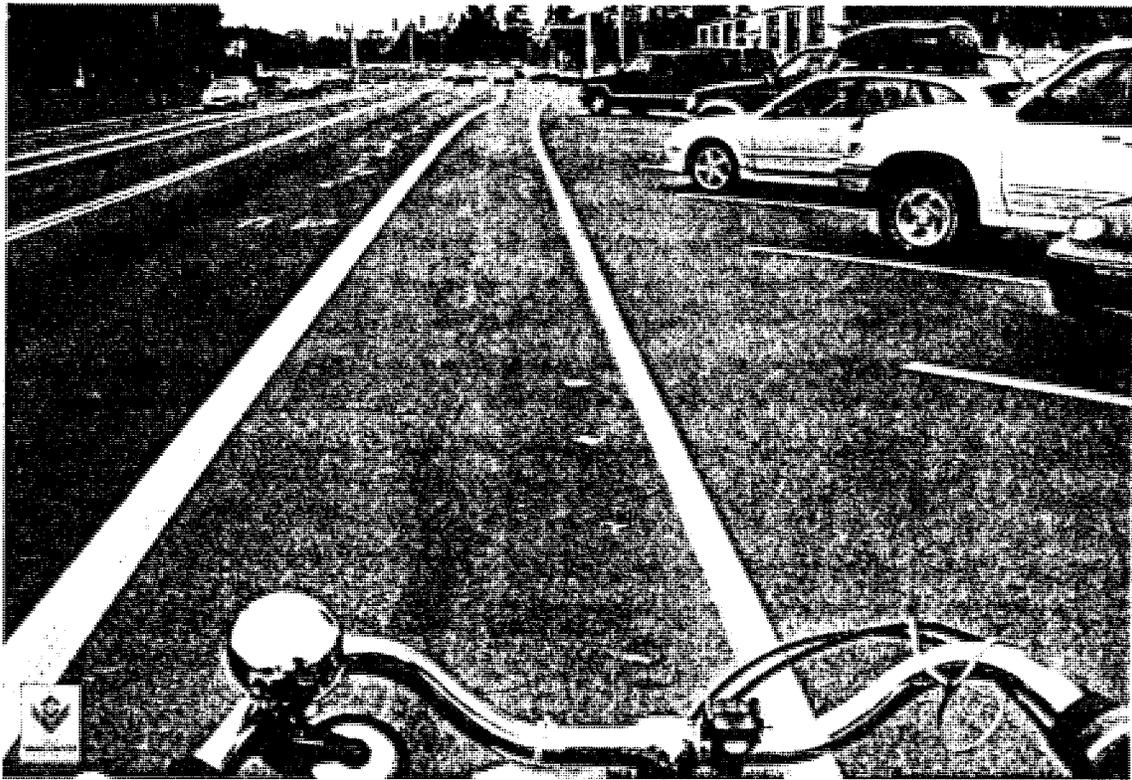
Loss of future sales tax

Loss of housing

Potential impacts to church

APPENDIX C
REVERSE ANGLE PARKING

Back-in/Head-out Angle Parking



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Introduction

In recent years the use of back-in/head-out angle parking has increased steadily in cities across North America. There are several reasons for this development. Kulash and Lockwood (2003) state that:

“Back-in/head-out diagonal parking is superior to conventional head-in/back-out diagonal parking. Both types of diagonal parking have common dimensions, but the back-in/head-out is superior for safety reasons due to better visibility when leaving. This is particularly important on busy streets or where drivers find their views blocked by large vehicles, tinted windows, etc., in adjacent vehicles in the case of head-in/back-out angled parking. In other words, drivers do not back blindly into an active traffic lane. The back-in maneuver is simpler than a parallel parking maneuver. Furthermore, with back-in/head-out parking, the open doors of the vehicle block pedestrian access to the travel lane and guide pedestrians to the sidewalk, which is a safety benefit, particularly for children. Further, back-in/head-out parking puts most cargo loading (into trunks, tailgates) on the curb, rather than in the street.”

The growing presence on American streets of sport utility vehicles (SUVs), with their bulky rear ends and (frequently) tinted windows may have spurred the trend toward back-in/head-out angle parking: when using conventional angle parking, drivers increasingly find themselves beside an SUV, with more difficult sightlines.

This report briefly discusses the design and benefits of back-in/head-out angle parking and shows where the design has already been implemented.

Some examples

In Tucson, AZ, two blocks of reverse diagonal parking have been installed along the University Boulevard Bikeway (see Figure 1), which leads into the west entrance of the University of Arizona (~36,000 students). In the two years of reverse diagonal parking, there have been no accidents along the segment, despite the large number of cyclists using the bikeway.

Figures 2-4 illustrate some of the benefits of back-in/head-out angle parking. In Figure 2 the driver is able access her trunk from the curb rather than from the street. Figures 3 and 4 show that the driver can have eye contact with oncoming traffic, in this case a bicyclist.

Figure 5 shows typical signage used to introduce drivers to back-in/head-out angle parking. For more examples on back-in/head-out angle parking, see Appendices A and B.

Figure 1 Back-in/Head-out parking in Tucson, AZ.



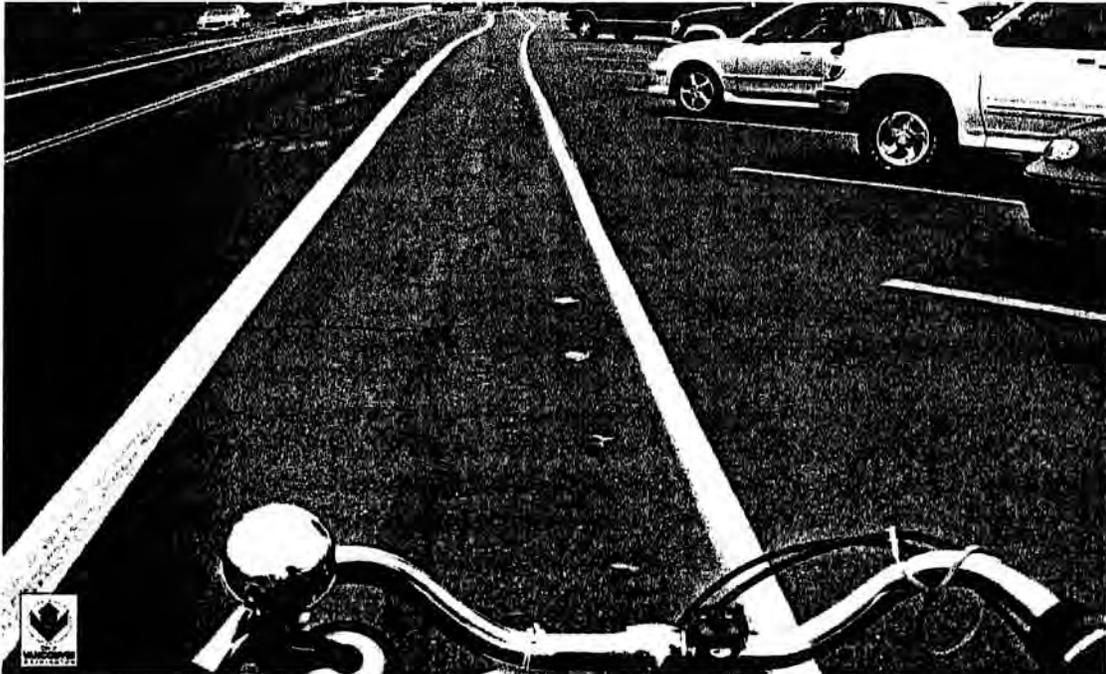
Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 2 With back-in angle parking you can load your car on the curb, rather than in the street (Vancouver, WA).



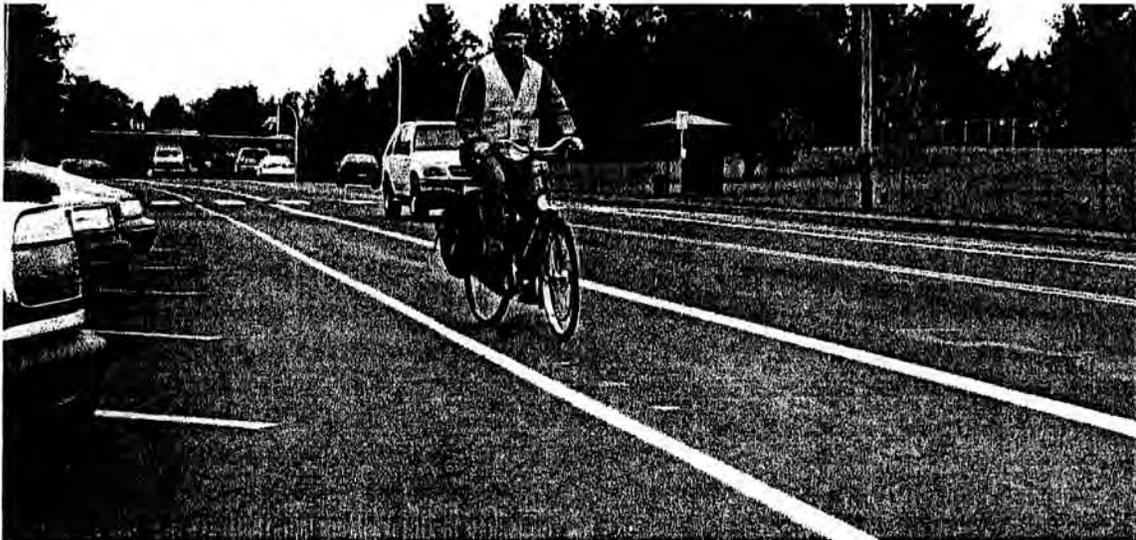
Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 3 An 'eye-to-eye' line of sight between parker and approaching road-user (Vancouver, WA).



Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 4 The parker's view of the on-coming traffic (Vancouver, WA).



Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 5 A traffic sign showing the three steps of back-in angle parking, in Kelowna, BC, Canada.



Source: City of Kelowna, British Columbia, Canada.

Advantages

Back-in/head-out angle parking is similar to both parallel and standard angle parking. As with parallel parking, the driver enters the stall by stopping and backing, but need not maneuver the front of the vehicle against the curb. When leaving the stall, the driver can simply pull out of the stall, and has a better view of the oncoming traffic.

Bicyclists

This type of parking provides a safer environment for bicyclists using the roadways. The driver is able to see the cyclist easily when exiting the stall. Several cities where back-in angle parking has been implemented have seen a reduction in number of accidents compared to the number of accidents at regular parallel parking schemes. Matt Zoll at

Back-in/Head-out Angle Parking

Tucson-Pima County Bicycle Advisory Committee says that after implementing the back-in/head-out angle parking scheme in Tucson they “went from an average of 3-4 bike/car accidents per month to no reported accidents for 4 years following implementation.”

Visibility

In contrast to standard angle parking the visibility while exiting a back-in/head-out angle parking into traffic is much improved. When the driver is backing up (into the stall), the driver is in control of his lane: traffic behind either waits, or changes lanes.

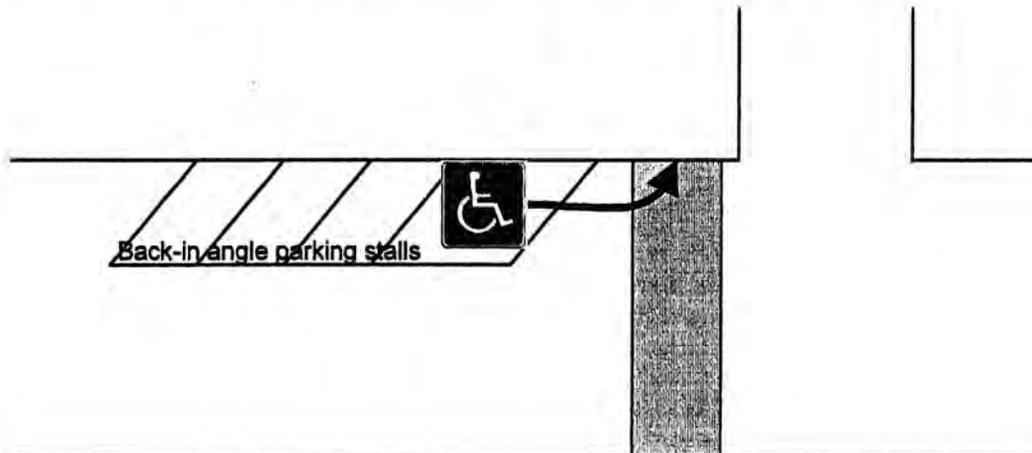
Steep terrain

Back-in angle parking can also be useful on steep terrain: if used on the correct side of the street, it causes drivers to automatically curb their wheels, which in turn prevents runaway autos. Used on the wrong side of a steep street, however, it is likely to cause more runaways.

Disabled parking

In Pottstown, PE, a 13-foot wide handicap accessible stall has been incorporated into the angle parking as the last space, intersection nearside, of each block. This places each disabled parking stall close to the existing curb ramps, and allows the wheelchair-using drivers to unload out of the way of traffic (see Figure 6). By contrast, the street’s previous parallel parking arrangement could not be safely used for disabled parking, and conventional angle parking raised safety concerns for the street’s proposed bicycle lanes.

Figure 6 A disabled parking stall located right next to the pedestrian crossing and the curb ramp.



Safety

As SLCTrans (2004) states, "one of the most common causes of accidents is people backing out of standard angled parking without being able to see on-coming traffic. Reverse angled parking removes this difficulty." It also improves safety for cyclists, and for loading/and unloading the trunk of the car. Similarly, the *Urban Transportation Monitor's* recent article on back-in angle parking reported reduced accidents and benefits for bicyclists in several communities. In all, back-in/head-out angle parking is a good choice when compared to conventional head-in angle/back-out parking and parallel parking.

Cities using back-in/head-out angle parking

The list of cities in North America that use back-in/head-out angle parking is growing. Figure 7 lists some of these communities.

Figure 7 Cities using back-in/head-out angle parking.

| CITY | SOURCE | |
|--------------------|------------------|----------------------------|
| Arlington, VI | Dan Burden | Walkable Communities, Inc. |
| Birmingham, AL | Russ Soyring | City of Traverse City, MI |
| Burnaby, Canada | Dan Burden | Walkable Communities, Inc. |
| Charlotte, NC | Dan Burden | Walkable Communities, Inc. |
| Chico, CA | Patrick Siegman | Nelson\Nygaard |
| Everett, WA | Michael M. Moule | Livable Streets, Inc |
| Honolulu, HI | Dan Burden | Walkable Communities, Inc. |
| Indianapolis, IN | Michael M. Moule | Livable Streets, Inc |
| Knoxville, TN | Michael M. Moule | Livable Streets, Inc |
| Marquette, MI | Russ Soyring | City of Traverse City, MI |
| Montreal, Canada | Michael M. Moule | Livable Streets, Inc |
| New York, NY | Dan Burden | Walkable Communities, Inc. |
| Olympia, WA | Dan Burden | Walkable Communities, Inc. |
| Plattsburgh, NY | Dan Burden | Walkable Communities, Inc. |
| Portland, OR | Michael M. Moule | Livable Streets, Inc |
| Pottstown, PA | Michael M. Moule | Livable Streets, Inc |
| Salem, OR | Todd Boulanger | City of Vancouver, WA |
| Salt Lake City, UT | Dan Burden | Walkable Communities, Inc. |
| San Francisco, CA | Michael M. Moule | Livable Streets, Inc |
| Seattle, WA | Dan Burden | Walkable Communities, Inc. |
| Tacoma, WA | Dan Burden | Walkable Communities, Inc. |
| Tucson, AZ | Michael M. Moule | Livable Streets, Inc |
| Vancouver, WA | Todd Boulanger | City of Vancouver, WA |
| Ventura, CA | Todd Boulanger | City of Vancouver, WA |
| Washington, DC | Dan Burden | Walkable Communities, Inc. |
| Wilmington, DE | Michael M. Moule | Livable Streets, Inc |

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City of Vancouver, WA (2004) Angle Back In Parking Striping. Standard Plan Number T29-62.

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APPENDIX A

NAWN, J.A. (2003) CENTRAL BUSINESS DISTRICT BACK IN ANGLE PARKING. *PE REPORTER*, NOVEMBER/DECEMBER ISSUE, P. 11-13.

Central Business District Back In Angle Parking

John A. Nawn, P.E., PTOE



In August 2003, the Pottstown borough completed back in angle parking along the main street through its central business district (CBD). This is the first such application of back in angle parking in the Commonwealth of Pennsylvania.

In many community's central business districts, lack of parking close to retail and commercial establishments is seen as a deterrent to continued retail development and reinvestment into the CBD. In many instances, the CBD is also bisected by an urban arterial, or "Main Street." Competing needs of parking versus efficient vehicle movement can impede mobility and sometimes compromise safety.

Since the middle 1990's, the Borough of Pottstown, Montgomery County, Pennsylvania, has struggled to revitalize and reinvigorate its downtown core. The Borough's 1994 Downtown Comprehensive Plan identified several goals for revitalization, specifically dealing with creation of a pedestrian friendly, multi-modal environment while maximizing the amount of parking and its proximity to retail establishments that line the downtown core. Through leveraging of and improvement to the existing transportation infrastructure, the community attempted to realize these goals.

Located in the Philadelphia, Pennsylvania metropolitan area and situated on the Schuylkill River, the Borough of Pottstown traces its routes to 1752. As the Borough developed, the CBD developed

centered along High Street, making High Street the Borough's main street. At 5.5 square miles, Pottstown population is 21,859 (2000 census). Following the increase in automobile traffic after World War II, the High Street cross section was reconfigured to maximize automobile mobility. With 68 feet available between the curb lines, two 11-foot through lanes and a 7-foot parallel

parking lane were created in each direction along with a 10-foot wide center turn lane/painted median. Combined with a 16-foot sidewalk on each side, the face of the buildings on each side of the street are 100 feet apart, creating a very wide corridor through the CBD. The width of the corridor is visually perceived by some to be a deterrent to downtown redevelopment.

In 1972, a four lane, grade separated, limited access freeway, U.S. Route 422, was constructed along the opposite side of the river from the Borough, essentially bypassing the CBD and drawing large amounts of the existing through traffic volume from High Street. High Street quickly became an underutilized transportation asset.

As a highway facility, High Street was an operational success. The 85th percentile

speeds were within 5 miles per hour of the posted speeds and an attractive level of service was maintained for vehicles. However, High Street was failing to meet

As a highway facility, High Street was an operational success...

however, High Street was failing to meet more recent and progressive economic development and transportation goals.

more recent and progressive economic development and transportation goals endorsed at local, state, and national levels.

Increasing pedestrian traffic is one of the key objectives in the

Borough's efforts to revitalize the CBD. However, High Street's configuration impeded these efforts. With four lanes of rapidly moving traffic, it was neither pedestrian nor shopper friendly. High Street's 68-foot cross-section was intimidating and discouraged pedestrians and shoppers from crossing the street. Pedestrian injuries and deaths were not uncommon. In addition, vehicle traffic along High Street moved too quickly to allow passengers adequate time to identify shopping opportunities and find a parking space.

Downtown business owners identified a perceived lack of parking as a concern. Although metered, parallel parking was available on both sides of High Street throughout the CBD, it was generally 50%

"Back-in" continued on p. 12

"Back-in" continued from p. 11

utilized and, therefore, considered to be insufficient in addressing the potential needs of the downtown businesses, considering the number of vacancies. While a number of small surface lots had been created along High Street, the linear nature of the CBD makes this parking convenient to only adjacent businesses with long walks necessary for all other businesses.

One of the region's transportation goals is to encourage the use of bicycles as an alternative to the automobile. High Street had been designated by Montgomery County

as an official Bicycle Route connecting Pottstown with other communities along the Schuylkill River corridor. But, in its former configuration, High Street was not conducive to bicycle travel with no dedicated bike lanes and swiftly moving vehicular traffic.

State and regional plans recognize the connection between revitalizing older communities and solving the problems of traffic congestion on our roads and highways. Encouraging people to live, work and shop in denser, walkable communities fosters the use of existing public transportation, helps reduce sprawl and relieves the pressure on our road system. Creating vibrant downtowns in our cities and smaller urban communities ensures a growing demand for public transportation. Therefore, the general thinking was that reconfiguring and calming traffic on High Street would address Pottstown's own economic development goals and have a positive impact on regional transportation and growth issues.

Clearly if the Borough was to increase pedestrian traffic and attract new business to the CBD, while not reducing available parking, the existing automobile and truck traffic would have to be calmed. The CBD study area generally encompassed a 1.1-mile corridor centered along High Street. Within this corridor, there are 10 signalized intersections. Of those, only two were

equipped with pedestrian push buttons; side streets were not actuated; and all signals were uncoordinated, operating on fixed time cycles with side street phases sufficient to also support lengthy pedestrian times required to cross High Street. Improvements would include coordination of the signals and the addition of pedestrian push buttons to improve mobility and support the thorough

lane reduction necessary to support additional angle parking.

One method used to provide more parking is creation of traditional, pull-in angle parking. However, in order to properly implement

traditional angle parking, a substantial amount of right-of-way is necessary to provide the proper maneuver space for vehicles to back out of the spaces without impeding traffic flow on the adjacent roadway. With traditional angle parking in place on both sides of a main street, the width of the street and subsequently pedestrian crossing distances become excessive, creating a non-unified downtown unattractive to pedestrians; pedestrians who are critical to the success of the retail and commercial establishments in the CBD. At signalized intersections, pedestrian crossing times can be excessive, leading to decreased vehicle mobility and progression. More

typically, the width of available right-of-way is insufficient to support angle parking. While the angle of the parking can be reduced to narrow the required width of street, as the parking angle becomes more acute, the angle-parking yield becomes not much more than that with parallel parking. Ideally, angle parking without the wide maneuver space would address the problem.

It was clear that if the Borough wished to leverage additional parking and a

friendlier pedestrian environment as a means to revitalize the downtown area, that conventional methods and thinking would not likely meet those goals. The concept of employing reverse angle or back in angle parking was initiated by the Borough's Planning Commission and upon request from the Commission, the Borough commissioned a new study to evaluate the appropriateness of back in angle parking on High Street.

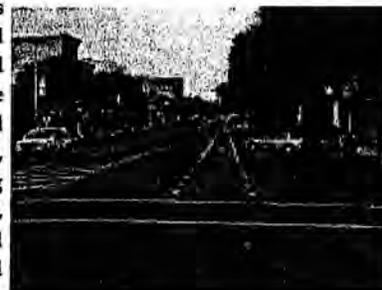
The initial plan was to establish minimum required lane widths for the conventional elements of the roadway cross-section. In accordance with PennDOT's criteria for an urban arterial, the minimum acceptable width for through lanes is 11 feet. The center median/turn lane would remain, as it was critical to maintaining the necessary levels of service. PennDOT's minimum criterion for auxiliary lanes is 10 feet, therefore leaving 36 feet of the 68-foot width available to support the parking and bicycle lanes.

PennDOT has detailed regulations governing implementation of angle parking on state highways and specifies a minimum width for parking and maneuver space. With 36 feet available, it would be possible to implement angle parking on one side of the street only, with 6 feet available for a single bike lane. Downtown stakeholders were not

inclined to limit parking to one side of the street. Furthermore, with parking provided on only one side of the street, the question was raised as to how drivers proceeding in the opposite direction would be able to utilize the spaces. There was

little interest in reducing the angle of the spaces as the additional yield, as noted previously, was not sufficient to justify the installation of the angled spaces.

Having determined that angle parking would likely only be possible on one side of the street, the decision was made to retain parallel parking on the opposite side. It was also determined at this point to set a minimum width for the bicycle lane, in accordance with AASHTO criteria, which



recommend a width for two directional travel of 12 feet. This width was also consistent with PennDOT's criteria. With all the other minimum widths established and agreed upon, this left 18 feet for angle parking.

In order to maximize the amount of parking, it was decided to utilize an 8 foot, 6 inch (2.59 meter) wide space, which is consistent with National Parking Association (NPA) criteria for a 45-degree angle space. The available 18-foot width, however did not meet PennDOT's minimum criteria. The design team, lead by John A. Nawn, P.E., PTOE, in meetings with the Department, pointed out that PennDOT standards did not specify whether the angle parking criteria applied to traditional pull in or back in angle parking, and since there were no examples of back in angle parking in Pennsylvania, it was clear that the PennDOT criteria only applied to pull in angle parking. It was agreed that a maneuver area was necessary for traditional pull in angle spaces so vehicles can re-enter the roadway safely. When backing up from a pull in angle space, an operator temporarily has no view of approaching traffic dependent upon the length of his or her vehicle and the length and composition of the vehicle to the right. The maneuver area is necessary to provide the operator a safe place to back into during this essentially blind reverse maneuver. However, with back in angle parking, it was argued that no such maneuver area was necessary since vehicles exit forward.

The human biomechanical motion necessary to enter a back in angle parking space is similar too, if not easier than entering a parallel parking space. The prescribed method for entering a parallel parking space entails three distinct steps. First, the operator pulls past the parking space. Second, the operator proceeds in reverse into the space, on a diagonal, as far as possible. Third, the operator pulls forward while turning toward the right to bring the vehicle parallel to the curb. The second step, wherein the operator pulls backwards into the parallel space, typically places the vehicle at an approximate 45-degree angle with the travel lane. For a 45 degree back in angle space therefore, the operator only needs to complete the first two

steps of the typical parallel parking maneuver wherein the operator pulls past the space, then proceeds in reverse into the space, completing the move. When leaving the space to re-enter the highway, the back in angle space has a clear advantage over the parallel parking space. When exiting a parallel parking space, an operator must turn his or her field of vision up to 180 degrees and look backward to be able to view approaching vehicles and identify gaps in which to re-enter the traffic stream. In pulling out from a 45 degree angle space, the maximum that the operator must turn his field of vision is 135 degrees to be able to see approaching vehicles from his left. This movement requires only that the operator turn sideways, not backwards presenting a slightly more 'comfortable' position for the operator.

Based on the above discussion, it was successfully presented to the Department that given the fact that it is theoretically easier to enter and exit a back in angle parking space than a parallel parking space, and no maneuver area is typically required for parallel parking lanes in an urban zone, accordingly, no additional maneuver area would be necessary nor should be required for back in angle parking.

The proposed layout was approved by the Borough Council and endorsed by three local, downtown organizations, and the County. The plan was also conditionally approved by PennDOT. Design of the project was funded partially by a grant from the Delaware Valley Regional Planning Commission (DVRPC), through their competitive Transportation and Community Development Initiative (TCDI) program. Implementation of the re-designed striping was carefully orchestrated to follow a planned maintenance resurfacing of High Street.

The decision as to which side of the street to locate the back in angle parking on was cause for much discussion among the stakeholders. Ultimately, the decision was based entirely on which side would yield the biggest increase in parking, and that was found to be the north side of High Street. The additional parking yield over the existing

parallel parking, per block, varied greatly depending on the location of driveways, no parking zones and the like, with some blocks gaining as many as 23 spaces and some blocks as few as 2 spaces. Overall, the downtown area gained a total of 95 new spaces, a 21% increase over existing conditions.

In addition to parking changes, existing electromechanical signal controllers were replaced with new, solid state controllers and coordinated with each other to accommodate the through lane reduction necessary to accommodate the new parking and bike lane.

This context sensitive solution demonstrates that back in angle parking can be effectively integrated into the downtown environment and co-exist along an arterial highway employing current, minimum design standards. In addition to creating more parking over traditional parallel parking, back in angle parking can also be used as a traffic calming/street narrowing tool, can enhance pedestrian functionality and walk-ability within the downtown area and can work harmoniously with bicycle lanes, all resulting in a more attractive and intimate downtown corridor enhancing the downtown experience and leading to increased economic investment. ■

John A. Nawn, P.E., PTOE was the Project Manager for the Back In Angle Parking design and installation and had been associated with the project and the Borough's efforts since 1995. Mr. Nawn holds a Bachelor of Science Degree from Drexel University, and is currently employed by URS Corporation the Branch Manager of their Philadelphia Office. John, a licensed professional engineer in four states and a certified professional traffic operations engineer, has over 16 years experience in traffic engineering and has been a member of PSPE since 1990. John is currently the President of the Delaware County Chapter of the Pennsylvania Society of Professional Engineers.

The project was presented at and appears in the proceedings of both the Second Urban Street Symposium (a Transportation Research Board conference) and the 2003 Institute of Transportation Engineers Annual Conference.

For more information please contact Mr. Nawn at, 215-587-9000 x3000 or john_nawn@urscorp.com.

APPENDIX B

CITY OF POTTSTOWN (2001) PROPOSED HIGH-STREET TRAFFIC CALMING PLAN.



1. Wilmington, Delaware

Contact person: Thomas Warrington
Department of Public Works
900 E 11th ST
Wilmington, DE 19802
302.571.4233

The City of Wilmington, Delaware, has six blocks of 60 and 90-degree back-in angle parking dating back about 50 years. By city ordinance, Wilmington requires all angle parking to be back-in because of the safety factor.

For 60-degree angle parking, regulations require 19 feet out from the curb for parking spaces, to allow for vehicles with extended cabs, plus a minimum of 11 feet for a travel lane, for a total of 30 feet for traffic going in one direction.

The highest average daily traffic for any block with angle parking is the 1000 block of Market Street, with an ADT of 6,500 vehicles.

Wilmington has not experienced any significant problems with accidents or impediments to travel flow with angle parking.

(See attached letter from Thomas Warrington.)



2. Seattle, Washington

Contact person: Bill Jack
Seattle Transportation
Municipal Building, Room 410
600 Fourth Avenue
Seattle, WA 98104
206.684.8329.

The City of Seattle, Washington, has about 280 blocks of angle parking spaces, most of which are back-in. Seattle also has pull-in angle parking, but prefers back-in angle parking because it is safer, especially for pedestrians.

North Queen Anne Street, shown above, is one of the higher volume traffic streets, with about 6,500 ADT.

Seattle has had back-in angle parking for more than 30 years.

(See attached letter from Bill Jack.)



3. Washington, D.C.

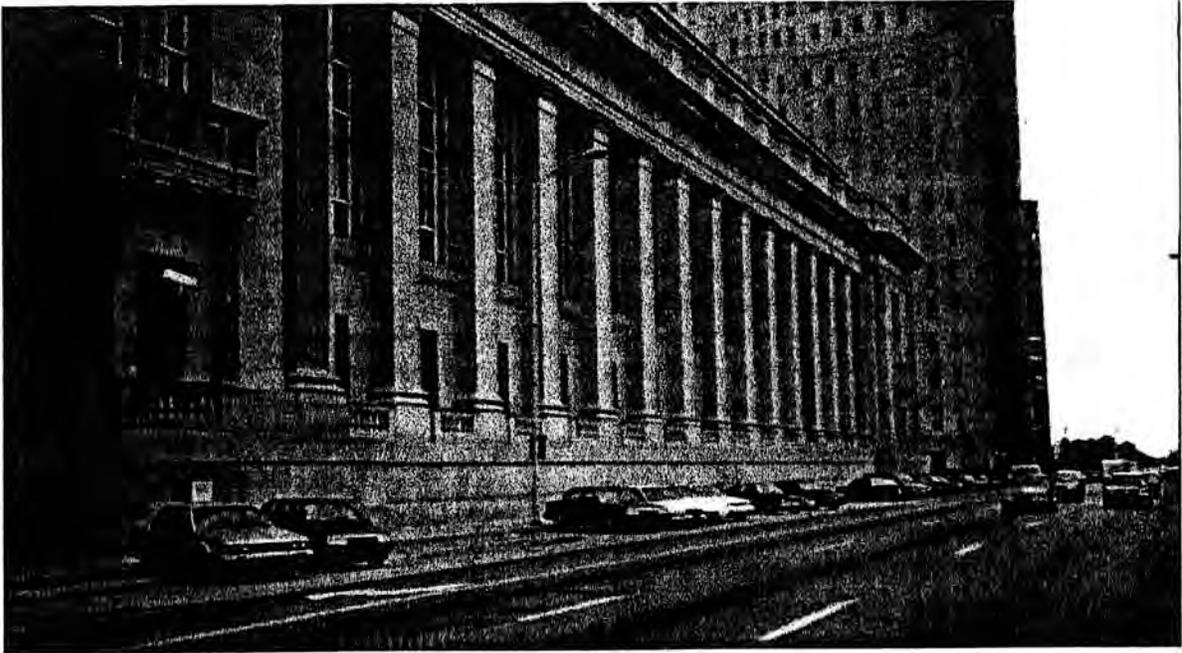
Contact person: Rashid Sleemi
202.671.1573

Washington, D.C. has six blocks of back-in angle parking going back 15 to 20 years.

The busiest thoroughfare is the 2400 block of 18th Street NW, which has an ADT of 9,200. The street has two lanes of traffic going in each direction with no maneuver lane in front of the parking spaces.

Other areas with back-in angle parking are several blocks on Water Street, NW, a low volume traffic area, and Vermont Avenue, NW, between 14th and Q streets, with an ADT of 5,000.

Although no traffic records are available, Mr. Sleemi reports the perception is that back-in angle parking does not create any traffic hazards.



4. Indianapolis, Indiana

Contact person: John Burkhardt
Administrator, Traffic Division
1725 S. West Street
Indianapolis, IN 46225
317. 327.2903

Indianapolis has one block of back-in angle parking, along the federal courthouse on New York Avenue, going back at least 15 years.

New York Avenue is a one-way street consisting of a north parallel parking lane, three traffic lanes, a right turn lane, and angle parking. The right turn lane is directly adjacent to the angle parking. Average daily traffic is 13,800.

The latest traffic records, for the years 1999-2000, reflect there were a total of two accidents over two years at the nearest intersection. They do not know if those accidents had anything to do with the angle parking.

APPENDIX C

**CITY OF VANCOUVER (2004) ANGLE
BACK IN PARKING STRIPING.**