

# City of Morro Bay

## City Council Agenda

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### *Mission Statement*

*The City of Morro Bay is dedicated to the preservation and enhancement of the quality of life. The City shall be committed to this purpose and will provide a level of municipal service and safety consistent with and responsive to the needs of the public.*

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**CITY COUNCIL/PLANNING COMMISSION JOINT MEETING  
TUESDAY, OCTOBER 29, 2013  
VETERAN'S MEMORIAL HALL - 6:00 P.M.  
209 SURF ST., MORRO BAY, CA**

ESTABLISH QUORUM AND CALL TO ORDER

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

MAYOR & COUNCILMEMBERS' REPORTS, ANNOUNCEMENTS & PRESENTATIONS

PUBLIC PRESENTATIONS - None

PUBLIC COMMENT - Members of the audience wishing to address the Council on City business matters not on the agenda may do so at this time. For those desiring to speak on items on the agenda, but unable to stay for the item, may also address the Council at this time.

To increase the effectiveness of the Public Comment Period, the following rules shall be followed:

- When recognized by the Mayor, please come forward to the podium and state your name and address for the record. Comments are to be limited to three minutes.
- All remarks shall be addressed to Council, as a whole, and not to any individual member thereof.
- The Council respectfully requests that you refrain from making slanderous, profane or personal remarks against any elected official, commission and/or staff.
- Please refrain from public displays or outbursts such as unsolicited applause, comments or cheering.
- Any disruptive activities that substantially interfere with the ability of the City Council to carry out its meeting will not be permitted and offenders will be requested to leave the meeting.
- Your participation in City Council meetings is welcome and your courtesy will be appreciated.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk, (805) 772-6205. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

## AGENDA ITEMS

- I. Discussion of Various City Specific and Master Plans
  - Beach Street Specific Plan
  - North Main Street Specific Plan
  - Parking Management Plan
  - Waterfront Master Plan
- II. Update on the GP/LCP Status to include status on grant applications
- III. Update on the “West Atascadero Road” (North Embarcadero to Cloisters) Rezone

## ADJOURNMENT

**THIS AGENDA IS SUBJECT TO AMENDMENT UP TO 72 HOURS PRIOR TO THE DATE AND TIME SET FOR THE MEETING. PLEASE REFER TO THE AGENDA POSTED AT CITY HALL FOR ANY REVISIONS OR CALL THE CLERK'S OFFICE AT 772-6205 FOR FURTHER INFORMATION.**

**MATERIALS RELATED TO AN ITEM ON THIS AGENDA SUBMITTED TO THE CITY COUNCIL AFTER DISTRIBUTION OF THE AGENDA PACKET ARE AVAILABLE FOR PUBLIC INSPECTION AT CITY HALL LOCATED AT 595 HARBOR STREET; MORRO BAY LIBRARY LOCATED AT 625 HARBOR STREET; AND MILL'S COPY CENTER LOCATED AT 495 MORRO BAY BOULEVARD DURING NORMAL BUSINESS HOURS.**

**IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN A CITY MEETING, PLEASE CONTACT THE CITY CLERK'S OFFICE AT LEAST 24 HOURS PRIOR TO THE MEETING TO INSURE THAT REASONABLE ARRANGEMENTS CAN BE MADE TO PROVIDE ACCESSIBILITY TO THE MEETING.**



MEETING DATE: October 29, 2013  
AGENDA ITEM: #1

# Staff Report

**DATE:** October 24, 2013  
**TO:** Honorable Mayor, City Council and Planning Commissioners  
**FROM:** Rob Livick, PE/PLS-Public Services Director/City Engineer  
Kathleen Wold, AICP, Planning Manager  
Cindy Jacinth, Associate Planner  
**SUBJECT:** Joint Meeting Topics

At the October 22, 2013 City Council meeting, Council requested that staff bring back for discussion the following City Plans as discussion topics for the joint City Council/Planning Commission meeting. Staff has provided a brief overview of each of the requested discussion items.

Each of the below referenced City Plans is provided as an attachment and is also available on the City website at the following link <http://www.morro-bay.ca.us/index.aspx?nid=670>.

## **Topic #I. Discussion of Various City Specific and Master Plans including:**

- **Beach Street Specific Plan**
- **North Main Street Specific Plan**
- **Waterfront Master Plan**
- **Parking Management Plan**

Specific plans allow for more detailed regulations than typical zoning districts and can cover a broader scope of issues than what would broadly be included in a conventional zoning ordinance. A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

Section 65451 of the Government Code mandates that a specific plan contain:

Prepared By:    CJ    Dept Review:         
City Manager Review:         
City Attorney Review:

(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

***Beach Street Specific Plan***

The Beach Street Specific Plan was adopted in June, 1986. Its boundary area comprises a diverse mix of uses including residential, commercial and visitor-serving uses with proximity to the waterfront and Embarcadero area, including blufftop properties. The specific plan includes concern for issues such as noise, odor, light, glare and truck traffic from businesses and protecting residential uses from these commercial impacts. The Plan boundaries include Morro Avenue along the north boundary, Front Street along the south boundary, Surf Street to the west and Beach Street to the east. The Plan is broken up further into seven Specific Plan Study Areas labeled from A to F. The Specific Plan map is located as page 6 of the Beach Street Specific Plan.

***North Main Specific Plan***

The North Main Specific Plan was adopted in May, 1989. The intention of the North Main Specific Plan was to recognize and establish standards for the mix of residential and commercial uses in the North Main in order to encourage a healthy economy but also a harmonious relationship between the residential and commercial uses. This two mile area of North Main Street is bordered by four Specific Plan Study Areas labeled from A to D. Area A is from Island to Zanzibar; Area B is from Elena to Island; Area C is from Highway 41 to Elena; and Area D is from Highway 41 to Radcliffe.

As directed by City Council, the Planning Division has submitted to the Coastal Commission a Local Coastal Plan (LCP) Amendment to relax the parking standards in the North Main Street area, the goals of which would be to further enhance the objectives of the North Main Street Specific Plan. The City's LCP promotes high density residential uses in mixed use zones. The parking requirements in the current zoning ordinance discourage increases in use

intensity when the use changes. The LCP Amendment therefore, would help transform the low density mixed use areas to be more consistent with the definition present in the City's LCP. Staff is currently waiting on approval or notification from Coastal Commission.

***Waterfront Master Plan***

The Waterfront Master Plan was adopted in May, 1996. It contains four separate planning areas which include Area 1: Morro Rock/ Coleman Park; Area 2: T-Piers/ Fishermen Work Area; Area 3: Embarcadero Visitor Area; and Area 4: Tidelands Park. The Waterfront Master Plan encompasses three main components including first and primarily as an amendment to the Planned Development (PD) overlay zone articulating design guidelines for development along the waterfront. Secondly, it serves as a planning and feasibility study for potential City actions and capital projects between Morro Rock and Tidelands Park, and third it provides background information on the waterfront's history and issues facing the City's waterfront.

***Parking Management Plan***

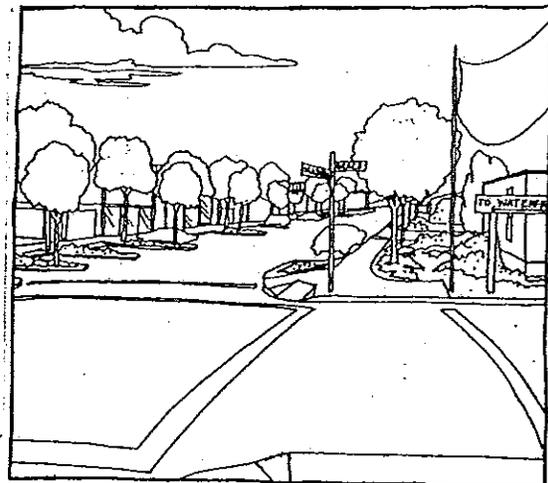
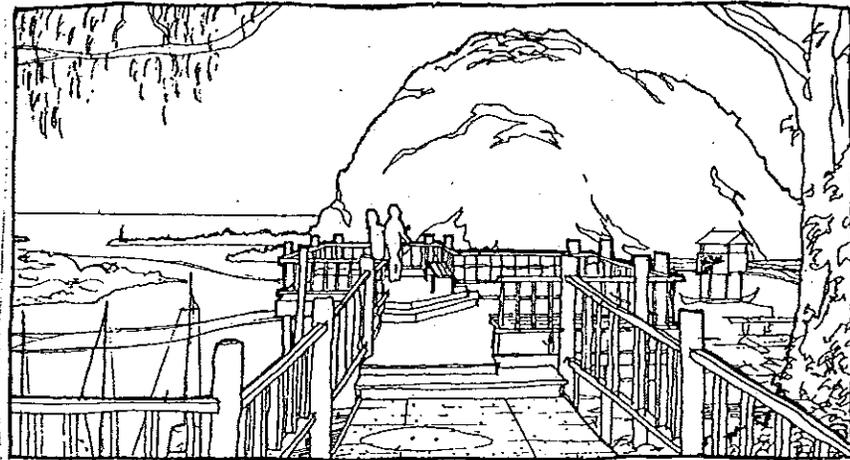
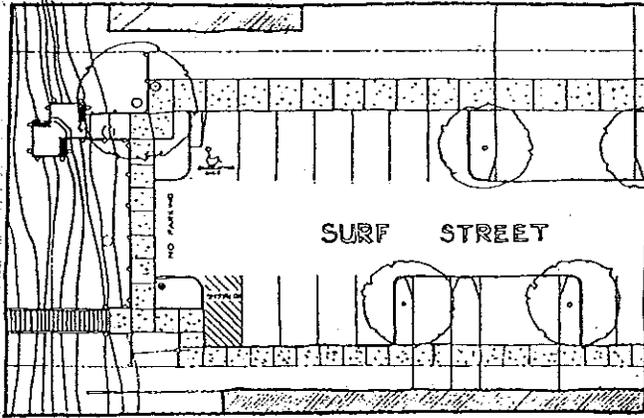
The Parking Management Plan was completed in 2007. The goal of the Plan was to determine whether there is a current or projected shortage of parking; formulate alternatives for addressing parking needs; educate the community on the cost of parking and develop a plan for efficiently and effectively utilizing parking resources. The study area included a 42 block area of the downtown and Embarcadero areas. The surveys performed in the Parking Management Plan determined that parking supplies are adequate within the Study Area, but that some blocks are at or near maximum capacity for limited duration periods but no critical demand that exceeds a one hour interval. The Plan recommends a range of actions to provide for better parking management which include the following options: enhance signage, provide public information, shared parking, employee parking, expand/enhance trolley service; delivery truck parking; angled parking; pedestrian enhancements; iteration of time limits; public and private-public partnership parking; in-lieu fee parking and "green" parking such as LID measures for stormwater management..

**ATTACHMENTS**

- A. Beach Street Specific Plan
- B. North Main Street Specific Plan
- C. Waterfront Master Plan
- D. Parking Management Plan

# ATTACHMENT A BEACH STREET AREA SPECIFIC PLAN

*Adopted  
City Council  
State Coastal  
Comm.*



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

# ATTACHMENT A

## City of Morro Bay

Gary Napper, City Administrator

## City Council

Bud Zeuschner, Mayor

Rose Marie Sheetz, Mayor Pro-Term

Ray Kaltenback

Jim Miller

Bruce Risley

## Planning Commission

Charles K. Reasor, Chairman

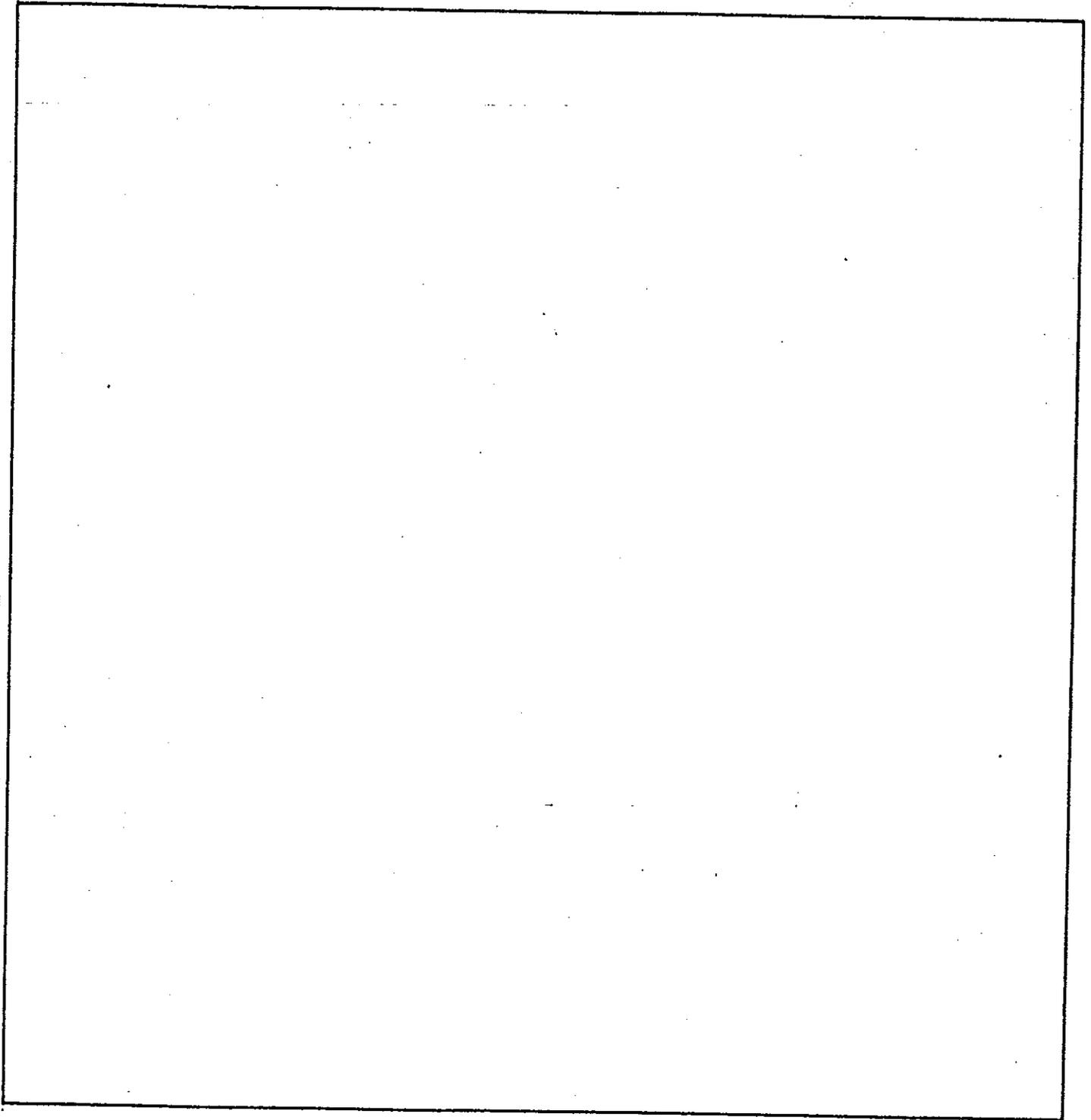
Vernon Richardson, Vice-Chairman

Jack Harper

Alice Kolb

Ernest Maltby, Jr.

# BEACH STREET AREA SPECIFIC PLAN



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

# ATTACHMENT A

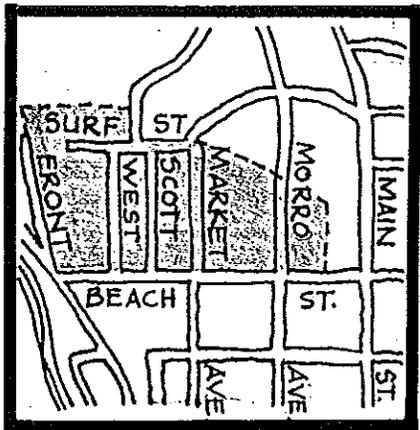
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# ATTACHMENT A

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SPECIFIC PLAN STUDY AREA



BEACH STREET AREA  
SPECIFIC PLAN

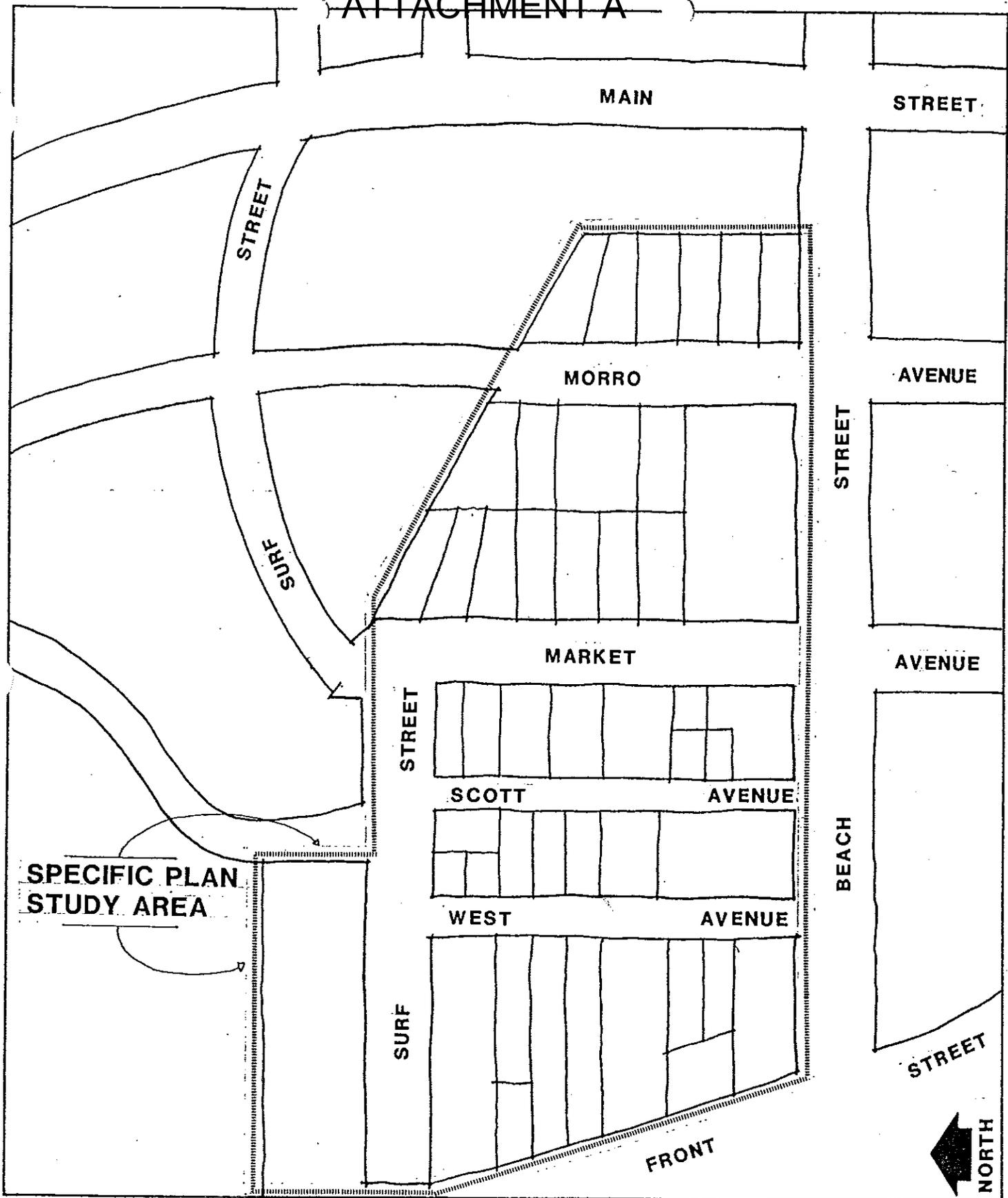
VICINITY MAP



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 1

# ATTACHMENT A



## BEACH STREET AREA SPECIFIC PLAN



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 2

# INTRODUCTION/PURPOSE



## I. Introduction

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

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

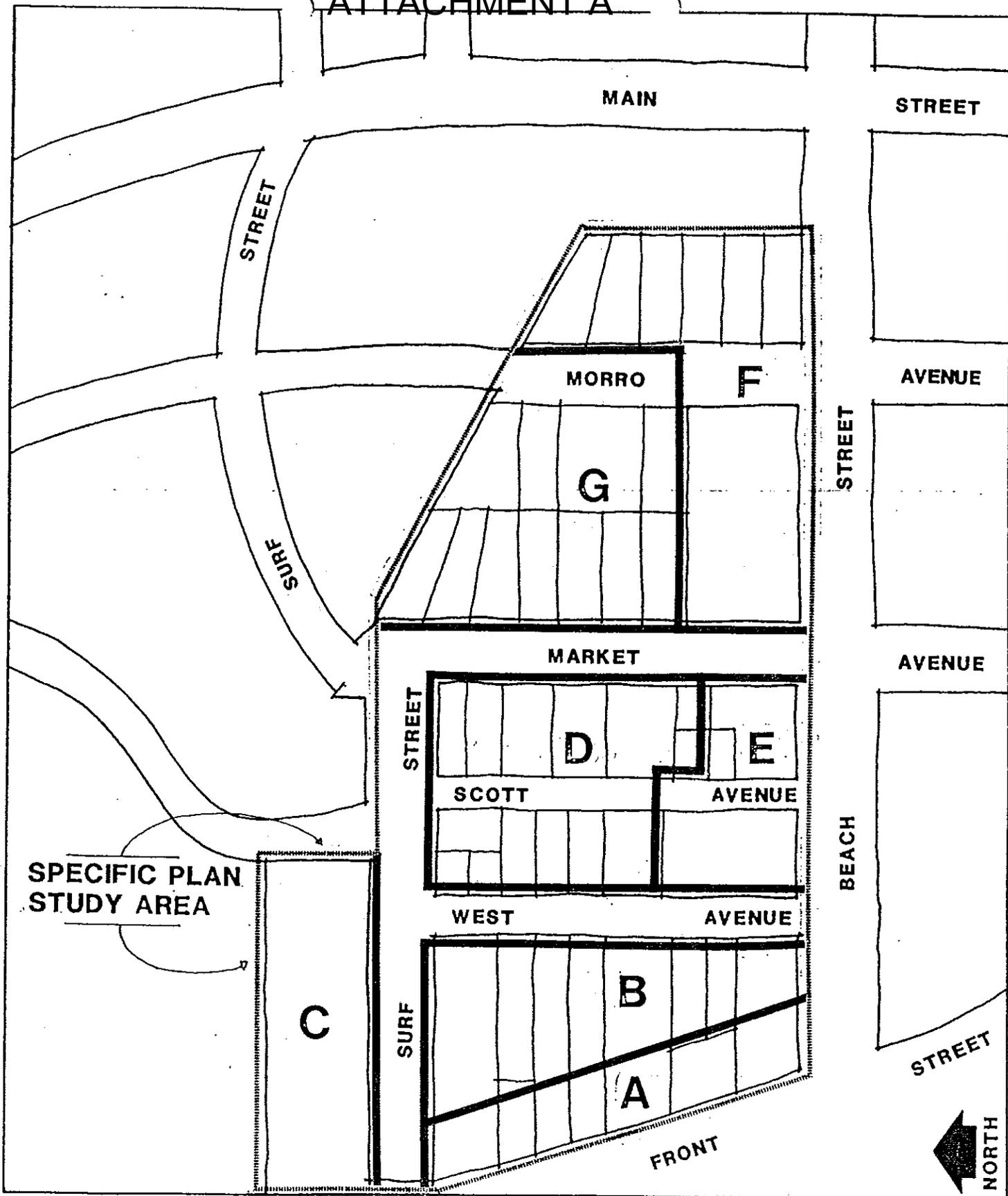
# ATTACHMENT A

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

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

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

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



BEACH STREET AREA  
SPECIFIC PLAN

SUB-AREAS



# ATTACHMENT A

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

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

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

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

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

# ATTACHMENT A

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

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

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

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

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

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

## ATTACHMENT A

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

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

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

# LAND USE REGULATIONS



# ATTACHMENT A

## II. Land Use Regulations

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

# ATTACHMENT A

## CHAPTER 17.70

### BEACH STREET AREA SPECIFIC PLAN

#### Sections:

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

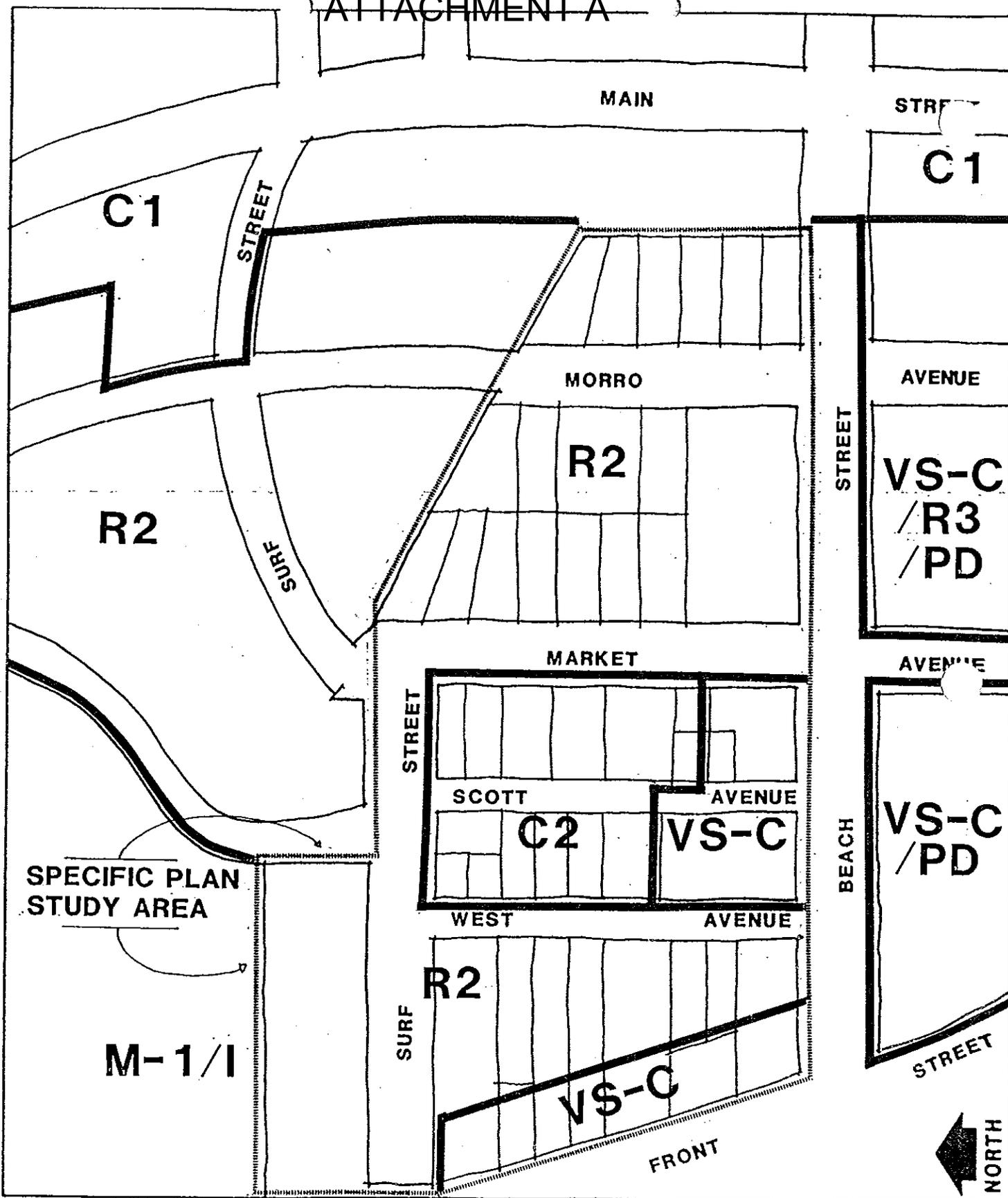
17.70.010 Beach Street Area Specific Plan adopted. The zoning regulations and standards for that part of the City of Morro Bay illustrated in Figure 2 shall be the "Beach Street Area Specific Plan" which is established therefore and which provides for regulated development in accordance with the purpose,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

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

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

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

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



BEACH STREET AREA  
SPECIFIC PLAN

BASE ZONES



# ATTACHMENT A

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

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

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

# ATTACHMENT A

## C. Light and glare.

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

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

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

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

# ATTACHMENT A

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

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

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

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

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

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

# ATTACHMENT A

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

# ATTACHMENT A

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

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

- A. Special findings for approving a Conditional Use Permit. In addition to the findings required in Chapters 17.36, 17.60 or any other applicable section of this title, the Planning Commission shall make the following special findings before approving a conditional use permit in Area E:
  1. That potential conflicts with nearby service commercial or residential uses are minimized to the maximum extent feasible; in addition to any other conditions deemed necessary or reasonable by the Planning Commission, the proposal shall incorporate the following features:
    - a) All parking areas shall be landscaped.
    - b) Principal building entryways, signs and any noise generating activities shall be oriented toward Beach Street and away from any service commercial or residential areas.
    - c) Activities which may be sensitive to impacts from service commercial uses, whether noise, odor or visual, shall be adequately buffered or protected from same; the responsibility for designing and maintaining an acceptable visitor environment in this area lies primarily with the developer and operator of the visitor use, not with the residences or service commercial activities nearby.
    - d) All dumpsters or trash receptacles shall be screened and landscaped and shall be placed so as not to impact nearby residential areas.
- B. Parking. New uses or expansions to existing uses shall provide parking spaces pursuant to the requirements of Chapter 17.44, provided, however that the Planning Commission may approve payment of a parking fee in lieu of providing all or some of the required parking spaces on site, subject to the following:

# ATTACHMENT A

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

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

A. Land Uses.

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

# ATTACHMENT A

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

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

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

# PUBLIC IMPROVEMENTS



### III. Public Improvements

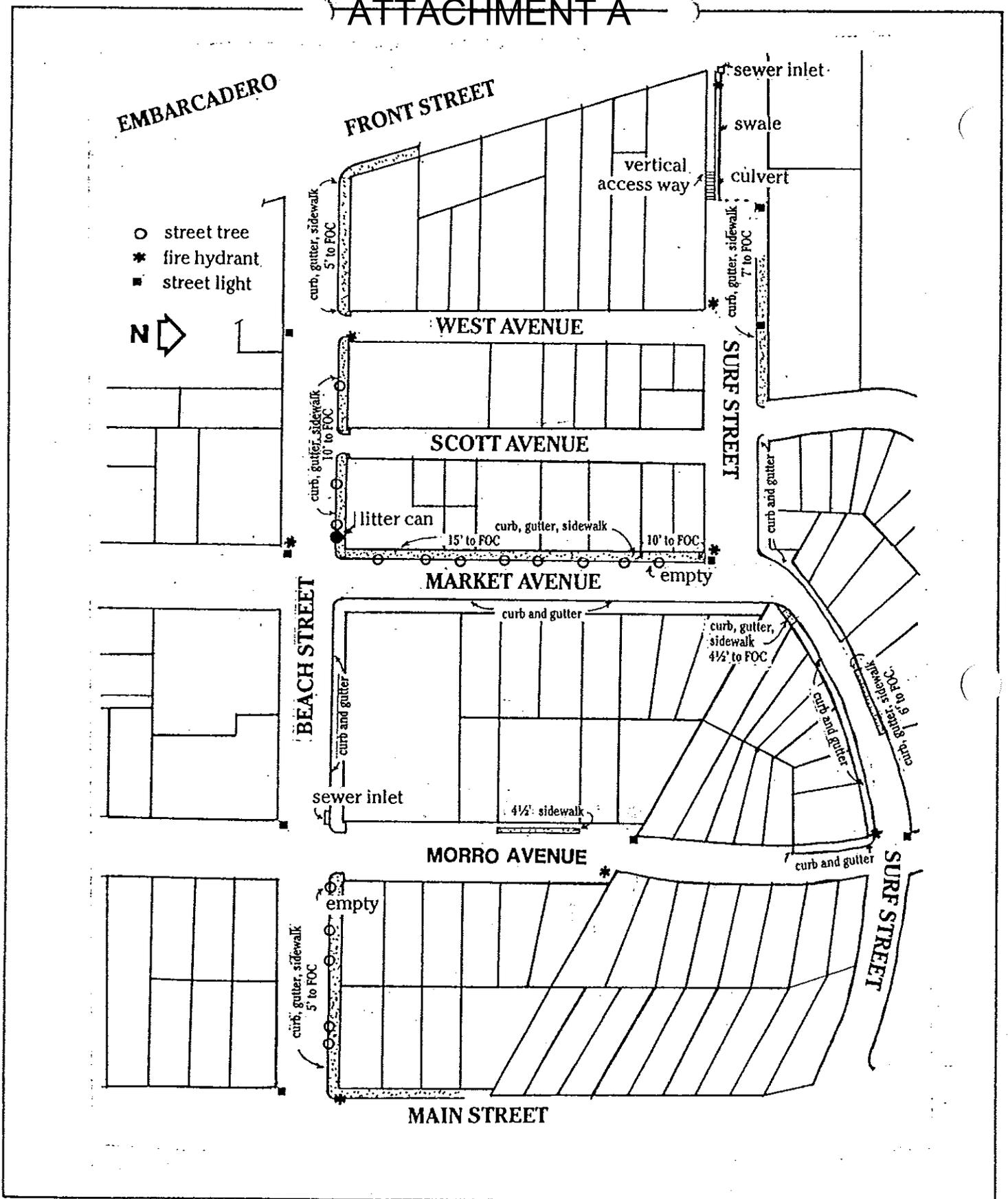
#### A. Introduction.

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

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

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

# ATTACHMENT A



BEACH STREET AREA  
SPECIFIC PLAN

EXISTING  
PUBLIC IMPROVEMENTS



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 5

# ATTACHMENT A

## B. Streets.

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

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

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

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

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

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

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

# ATTACHMENT A

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

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

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

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

Proposed Improvements. The plan includes the following improvements:

#### Surf and Market:

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

# ATTACHMENT A

## Scott and West:

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

## Beach:

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

# ATTACHMENT A

## PARKING CALCULATIONS

	EXISTING PARKING	PROPOSED PARKING
MARKET AVENUE		
West	14	26
East	15	15
Total	<u>29</u>	<u>41</u>
Net		+12
SURF STREET		
North.	25	29
South	13	24
Total	<u>38</u>	<u>53</u>
Net		+15

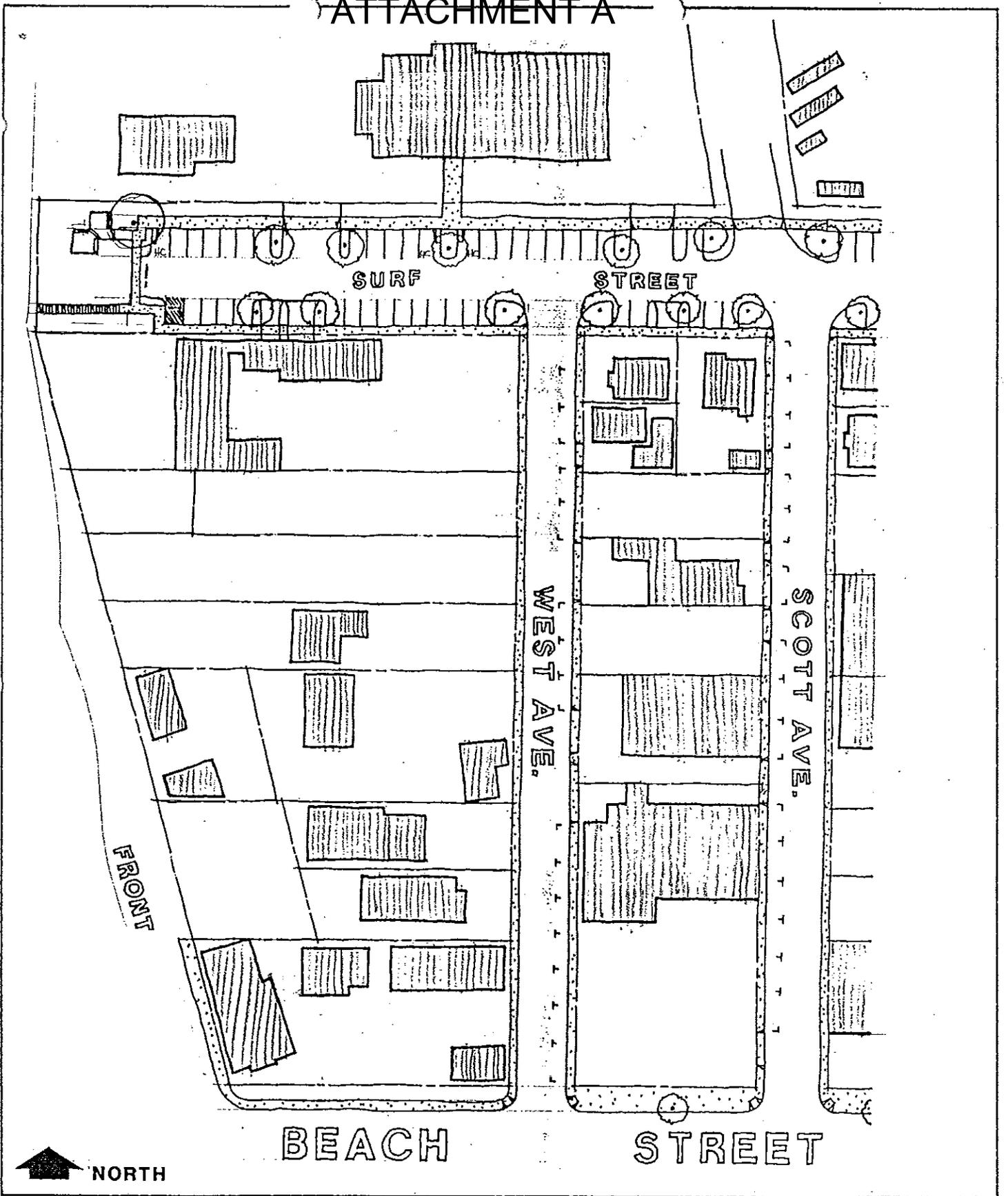
BEACH STREET AREA  
SPECIFIC PLAN

## PARKING CALCULATIONS



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

ATTACHMENT A



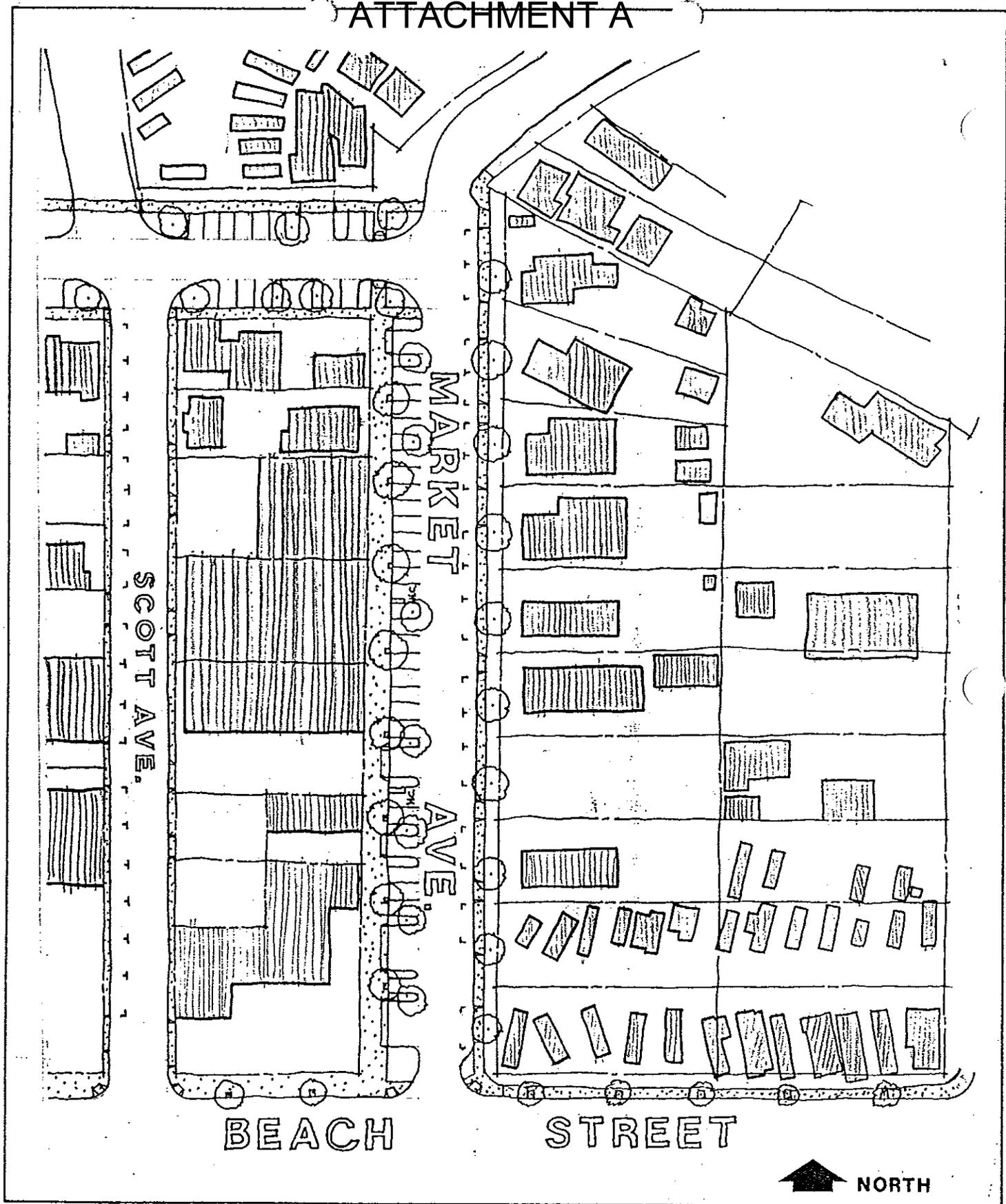
BEACH STREET AREA  
SPECIFIC PLAN

PLAN IMPROVEMENTS

Sheet 1 of 2



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT



BEACH STREET AREA  
SPECIFIC PLAN

**PLAN IMPROVEMENTS**

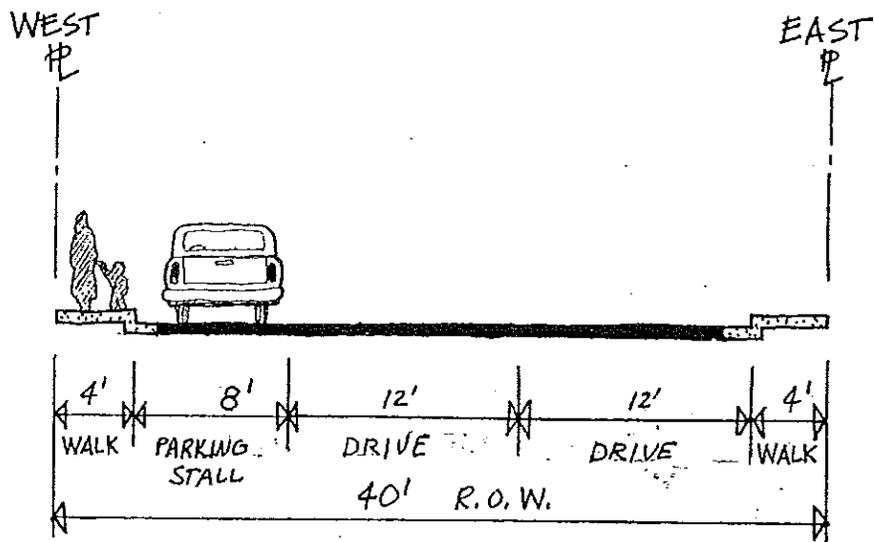
Sheet 2 of 2



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

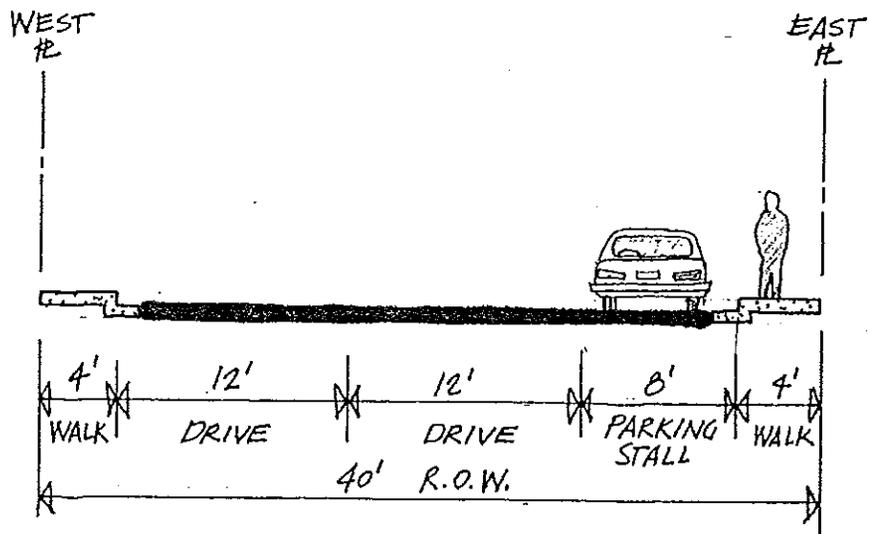
SCOTT AVENUE

PROPOSED



WEST AVENUE

PROPOSED



BEACH STREET AREA  
PECIFIC PLAN

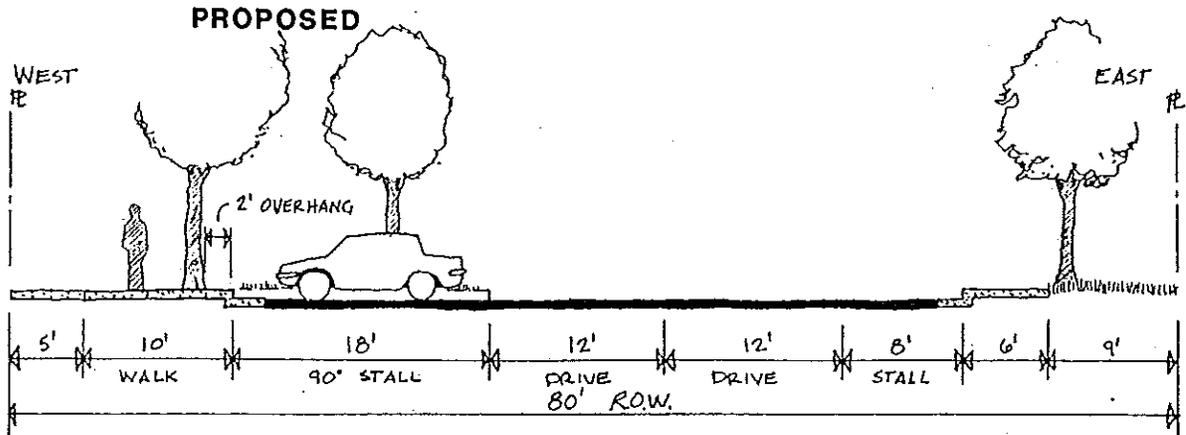
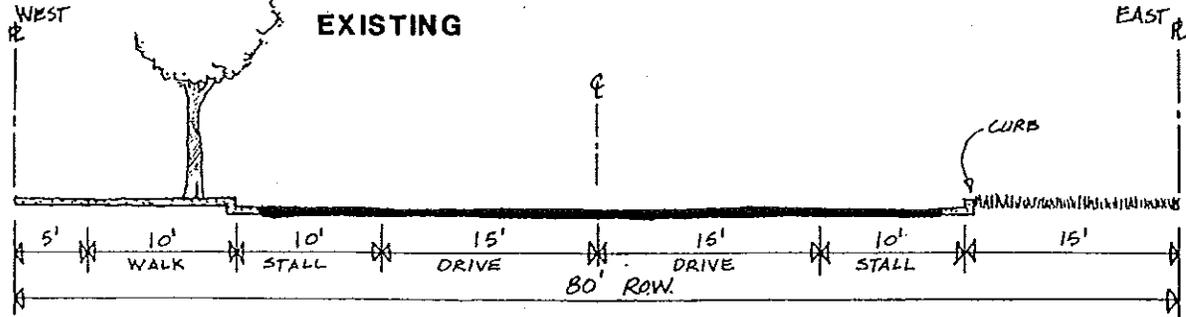
STREET PROFILES



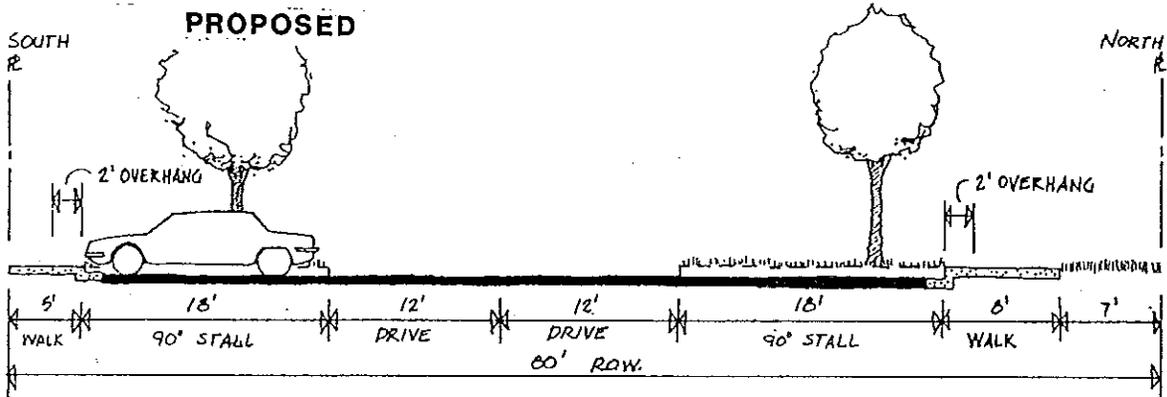
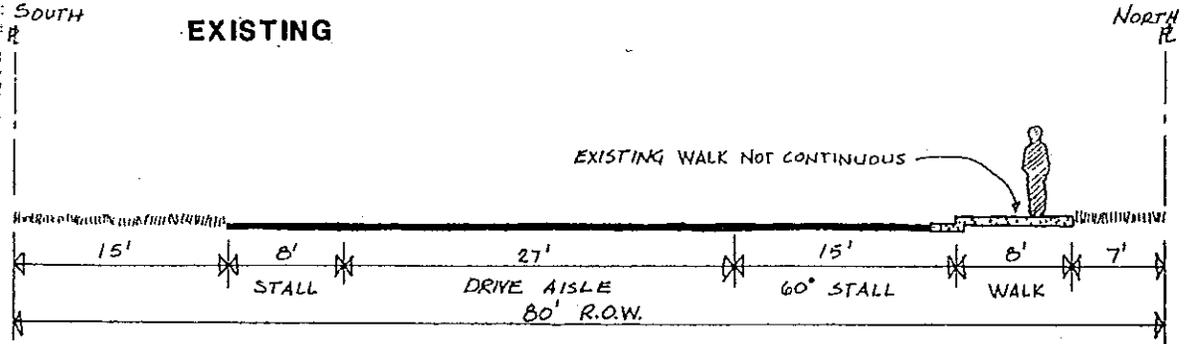
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COMMUNITY DEVELOPMENT DEPARTMENT

# ATTACHMENT A

## MARKET AVENUE



## SURF STREET



## BEACH STREET AREA SPECIFIC PLAN

## STREET PROFILE



# ATTACHMENT A

## C. Overlook and Bluff Top Access

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

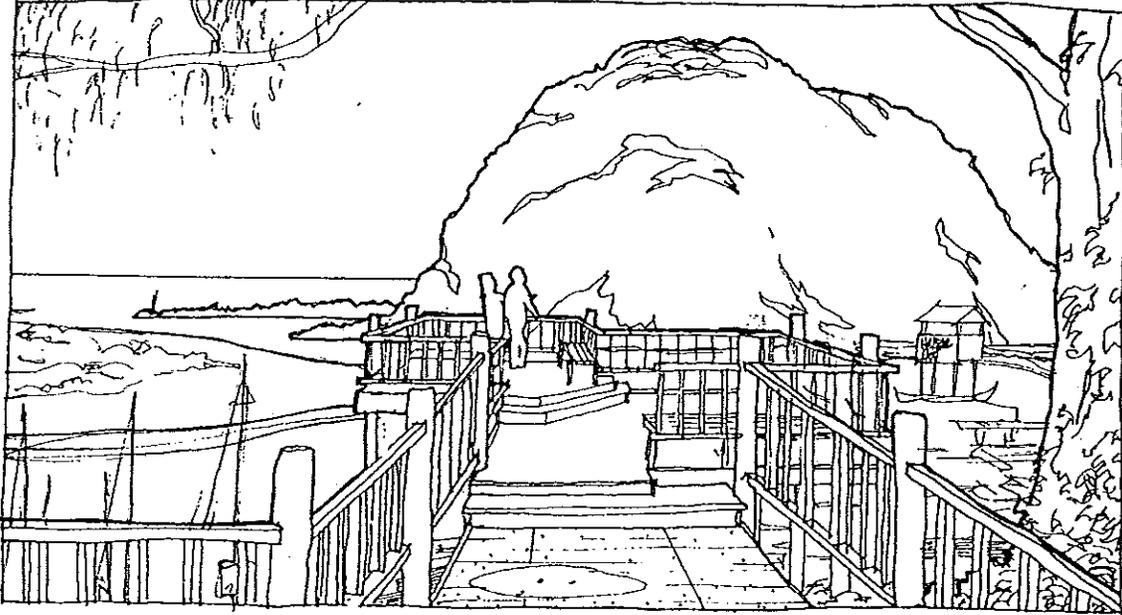
Issue Areas. Public access along the bluff top was ruled out due to the privacy and maintenance problems inherent to adding a walkway in a developed neighborhood. Affected property owners felt that the close proximity of the public walkway to their homes increased the likelihood of security problems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

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

Proposed Improvements. The plan includes the following:

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

PERSPECTIVE LOOKING WEST



PERSPECTIVE LOOKING NORTH



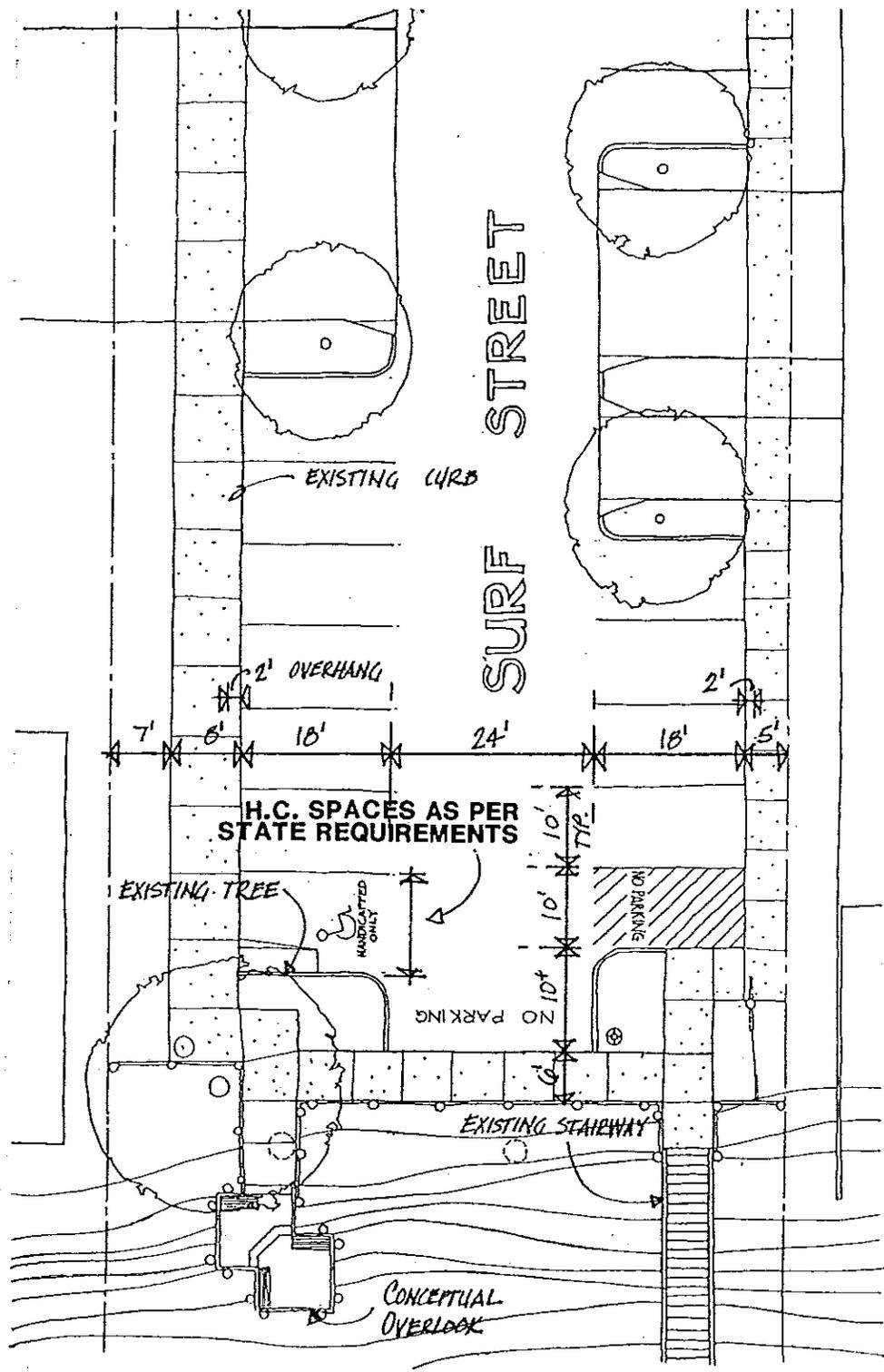
BEACH STREET AREA  
SPECIFIC PLAN

PUBLIC VIEW DECK  
West end of Surf Street



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

FIGURE NO. 11



REACH STREET AREA  
SPECIFIC PLAN

**PLAN IMPROVEMENTS**  
Detail of West end of Surf Street



# ATTACHMENT A

## D. Drainage.

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

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

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

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

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

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

## E. Funding Options.

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

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

# ATTACHMENT A

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

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

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

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

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

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

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

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

# ATTACHMENT A

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

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

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

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

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

# ATTACHMENT A

**Public Improvements: Cost Summary\*\***  
Page One of Three

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

(Con't.)

**BEACH STREET AREA  
SPECIFIC PLAN**

## PROPOSED PUBLIC IMPROVEMENTS



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

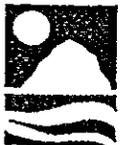
# ATTACHMENT A

Public Improvements: Cost Summary \*\*  
Page Two of Three

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

(Con't)

**BEACH STREET AREA  
SPECIFIC PLAN**



**CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT**

## PROPOSED PUBLIC IMPROVEMENTS

# ATTACHMENT A

## Public Improvements: Cost Summary \*\*

Page Three of Three

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

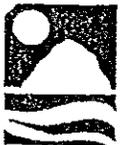
### Additional Costs Per Phase

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

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

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

BEACH STREET AREA  
SPECIFIC PLAN



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT

# PROPOSED PUBLIC IMPROVEMENTS

# APPENDIX



IV. Appendix

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

# ATTACHMENT A

## PUBLIC IMPROVEMENTS

### Phase I

#### A. Parking Striping\*

##### Market (East/West)

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

##### Surf (North)

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

\*Additional Equipment Mobilization Cost \$1,000

#### B. Landscaping

##### Market (West)

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

#### C. Landscaping

##### Surf (North)

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

# ATTACHMENT A

## PUBLIC IMPROVEMENTS

### Phase II

#### Market Avenue (East)

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

#### Surf Street (North/South)

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

# ATTACHMENT A

## PUBLIC IMPROVEMENTS

### Phase III

#### Scott Avenue (490')

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

#### West Avenue (490')

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

# ATTACHMENT A

## PUBLIC IMPROVEMENTS

### Phase IV

#### Underground Utilities (electricity, telephone, cable)

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

#### Handicapped Ramps

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

#### Street lighting

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

49,750

# APPENDIX



# PUBLIC IMPROVEMENTS



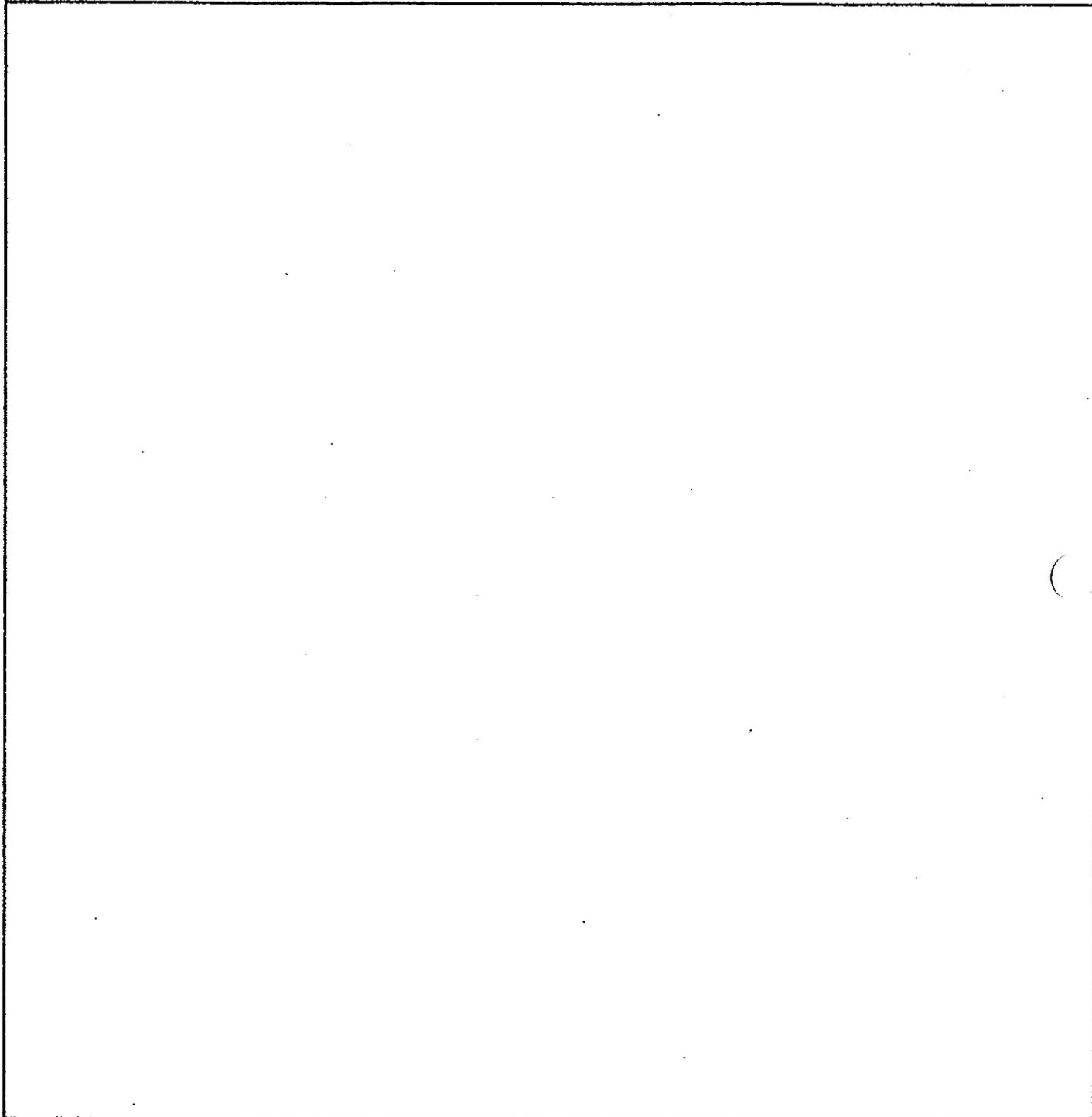
# LAND USE REGULATIONS



# INTRODUCTION/PURPOSE



# BEACH STREET AREA SPECIFIC PLAN



CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPARTMENT  
JUNE, 1986

# ATTACHMENT A

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ATTACHMENT A

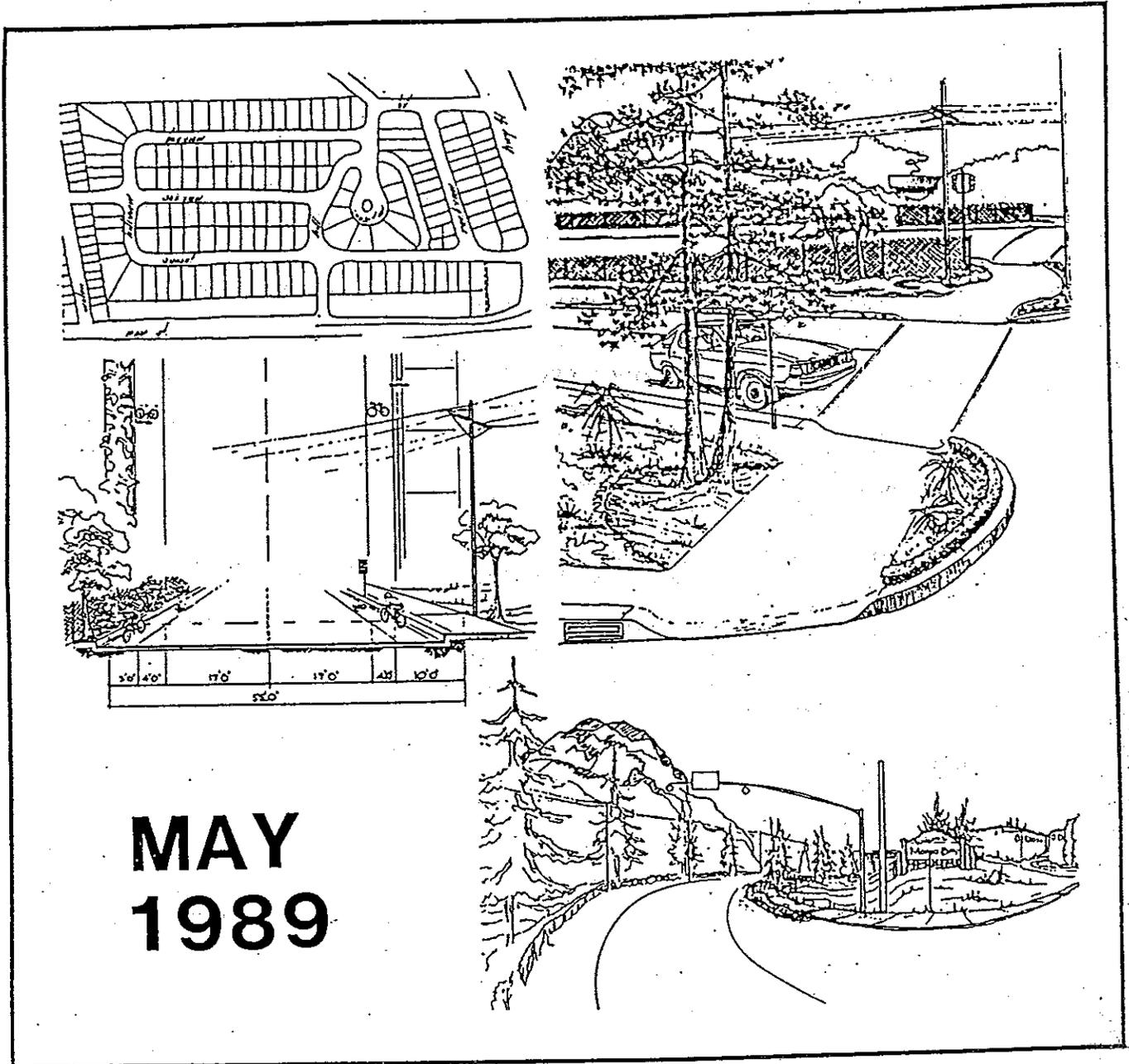


**CITY OF MORRO BAY**

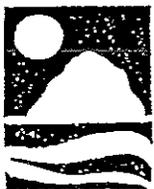
595 HARBOR STREET  
COMMUNITY DEVELOPMENT DEPARTMENT

CALIFORNIA 934  
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# NORTH MAIN STREET SPECIFIC PLAN



**MAY  
1989**



**CITY OF MORRO BAY  
COMMUNITY DEVELOPMENT DEPT.**

# ATTACHMENT B

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NORTH MAIN ST.  
SPECIFIC PLAN

CITY OF MORRO BAY  
MAY 1989

# ATTACHMENT B

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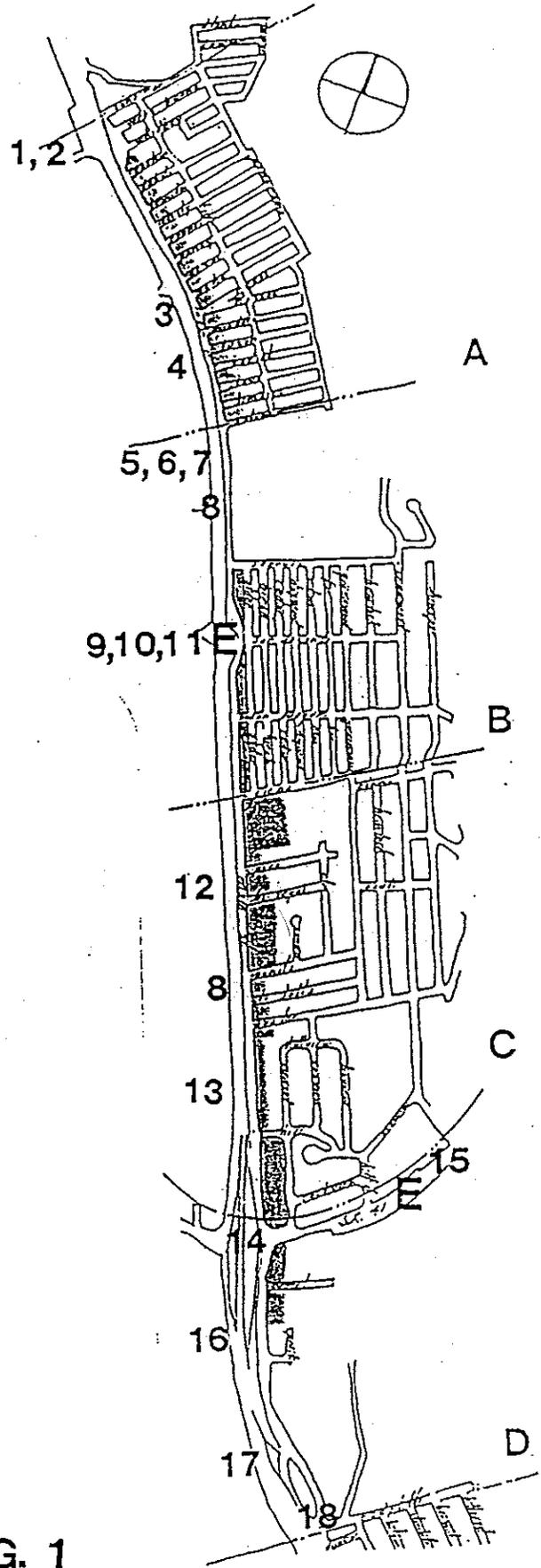
**NORTH MAIN ST.  
SPECIFIC PLAN**

**CITY OF MORRO BAY  
MAY 1989**

# ATTACHMENT B

## SUMMARY OF PLAN PROPOSALS

- Stream Channel Planting at Noname
  - 1. Creek: pp.37-38; p.38,#1; p.60,#1.
  - Drainage Improvement Project at
  - 2. Yerba Buena and Main Street: p.43; p.45,#1; Fig.20,#1, pg 46.
  - Drainage Improvement Project-
  - 3. Nassau Street at Main Street: p.43; p.45,#1; Fig.20,#3, p.46.
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  - Stream Channel Planting at Alva
  - 5. Paul Creek: pp.37-38; p. 38,#1; p.56; p.60,#1.
  - Drainage Improvement Project at
  - 6. Island and Main Street: pp.43-45; p.45,#1; p.46,#4.
  - Island St Bridge Widening: pp. 27-
  - 7. 29; p.29,#7; p.58,#5.
  - Class II Bicycle Route: pp. 27-29;
  - 8. p.29,#2; Fig.10&11, pp.31-32; p.58,#1.
  - Drainage Improvement Project-San
  - 9. Jacinto St.: pp.43-45; p.45,#1; p.46,#6.
  - Intersection Improvement-San
  - 10. Jacinto St.: pp.27-29; p.29, #3,4&5; Fig.13, p.34; Fig.14, p.35; p.58,#2,3,44; p.61,#2.
  - Class III Bike Route: pp.27-29;
  - 11. p.29,#2; Fig.10&11, pp.31-32; p.58,#1.
  - Drainage Improvement Project:
  - 12. Pico to Las Vegas St.: pp.43-45; p.45,#3; p.46,#7.
  - Street Curve: pp.37-38; p.38,#3;
  - 13. Fig.16&17, pp.39-40.
  - Intersection Improvements-Hwy 41:
  - 14. pp.27-29; p.29,#8; Fig. 15, p. 36; p. 63, #5.
  - Entry Corridor: Highway 41: pp.37-
  - 15. 38; p. 38, #2; Fig. 18, p. 41; Fig. 19, p. 42; p. 62, #4.
  - Drainage Improv. Project-Morro
  - 16. Creek: pp.43-45; p.45,#3; p.46,#9.
  - On-/Off-Ramp Design Closure:
  - 17. pp.27-29; p.29,#1; Fig.9, p.30.
  - Realignment of Radcliffe: pp.27-
  - 18. 29; p.29,#9.
-  MCR/R-4: Mixed Commercial Resident: p.9a; pp.14-17; Fig. 5-8, pp.19-26.
- E** Entry Corridor: pp.37-38; p.38, #2; Fig.14, p.35; Fig.18, p.41; p.62,#4.



NORTH MAIN ST. SPECIFIC PLAN

FIG. 1

# ATTACHMENT B

## LEGISLATIVE SUMMARY

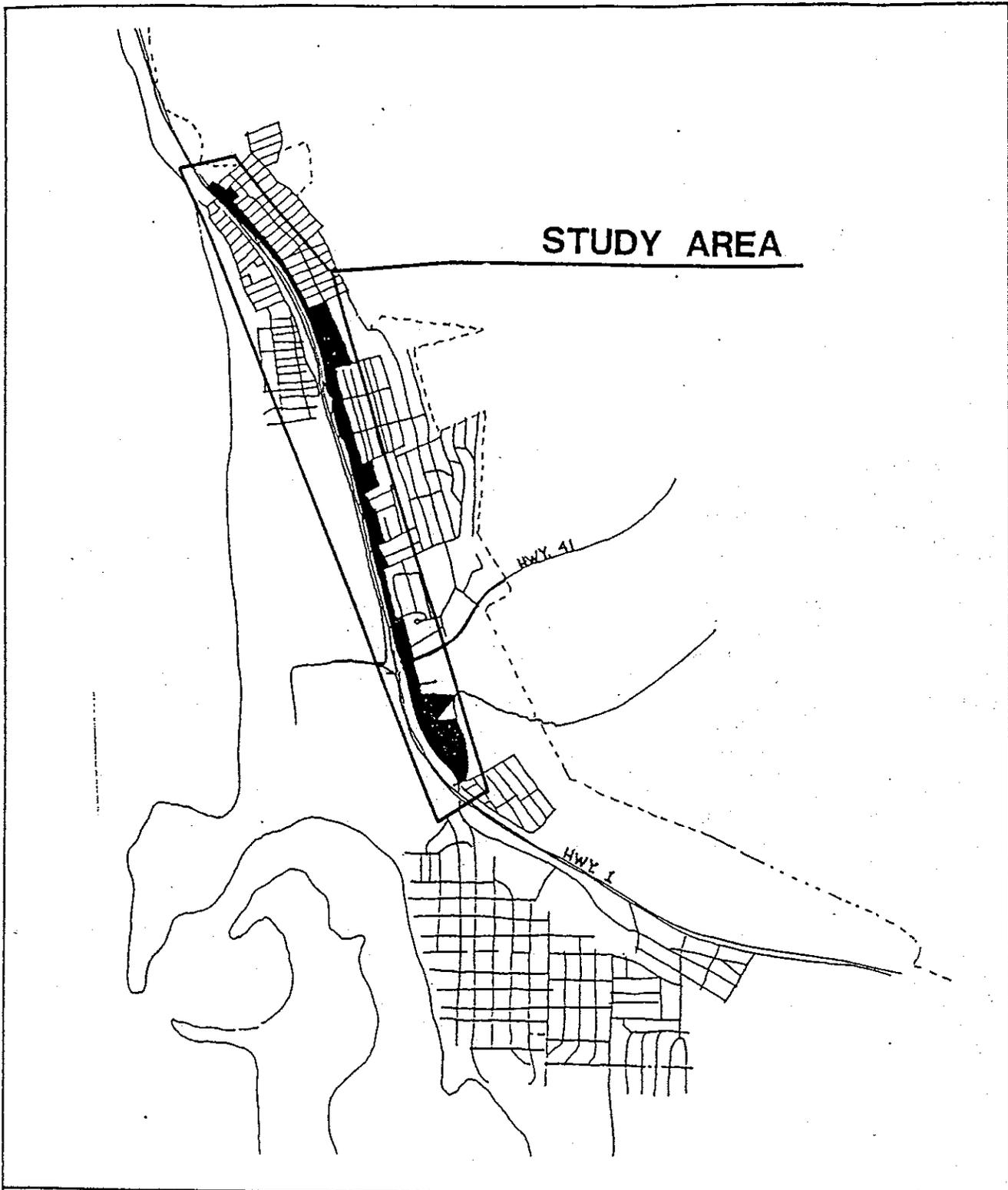
The North Main Street Specific Plan is a response, and hopefully a solution, to the special needs of the neighborhoods of North Morro Bay.

The intention of the plan is to recognize incongruities between the market realities of this neighborhood and the City standards applied to the area. Based on this analysis, the plan proposes changing these standards to encourage a healthy economy for merchants and an attractive and safe environment for residents. These proposals include zoning changes for commercial and residential uses, development standards to improve the overall quality of the environment, and projects for the City's capital improvement program. The plan recommends creating a new zone, mixed commercial and residential (MCR), to allow more choices for property owners and businesses. The MCR zone allows retail and service commercial uses, mixed commercial and residential, or, exclusive residential use.

If adopted, these proposals will amend the Zoning Ordinance, General Plan and Local Coastal Program. The environmental assessment of this plan required for these amendments has shown the project qualifies for a negative declaration. The Environmental Coordinator, City of Morro Bay, California, has found that the described project will not have a significant effect on the environment.

Specific Plans are to be used for the systematic implementation of the general plan for all or part of the area covered by the general plan. The authority for preparation of a Specific Plan and the required components of the plan are found in the California Government Code, Sections 65450 through 65457.

# ATTACHMENT B



NORTH MAIN ST.  
SPECIFIC PLAN

VICINITY MAP

FIG. 2

# ATTACHMENT B

## DESCRIPTION OF PLAN AREA

The North Main Street Specific Plan area covers a two mile stretch of commercial and residential properties fronting on Main Street in North Morro Bay. (See figure 2.).

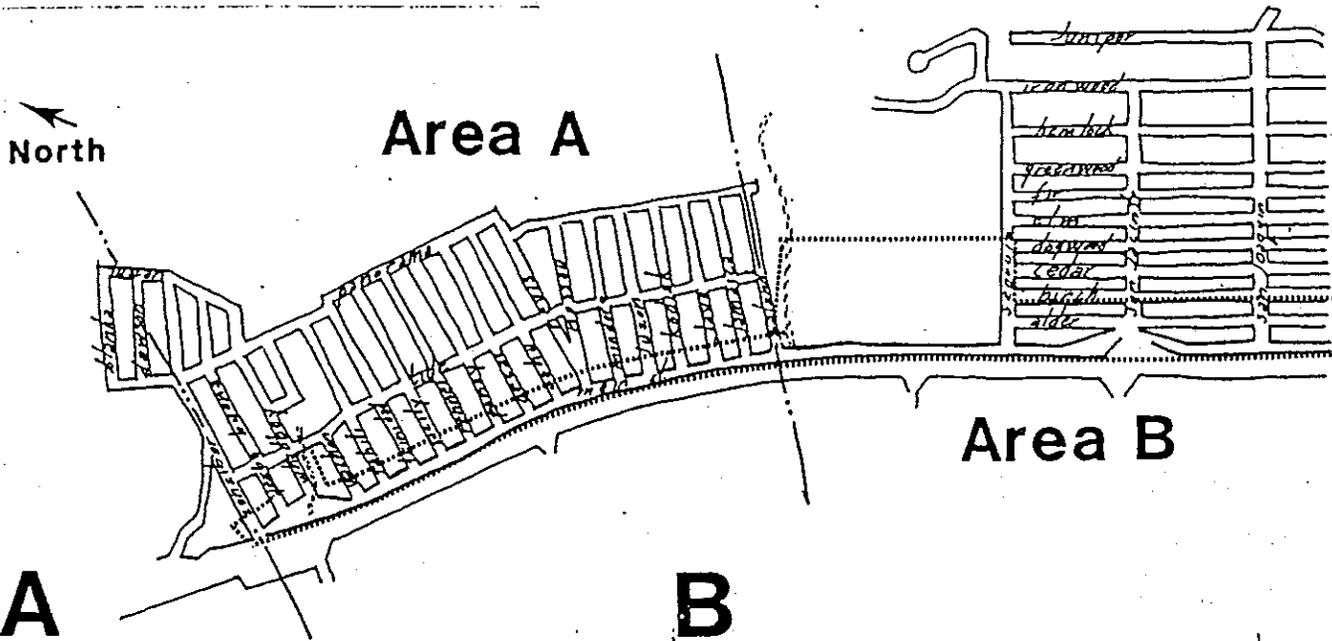
The plan area is contiguous to Highway One and is within the coastal zone. Most of the area is flat, situated at the base of rolling hills.

The area is characterized by commercial uses at the southern end catering to tourists and local services, transitioning to a mostly developed residential neighborhood to the north. Interspersed are several large vacant lots and many redevelopable lots.

The boundaries of the plan area are shown on figure 3. and include a relatively narrow strip of Main Street properties. This area, however, is heavily impacted by statewide, regional, and city-wide influences. The allure of beautiful sandy beaches and woodlands at two state parks, the proximity to Highway One and Highway 41, both major gateways to north/south and east/west travelers, a thriving farmer's market, and affordable housing are influences taken into account when developing the plan. On a smaller scale, hillside drainage and heavily used collector streets create an intense demand on the City's infrastructure in a relatively small area.

Although the plan area is confined to a narrow commercial and residential strip within the City, it is anticipated that the general design themes and standards of the plan may be incorporated throughout the neighborhood giving a sense of continuity and identity.

# NEIGHBORHOOD SUB-AREAS



**A**

This area is a mix of single and multi-family residences, neighborhood and visitor serving commercial uses and vacant parcels. Lots are generally small, creating closely spaced intersections and traffic hazards. Yerba Buena intersects Highway One, providing access to the beach, but, is dangerous for pedestrians. At the north end, Main Street is again crossed by a creek and experiences seasonal flooding.

The plan proposes decreasing the VS-C zoning and creating development standards to blend the businesses into the neighborhoods.

**B**

A major influence in this area is the intersection of San Jacinto and Highway One. A busy commercial district flanks either side of San Jacinto and then opens up to a residential condominium project at the north end adjacent to a large vacant parcel; edged by a creek. A subsidized housing project on the vacant land is proposed. The site design promises to provide a demonstration of the design themes and shopping node concept offered by the plan.

Proposals of the plan encourage businesses geared towards serving city residents. A connection through the housing project to the park is proposed. Also, long range solutions to the problems of the intersection at San Jacinto are offered.

**FIG. 3**



# ATTACHMENT B

## History of Plan Area

Originally, the neighborhoods of North Morro Bay were subdivided from large land grants by far-sighted businessmen, cognizant of the marketability of oceanfront property. Small lots suitable for beach bungalows were etched out on wind swept dunes and pasture lands. When the City incorporated in 1964, the northernmost neighborhoods had been built up by the affluence of the fifties and had established a residential pattern of development, supported by the commercial district in the "Old Town" to the south and west, near the harbor.

At about the same time, the state highway department cut through the neighborhood to create a four-lane divided highway. The commercial potential of the area was recognized when the high density residential zone was replaced by a mixed-use zone allowing commercial development with residential as a secondary use along North Main Street.

In the ensuing years, a series of zone change requests called attention to the incongruity between the designated zones and market realities. The small lots could not accommodate the necessary parking and setback requirements for a viable commercial center or high density apartments.

As early as 1974, the need for a comprehensive overview of the area was identified. In 1985, staff was given official direction from the Planning Commission to formulate a specific plan.

# ATTACHMENT B

## DEFINITION AND PURPOSE OF SPECIFIC PLAN

The Specific Plan is a tool created by State law to help implement the General Plan and the Local Coastal Plan. The Specific Plan acts as a bridge between the policies of the General Plan and the regulations of the Zoning Ordinance. It is consistent with the LCP policies yet takes them one step further and refines them to apply to a certain area within the overall planning area. It is also consistent with the base zones established by the Zoning Ordinance. Certain regulations are added to the base zoning to ensure that continuity of design and amenities is maintained throughout the plan area. Thus the Specific Plan is a set of both policies and regulations that apply uniquely to the defined plan area.

While it is difficult to categorize specific plans, most focus on one or more of five uses: economic development, environmental quality, land projects, mixed use, and neighborhood and community planning. The focus of the North Main Street Specific Plan is drawn from neighborhood and community planning and economic development.

The purpose of the Specific Plan for this area is two-fold:

1. To protect and enhance the residential character of the neighborhood, and;
2. To provide the necessary range of options to support a healthy retail and service commercial business sector.

# ATTACHMENT B

## The objectives to achieve these goals are:

- a. Allow for both residential development and an increase in the variety of commercial businesses through the application of a new zone called mixed commercial and residential, MCR. The MCR zone allows C-1-N, C-1, and C-2 uses, mixed commercial and residential, or exclusive residential use. Unless designated with the R-2, R-3, or R-4 suffix, the MCR district would allow R-1 residential development.;
- b. Reduce overall height limit with allowance for pitched rooflines;
- c. Require landscaped front, side, and rear yard setbacks for commercial developments;
- d. Control the effects of light, glare, odor, and noise from commercial businesses on neighboring residents;
- e. Provide street improvements to create a pleasant experience for the pedestrian and encourage neighborhood patronage of businesses.

# ATTACHMENT B

## Relationship to the General Plan and Local Coastal Program

The purpose statements of the Specific Plan refine the broadly stated land use policies for this area recorded in the General Plan and Local Coastal Program. The Land Use Element of the General Plan identifies policies to accommodate the needs of pedestrians, maximize potential land use by doubling up commercial and residential uses regarding the "mixed use" designation, accommodate special needs of the elderly by clustering service and retail shops near available housing, and increase compatibility of the Main Street frontage development with the neighborhoods to the east.

The LCP continues the theme of mixed use with the following policy statement:

"a mixture of all uses as appropriate shall be encouraged. An evaluation of appropriate uses on a parcel-by-parcel basis will be conducted during the implementation phase."  
(LCP, Oct. 1982, page 28)

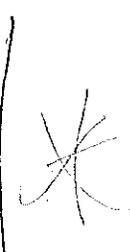
The new MCR zone supports the mixed use concept of both the General Plan and Local Coastal Plan. The evaluation of appropriate uses on a parcel by parcel basis will be accomplished by the conditional use permit process.

The Specific Plan translates these General Plan and LCP policy statements into zone changes and development standards for the plan area. The plan proposals are consistent with the General Plan and LCP policies, however, in refining these policies, some changes to the existing land use maps have been made. Therefore, adoption of the Specific Plan will involve amendments to the General Plan, the LCP, and the Zoning Ordinance. This would be accomplished by the following actions:

1. Create a Specific Plan Overlay land use designation and amend by resolution the Land Use Plan of the LCP and the General Plan to show the plan boundaries;
2. Adopt by ordinance Chapter 17.81, North Main Street Specific Plan;
3. Adopt by ordinance a Specific Plan Overlay zone and record on the zoning map.

## Community Planning Process

The conclusions which support the Specific Plan policies and regulations were drawn from a series of informal study sessions. Each session targeted a portion of the plan area, encouraging local residents to express their ideas as to how best the area might develop over the next ten years. This information was taken by staff and translated into draft proposals.



# ATTACHMENT B

## Vision Statement

The vision for North Main Street is to change it from undifferentiated strip commercial highway frontage to a welcoming, vital commercial district serving and complimenting the residential neighborhoods. Two key elements of this future vision are appearance and accessibility.

## Appearance

North Morro Bay is a very visible section of the City, both in terms of being viewed by drivers on the highway and Main Street and also in terms of views of the entire Estero Bay enjoyed by the residents. Although a prominent feature of the City and very visible to travelers, the neighborhood is quite separate from the central core of town with its distinctive downtown and the Embarcadero. The neighborhood does not really offer any special character or a feeling of continuity, either along the length of the plan area or in relation to the rest of the City.

This visual anonymity contributes to an unhealthy business climate, blighted appearance, and lack of pride in ownership. Vandalism, abandoned junk cars, and unmarketable property are often the result of such blight.

The appearance of the neighborhood is thus a key element in the plan to revitalize the commercial businesses and support community pride.

## Accessibility

A second element for a future vision of the neighborhood is accessibility. This key factor also has several aspects that describe it. Although very close to the Atascadero State Beach, accessibility to the beach is greatly hindered by the highway. The two places to cross the highway are a mile apart and only one has a signal. What normally might be a ten minute walk to the beach becomes a 45 minute hike for most residents. Main Street itself provides the only through street in the neighborhood, attracting people, bicycles, buses, and cars to it. It is a fast moving street, with a narrow southbound lane posing a hazard for bicyclists and long stretches without sidewalks or adequate drainage which makes walking difficult. A large percentage of people using Main Street on bicycle and on foot are students commuting to and from the high school.

North Main Street not only offers a through route, but also has four points where motorists can get on and off the highway. These intersections and the interchange at Highway 41 coupled with densely populated neighborhoods make North Main Street one of the most heavily traveled streets in the City.

# ATTACHMENT B

## Future Vision

The vision of North Main Street would give it an inviting feeling. For the driver passing through, the street would provide visual relief from the fence and four lane highway and enhance views through to the ocean. Restricted on-street parking would make entering the street safer for residents.

North Main Street would offer safe and easy transit for bicyclists, as bike lanes go both north and south, without the hazards posed by parked cars. Ten foot wide sidewalks with benches, litter cans, colorful planters, shade trees, and conveniently placed bus stops provide a pleasant and safe experience for shoppers and walkers.

With the cooperation between private developers and City engineers, portions of Main Street gently curve to create landscaped oasis, providing visual relief from the highway and long uninterrupted commercial facades. Telephone, electric, and TV cables would be put underground at these points, offering a modest beginning to the City-wide underground utilities program.

Area residents will have easy access to the state beach and businesses on Main Street with sidewalk improvements at San Jacinto and an elevated pedestrian bridge over the freeway.

Property owners will have the option to develop their lots with commercial buildings or homes, or a mixed use with shops below and apartments. Commercial buildings will have landscaped front yards and parking lots will be screened by planted areas.

In summary, two key elements contribute to the creation of a future vision for North Main Street: appearance and accessibility. In planning terms, appearance can be translated into the aspects of land use addressed by the plan which include physical design, development, and intensity. Accessibility refers to the aspects of circulation such as public improvements that accommodate people and vehicles.

# ATTACHMENT B

## SPECIFIC PLAN IMPROVEMENT PROPOSALS

The Specific Plan combines requirements for property owners with stated intentions by the city to achieve the goals of the plan. The requirements for property owners are recorded as changes to the zoning ordinance. The intentions of the city become reality when money is appropriated from the budget for the recommended capital improvements.

The proposed zone changes and recommended capital improvements, with discussion of the issues and rationale for each, follows.

# ATTACHMENT B

## COMMERCIAL USE ON NORTH MAIN STREET

### Discussion

The plan proposal is to create more flexibility for business interests locating in this neighborhood by rezoning from C-1-N to a new zone, Mixed Commercial Residential, MCR/R-4. (See figures 5,6,7,8). The MCR/R-4 zone would allow C-1-N, C-1, and C-2 uses, mixed commercial and residential, or exclusive residential use according to the R-4 standards. The property owner would be given the discretion to choose the best use, as long as they comply to the development standards of the plan. Unless designated with the R-2, R-3, or R-4 suffix, the MCR district would allow R-1 residential development. (See Appendix: Comparison of Allowable Uses for Commercial Zones, Pg. 55).

The C-1-N zone was originally created for this area of town to prevent the unwanted side effects on the residences east of the business district of a highway frontage commercial strip. It appears that the number of uses allowed under the C-1-N zone is so limited that the zone designation is actually depressing development as evidenced by the large amount of vacant parcels, numerous requests for expanded uses, high vacancy rate in existing developments, and the saturation of market uses allowed by the C-1-N zone.

The idea behind the C-1-N zone to create neighborhood shopping nodes is commendable and 3 or 4 plazas have been developed. It is questionable how many more shopping plazas can be accommodated in this neighborhood, especially with the small variety of businesses allowed to locate there.

The other prominent zone in the plan area is the VS-C zone. Unfortunately, the VS-C zone also acts like the C-1-N to deter uses vital to the service sector of the local economy, ie, the year-round businesses which cater to the residents of the area. In contrast, the MCR zone designation would not necessarily deter VS-C uses: the market would better determine the best use of the property, given the wide range of options open to property owners.

The plan proposal will reduce the amount of VS-C zoned property but will maintain a range of options for locating tourist-oriented businesses in the plan area.

Compatibility between the businesses and residences can be ensured by using development and performance standards as criteria for the CUP review process and business license approval.

# ATTACHMENT B

## COMMERCIAL PROPOSALS

Please see Chapter 17.71, pg. 48, for codified proposals.

1. Change the existing C-1-N/R-4 mixed use zoning to MCR/R-4 and allow residential use without commercial use at R-4 density, mixed commercial and residential, or commercial uses of the C-1-N, C-1, and C-2 zones with the development standards of this plan..
2. Eliminate the VSC zoning along Main Street except for the existing section at Highway 41 and replace with the MCR/R-4 zone.
3. Require the following development and performance standards for new commercial development:

- a. Potential conflicts with the adjacent residential areas shall be minimized, particularly with regard to, but not necessarily limited to noise, glare, odors, chemicals, and screening.

- b. landscaping and screening: All new commercial development shall have a minimum of five feet of landscaped side, rear, and frontyard setbacks.

Side and rear yard property lines of new commercial development shall be screened with landscaping and a five foot fence.

Mature trees shall be shown on site plans submitted for a development, use, or building permit and shall be preserved unless preservation of the tree presents economic hardships to the owner of the property.

- c. height: flat roofs shall be discouraged whenever possible and the height limit shall be 25 feet with a conditioned five foot allowance for varying roof lines. Plans for two-story development shall include a view analysis.

- d. signs: pole signs shall be limited to 15 feet in height and any glare screened from nearby residences.

- e. delivery hours: Deliveries shall be received between 7:00 a.m. and 10:00 p.m., with exceptions to be conditionally granted.

- f. off site improvements: all new development shall provide street trees in wells built to city standards and/or planted and maintained concrete planter boxes with a city approved encroachment permit.

# ATTACHMENT B

All new development shall install sidewalks with curb and gutter built to city standards.

4. Pursuant to the California Govt. Code, developers shall be assessed a fee reflecting a proportionate share of the cost of the preparation of this specific plans as a condition of approval.
5. Developers shall pay a fee for the purpose of implementing the landscaping proposals on North Main Street and the Highway 41 entry corridor.

## RESIDENTIAL USE ON MAIN STREET

### Discussion

Current residential use along Main Street is allowed through the mixed-use zone. This zone allows a residential use as a secondary use (not more than 50% of the allowable floor area) to a commercial use. The concept is based on the General Plan for this area which encourages affordable housing and easy access between homes and businesses. The plan proposes to maintain the mixed-use concept, but also offers the option of choosing an exclusively residential use up to an R-4 density.

The plan proposes that regardless whether a developer chooses a residential, commercial, or mixed use project on North Main Street, sidewalks with curb and gutter will be required.

# ATTACHMENT B

## RESIDENTIAL PROPOSALS

Please see Chapter 17.71, pg. 48, for codified proposals.

1. Change the existing C-1-N/R-4 zones to MCR/R-4 to allow exclusive residential use at R-4 density, mixed commercial and residential, or exclusive commercial use.
2. Require the following development standards for residential development along Main Street:
  - a. height: flat roofs shall be discouraged whenever possible and the height limit shall be 25 feet with a conditioned five foot allowance for varying roof lines.
  - b. off site improvements: all new development shall provide street trees in wells built to city standards and/or planted and maintained concrete planter boxes.

All new development shall install sidewalks with curb and gutter built to city standards.
  - c. mature trees: mature trees shall be shown on site plans submitted for a development, use, or building permit and shall be preserved unless preservation of the tree presents economic hardships to the owner of the property.
3. Pursuant to the California Govt. Code, developers shall be assessed a fee reflecting a proportionate share of the cost of the preparation of this specific plans as a condition of approval.
4. Developers shall pay a fee for the purpose of implementing the landscaping proposals on North Main Street and the Highway 41 entry corridor.

# ATTACHMENT B

- R-1.....Single Family Residential
- R-2.....Duplex Residential
- R-3.....Multiple Family Residential
- R-4.....Multiple Family Residential - Professional
- C-1-N.....Neighborhood Commercial
- VS-C.....Visitor Serving Commercial
- MCR.....Mixed Commercial Residential
- M-1.....Light Industrial
- ESH.....Environmentally Sensitive Habitat
- OA-2.....Open Area 2 (Listed Uses)
- S.1, S.2.....Special Building Site and Yard Requirements
- M.....Mobile Home
- PD.....Planned Development
- MW.....Mini-warehouse
- I.....Interim Use Permit

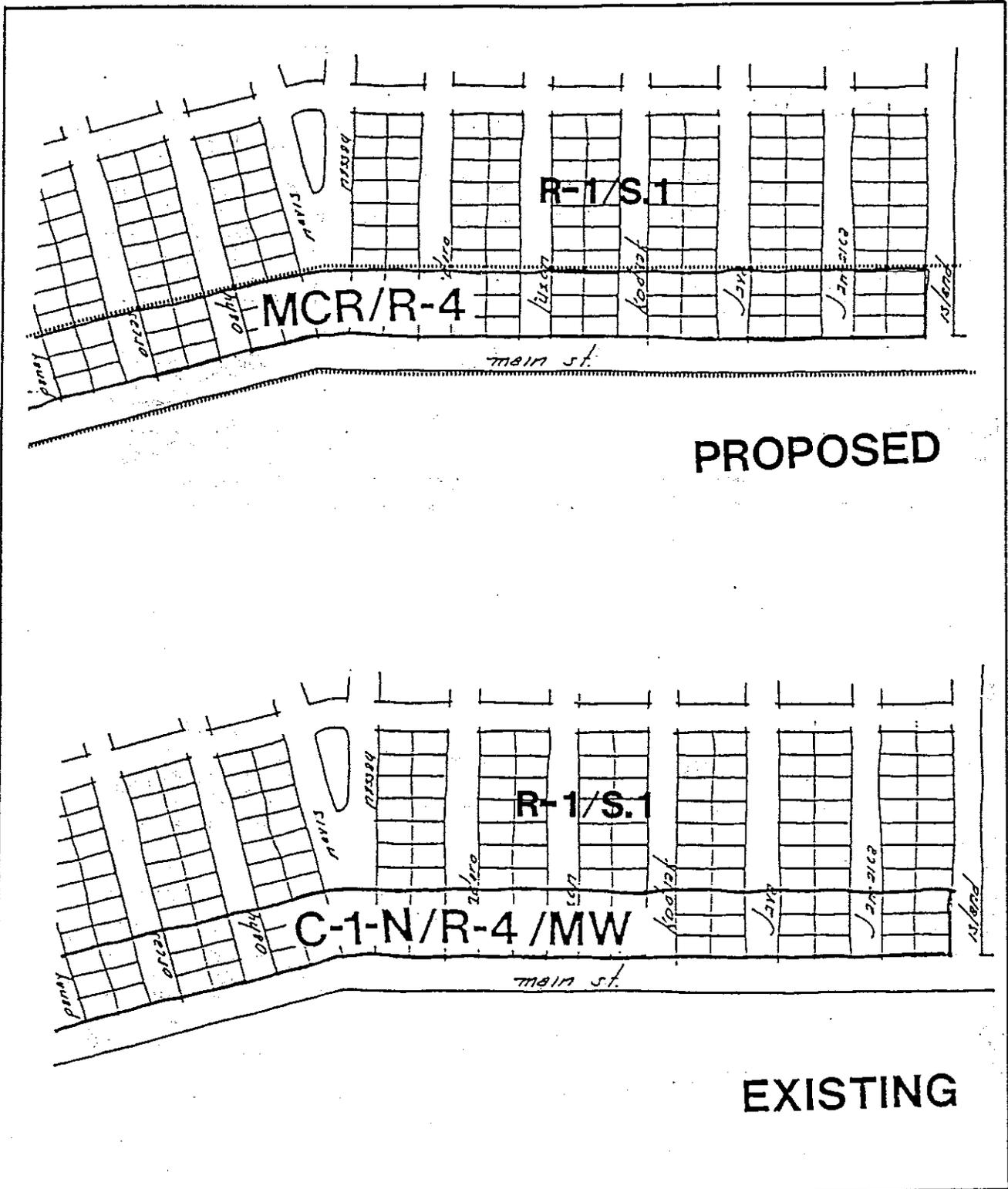
**NORTH MAIN ST.  
SPECIFIC PLAN**

**ZONING MAP LEGEND**

**FIG. 4**



# ATTACHMENT B



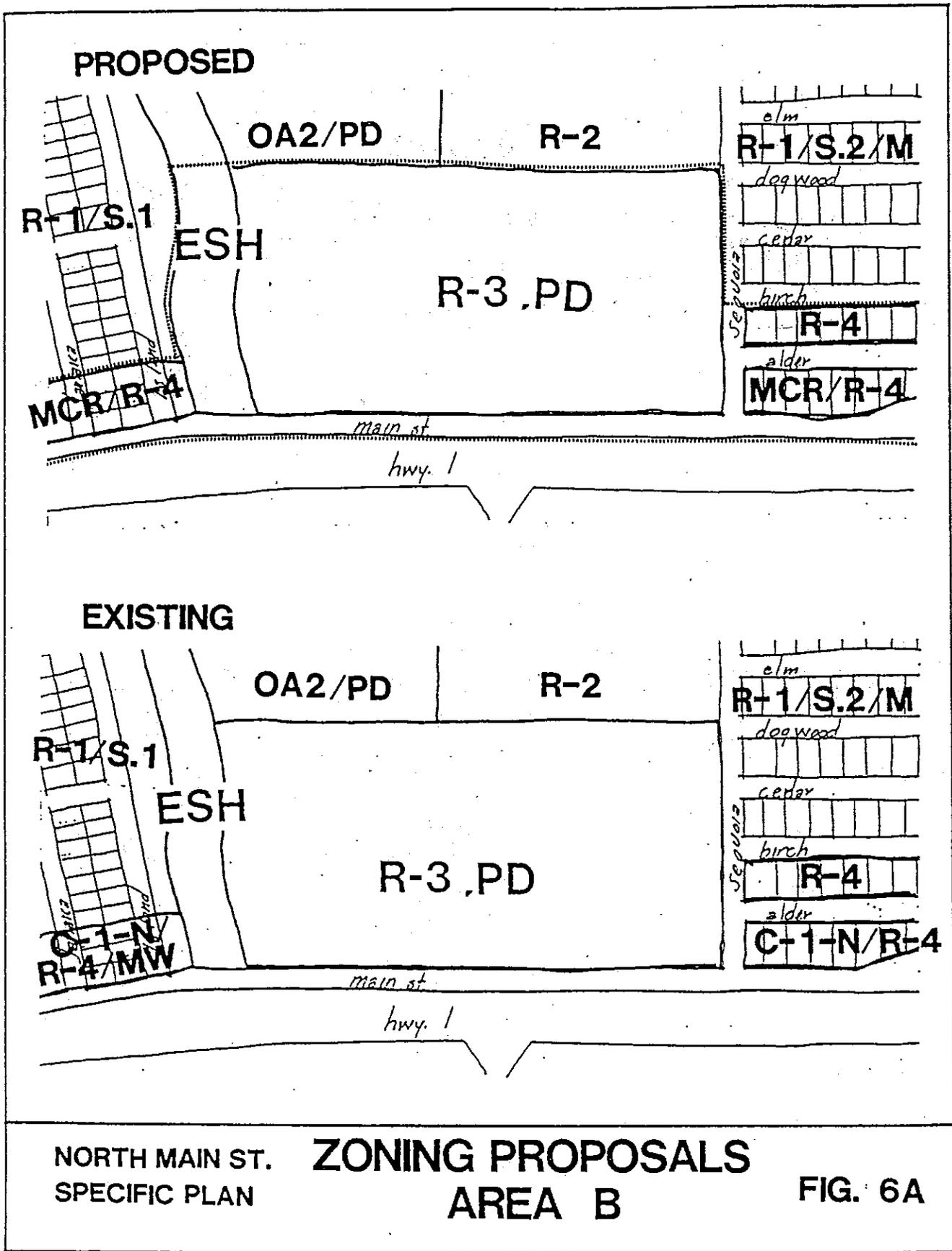
NORTH MAIN ST.  
SPECIFIC PLAN

## ZONING PROPOSALS AREA A

FIG. 5B

MIXED COMMERCIAL RESIDENTIAL

# ATTACHMENT B

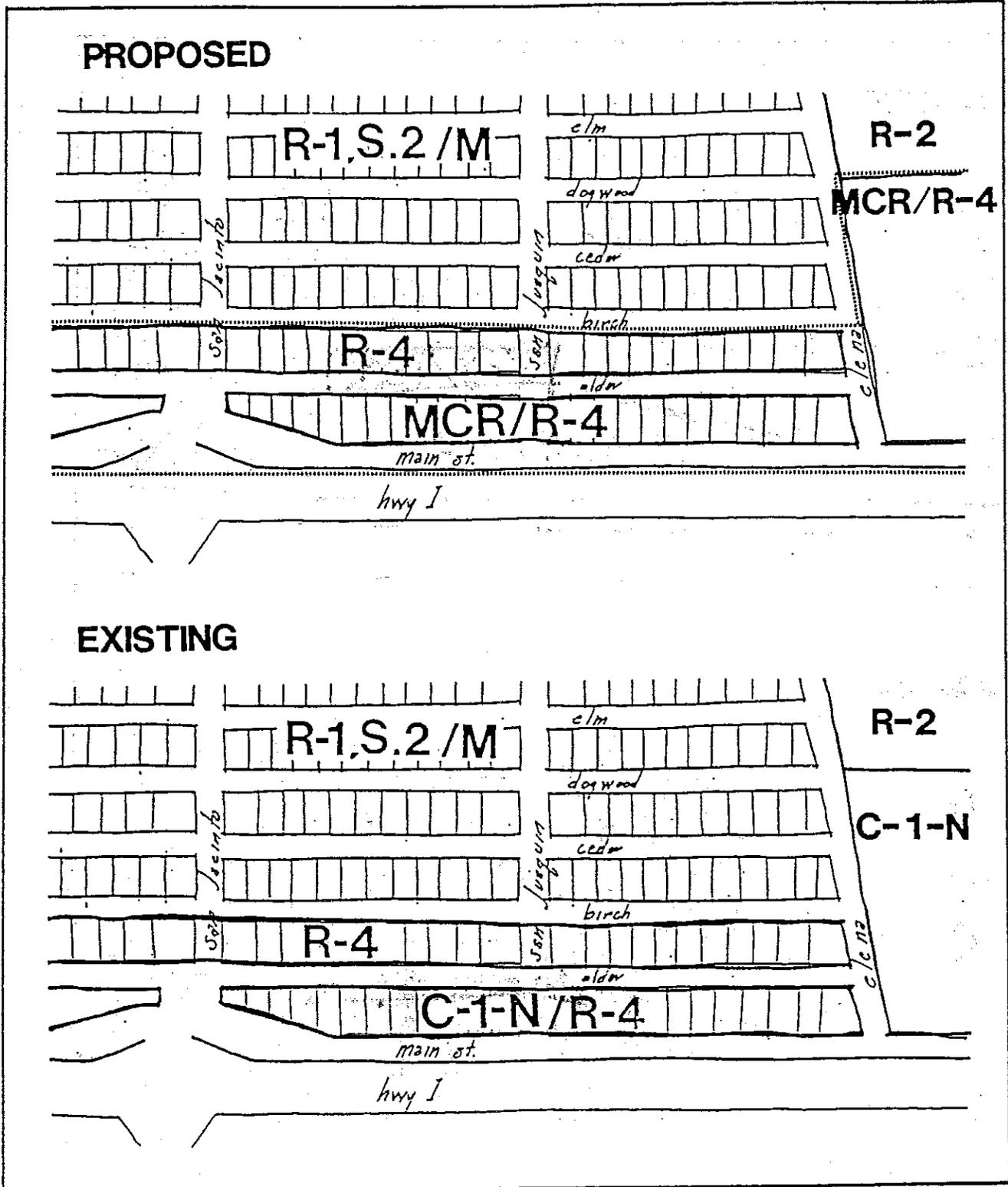


NORTH MAIN ST.  
SPECIFIC PLAN

## ZONING PROPOSALS AREA B

FIG. 6A

ATTACHMENT B



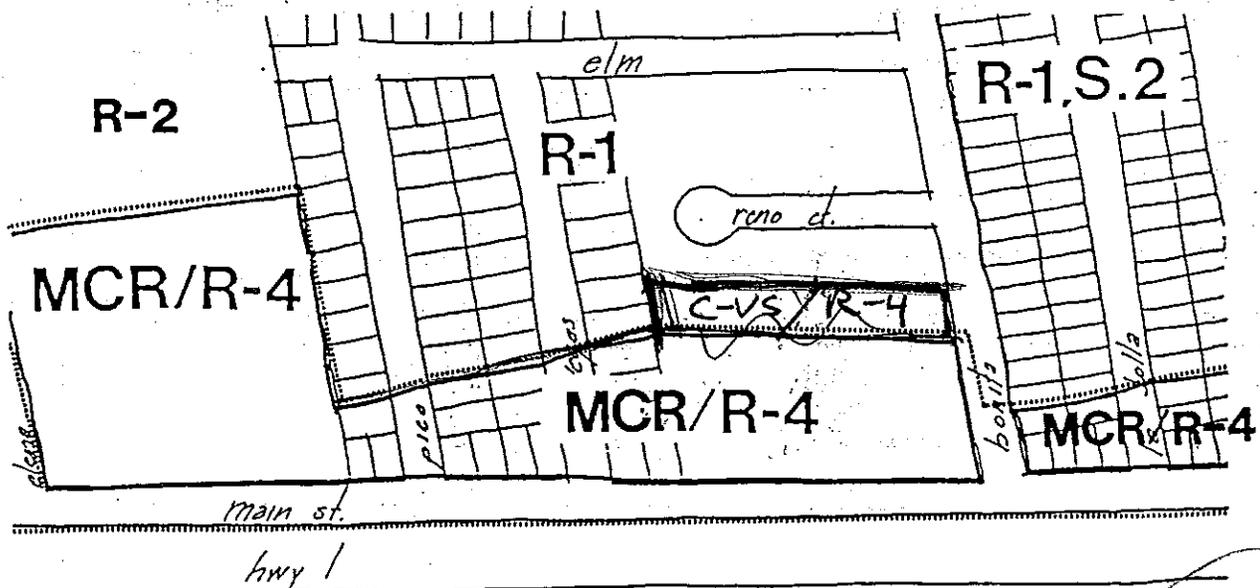
NORTH MAIN ST.  
SPECIFIC PLAN

ZONING PROPOSALS  
AREA B

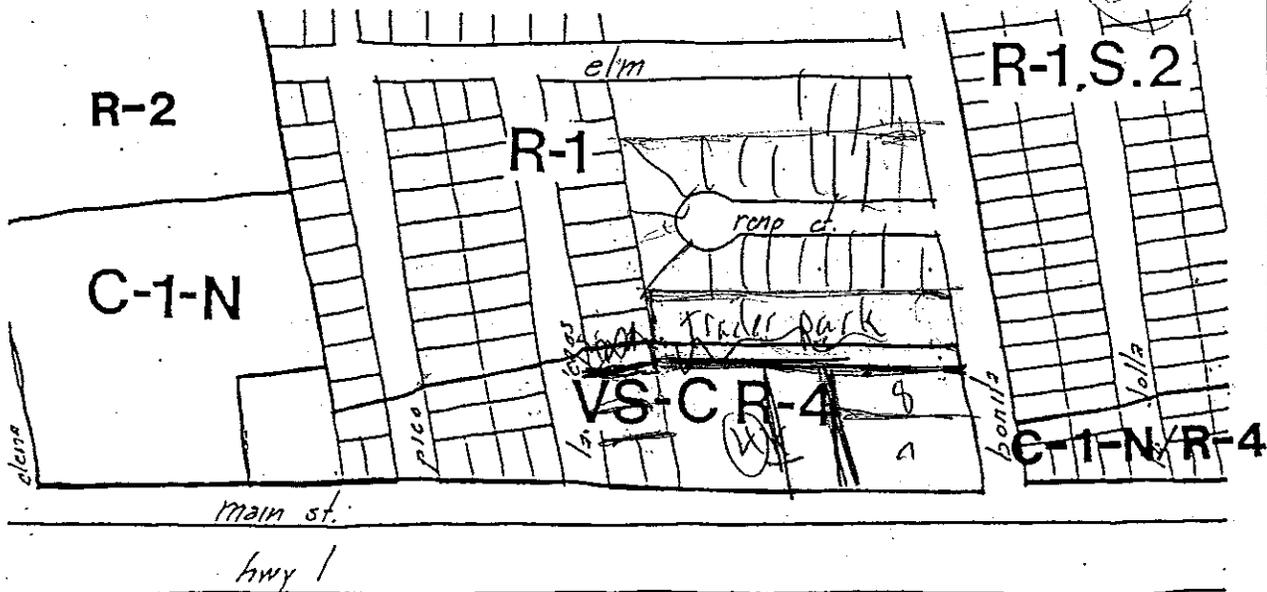
FIG. 6B

ATTACHMENT B

PROPOSED



EXISTING



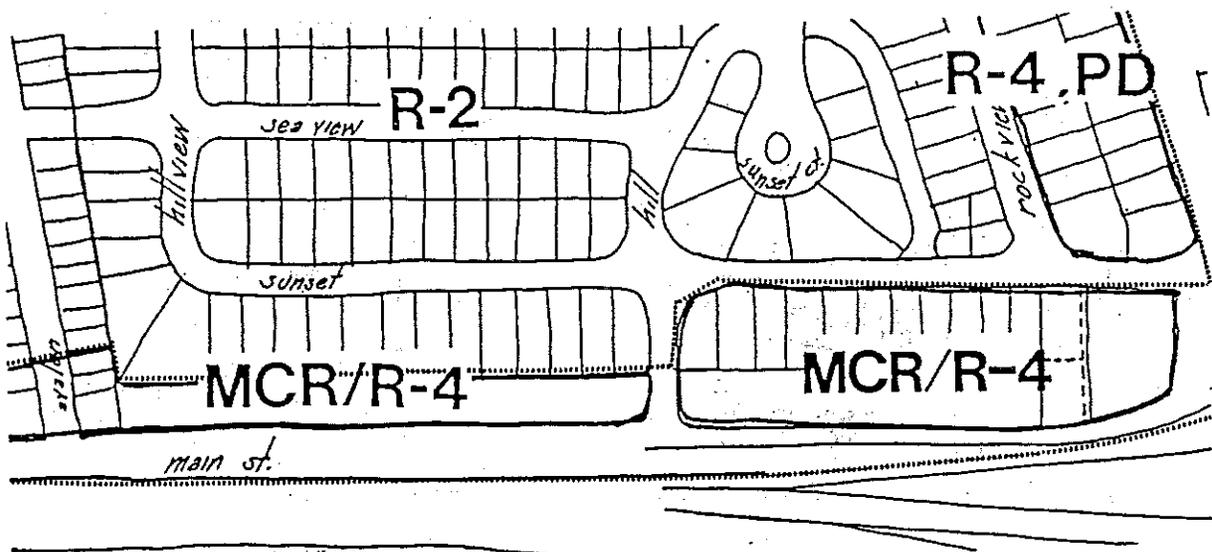
NORTH MAIN ST.  
SPECIFIC PLAN

ZONING PROPOSALS  
AREA C

FIG. 7A

# ATTACHMENT B

## PROPOSED



## EXISTING

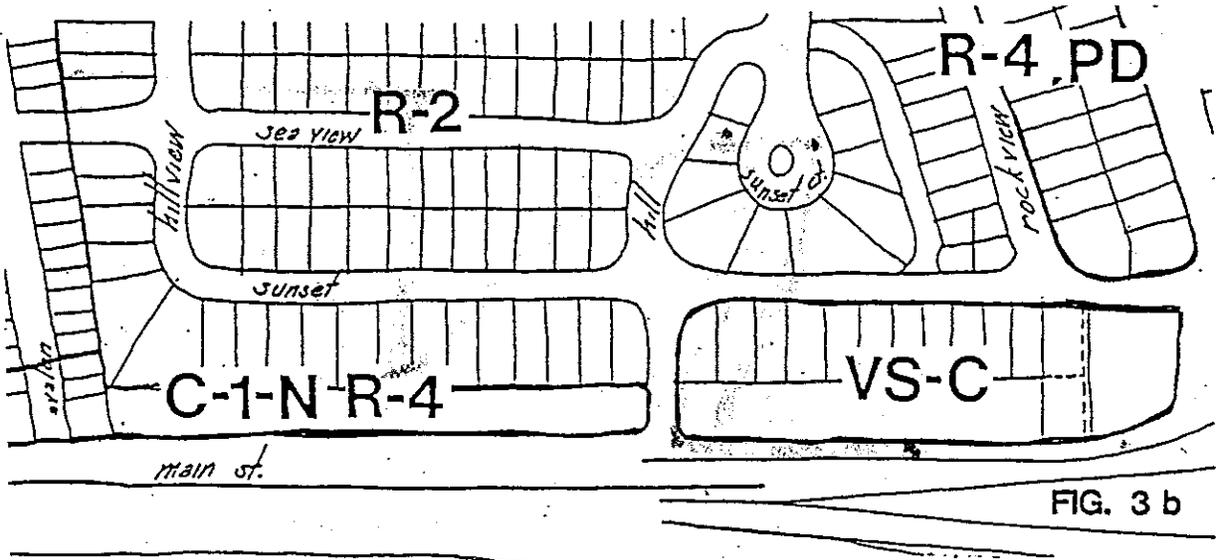


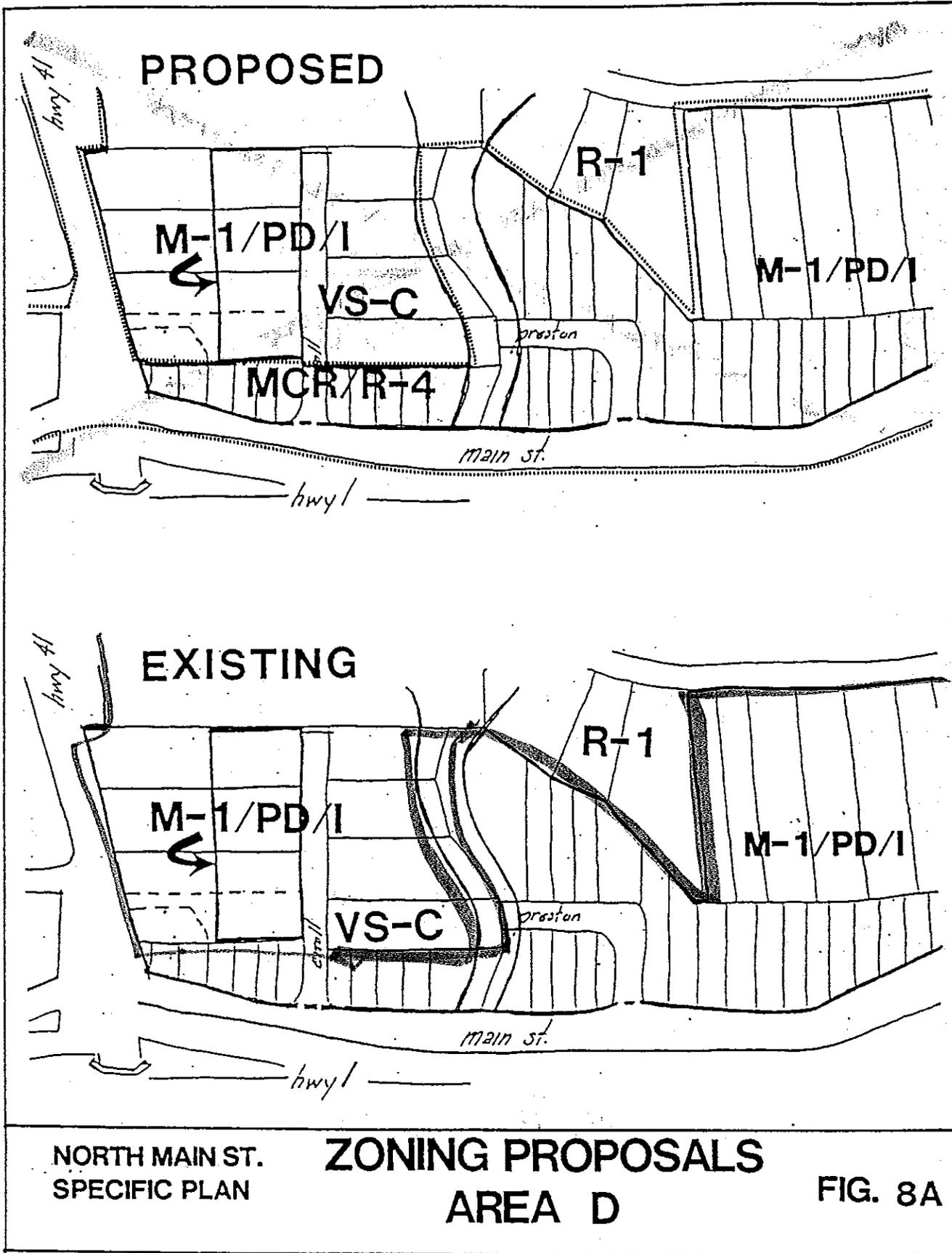
FIG. 3 b

NORTH MAIN ST.  
SPECIFIC PLAN

## ZONING PROPOSALS AREA C

FIG. 7B

ATTACHMENT B

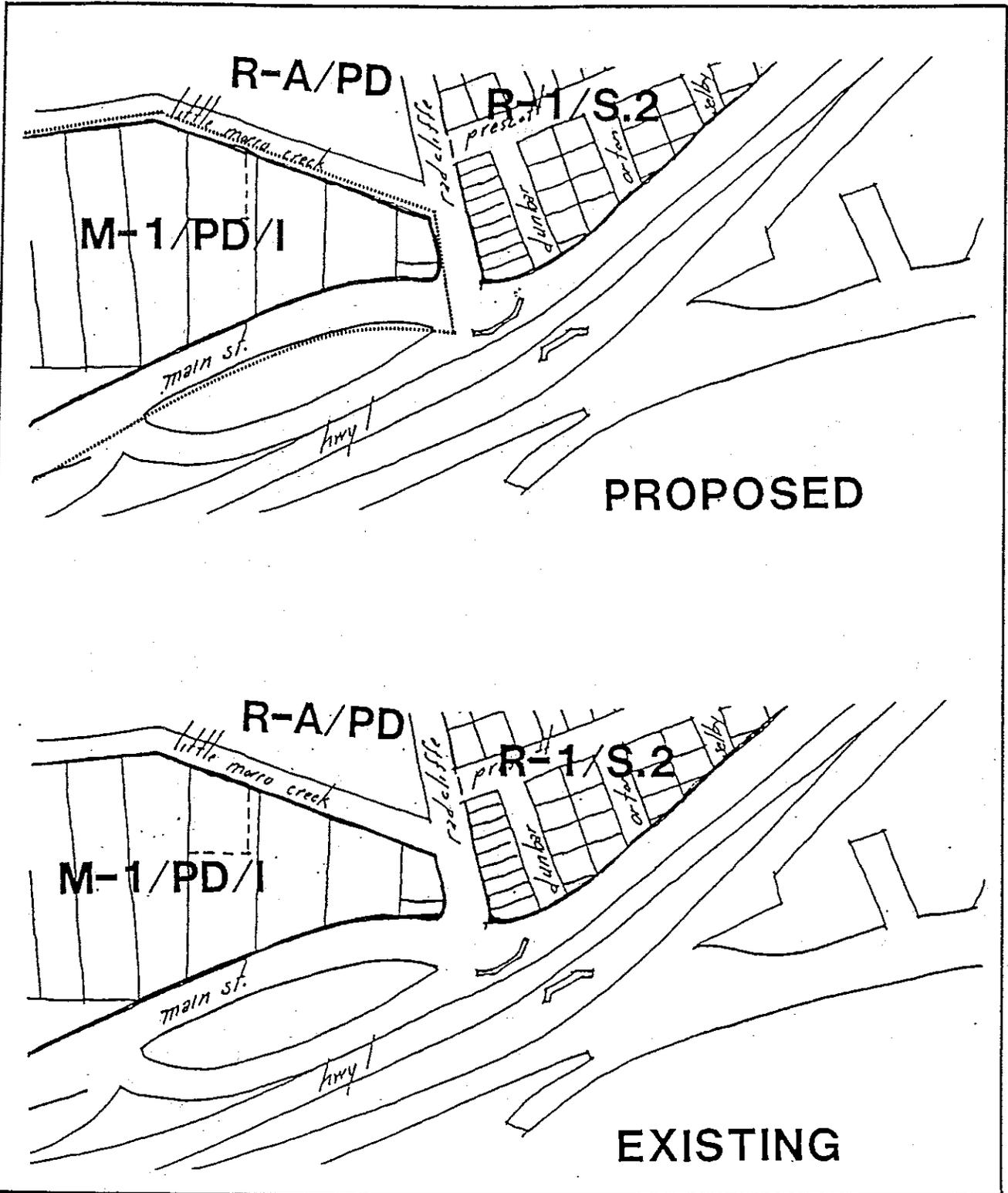


NORTH MAIN ST.  
SPECIFIC PLAN

ZONING PROPOSALS  
AREA D

FIG. 8A

ATTACHMENT B



NORTH MAIN ST.  
SPECIFIC PLAN

**ZONING PROPOSALS**  
**AREA D**

FIG. 8B

# ATTACHMENT B

## CAPITAL IMPROVEMENTS FOR CIRCULATION

### Discussion

**Traffic:** Both drivers and cyclists complain about cars traveling too fast on Main Street which makes turns on or off of Main Street dangerous, and poses a hazard to bicyclists. Compounding the situation in the Island streets is the fact that the distance between intersections along Main are much closer than traffic standards recommend.

Speed limits in Morro Bay are governed by Chapter 10.32 of the Municipal Code which requires that speed limits be reviewed every five years and be adjusted according to the results of a speed survey. The last speed survey for North Main Street was in 1987 and showed that the current limit of 40 mph is appropriate for the traffic flow, surveyed at a critical speed of 39-42 mph.

As street frontage becomes developed, traffic speed generally slows down as a natural reaction to an increase in shopping and employee trips which discourage higher speed through traffic. Continual monitoring of the traffic speeds as the neighborhood develops will eventually reflect a natural decrease in speed and speed limits can be adjusted at that time according to the City ordinance.

The width of Main Street could accommodate a 4' bike lane on both sides if parking was prohibited. The plan recommends creating a bike lane on Main Street by prohibiting parking north of Sequoia and south of Elena. As on-street parking is vital to businesses on Main Street between Sequoia and Elena, parking will be allowed in this section and Alder will be designated as a northbound bike route for cyclists wishing to avoid the traffic congestion near San Jacinto. Appropriate signs to caution motorists and routing the cyclists would be an integral part of the proposal. (See figures 10 and 11).

**Pedestrians:** A major coastal access for residents of North Morro Bay, the signalized intersection at Highway One and San Jacinto has only minimal improvements for pedestrians. People walking are encouraged to walk in the street and must dodge traffic, fencing, mud puddles, and open culverts. A completed sidewalk pattern, enclosing the culverts, and acquiring a encroachment permit to move the highway fence a few feet would be basic steps to improving this critical link in coastal access. Additional landscaping on city right-of-way would not only improve the looks of this unsightly intersection but also define the neighborhood and accentuate this major gateway into Morro Bay. (See figures 12 and 13).

# ATTACHMENT B

Present City codes require all commercial and some multi-family residential projects to install curb, gutter, and sidewalk. The plan proposes requiring all development on Main Street to install these improvements according to commercial standards.

The creek crossing just south of Island Street is too narrow to accommodate two drive lanes and pedestrian and/or cyclists. The "bridge" is a double 5x5 box culvert which could be extended to the maximum street pave-out and complete the sidewalk improvements. Without any improvements, a caution sign would be advisable.

Streets: The intersection at San Jacinto and Main Street accommodates two-way traffic from six directions. Several alternatives based on closing streets and/or re-routing traffic have proven too disruptive to present land use patterns to effectively counteract the problems posed by this intersection.

The plan proposes stop signs on Alder at San Jacinto, replacing the present yield signs and creating longer driver response time to traffic moving through the intersection. The plan proposes to better define the three intersections to help guide motorists and minimize driver confusion. This could be accomplished with striping and reflector bumps separating the traffic lanes on San Jacinto. The proposed sidewalk improvements would also help define the intersections. (See figure 14).

The intersection of Atascadero Road/Highway 41 and Main Street has been earmarked for signalization in the future. As a short range solution to the problems of stacking and pedestrian safety, the plan proposes a lane striping program and completion of the sidewalk pattern. The suggested design is conceptual only so exact layout would need to be surveyed and designed before actual implementation. (See figure 15).

The Circulation Element identifies the re-alignment of the intersection between Radcliffe and North Main Street as a major street improvement priority. There is a site-distance problem at this intersection which would become even more hazardous if nearby development generates more traffic. Therefore, the Circulation Element states that improvement to the alignment of the intersection be made as a condition of development east of Highway One. The Specific Plan includes this mitigation requirement as a condition of development on the PG&E parcel between Preston and Radcliffe.

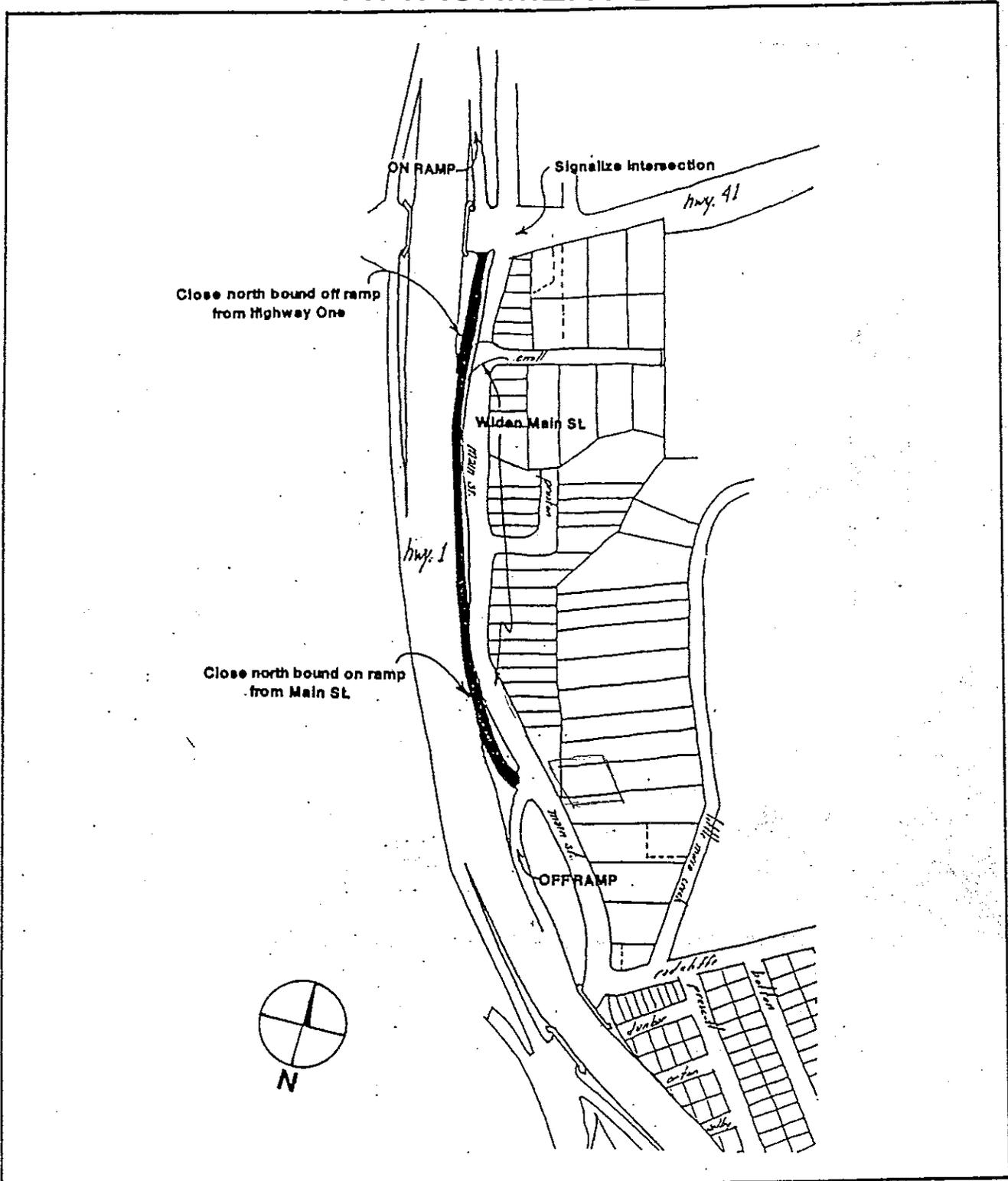
Any re-alignment of Radcliffe should also take into consideration a redesign of the on-/off-ramp configuration between the off-ramps from Highway One onto Main Street and Highway 41. The existing traffic flow creates a hazardous situation where vehicles merge on and off the highway without adequate distance for accelerating. Options for a re-design would be to close one or both of the ramps which merge through each other and to widen Main Street to accommodate increased traffic volume.

# ATTACHMENT B

## CIRCULATION PROPOSALS

1. Work with developers, Cal Trans, and other appropriate agencies to re-design the on-/off-ramp configuration between the Main Street off-ramp and Highway 41 on-ramp. An example of one option is shown on figure 9.
2. Create a bikeway on both sides of North Main Street by restricting parking and striping for a bike lane on Main Street, north of Sequoia and south of Elena, and signing for a bike route on Alder between Sequoia and Elena. Install signage for bike lanes as needed.
3. Continue to monitor speed limits on North Main Street every five years as required by Chapter 10.32 of the Municipal Code.
4. Complete the sidewalk pattern with landscaping at the intersection of San Jacinto, Alder, Main Street and Highway One as shown in figure 11.14
5. Stripe traffic lanes at San Jacinto, Main, and Alder to clearly mark the intersections.
6. Install stop signs on Alder at San Jacinto.
7. Widen the creek crossing at Island Street by extending the double 5x5 box culvert to the maximum street pave-out and complete the sidewalk improvements. Install caution signs for a "narrow bridge" until the improvements can be made.
8. Stripe traffic lanes and complete sidewalk pattern with landscaping at the intersection of Highway 41 and Main Street and on Atascadero Road west of the overpass as shown on figure 12.15
9. Any permanent new development on the PG&E parcel between Preston and Radcliffe may be required to contribute to the realignment of the intersection of Radcliffe and Main Street.
10. Require sidewalk improvements for both new residential and commercial development according to commercial standards.
11. Work with developers, Cal Trans, and other appropriate agencies to design and build an elevated pedestrian bridge over Highway One at one or two locations between Highway 41 and Yerba Buena.

# ATTACHMENT B

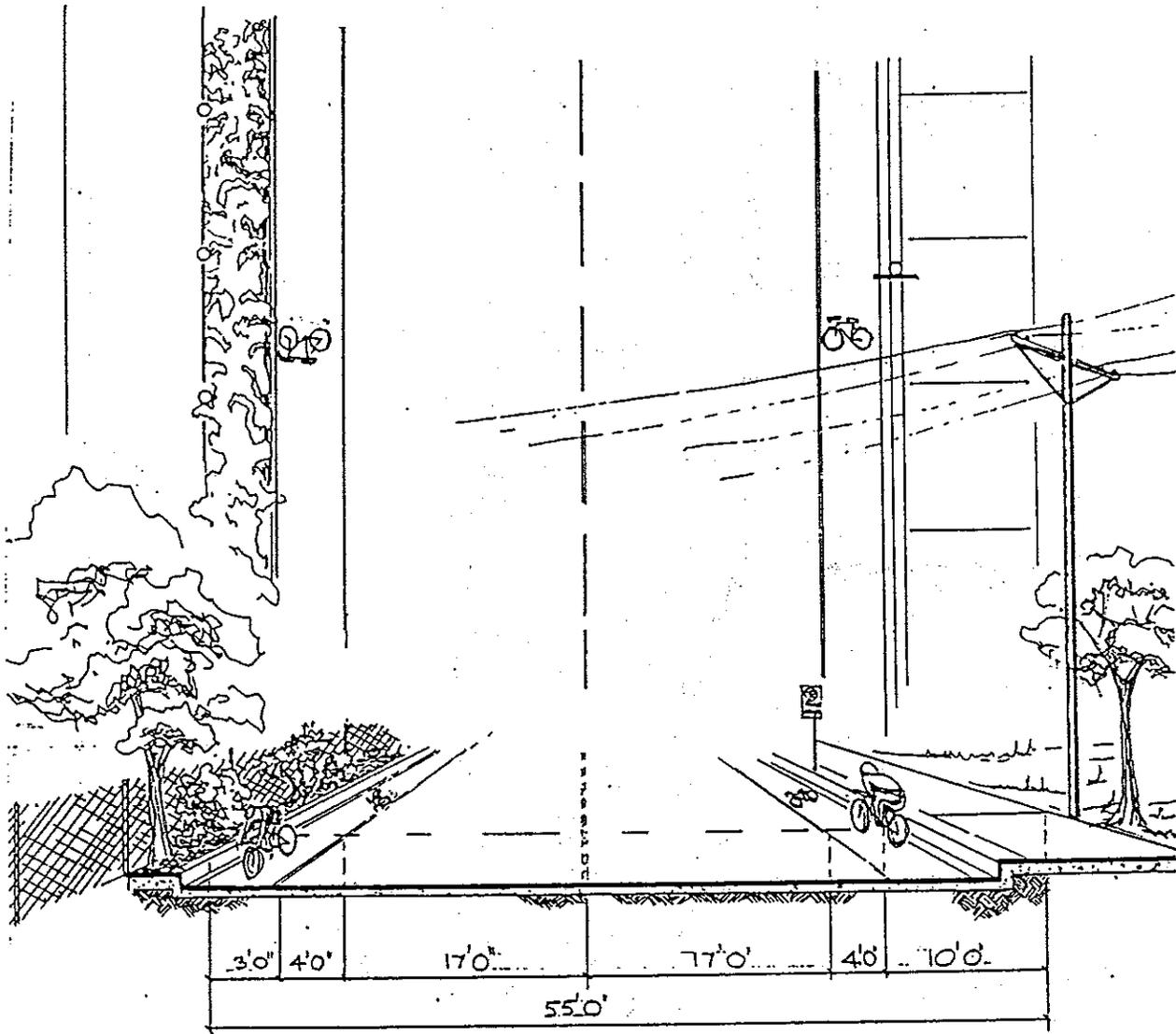


**NORTH MAIN ST.  
SPECIFIC PLAN**

**ON/OFF RAMP  
CLOSURE**

**FIG. 9**

# ATTACHMENT B

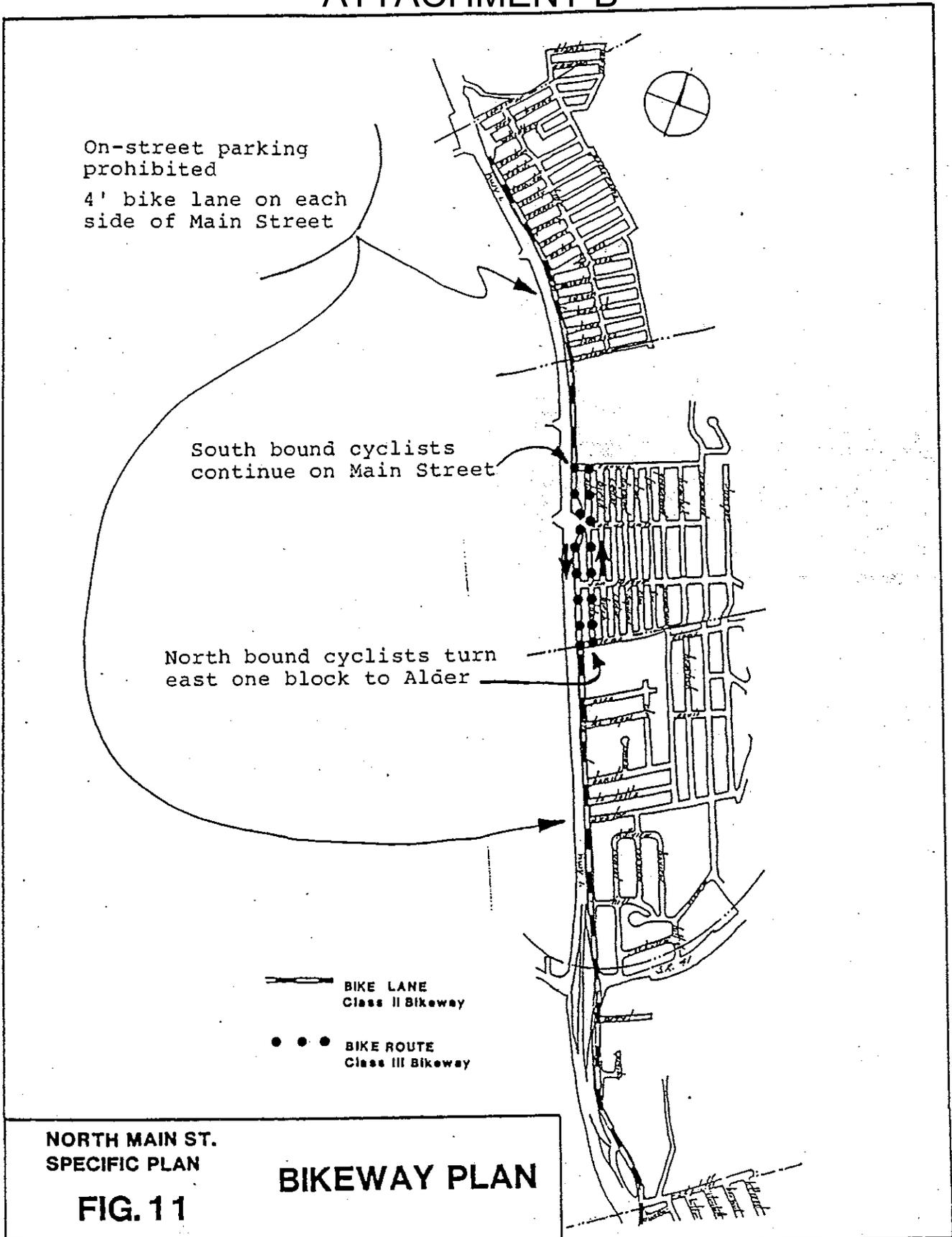


NORTH MAIN ST.  
SPECIFIC PLAN.

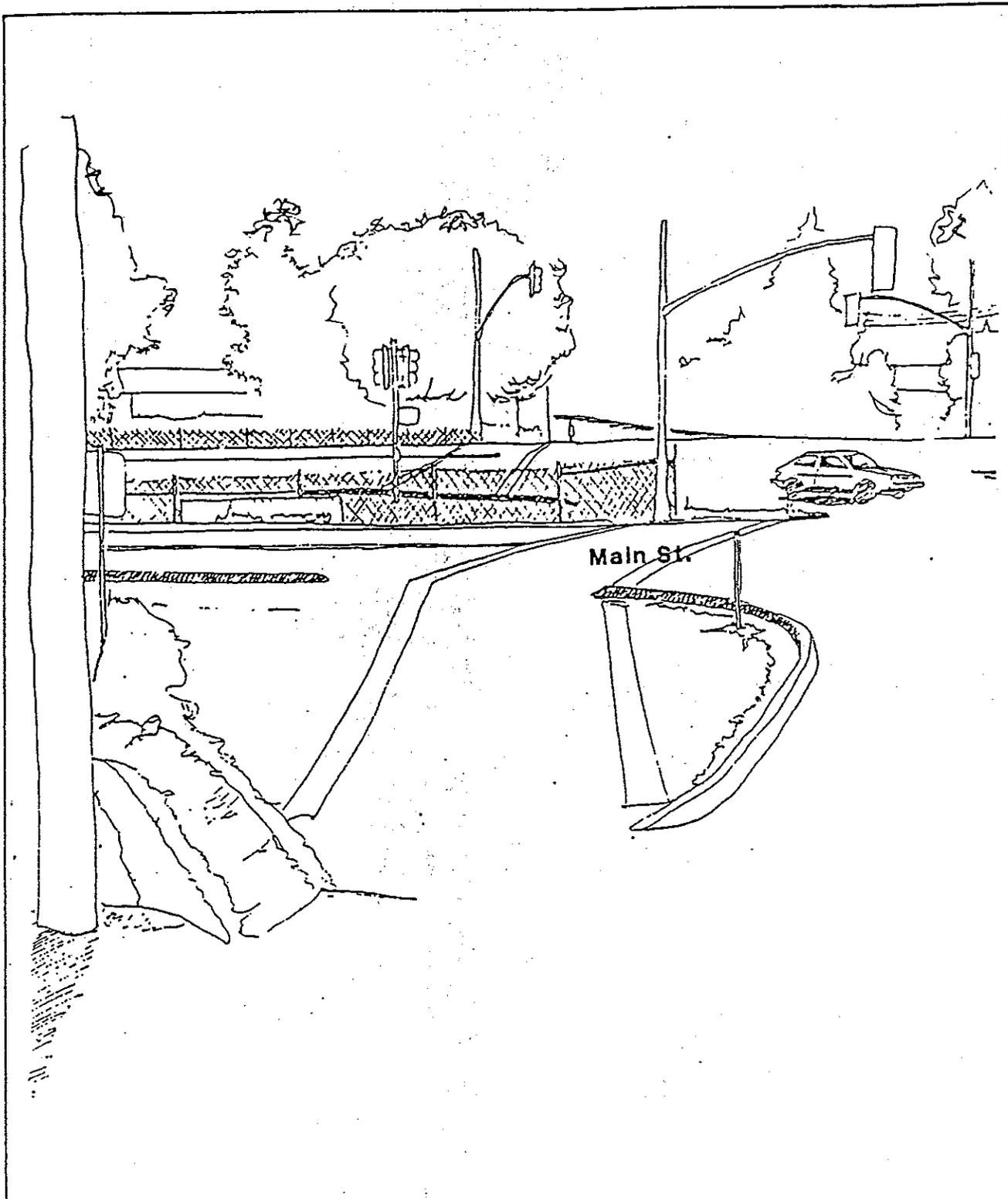
CLASS II BIKEWAY  
PLAN VIEW

FIG. 10

# ATTACHMENT B



# ATTACHMENT B

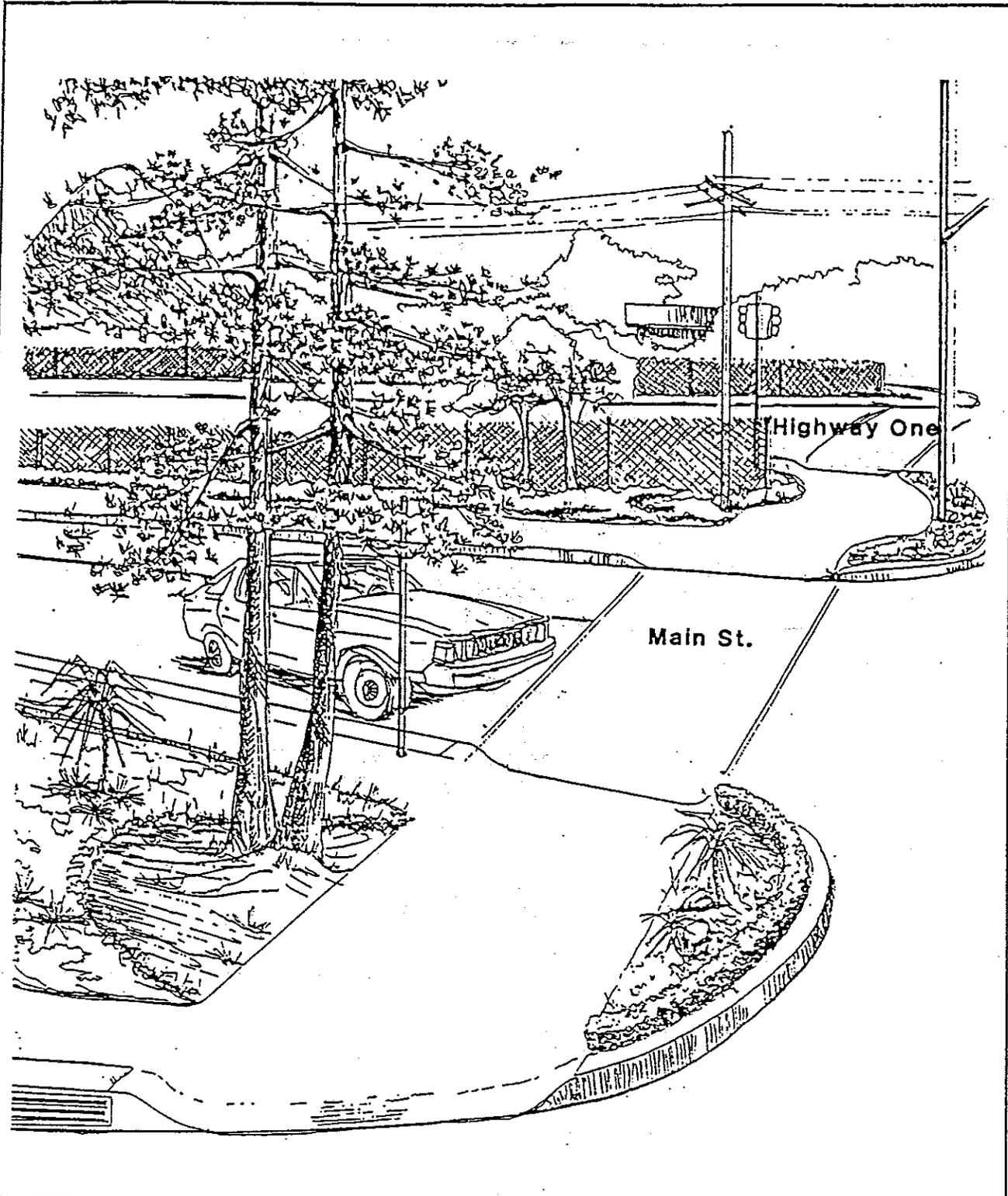


NORTH MAIN ST:  
SPECIFIC PLAN

SAN JACINTO ENTRY CORRIDOR:  
EXISTING CONDITIONS

FIG. 12

# ATTACHMENT B

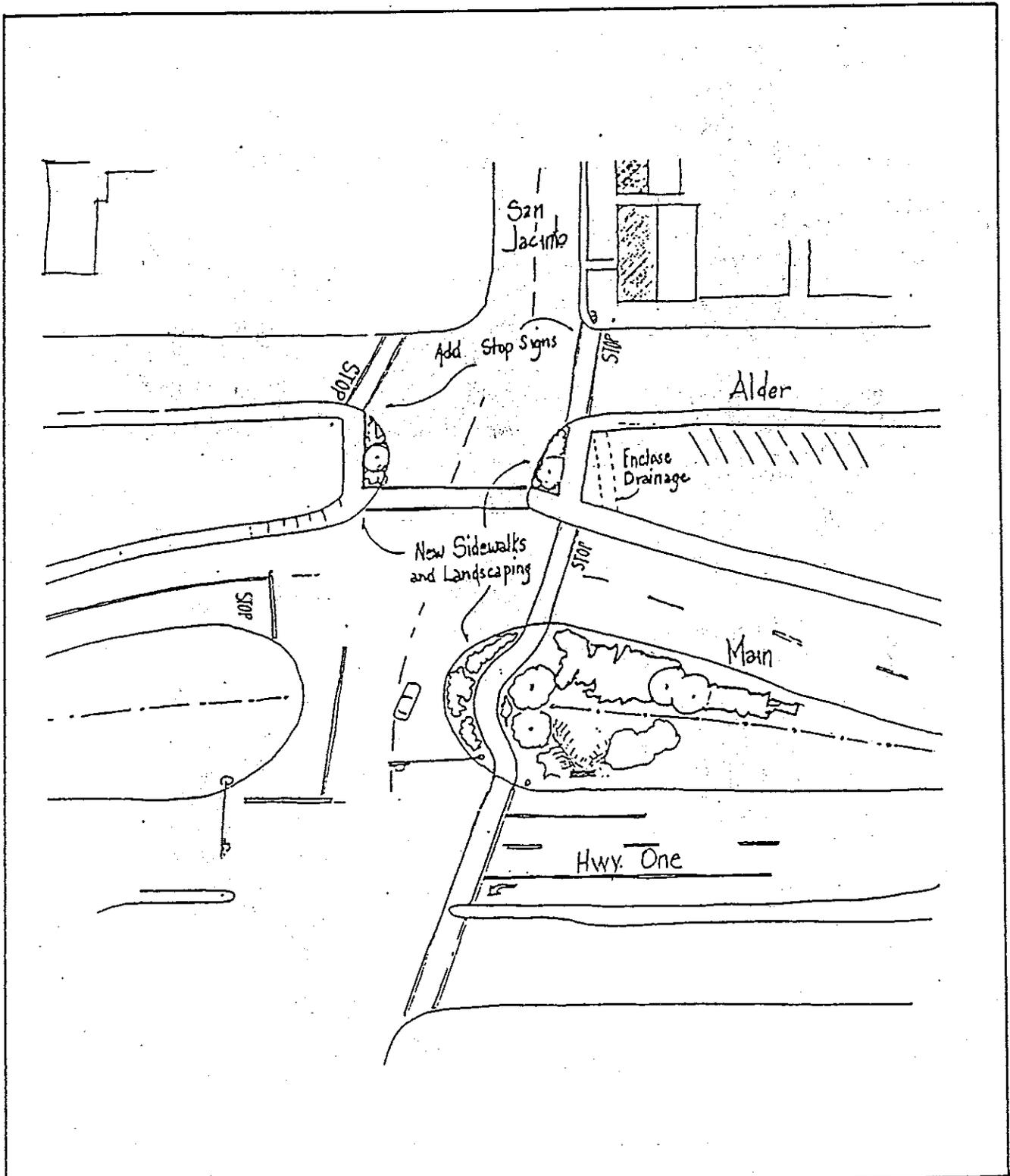


**NORTH MAIN ST.  
SPECIFIC PLAN**

**SAN JACINTO ENTRY CORRIDOR:  
IMPROVEMENTS**

**FIG. 13**

# ATTACHMENT B

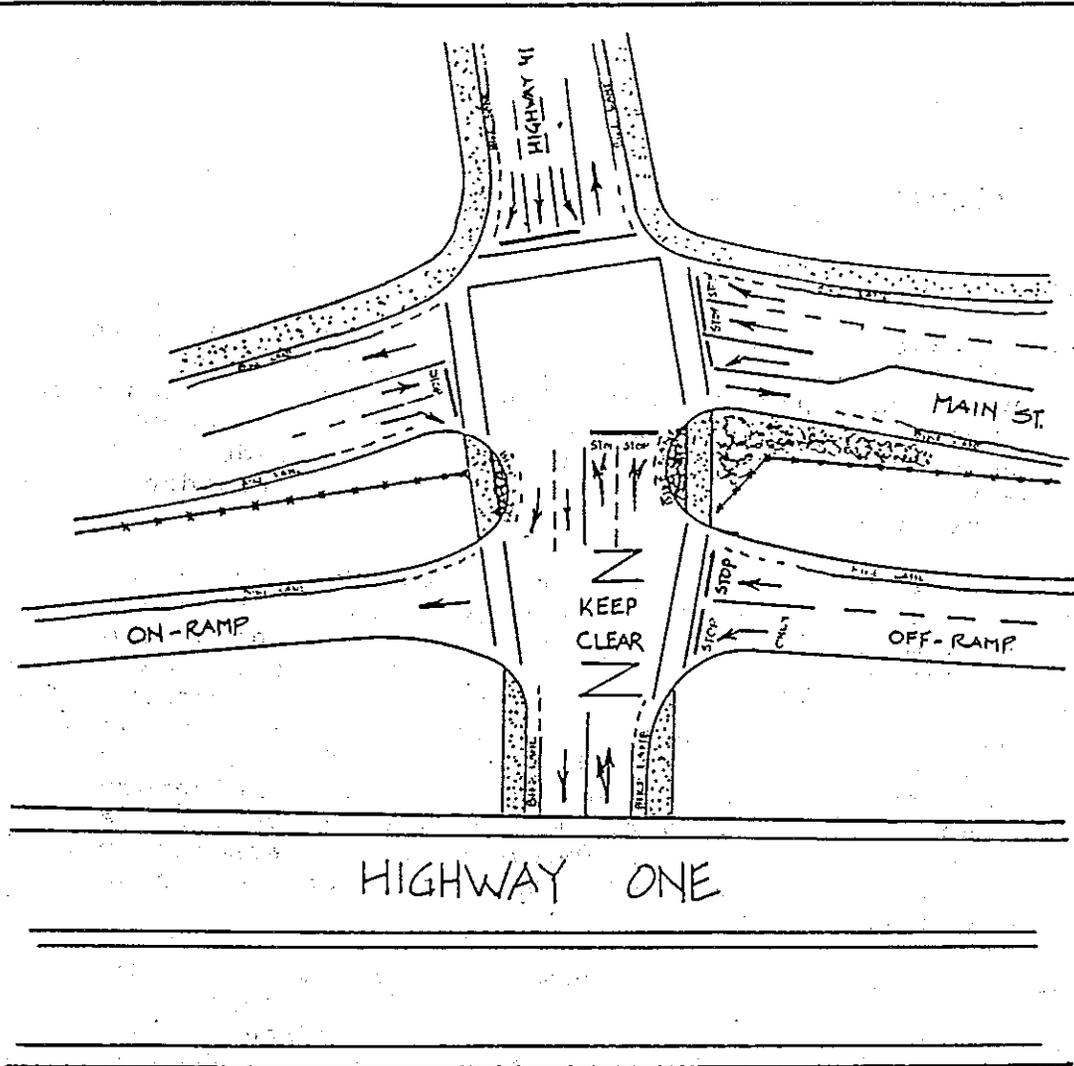


NORTH MAIN ST.  
SPECIFIC PLAN

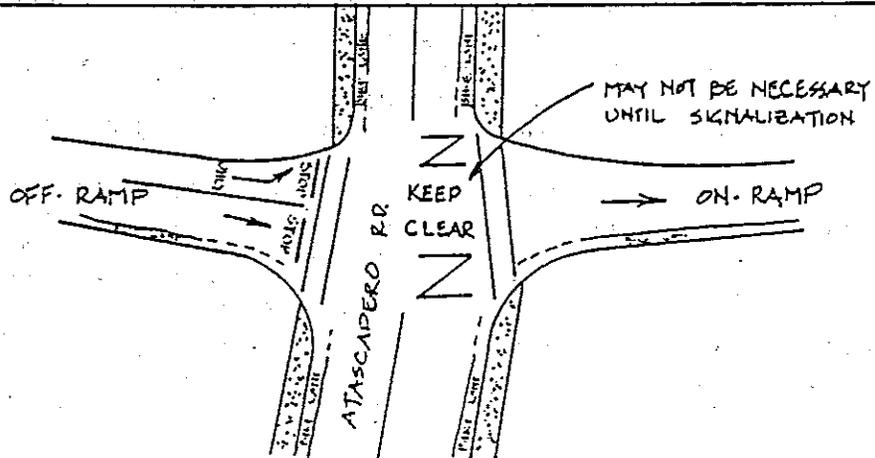
SAN JACINTO ENTRY CORRIDOR:  
PLAN VIEW

FIG. 14

# ATTACHMENT B



HIGHWAY ONE



NORTH MAIN ST.  
SPECIFIC PLAN

HIGHWAY 41 & MAIN ST.:  
PLAN VIEW

FIG. 15

# ATTACHMENT B

## CAPITAL IMPROVEMENTS FOR LANDSCAPING

### Discussion

The natural vegetation of the Central Coast is drought resistant chaparral, grassy meadows, trees such as coastal live oak and monterey pines and riparian vegetation such as willows and alder along the creeks. With the residential pattern of North Morro Bay, this natural character is disappearing. Paradoxically, it is this coastal atmosphere that attracts many residents and visitors to the area.

A primary purpose of the specific plan is to preserve and enhance neighborhood character and the landscape plan proposals are presented as a mechanism to achieve this. The plan proposes specific landscaping standards for commercial development and pairs this with a City initiated tree planting program. The proposals attempt to recreate a landscape that is drought resistant, provides variety to the scene, and produces visual landmarks to help define and beautify the neighborhoods. Landscaping can also be used effectively as a buffer between residential and commercial uses, between pedestrians and traffic to break-up expanses of pavement, and to screen the glare of headlights and unsightly storage areas.

In particular, the proposals recommend planting trees to help stabilize stream beds and hillsides. In combination with shrubbery and ground covers which inhibit surface run-off and erosion, these efforts ultimately will help preserve ground water levels. Also, Morro Bay's designation as a bird sanctuary provides an impetus for protecting and recreating avian habitats in their naturally occurring areas such as seasonal creeks now zoned as environmentally sensitive habitats.

In addition to the ESH zones, the plan proposes to identify two entry corridors into the plan area as focus points for the landscape plan. These corridors would be San Jacinto and Highway 41. Specific proposals for the San Jacinto entryway are shown in figures 12 & 13. Landscaping proposals for the Highway 41 entry corridor are shown in figures 18 & 19. Eventually, continuity of landscape design could be achieved throughout the plan area by extending the theme from the entryways to major intersections and into the neighborhoods.

The oppressive, uninterrupted presence of the highway fence creates a visual blight almost the entire length of N. Main Street. Recent Caltrans landscaping will reduce this somewhat, however, a new state policy has ended state funded landscaping in the future along presently vacant land adjacent to the highway. A solution to this circumstance would be to require, through a joint city and private developer effort, a slight curve in the street when large vacant lots are developed and standard curb

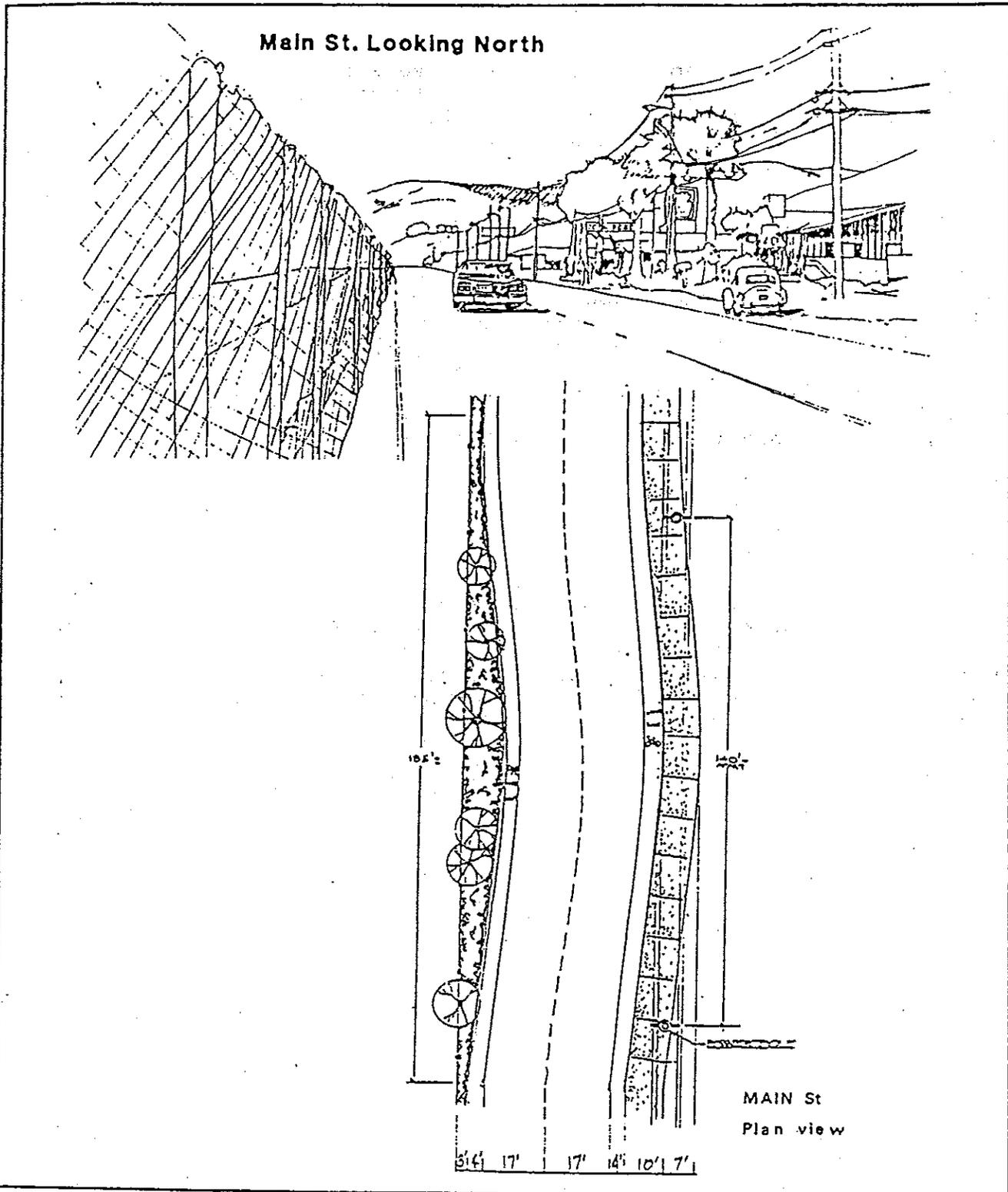
# ATTACHMENT B

gutter and sidewalk improvements are installed (see figure 13). The exposed area on the west side of the street could then be landscaped, providing visual relief without interfering with site distance. Setback allowances would be created to compensate for the realignment.

## LANDSCAPE PROPOSALS

1. Upon obtaining approvals of affected property owners and the Department of Fish and Game, the city will plant and maintain native trees in the ESH zones along Main Street at Island Street and Yerba Buena and Morro Creek.
2. Corridors at San Jacinto and Highway 41 shall be designated as Specific Plan Area Entryways. Entry-way landscaping shall reflect a consistent theme and include the city entry sign on Highway 41.
3. The City will encourage developers of large lots fronting on Main Street to cooperate with a street realignment and landscaping program as detailed in figures 13 & 14. Developers will be offered a reduction in their frontyard setback requirements without any density penalties if curb, gutter, and sidewalk improvements vary from the existing right-of-way and property lines by not more than a seven foot offset. The corresponding right-of-way exposed on the west side of the street will be landscaped and maintained by the developer.
4. Funding for the city-initiated landscaping shall come from the general fund and landscaping fees and requirements for new development.

# ATTACHMENT B

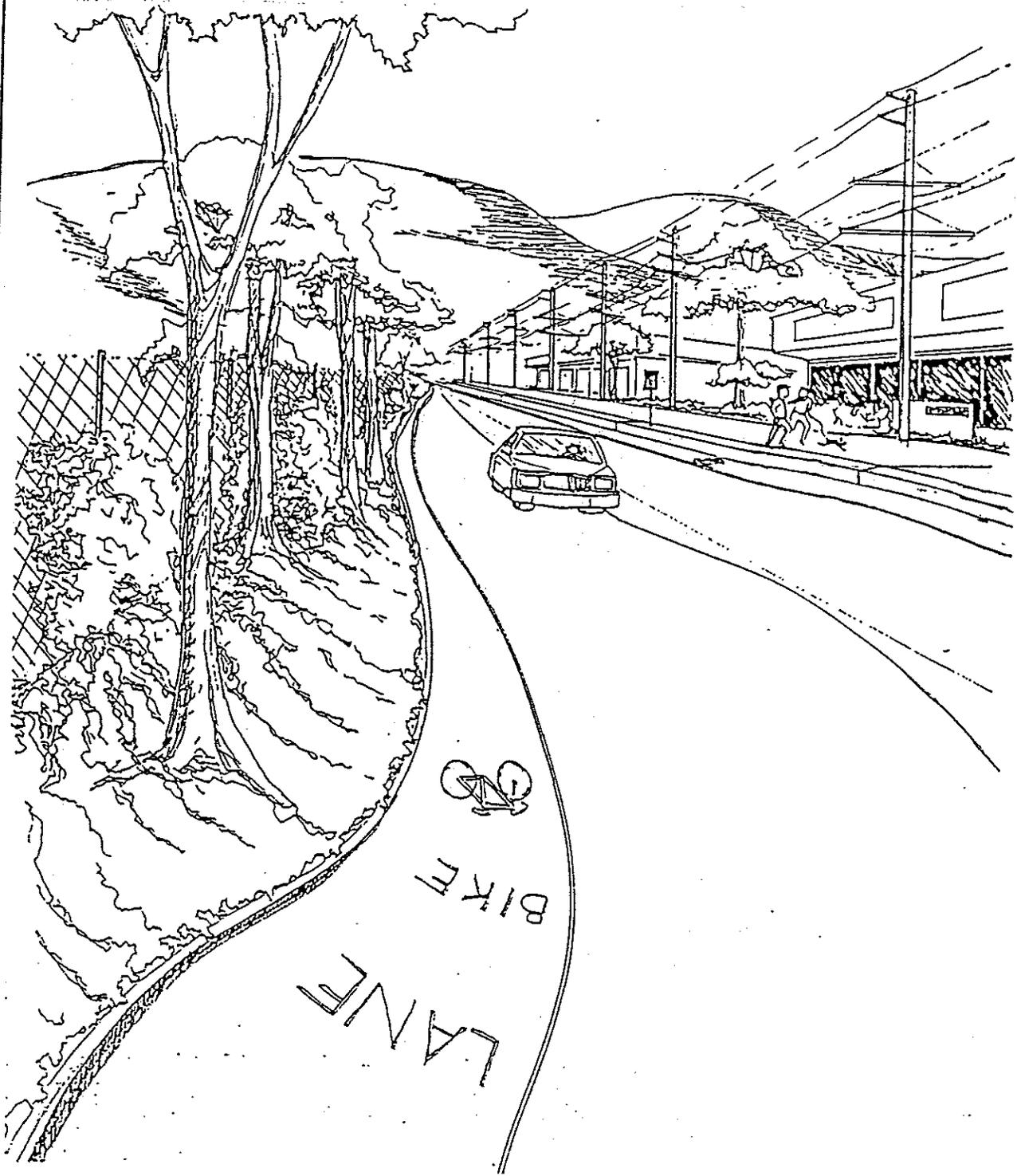


NORTH MAIN ST.  
SPECIFIC PLAN

STREET CURVE: EXISTING  
CONDITIONS & PLAN VIEW

FIG. 16

# ATTACHMENT B

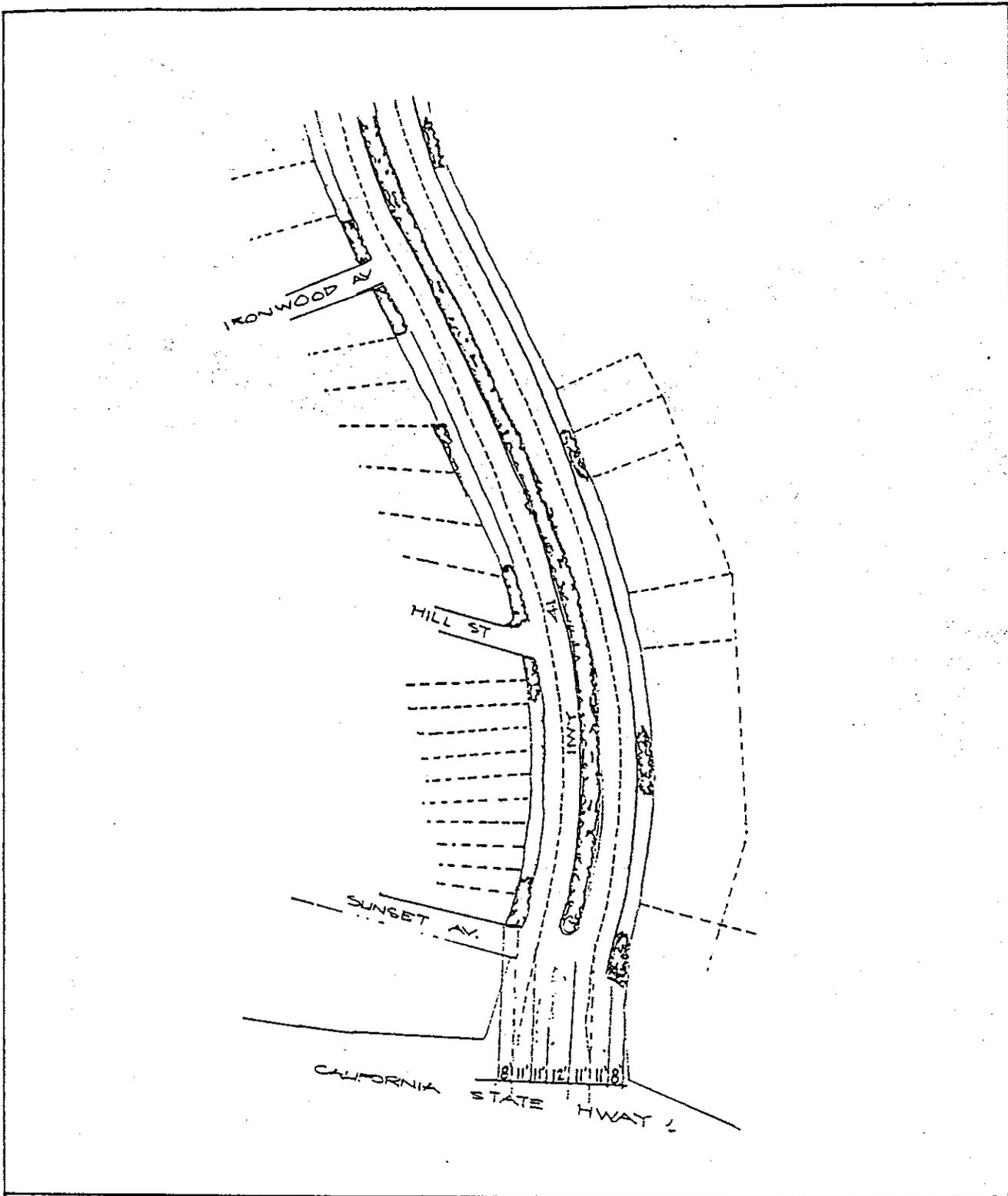


NORTH MAIN ST.  
SPECIFIC PLAN.

STREET CURVE:  
LANDSCAPING IMPROVEMENTS

FIG. 17

# ATTACHMENT B

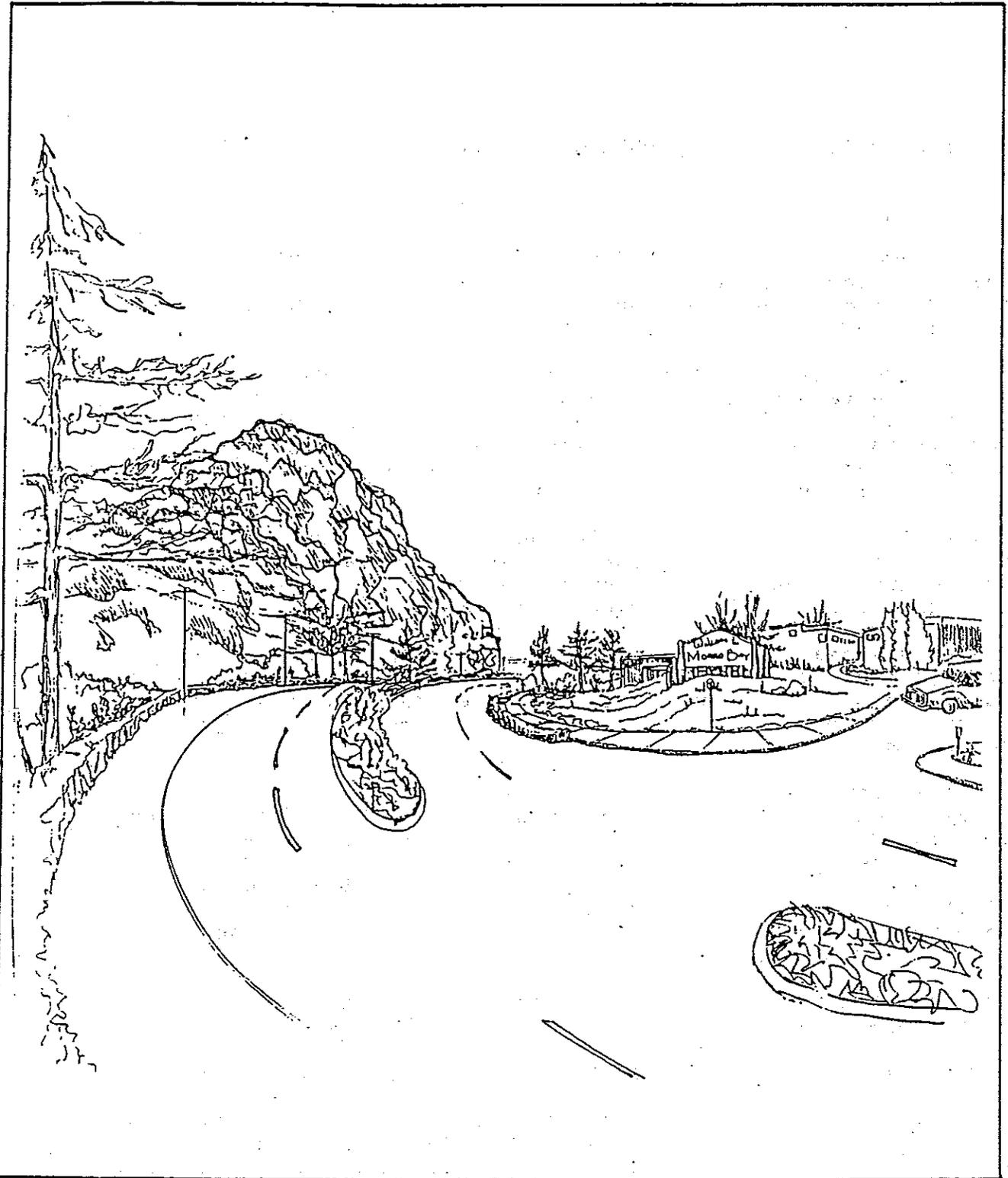


NORTH MAIN ST.  
SPECIFIC PLAN

HIGHWAY 41 ENTRY CORRIDOR:  
PLAN VIEW

FIG. 18

# ATTACHMENT B



**NORTH MAIN ST.  
SPECIFIC PLAN**

**HIGHWAY 41 ENTRY CORRIDOR:  
LANDSCAPING IMPROVEMENTS**

**FIG. 19**

# ATTACHMENT B

## CAPITAL IMPROVEMENTS FOR PUBLIC FACILITIES

### Discussion

State law requires a specific plan to identify public facilities that are necessary to support the land uses described in the plan. The land uses presented in this plan represent a continuation of existing use patterns.

Public facilities for the future growth of these land uses has been addressed by master plans for water, storm and sanitary sewer systems, solid waste, and energy development. The public facilities proposed in the plan relate to drainage improvements and circulation. The latter are found in the section entitled "Capital Improvements for Circulation".

Currently, water management is the primary controlling factor in allowing any intensification of existing land uses. Water management is addressed through the Measure F initiative and through the Water Distribution System Master Plan.

Sewage disposal, as a corollary of water management, is addressed through the Sewer System Master Plan. Solid waste management is addressed by the County's Solid Waste Management Master Plan, endorsed by the City of Morro Bay and implemented through private contracts.

Policies for energy needs and development are contained in the Local Coastal Program. The impacts of the plan on energy planning are not significant. Area D of the plan area contains a large parcel of land owned by PG&E and zoned M-1/PD/I. The interim use suffix allows a range of passive, non-permanent visitor-serving or recreational uses. Any proposal for an interim use would have to be designed to fit in with the existing public facilities.

Drainage concerns in the plan area are related primarily to off-site storm drain improvements and property development standards for flood plain management. The Storm Drain Master Plan details six storm drain projects in the plan area (see figure 20). Three of these projects are integral parts of proposals in the plan: the intersection improvements at San Jacinto and stream channel maintenance at Morro and Alva Paul Creeks. Two other proposals address localized street flooding where Las Vegas and Nevis intersect with North Main Street.

The sixth proposal addresses 10 and 100 year flooding conditions effecting Noname Creek along Whidbey and the culvert at Yerba Buena and Main Street.

# ATTACHMENT B

The drainage improvements recommended in the adopted Storm Drain Master Plan represent a capital improvement plan for the City's public works. However, private development in the vicinity of these projects may be required to install some of these off-site improvements to mitigate storm water run-off problems in proportion to the impact of the development.

New development in the flood zones identified by the Flood Rate Insurance Map (FIRM) must conform to the provisions of the Flood Ordinance of the Morro Bay Municipal Code. As shown on the map (see Figure A1), development near the stream channels in the plan area is subject to the flood ordinance as well as the conditions of the ESH zone. All of Area D is included in a flood zone and subject to flood mitigation standards of the flood ordinance.

# ATTACHMENT B

## DRAINAGE PROPOSALS

1. Include the six proposals of the Storm Draft Master Plan.
2. Private development in the vicinity of the projects identified in the Storm Drain Master Plan in the specific plan area may be required by the Public Works Director and the Planning Commission to contribute in-kind or through fees to the mitigation of storm water drainage problems, as identified in the Storm Drain Master Plan, in proportion to the impacts created by the development.

# ATTACHMENT B

No.	PROJECT NAME	COST	PRIORITY
①	<u>NONAME CREEK</u>	\$192,396	MEDIUM
2	BEACHCOMBER DRIVE AT ORCAS STREET	\$49,259	HIGH
③	<u>NASSUA STREET AT MAIN STREET</u>	\$97,702	HIGH
④	<u>UNNAMED CREEK</u>	\$118,278	HIGH
5	BALI STREET - SANOLEWOOD TO HIGHWAY ONE	\$70,271	HIGH
⑥	<u>SAN JUACINTO STREET AT MAIN STREET</u>	\$78,202	MEDIUM
⑦	MAIN STREET - PICO TO LAS VEGAS STREET	\$45,753	LOW
8	WASTEWATER TREATMENT PLANT	\$252,460	MEDIUM
⑨	<u>MORRO CREEK AT MAIN STREET</u>	\$186,739	HIGH
10	WILLOW CAMP CREEK	\$93,231	LOW
11	BEACH STREET - EMBARCADERO TO MORRO AVENUE	\$261,519	HIGH
12	HARBOR STREET AT EMBARCADERO DRIVE	\$237,480	HIGH
13	MORRO BAY BOULEVARD - MARKET TO MAIN STREET	\$108,676	HIGH
14	PACIFIC STREET - MAIN TO NAPA AVENUE	\$105,420	LOW
15	MARINA STREET - MAIN TO SHASTA AVENUE	\$140,903	LOW
16	ANCHOR STREET - EMBARCAERO TO ARBUTUS AVENUE	\$759,924	HIGH
17	OLIVE STREET - MORRO TO MAIN STREET	\$61,783	LOW
18	KERN AVEVUE AT MAIN STREET	\$37,849	LOW
19	LAS TUNAS AVENUE - BUTTE TO KINGS AVENUE	\$209,901	MEDIUM
20	QUINTANA ROAD - BELLA VISTA TO LA LOMA AVENUE	\$100,745	MEDIUM
21	QUINTANA ROAD - WEST OF SOUTH BAY BOULEVARD	\$34,789	MEDIUM
22	TWIN BRIDGES AT SOUTH BAY BOULEVARD	-----	HIGH

NORTH MAIN ST.  
SPECIFIC PLAN

STORM DRAIN MASTER PLAN:  
PROJECT COST & PRIORITY

FIG. 20

# ATTACHMENT B

# ATTACHMENT B

## CHAPTER 17.71

### NORTH MAIN STREET SPECIFIC PLAN

#### Sections:

- 17.71.010 North Main Street Specific Plan Adopted
- 17.71.020 Division Into Areas
- 17.71.030 Allowable Uses
- 17.71.040 Development Standards
- 17.71.050 Off-Site Improvements

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

17.71.020 Division Into Areas. The Specific Plan is divided into areas where different development standards, uses, or mixes of uses may be permitted. The areas are described below and illustrated in Figure \_\_\_\_\_.

Area A: Island to Zanzibar.

Area B: Elena to Island.

Area C: State Highway 41 to Elena.

Area D: State Highway 41 to Radcliffe.

17.71.030 Allowable Uses. Different uses or mixed uses may be allowed in the MCR zone with compliance to the applicable development standards.

- A. Definition and Purpose: Mixed Commercial/Residential (MCR) District. The MCR zone allows conditionally permitted C-1-N, C-1, and C-2 uses, mixed commercial and residential in any proportion, or exclusive residential use. Unless designated with the R-2, R-3, or R-4 suffix, the MCR district would allow R-1 residential development.

The purpose of the MCR district is to maximize the opportunity for commercial development and maintain the integrity of surrounding residential neighborhoods by allowing a mixture of appropriate commercial and/or

# ATTACHMENT B

residential uses to be evaluated according to any applicable development and performance standards during the implementation phase.

- B. Generally: All uses in the MCR and VS-C zones of the NMSSP area are conditionally permitted only; that is no use shall be allowed without first obtaining a Conditional Use Permit approved by the Zoning Administrator. Any applicant may elect to petition the Planning Commission for a Conditional Use Permit pursuant to Chapter 17.60 and this plan.
- C. Residential Uses: Residential uses may be permitted in the MCR zone in conjunction with an approved office or commercial use in accordance with the provisions of this chapter. Residential uses without accompanying commercial development as allowed in the R-1 zone may be permitted according to the applicable development standards of this plan. Designation of the MCR zone with an R-2, R-3, or R-4 suffix will permit residential development according to the designated density and applicable development standards of this plan.
- D. Visitor Serving Commercial: Bed and breakfast uses as defined in Chapter 17.12.057 with ancillary facilities may be permitted in the VS-C zone or MCR zone with a Conditional Use Permit. The scale, layout, and architectural treatment shall be compatible with and shall reflect that of a residential neighborhood.
- E. Service and Retail Commercial: All uses in the C-2, C-1 and C-1-N zones inclusive may be permitted in the MCR zone with a Conditional Use Permit, subject to the developmental standards of this plan.

17.71.040 Development Standards. In addition to the findings required by Chapter 17.60, the Planning Commission must find that the following development standards have been met before approving a Conditional Use Permit for any use in the North Main Street Specific Plan:

- A. Mixed Uses. In any mixed use (ie: commercial and residential) project, the project, in terms of specific types of uses, their locations and the development layout and design shall provide for compatibility among the uses. ~~to-the-extent-practical~~. Features such as building entrances and open parking shall be differentiated to the extent practical between residential and commercial uses on the same site. Adequate private and common open space generally in conformance with standards set forth in Chapter 17.49 herein shall be provided for all residences.

# ATTACHMENT B

B. ~~Side and Rear Yard Setbacks. The minimum side and rear yard setbacks shall be five feet. and a solid five-foot fence, wall or other buffer shall be installed along rear and side property lines of any commercial or mixed development. All setbacks shall be landscaped. Required buffers shall be sized and situated so as to protect views from driveways for a distance of fifteen feet from the affected street side property line. Larger setbacks may be required by the Planning Commission if deemed necessary to provide an adequate buffer between uses.~~

*Needs to add provision for Res. Level on side street - Per R-11*

C. ~~Frontyard setbacks and landscaping. A minimum of five (5) feet of landscaped area shall be provided in front of any building or parking lot facing a public street. Where a developer elects Main Street realignment, the frontyard setback will be reduced accordingly and the developer shall be responsible for landscaping the realignment island.~~

*10' on side street*

D. ~~Mature trees. Mature trees shall be shown on site plans submitted for a development, use, or building permit. Any mature tree, defined as having a trunk circumference of 17" measured 24" above grade shall be preserved unless preservation of the tree presents economic hardships to the owner of the property, safety problems, or is severely diseased. The burden of proof of economic hardship, safety, or disease shall be on the applicant at the time of application for a development, use, or building permit in the Specific Plan area. Removal of trees for economic hardship, safety, or disease shall be approved by the Planning Commission or Director of Community Development as appropriate at the time of permit approval.~~

E. ~~Roofline variation and view corridors. The maximum height shall be generally two stories (above subterranean or semi-subterranean parking if provided) and not to exceed 25 feet; except that the Planning Commission may allow up to 30 feet to encourage roofline variations and sloping roof treatments provided that the additional height is necessary for such roof treatment and that corridors protecting significant views are provided. Furthermore, to prevent long, unvarying rooflines, the Planning Commission shall consider the following guideline when allowing a project to exceed the usual 25-foot limit:~~

Not more than one-third of the west elevation of the building roofline, and, if different, not more than one-third of the elevation of the longest building roofline shall exceed 25 feet in height. This standard is intended as a guideline, not a strict requirement, and the Planning Commission may vary from this guideline as deemed necessary and useful to meet the intent of this section.

# ATTACHMENT B

Flat roofs shall be discouraged wherever possible. All applications for buildings with more than one story and/or with pole signs shall include a view analysis from the residential neighborhood to the east. To the extent practical, significant view opportunities shall be preserved and protected through the use of view corridors and air space easements.

Assessment of scenic values and preservation of scenic views shall be prepared and implemented according to the Visual Resources Policies of the Local Coastal Program, in particular, policies 12.01, 12.02, 12.05, 12.06, 12.08, and 12.09.

~~F. --- Compatibility with nearby residential areas. --- To the extent practical, potential conflicts with the adjacent residential areas shall be minimized, particularly with regard to, but not necessarily limited to, noise, glare, odors and setbacks.~~

~~G. --- Sign height and glare. --- Other sections of this Title notwithstanding, no pole sign shall exceed 15 feet in height and no illumination may be directed toward the adjacent properties. --- Signs and their glare shall be screened from the residences to the east and from adjacent properties.~~

~~H. --- Hours of operation. --- All deliveries shall be limited to hours of 7+00 a.m. to 10+00 p.m.~~

~~F. --- Main Street access driveways and parking lots. --- Curb cuts and driveways on Main Street shall be minimized and all open parking areas shall be screened from public view along Main Street behind buildings or landscaped setbacks.~~

F. Subterranean parking. Where feasible, subterranean or semi-subterranean parking shall be employed to provide more usable open space or landscaped areas.

G. Specific plan fee. Pursuant to the California Government Code, developers shall be assessed a fee reflecting a proportionate share of the cost of the preparation of this specific plan as a condition of approval.

17.71.045 Performance Standards. In addition to the findings required by Chapter 17.60, the Planning Commission must find that the following performance standards have been met before approving a Conditional Use Permit for any use in the North Main Street Specific Plan:

A. Compatibility with nearby residential areas. Potential conflicts with the adjacent residential areas shall be minimized, particularly with regard to, but not necessarily limited to noise, glare, odors, chemicals and screening.

# ATTACHMENT B

- B. Noise. Any business operating with sustained or intermittent noise levels exceeding 70 Ldn as described by the Noise Element, (June 1976, Fig. 4, pg. 1.21) including, but not limited to wood or machine milling, air hammers, generators, or prolonged or excessive truck deliveries, will not be allowed.
- C. Hours of operation. All deliveries shall be limited to the hours between 7:00 a.m. and 10:00 p.m.
- D. Sign height and glare. Other sections of this Title notwithstanding, no pole sign shall exceed 15 feet in height and no illumination may be directed toward the adjacent properties. Signs and their glare shall be screened from the residences to the east and from adjacent properties.
- E. Odors. Any business involving the use or on-premise storage of products releasing noxious fumes or odors, including but not limited to tar, asphalt, oil emulsions, sulphur dioxide, chlorine, or animal and fish processing, will not be allowed.
- F. Chemicals. Any business involving the use or storage of noxious chemicals including but not limited to pesticides and herbicides other than those packaged for retail sales, or, large volumes of solvents or flammable liquids (excluding gas stations), will not be allowed.
- G. Screening. A solid <sup>wood</sup> five-foot fence, wall or other buffer shall be installed along rear and side property lines of any commercial or mixed development. Required buffers shall be sized and situated so as to protect views from driveways for a distance of fifteen feet from the affected street side property line.

6'-6"

17.71.050 Offsite Improvements. In approving any Conditional Use Permit the following will be required as conditions of approval:

- A. Curb, gutter, sidewalk, and street trees. In addition to any other improvements found necessary by the Planning Commission, all commercial and residential developments shall be required to install curb, gutter, ten-foot wide sidewalks and street trees pursuant to City standards and/or planted and maintained concrete planter boxes subject to any encroachment permit. The Planning Commission shall have the option of granting a sidewalk width of not less than 6 feet.
- B. Intersection improvement fees. As a condition of approval of any Conditional Use Permit, the developer shall pay a fee for signalization and related improvements at the intersection at Highway One, Highway 41 and Main Street as specified in the Specific Plan. Said fee shall be proportional to increased traffic generated by the subject

# ATTACHMENT B

project at said intersection as estimated by a traffic engineer and subject to review and approval by the City Engineer. Said fee shall be placed in a special fund and used strictly for the planning, design or construction of improvements to that intersection.

- C. Landscaping improvement fees. Developers shall pay a fee for the purpose of implementing the landscaping proposals on Main Street and the Highway 41 entry corridors. Such monies shall be placed in a special fund to be used for this purpose. Said fee shall be equal to \$2.00 per linear foot of Main Street and/or Highway 41 frontage.
- D. Other improvements. Other improvements and/or easements related to streets, sewers, water lines, storm drainage, fire hydrants and any other on-or off-site facility deemed reasonably necessary to protect the public health, safety or welfare may be required by the Public Works Director or Planning Commission, as a condition of approval, to contribute in-kind or through fees to the mitigation of storm water drainage problems, as identified in the Storm Drain Master Plan, in proportion to the impacts created by the development.
- E. Deferments. Where the Planning Commission deems that deferring installation of needed public improvements will help increase the feasibility of a desirable project and will not pose any immediate or unreasonable threat to the public health, safety or welfare, such time deferments may be permitted subject to the posting of adequate bonding to insure the eventual installation of such improvements.

# ATTACHMENT B

## *APPENDIX*

NORTH MAIN ST.  
SPECIFIC PLAN

CITY OF MORRO BAY  
MAY 1989

# ATTACHMENT B

## Comparison of Allowable Uses for Commercial Zones

USE	C-I-N	CUP	C-1	CUP	C-2	CUP	VSC	CUP	MCR	CUP	ALL USES
1. Commercial and service establishments ancillary to a motel or hotel Bed and Breakfast Establishments Commercial services within a building.							•	•	•	•	ALL USES
2. animal hospital auto cleaning and detailing establishments automotive repair shop auto sales and service cabinet shops dry cleaners hardware stores heavy equipment sales and service laundries locker plants miniwarehouses (commercial public storage) nurseries plumbing shops restaurant suppliers excluding wholesale food distribution second hand sales tire shops wholesale storage and distribution of products to retail outlets					•	•			•		↑
3. commercial recreation rental and repair boat rental and repair recreational equipment rental recreational equipment repair							•	•		•	
4. outdoor storage and sales establishments contractor's yards home improvement centers					•	•		•	•		
5. parking lots and structures			•					•	•		
6. parks; plazas; public open space							•			•	
7. personal service establishments within a building art studio banks barber shops	•		•							•	

NORTH MAN ST. SPECIFIC PLAN

# ATTACHMENT B

USE	C-I-N	CUP	C-1	CUP	C-2	CUP	VSC	CUP	MCR	CUP
ALL USES										
bars	•		•				•		•	
beauty shops	•		•				•		•	
cafe	•		•				•		•	
cleaning agency excluding linen supply										
coffee shop	•		•				•		•	
dance studio										
delicatessen										
department store										
dry cleaner pick up station	•		•				•		•	
food service establishments	•		•				•		•	
health club	•		•				•		•	
hotel	•		•				•		•	
ice cream parlor	•		•				•		•	
laundry pick-up station										
motel	•		•				•		•	
newstand										
office: business and professional excluding banks and financial institutions	•		•		•				•	
photographic studios										
radio and TV repair										
restaurant (not drive-in or drive-through)										
sandwich shop	•		•				•		•	
shoe repair	•		•				•		•	
spa	•		•				•		•	
specialty boutiques										
taverns										
theaters										
travel agents										
8. Repair Services										
auto body and paint shops										
building and repair of boats not more than 65' in length										
fish processing excluding canning										
light fabrication										
9. residential										
apartment houses only when secondary to commercial uses on rear one-half of the property or second story										
single apartment unit or security quarters only when secondary to permitted commercial uses and on rear one-half of lot or upper story										
residence for security purposes										



# ATTACHMENT B

## Cost Analysis for Installation of the Capital Improvement Proposals for Circulation

1.	Two-way Bicycle Lane:	
	Paint: 2300 l.f. x 2 x \$1.50	\$6,900
	Signs: 16 ea @ \$100	1,600
	Legends: 16 ea @ \$50	800
		<u>\$9,300</u>
2.	Sidewalk and drainage improvements at San Jacinto, Main and Alder:	\$20,000
3.	Stripe traffic lanes at San Jacinto, Main and Alder:	\$500
4.	Stop signs at Alder and San Jacinto:	
	Signs and Legend: 2 ea @ \$150	\$300
5.	Widen creek crossing at Island Street:	
	Engineering	\$ 5,000
	Construction	35,000
		<u>\$40,000</u>
6.	Street curve planter islands *	
	200 ft. A.C. curb @ \$2.50/l.f.	\$ 500
	excavation	400
	dispatch	1,200
	import	180
	landscape	555
	irrigation	4,085
		<u>\$6,920</u>
		per location

\* some costs duplicated from landscape MIS

# ATTACHMENT B

## Funding Options for Capital Improvements for Circulation

Funding for capital improvements can be derived from:

1. individual traffic generators i.e. new development fees and in-kind improvements;
2. from a group of property owners directly benefitting from the improvements i.e. an assessment district; or
3. from all users of a given area i.e. gas or sales tax.

## Development Fees

As part of the development process for new projects, a fee will be charged to offset costs associated with improving the intersections at Highway 41 and San Jacinto. This fee will be proportional to a traffic engineer's estimate of increased traffic volume at these intersections generated by the project. Fees will also be charged at a rate of \$2.00 per linear foot of street frontage for off-site landscaping improvements on Main Street and the entry corridors.

Some of the improvements will be constructed as part of the CUP approval. All development in the plan area is subject to the requirement to install curb, gutter, sidewalk and drainage improvements as needed. This includes both commercial and residential development.

## Tax

Two types of tax options are available to the City: sales tax and gas tax. Money collected from an increased sales tax would go to the general fund. Money collected as a result of a gas tax could be specifically earmarked for street improvements. Both options would require petitioning state agencies for the necessary permits to declare and collect the tax. A tax increase option would generate money proportionately to an increase in traffic volume and would offer a substantial funding opportunity for the City.

## Assessments

An assessment district could be overlaid on the Specific Plan area, identifying the district boundaries and properties most likely to benefit from the improvements. However, a strong argument could be made that the benefits accrue to the whole City. In this scenario, the proposals of the plan area could be regarded as priority improvements for a City-wide assessment. A bond would be secured for improvements and paid off by the yearly assessment.

# ATTACHMENT B

## Maintenance Impact Statement for the Landscape Proposals of the North Main Street Specific Plan Area

### I. INTRODUCTION

The Maintenance Impact Statement (MIS) analyzes the initial and maintenance costs associated with a particular project. Listed below are the landscape projects proposed by the Specific Plan, what it would cost to install the landscape improvements, and how much cost would be necessary to maintain the landscaped areas on a yearly basis.

### II. DESCRIPTION OF LANDSCAPE PROJECTS

The following projects are shown on the Summary of Plan Proposals on page 1 and described in the text on the pages and figures indicated.

#### 1. Stream Channel Planting:

Alva Paul Creek  
Morro Creek

A. Native and/or drought tolerant trees, shrubs, and ground cover will be planted in the public right-of-way of Main Street for the purpose of establishing and maintaining a native environment and creating a point of visual interest for the neighborhood. (Reference: p. 38, #1).

#### B. Level of Service:

Dept. of Fish and Game permit approvals as appropriate  
Initial planting and soil preparation  
Irrigation truck for one season  
Annual cleaning of drainage ways  
Application of insecticide as needed  
Annual fertilizing and replacement  
Twice-monthly policing and cultivating

#### C. Estimated Initial Costs:

Alva Paul Creek	\$4.88/sq.ft.	at	400 sq.ft.	=	\$1,952
Morro Creek	"	"	400 sq.ft.	=	\$1,952
					<u>\$3,904</u>

# ATTACHMENT B

D. Estimated Annual Maintenance Cost:

Personnel: Maintenance Worker II at \$6/month	=	1,287
at \$17.88/hour		252
Supply: \$21/month		1,050
Services: \$1,050 for tree trimming		\$2,589

2. Intersection Improvements at San Jacinto and Main Street

A. City and State right-of-way will be improved with sidewalk and drainage facilities. The open dirt areas adjacent to the sidewalk will be planted with trees, shrubs and ground cover. Suitable street furniture such as benches, litter cans, and planter boxes will also be installed. (Reference: p. 29, #4; Fig. 14, p. 35).

B. Level of Service:

State permit approvals as appropriate  
Initial planting and soil preparation  
Installation of irrigation system; possible interface with CalTrans system  
Annual tree and shrub pruning  
Monthly replacement, weeding, cultivating, fertilizing and irrigation check  
Application of insecticide as needed  
Weekly policing  
Bi-weekly trash can emptying

C. Estimated Initial Cost:

\$4.88/sq.ft. at 1,500 sq.ft. = \$7,320

D. Estimated Annual Maintenance Cost:

Personnel: MWII at 20 hours/month	4,291
Supply: \$24/month	288
Services: \$575 for tree trimming	575
\$800 vandalism repair	800
	\$5,954

3. Street Curve Landscaping

A. Through a joint City and private developer effort, a slight curve in the street could be created by off-setting the sidewalk a few feet on the east side of Main Street when large lots are developed. The exposed area on the west side of the street would be planted with trees, shrubs, and ground cover, providing visual relief from the highway without interfering with site distance. (Reference: p. 38, #3; Fig. 16, p. 39).

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B. Level of Service:

State permit approvals as appropriate  
Installation of asphalt curb and street patch  
Annual tree and shrub pruning  
Monthly replacement, weeding, cultivating, fertilizing and irrigation check  
Application of insecticide as needed  
Weekly policing

C. Estimated Initial Cost:

Asphalt curb and street patch at \$15/lineal foot  
at 185 ft. = \$2,775

D. Estimated Annual Maintenance Cost:

Personnel: MWII at 10 hours/month	2,146
Supply: \$21/month	252
Services: \$575 tree trimming	575
	<u>\$2,973</u>

4. Highway 41 Entry Corridor

A. The eastern entrance to the City on Highway 41 from the City limits to Main Street will be landscaped with drought tolerant trees and shrubs to create an entry corridor into the City, enhancing the view of the rock and welcome sign at Ironwood. (Reference: p. 38, #2; Fig. 18, p. 41).

B. Level of Service:

State permit approvals as appropriate  
Initial irrigation installation  
Initial planting of large trees and shrub groupings  
Monthly irrigation check  
Annual pruning  
Application of insecticide as needed  
Bi-annual fertilizing  
Monthly policing cultivating and weeding

C. Estimated Initial Cost:

1,036 sq.ft. at \$4.88/sq.ft. = \$5,056

D. Estimated Annual Maintenance Cost:

Personnel: MWII at 34 hours/month	7,295
Supply: \$40/month	480
Services: \$2,300 tree trimming	2,300
	<u>\$10,075</u>

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5. Intersection Improvements at Main Street and Highway 41

A. Landscaping at City right-of-way adjacent to proposed sidewalk improvements will be installed to compliment existing CalTrans planting and to provide visual definition of the intersection as a gateway to the City. (Reference: p. 29, #8; Fig. 15, p. 36).

B. Level of Service:

State permit approvals as appropriate  
 Initial planting and soil preparation  
 Installation of irrigation system; tie-in with CalTrans if possible  
 Annual tree and shrub pruning  
 Application of insecticide as needed  
 Monthly replacement, weeding, cultivating, fertilizing and irrigation check  
 Bi-weekly policing and trash can pick-up

C. Estimated Initial Cost:

\$4.88/sq.ft. at 2,300 sq.ft. = \$11,224.

D. Estimated Annual Cost:

Personnel: MWII at 68 hours/month	14,590
Supply: \$60/month	720
Service: \$575 tree trimming	575
	\$15,885

### III. COST SUMMARY

	<u>Initial Cost</u>	<u>Annual Main. Cost</u>
1. Stream Channel Planting	\$3,904	\$2,589
2. San Jacinto Intersection	7,320	5,954
3. Street Curve	2,775	2,973
4. Highway 41 Entry Corridor	5,056	10,075
5. Highway 41 Intersection	11,224	15,885
	\$30,279	\$22,259

### IV. FUNDING

As the City grows, an incremental increase in demand for right-of-way maintenance must be anticipated by the budget. Using this perspective, the plan proposes a detailed campaign for this inevitable increase in maintenance demand, and, requires a corresponding increase in general funds earmarked for right-of-way maintenance. Several funding sources can be identified to supplement this on-going budget expenditure.

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Basically, funding can be supplemented by some kind of user fee, assessment district, grants, transfer of landscape requirements, private sector sponsorship, and low- or no-cost contract service.

1. In this application, user fees would be a charge based on new development. Developers would be charged a fee based on lineal feet of street frontage to be placed in a trust fund and eventually applied towards the plan improvements. This would be collected on a case-by-case basis until and if a Master Development Fee was instituted. The master fee would contain a portion for right-of-way improvements.
2. An assessment district could be overlaid on the Specific Plan area, identifying the district boundaries and properties most likely to benefit from the improvements. However, a strong argument could be made that the benefits accrue to the whole City. In this scenario, the proposals of the plan area could be regarded as priority improvements for a city-wide assessment. A bond would be secured for the improvements and paid off by the yearly assessment.
3. Given Morro Bay's prominence as a visitor-serving area and the obvious renewal possibilities of this transitional commercial district, it could be possible to solicit grant money from public or private sources such as C.D.B. grant, the Main Street Program, or Coastal Conservancy. The likelihood of grant money being earmarked for this purpose, or of Morro Bay qualifying, is problematic; however, with sufficient community and political support, this source could prove workable.
4. If a developer were able to choose the street curve option, the on-site landscaping requirements could be reduced in proportion to the amount of planting provided on Main Street. This would cover the initial planting costs but would not address maintenance costs.
5. Landscape improvements are a major contribution to any beautification program. They add visual interest, define neighborhoods, and enhance points of interest: these are basic elements of civic pride and revitalization. Such projects lend themselves to sponsorship by civic organizations or private donors. Local groups could be approached for their support of individual projects to cover initial planting costs.
6. The CMC prisoner work program offers a contract service that could be used for right-of-way maintenance. This would supplement existing park crews with low cost labor and would be a cost-saving measure, but would not be a source of funds. Also, the CA Conservation Corps is available at no

# ATTACHMENT B

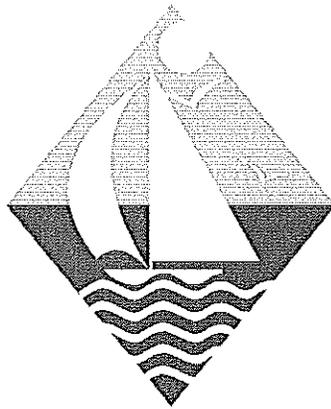
cost to do periodic maintenance work. An internship program through the CCC is also possible at a low cost to perform regular maintenance duties. This option may be the best option available to the City.

ATTACHMENT C

**CITY OF MORRO BAY**

**WATERFRONT**

**MASTER PLAN**



ADOPTED MAY 28, 1996

CITY COUNCIL RESOLUTION NO. 43-96

# ATTACHMENT C

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## PREFACE

The Morro Bay Waterfront Master Plan has been developed over several years through the efforts of the City Council, staff and consultants, as well as various City Commissions, committees and the citizens of Morro Bay. The Master Plan is actually made up of several components:

First, the Master Plan includes an amendment to the Planned Development (PD) overlay zone which will require new development to be subject to design guidelines. The suggested changes are included in Appendix A. In addition, the Plan includes the new design guidelines themselves. They are spelled out in Chapter 5 of the Plan; illustrations of the concepts are provided in Appendix D. Both the zoning amendment and guidelines entail changes to the City's Local Coastal Program (LCP) and, thus, must be forwarded to the Coastal Commission for review and approval.

Secondly, the Master Plan serves as a planning and feasibility study, outlining numerous ideas for further City actions and possible capital projects between Morro Rock and Tidelands Park. These ideas are described in Chapters 3 and 4. Before any new program or project is actually implemented, it will be subject to further analysis by the City and the public, including environmental review, as appropriate.

Thirdly, the Master Plan provides background information about the waterfront area's history and about important issues facing this critical part of the City, it also provides a number of photographs and maps that illustrate existing conditions and ideas for the future. The historical information is found in Chapter 1 and the other materials are in the appendices.

In sum, the Waterfront Master Plan is the articulation of a vision of the future of Morro Bay's waterfront area and a guidebook for pursuing that vision for the betterment of the community.

## CHAPTER 1

### INTRODUCTION AND HISTORICAL SUMMARY

Morro Bay's Waterfront Area has a character that is distinct and unique on the California coast. The interface between land and water is a working waterfront melding commercial fishing/ ocean dependent industry, visitor serving and recreational uses. Coupled with the views of the Rock and sandspit, the waterfront has become a landmark attraction for residents and tourists alike. Morro Bay history revolves around the waterfront and the community feels that maintenance of a vibrant, working waterfront is what makes this a highly desirable place to visit and live.

Increasing urbanization in California in the 1980's and an appreciation of the unique natural beauty of Morro Bay lead to the realization that past policies would no longer protect the working waterfront from modern economic pressures. In 1988/89 the City Planning Commission faced several major proposals that raised the issues of public benefit versus private rights to develop property. The visual and aesthetic resources that translated into an economic resource for the city and many of its businesses needed definition and protection. It was ironic that the very characteristics that made the Embarcadero desirable for development were those that, without regulation, could lead to improper development and destroy the values that attracted the development in the first place.

As a result, in May of 1989, the City Council authorized the establishment of a Waterfront (Embarcadero) Committee to evaluate the situation. The Committee was composed of members from the Planning Commission, the Recreation and Parks Commission, the Harbor Advisory Board and the Street and Trees Committee. The task was to generate a comprehensive Master Plan that would enhance and protect the Waterfront resources and fishing village image. It should provide guidelines and direction so that the Embarcadero area could move into the future with the flexibility to adapt to changing conditions while retaining the views, ambiance and traditions that have made it a community value in the first place.

The committee met throughout 1989, 1990, and 1991, including countless individual interviews with a comprehensive list of harbor users and interest groups. Much of the first draft collation of the various reports segments and text was completed by local planning consultant Andrew Merriam in 1993. The first draft report was reviewed by various City advisory boards, committees and commissions in 1993/94. The City Council reviewed the plan in 1994/95, recommended some specific revisions and general updating. This document is the end work of that committee and the approximately 30 public hearings held regarding the plan since 1990.

This plan recommends some Waterfront public improvement projects which have been very controversial. One should keep in mind that the recommended improvements in this plan

# ATTACHMENT C

## Introduction and Summary

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represent significant downscaling of future development from previous plans of the 1960's and 70's. This plan represents a commitment by the City to balance the need to maintain a working waterfront while planning for improvements and enhancement of the commercial / public access elements of our Harbor.

### HISTORY

Until the second world war, the area known as the Embarcadero was relatively undeveloped. Most of the small community of Morro Bay was built on the bluff tops. Prior to the 1930's, Morro Rock was an island with natural tidal channels on both sides. In 1935, the north entrance was closed by a rock revetment that connected the rock to shore at the Coleman Beach area.

In 1942, the Department of the Navy initiated a national defense project to construct an amphibious training base in Morro Bay. From 1942 to 1945, the north and south breakwaters, the two T-Piers, the inner harbor revetment from Coleman Beach to the sandspit were constructed. In addition, the federal government dredged the current Navy and Morro Channels and deposited the dredge spoils behind the inner harbor revetment to create the current Embarcadero Road area on what had previously been tidal flats.

In 1949, the old Navy base including all waterfront facilities was sold to the County of San Luis Obispo. Starting in the late 1940's, buildings began to be constructed on the Embarcadero and various docks and the T-Piers were used by a small but growing fishing fleet. The shops and the visitor serving facilities that currently predominate the area at the base of the bluffs, however, did not come into existence until later.

In the early 1950's, the County divided the old Navy base property and sold PG&E the future power plant site that eventually led to the construction of the plant. In 1964, the City of Morro Bay incorporated, assuming ownership of the County owned waterfront facilities and trusteeship of the state granted tidelands along Embarcadero Road. The history of the tidelands grants and harbor commercial development is relevant to any current planning process, as each step along the way is influenced by the previous actions. Following is a detailed summary of Waterfront Development and County / City planning issues from 1950 to the present.

### COUNTY-CITY ADMINISTRATION OF THE TIDELANDS AND WATERFRONT

We can trace the modern history of the Harbor back to the 1947 Tidelands legislative Grant to the County of San Luis Obispo by the State of California. The state granted the county all lands

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## Introduction and Summary

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from the high tide line out to the 3 mile limit. The grant entrusted the County with administration and development of Morro Bay Harbor for purposes of commerce and fisheries and navigation. The legislation allows leasing out of the granted lands to private enterprise for tidelands trust purposes for a period up to 50 years. The grant requires that all revenues raised in Tidelands area from fees for use of public facilities and from lease rentals be used for maintenance and development of harbor facilities. The County had little experience in development of harbors and fumbled its way through a series of disjointed and haphazard lease arrangements with people who came in and inquired about use of the lands. After World War II, between the years 1945-1959, the County progressively leased portions of their Grant to small investors for various waterfront purposes including residential uses and some commercial activities. The County considered business development on the waterfront a high priority and generally negotiated long-term low rent ground leases to facilitate private sector investment. They followed no overall plan of development.

In 1959, a landmark opinion was rendered by the District Attorney, who declared previous leases let by the County to be invalid and illegal based on non-conformance with the Tidelands Grant. This opinion shook the Board of Supervisors into the realization that perhaps their administration of the Tidelands Grants had been improper, perfunctory and was disadvantageous to the orderly development of the Harbor. It was at that time the Board directed the County Planning Department to prepare a Land Use Plan for the orderly development of the Harbor. In addition, they engaged a well-known Harbor Engineering firm, Moffat and Nichol, to prepare a technical plan for the Harbor and Bay Development. This Plan was intended to rectify existing conditions and provide goals for future economic enhancement. The Board of Supervisors directed the County Administrative Officer to prepare a series of new lease documents that would legally reinstate those businesses allowed to establish during previous years. Also, about that time, the Board was approached by financial interests to lease the North end of the Sand Spit administered by the County. These interests employed Moffat and Nichol to integrate their development plans with those of the County. Both the County Planning Department and the firm of Moffat and Nichol produced a Plan for consideration before the Board of Supervisors that advocated extensive developments to the Harbor. In addition, it incorporated a lease proposal for some 90 acres on the end of the Sand Spit proposed by the firm expressing interest in its development. After several stormy, sometimes bitter hearings, the Board of Supervisors adopted the Harbor Plan. Thereafter the Sand Spit lease was bid and won by the interested corporation.

In the early 1960's, under pressure from the State Lands Commissions (the State agency charged with responsibility of state granted Tidelands), the County also asserted their trusteeship responsibility on the west side of the Embarcadero where upland private property owners claimed title to the Tidelands. The impact of this series of steps by the County initiated litigation by previous leaseholders and the upland property owners against the County. The private property owners claimed they had bought portions of the Tidelands with chains of title

# ATTACHMENT C

## Introduction and Summary

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sometimes going back in to the 1880's. The State and the County claimed these title transfers were illegal and said that the upland private property owners would have to lease the tidelands from the County at what was considered fair market rent at that time. This action in effect stopped any further developments on lease lands within the Harbor, including the large Sand Spit lease owner still in its planning stages.

In 1964, the City of Morro Bay incorporated with the Tidelands ownership issues in hot dispute. Some of the purposes expressed by the proponents of the incorporation involved dissatisfaction by the people of the area over the conduct of the County and its treatment of the Harbor. Undoubtedly the County was feeling burdened by the cost of the ongoing litigation and acrimonious community dispute.

After the incorporation of the City of Morro Bay, an immediate jurisdictional dispute evolved between the County and the City. The result of this dispute terminated in cross complaints filed by both jurisdictions and the State of California about the administration of the Harbor and the ownership of properties therein. This additional jurisdictional litigation forestalled any progress toward solution to the legal entanglements with the property owners. The development of the Harbor continued to be stalled. During the period of court activity, the City of Morro established an operating agency to manage and administer the Harbor on a status-quo basis. Eventually the County, the City and the State agreed that the City would take over the tidelands grant lands and Harbor fee owned lands (generally what was left of the old Navy Base property including the Front Street parking lot and the lands around the T piers) within the City limits. The City executed an agreement with the State and County in 1968 that it would administer the Tidelands and Harbor fee land in compliance with the Tidelands Grant including maintaining an independent accounting of harbor expenses and revenues. Once completed, the City pursued a settlement with the property owners and it was not until 1969 that the Thomas et al. lawsuit was settled by executing 50 year low rent leases on a group of 6 disputed lease sites. These leases are known as the Pipkin Leases, 5 of which continue on today. In 1981, the City settled the Tidelands Park boundary line with upland property owners effectively closing out the title and tidelands grant line boundary disputes.

Shortly after the incorporation of the City of Morro Bay and because of some dissatisfaction about the County Plan, the City employed two other firms, Hahn and Wise (Planners) and Koebig and Koebig (Engineers), to prepare a comprehensive General Plan for the City including a revised Harbor element. In 1966, an amended Harbor Plan was incorporated into the City's General Plan and presented to the Planning Commission and City Council for adoption. The Harbor Plan advocated considerable change to the previous development programs envisioned by the County. It proposed massive configuration changes to the structure of the Harbor; it relocated the entrance channel; it proposed a connecting landfill to the large area of the Sand Spit still under lease awaiting development; and it provided for extensive marina development

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## Introduction and Summary

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between the Embarcadero and Sand Spit. Although during the course of the hearings, less expression of dissatisfaction with the Plan was made by interested groups than during the County Plan hearings, there appeared to be a significant undercurrent of disagreement from within the community. Although development of the Harbor would not be started until after the legal entanglements were resolved, the City Council adopted the Koebig and Koebig Plan as the basis for their future program and transmitted their Plan to the Corps of Engineers.

In June 1970, the Corps of Engineers arrived at a point in these studies that required a commitment by the City Council in support of pursuing their adopted Harbor Plan. The appearance of the Corps of Engineers before the Council brought forth a great number of residents who stood in opposition to the adopted Plan and so expressed themselves. At this point in time, the Council in effect, submitted to the protest and rejected the Plan. They instructed the staff to pursue alternatives to the Plan that would reflect a greater consensus agreement about Harbor development. The Corps of Engineers directive required the submission of a proposal for further Harbor improvement work or the project work would not be funded, perhaps even dropped from the authorized project roles. Alternatives to the Morro Bay Plan would have to be submitted to the Corps of Engineers sometime in October 1970.

Under this deadline, the City sponsored a series of meetings with various interest groups affected by harbor development. At the conclusion of these meetings, City staff, the City Council and the Planning Commission met to reconcile the recommendations and to formulate a consensus Harbor Plan. The consensus plan included conceptual recommendation for a 400 slip commercial fishing marina in the area of Coleman Drive, extensive new pier and dock development along the Embarcadero, and an 800 slip recreational marina south of Tidelands Park. Obviously the plan considered many landside changes to accommodate such development. On July 20, 1971 that plan was approved by the City Council.

The City's General Plan Circulation Element refers to the 1971 Harbor Development Plan as the last council approved comprehensive planning document for the Waterfront.

### HARBOR DEPARTMENT

By the early 1980's the City was recognizing that a more focused effort of managing the City waterfront lease sites could significantly increase revenues from this source. The City at that time also saw the need for Waterfront facilities repairs and improvements and hoped these increased revenues would provide a way to pay for them. The City hired an outside consultant property manager from 1982-1985 and created a separate Harbor Department in 1985. The independent department allowed for additional management resources on the lease sites and has helped the City achieve significant progress on upgrading many waterfront facilities and services.

## CHAPTER 2

### IDENTIFICATION OF PLANNING AREAS

The Waterfront area of Morro Bay has been divided into five sub-areas that due to their own unique characteristics, require different types of planning and design responses by both public agencies and private landowners. These areas are identified below (see Figure 2.1 for detailed area locations). The specific proposals for each area, are discussed in Chapter 4.

#### **Area 1: Morro Rock / Coleman Park**

(Morro Rock, sandspit to PG&E plant intake and Little Morro Creek)

This planning area begins at Morro Rock and the State parking lot with its access to the breakwater, surfing areas and beach. (Morro Rock and the adjacent southerly parking lot are part of the State Park.) The area also includes the beach up to Morro Creek, the Coleman Park area and the bay frontage around to the PG&E intake plant where the divided roadway portion of Embarcadero ends. Except for Morro Rock, this area is predominately flat with Morro Bay on the south and Morro Strand Beach on the north. It also provides the only land access to Morro Rock. As such, it is an important access point to all three areas. With the exception of the Dunes to the north, the land area also has relatively little natural character and is actually land fill generated in the early part of this century.

#### **Area 2: T-Piers / Fishermen Working Area**

(PG&E Intake Plant to the intersection of the Embarcadero at Beach Street)

This area is primarily devoted to the working fishing boats and shoreside support. There is also a sprinkling of restaurants and a very chaotic series of parking lots. To the east, the area is visually dominated by the PG&E power plant. Embarcadero is a divided roadway throughout the planning area.

#### **Area 3: Embarcadero Visitor Area**

(The Embarcadero: Beach Street to South Street between the bluff and waterfront)

This portion of the Embarcadero contains the majority of the shopping and eating establishments as well as the most intense mix of pedestrian and automotive

activity. Portions of this area also have commercial fishing activities and some wharf tie-ups. It may also be characterized by a relatively chaotic street system and a mix of architectural styles. It does have what most visitors and residents consider a positive mix of shops, waterfront and pedestrian activity, combined with direct views of the bay, sandspit and Morro Rock.

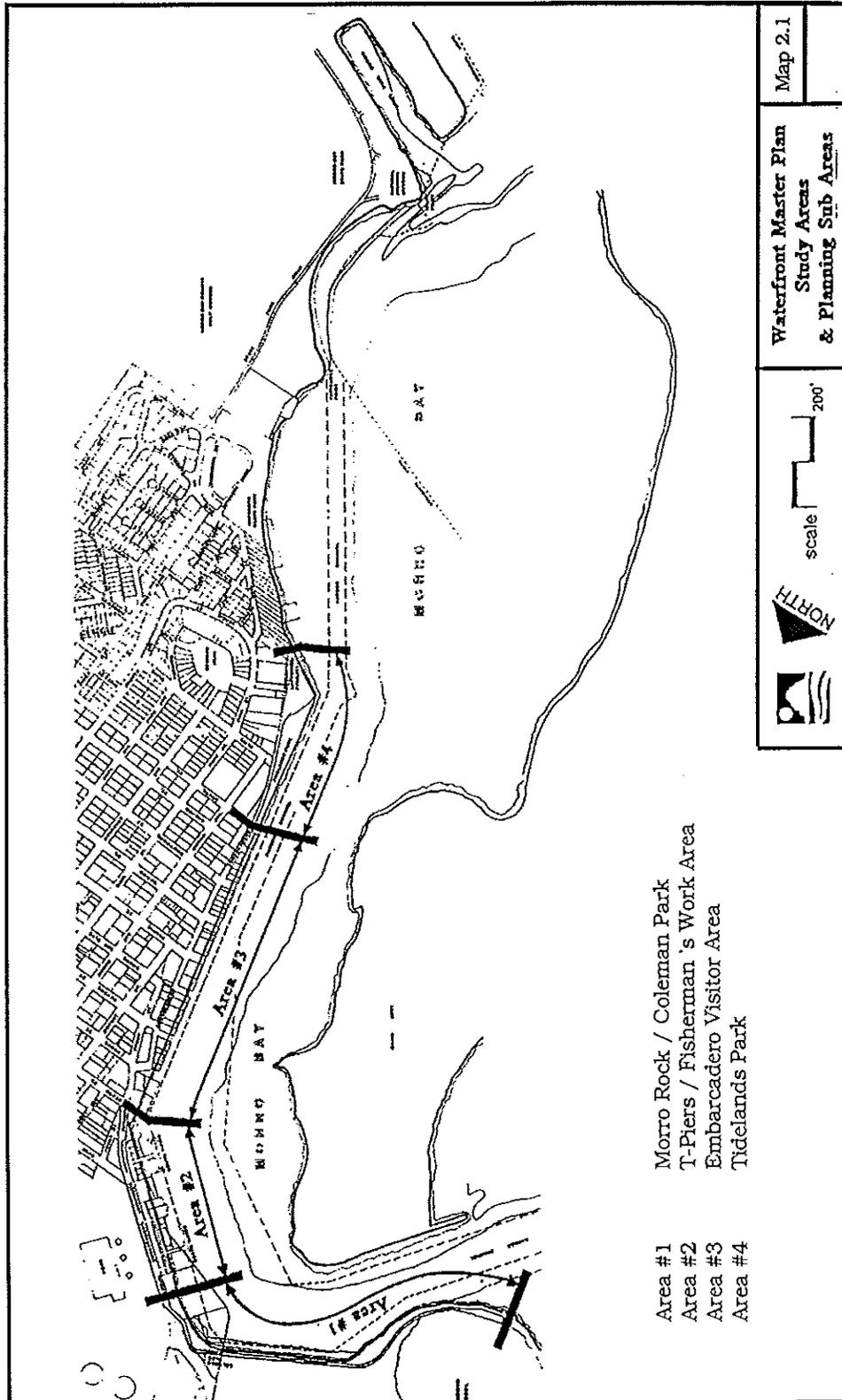
**Area 4: Tidelands Park**

(South Street to the southeast end of Tidelands Park and boat launch area)

This planning area has less urban character than the adjacent Embarcadero Visitor Serving Area. It is devoted to the appreciation of the natural features of the bluff, bay waters and sandspit, recreation/park use and it also contains a public boat launch and ramp area.

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## Identification of Planning Areas



## CHAPTER 3

### TRANSPORTATION AND HARBOR IMPROVEMENTS

#### ROADS / VEHICULAR CIRCULATION

1. Extend the Embarcadero (at Coleman Drive) to the Embarcadero / Highway 41 extension in Planning Area #1. (The route would follow the existing unpaved portion of the Embarcadero at Coleman Park to Morro Creek).
  - a) Connect the two portions of the Embarcadero with a 2 lane bridge across Morro Creek. Provide a means of traffic control (bollards) and signage to allow the City to control access, for emergencies and special events only, should this be desired under the traffic management and monitoring plan.

This connection would

    - provide an alternative emergency access to the high school and sewer plant in the event of an earthquake destroying one of the bridges on Highway 1.
    - facilitate public safety and reduction of congestion for campers and vehicles with boat trailers which desire to reach the Coleman Park area near Morro Rock.
    - provide an alternative means of access to the T-Pier area for trucks, and fishing fleet support vehicles.
  - b) Provide pedestrian and bicycle access along the extension to facilitate movement that is not dependant on the automobile and that is more environmentally supportive.
  - c) Develop the Embarcadero/Highway 41 Road in the most environmentally sensitive way with limited access and controlled parking to prevent the current erosion of the dune area by vehicles. Consider providing log curbs and clearly identifying small parking areas.
2. Relocate the Embarcadero in the area of PG&E (Planning Area #2) to provide a more efficient transportation and parking system near the T-Piers. This would place

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## Transportation and Harbor Improvements

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two through lanes and a bicycle lane in a compact configuration adjacent to the east side of the road right-of-way.

3. Revise Front Street to become a primary traffic carrier between Beach Street and Centennial Park (Harbor Street). Make the Embarcadero one way and use Front Street as the primary traffic carrier in this area to enable an improved level of pedestrian access and amenity along this portion of the Embarcadero. This will allow sidewalk widening, addition of landscaping, and overall beautification of the area. See also Chapter 4, Area 3 for a detailed discussion of how this will integrate with other proposals.
  - Such a redesign of Front Street will reduce automobile congestion and confusion of visitors.
  - Realignment offers the potential for a one way pair of streets in the area of Harbor Street which in turn would improve parking and allow widening of sidewalks and addition of pedestrian amenities in the area.
4. Connect South Street to the Embarcadero (Planning Area #4). This second vehicular connection down the bluffs to the Embarcadero is considered a lower priority than the connection of the Embarcadero to Highway 41 across Morro Creek
  - This connection will eliminate the cul-de-sac concern at Tidelands Park and allow an alternative safety exit from the area. (See Map e.9: Tidelands Park Plan.)

### **PUBLIC PARKING**

1. Reorganize the City owned public parking area at Morro Rock.
  - a) Improve parking efficiency and general safety by providing greater organization. (Map e.4 provides a general illustration of the recommended improvements.)
  - b) Beautify the lot with the addition of low maintenance, drought tolerant landscaping and define the parking boundaries so that vehicles do not encroach into the natural dune area or the beach.
  - c) Locate trash dumpsters outside the main parking area and provide suitable screening.

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## Transportation and Harbor Improvements

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2. Recommend reorganization of the state owned parking lot south of Morro Rock near the jetty.
  - a) In order to maximize parking spaces, provide a vehicle turnaround area at the outer end, and restrict large vehicles from the area due to the maneuvering problems presented by the narrow lot.
  - b) Reconfigure parking to make room for a pedestrian pathway along the waterfront and allow landscape breaks in the parking area itself. (Suggested improvements are illustrated in Map e.4 and Sketch f.3.)
  
3. Expand parking facilities at the revised Coleman Park area.
  - a) As part of an overall redesign and enlargement of City park facilities at Coleman Park and Coleman Beach, expanded and reconfigured public parking facilities shall be provided. (These are illustrated in Maps e.4 and e.5.)
  - b) These facilities may serve as shared use parking in conjunction with a private concession that could be developed in the vicinity as part of a land exchange with the City, or the land to develop the parking may be purchased by the City.
  
4. Reconfigure the City owned parking lot west of the P.G.&E. plant.
  - a) This lot should be reorganized and modified to enhance the quality and function of the area.
  - b) Modifications to the lane and median configuration of the Embarcadero will be necessary at the same time to accomplish the enlargement of this parking area.
  
5. Improve the Front Street parking lot:

Reconfigure the Front Street surface parking to accommodate better circulation and more recreation vehicles. (See Sketch f-8)

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## Transportation and Harbor Improvements

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### PEDESTRIAN / BICYCLE CIRCULATION / HANDICAPPED ACCESS

1. Request the State Department of Parks and Recreation to redesign the access road and parking area on the south side of Morro Rock to incorporate an on-street bike lane and a separate pedestrian pathway. (See Map e.4 and Sketch f.1.)
2. Develop a continuous pedestrian sidewalk and/or pathway system from Beach Street through the parking areas west of the Embarcadero, past Coleman Park and connecting to the State Park property above.
3. Develop a bicycle circulation system throughout the planning area which would include:
  - a) Class 1 path as part of the enlargement and future improvement of Coleman Park. In the meantime, a Class 2 path on either shoulder of Coleman Drive should be designated.
  - b) Class 1 path as part of the Embarcadero connection to Highway 41 and bridge at Morro Creek.
  - c) Class 1 bike path across P.G. &E. property in a separate right of way (to be coordinated with P.G.&E. plans in progress) just east of the Embarcadero.
  - d) South of the P.G.&E. Property , bike lanes will have to be placed on public streets. The alternative street pattern recommended in this plan between Beach Street and Centennial Park could allow for greater separation of bikes from cars by routing bikes along the Embarcadero. (See Map e.7 and Sketch f.6)
4. Provide bicycle racks with capability for security locking at major vista and destination points along the Embarcadero.
5. Request sidewalk improvements as a condition of approval of new development or significant remodels. Private property owners and lease site holders are to set back their structures sufficiently to widen the public sidewalks to the minimum standard required by the Municipal Code. In some locations on the west side of the Embarcadero only eight feet of width may be feasible. In most other cases 10 feet is the minimum standard.
6. Continue systematic efforts to obtain lateral access to the waterfront side of buildings and lease sites whenever development is proposed. However, the requirement for continuous lateral access along the waterfront from one site to

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## Transportation and Harbor Improvements

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another should be waived where elevation differentials make it impractical, use conflicts would result, or where vessels berthing would be lost.

7. Evaluate securing a pedestrian access easement over the existing utilities easement between Pacific Street and Centennial Park between the Embarcadero and the bluffs.
8. Improve handicapped and wheelchair access along the Embarcadero by installing access ramps on any sidewalk corners now lacking them. The sidewalks leading up the bluff to the downtown and additional parking lots are too steep for easy use by people in wheelchairs. Either a ramp or mechanical lift system should be installed within the central Embarcadero area; the Centennial stairway site may be most suitable as this property is under City ownership.
9. Require a coordinated and consistent design theme for sidewalks, planters, street furniture, benches, signs and light poles, along the Embarcadero. The current Centennial and Tidelands Parks should be used as a model for these design elements.
10. Provide a higher level of maintenance and cleaning for existing handrails, seats and sidewalks. Sidewalk and adjacent street furniture maintenance is provided by the adjacent property owner in most communities. The City would be responsible for parks and street ends.

### **PUBLIC TRANSIT**

1. Obtain and place in service a "Trolley" to reduce vehicular congestion and add to the fun of the waterfront experience.

The basic service route would include travel along the Embarcadero with a side connection up to Main Street and looping past the motel area. During periods high visitor activity, the service should extend from Tidelands Park all the way to Morro Rock. Connection points at major parking lots will enable visitors to avoid bringing vehicles into the central Waterfront area.

2. Encourage the concept of a water transit service tying together key distribution points as a private endeavor. This could be a good way to get the public out onto the water and see the community in a whole new perspective. Such a water taxi could dock at the street ends and connect with major restaurants and the sandspit.

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## Transportation and Harbor Improvements

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### HARBOR FACILITIES

1. Enhance commercial fishing facilities.
  - a) Provide net drying and repair locations which are compatible with the tourist commercial uses along the Embarcadero.
  - b) Develop long term parking for fishermen away at sea in designated areas of City parking facilities.
  - c) Encourage the expansion of the existing boat haul-out and repair yard in the central portion of the Embarcadero.
  - d) Develop an additional haul-out facility east of Coleman Park.
  - e) Provide a fisherman's campground near the haul-out facility east of Coleman Park.
  - f) Support and facilitate operators in maintaining regulatory compliance and obtaining permits for developing and maintaining fuel facilities as a matter of City policy.
  - g) Retain priority harbor access and berthing facilities for commercial fishing vessels. Develop new commercial fishing vessel slips wherever feasible.
2. Develop additional dry storage in support of commercial and recreational fishing. Dry storage is considered a desirable alternative to berthing and mooring as a means for more people to keep boats in the area without the necessity for construction of new berths. It also provides an area for storing support gear and equipment.
  - a) Consider using the land on the lease site with P.G.&E. If the new boat launch is provided along Coleman Drive, this area will be relatively convenient and accessible.

(Note that this proposal emphasizes the need for construction of the Highway 41 /Embarcadero connection to provide paved access to the area and allow alternative access without going through the congested commercial and retail portions of the Embarcadero in Area #3.)

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## Transportation and Harbor Improvements

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- b) Meet future berthing demand by stressing use of dry storage yards as an alternative for smaller vessels and avoid expansion of berthing into new areas where dredging would be required.
  - c) Develop a berthing policy that gives priority to large boats and deep draft vessels that are unsuitable for trailer storage and launching. Small boats and trailers could be kept at the dry storage area.
3. Encourage party fishing and excursion boats to locate in Morro Bay as a means of enhancing public access to the bay and ocean by non-boat owners.
  4. Support public and private proposals for water taxis or a water transit service linking together waterfront destination points.
  5. Support and actively encourage the continued permanent presence by the Coast Guard as an essential element of boating safety in the region.
  6. Provide greater public / visual access to the waterfront. This not only includes the ability to view the water but to see the various types of waterfront activities as they occur.

Each permit or lease renewal should be evaluated to encourage the reasonable optimum interaction between visitors and users of the bay and ocean. Actual design must consider the safety of both viewer and the security of the working operation involved. Examples might include:

- watching offloading of fish
  - viewing boat repair operations
  - boat launch and water taxi operations
7. Develop an interpretive program for the area. This project might include:
    - a) Maps or photographs with interpretive text showing the natural, ecological and working operations of the Bay. These displays might be mounted at the dead end streets fronting the bay or at key access points.
    - b) Scenic and historic tours of the Embarcadero area both on land and water.
    - c) A maritime museum and information center.

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## Transportation and Harbor Improvements

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8. Relate land use approvals on the shoreside to the activities taking place in the adjacent harbor areas so that conflicts can be avoided and traditional uses of the harbor are not made unwelcome.

## CHAPTER 4

### PROPOSALS FOR EACH PLANNING AREA

This Chapter focuses on the conditions and proposals that are unique to each of the five individual planning areas which are identified in more detail in Chapter 2. The proposals of this Chapter set forth the most compatible possibilities drawing on the experience of the Waterfront Advisory Committee, and reflect the integration of the numerous concerns expressed by individuals and groups during several public workshops and through questionnaires and follow up discussion with respondents.

#### **Area 1: Morro Rock / Coleman Park**

(Morro Rock, sandspit to PG&E plant intake and Morro Creek, see Figure 2.1)

Proposals:

Area #1 is affected by two circulation proposals: connect the two portions of the Embarcadero across Morro Creek, and relocate Coleman Drive inland from the bay. Proposals specifically related to Area #1 are:

1. Work with the State of California to reorganize the existing parking area adjacent to Morro Rock to:
  - a) Provide parking spaces (approximately 50) at the end of Coleman Drive perpendicular to the road with adequate backup and turn around space.
  - b) Develop a loop at the end of the lot which will allow large vehicles to turn around and thereby reduce congestion.
  - c) Install a pedestrian access way along the waterfront. This would for the most part be on the land area but in some cases may require short portions of wooden walkways over the rip-rap where space is inadequate between the water and the parking lot. (See Sketch f.1)
  - d) Provide signage at the entry to the parking area which states that there is a turn-around at the end and limits extra large vehicles (the size is to be determined by the State).

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## Proposals for Each Planning Area

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2. Provide recreational parking spaces (approximately 150) which would serve Morro Strand State Beach and provide overflow parking for the new harbor uses. See Sketch f.3.
  - a) Improve parking in the area in a “natural context” through the use of rocks, wood bollards and cables, and chain or heavy rope to delineate boundaries.
  - b) Keep paving to a minimum for the access road itself and the most used parking area along the front of the area facing the beach.
  - c) Provide a new restroom area to serve the parking area and beach at an appropriate location.
  - d) Construct an access stair from the parking level to the beach level.
  - e) Develop landscape buffers between the parking area and the Rock and the natural dune area to reduce “human erosion” and maintain the area’s natural setting.
  
3. Consider providing a new boat launch area with a paved ramp and supporting parking. This should only be done if it is determined that such facilities are needed to supplement the Tidelands Park launch facility. If such a facility is considered, its design must take into account the visual adjacency to Morro Rock (e.g. it must be visually screened so as not to intrude into the natural environment any more than necessary), the natural marine biology (there may be eel grass and sea otter habitat in the area), and the flow of the current and the direction of the wind which may affect configuration of the actual facilities. The plan and sketches included in this report are conceptual only to show general location and feasibility; they do not represent an engineered design which necessarily resolves the problems and requirements of such a launch facility. If such a facility is feasible and necessary, it should:
  - a) Include a new launch ramp and pier as shown in Sketch f.4 which is out of the main ship channel in a location that has the least environmental impact.
  - b) Provide auto / trailer parking at Morro Rock parking lot and in the vicinity of the proposed Coleman Drive launch ramp.
  - c) Reduce visual intrusion of the area by introducing sand berms and native vegetation at locations shown on the plan.
  - e) Provide a small picnic area and alternative bicycle paths in area.

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## Proposals for Each Planning Area

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- f) Provide a restroom and freshwater supply for the area's users including a freshwater shower.

Note: Several other sites in both the T-Pier area and next to the PG&E intake building were considered for this use. They were, however, eliminated since they were either not large enough to contain an adequate facility, caused too much traffic congestion in relationship to adjacent facilities or were more valuable as a site for some other use or expansion of an existing use. This site was the only one that met the basic criteria of size, ease of access and adjacency to a reasonable water area not already under some other use.

- 4. Generate more waterfront space on the bay side and enhance Coleman Park by relocating the eastern portion of Coleman Drive slightly north. (See Maps e.4 and e.5)
  - a) Relocate Coleman Drive as shown on the plan to provide a new area with access to the bay of approximately 250 feet wide by 750 feet (approximately 4 and 1/3 acres).
  - b) Develop a small area for concessions / restrooms and bicycle, kayak and canoe rental (approximately 500 square feet).
  - c) Provide a bike path system that utilizes the pavement of the existing Coleman Drive where possible.
  - d) Develop a pedestrian access system and boardwalk along the new bay frontage.
  - e) Construct a hardened pathway and small floating dock to assist hand launching of small, non-motorized boats.
  - f) Develop a boat house for storing shells and possibly rental boats.
  - g) Provide a turn around loop to serve the pier and launching area.
  - h) Develop paved permanent parking areas.
  - i) Construct a sheltered picnic area for approximately 10 tables and barbecues.
  - j) Provide an area for active recreation such as sand volleyball, basketball etc.

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## Proposals for Each Planning Area

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- k) Evaluate the potential for a saltwater plunge (see Map e.5) using heated sea water from the adjacent P.G. &E. outfall line. (This would be an historical replacement of an earlier saltwater plunge in Morro Bay).
5. Locate a series of nature observation / information areas explaining the natural wonders of the area, its history and the plants and animals that inhabit it.
- a) Provide small monuments at key viewing areas and/or historical sites with fixed maps and text providing education to the public.
  - b) Develop an access trail system to the monuments that is environmentally sensitive and not intrusive to the natural areas served.
6. Redevelop the natural dune area to the north and provide a system of access trails and boardwalks to the City beach and Morro Strand State Beach.
- a) Use native grasses and dune shrubs which match those found in the natural dune communities of the area such as on the sandspit.
  - b) Develop a system of board walks where foot traffic is heaviest to reduce erosion and damage to the dune system. See Sketch f.2
  - c) Prepare a management plan to maintain the dune and vegetation system.
7. In order to enhance general recreation and enjoyment of the area, encourage private development of a visitor serving recreation vehicle and camping area on the eastern portion of the former "Den Dulk" property (Refer to Map e.6). Encourage a visitor serving concession facility adjacent to Coleman Beach which will share parking with the expanded Coleman Park.
- a) There is a potential for exchanging City land for portions of the former "Den Dulk" property to allow for development of public recreational facilities and private support uses. The "Den Dulk" property frontage on the bay should be acquired by the City for the purpose of extending Coleman Park.
  - b) The portion of the "Den Dulk" property located adjacent to the PG&E property should be limited to a low key campground use limited to rustic type camp sites similar to those in Morro Bay State Park. Any concessions should be limited to small pedestrian access structures, but would not include sit-down restaurants or stores.

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## Proposals for Each Planning Area

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- c. The relocation of Coleman Drive and Embarcadero, as indicated in the plan, shall be predicated upon the successful negotiation between the City and the property owner to accomplish the following: (1) to protect the current public access to the beach area; and (2) to implement the uses indicated in the Waterfront Master Plan for the area between the new roadway the beach. The City shall not relinquish any rights to the various recorded and prescriptive easements until after all said negotiations have been successfully completed. Should the City negotiations with the property owner not be successful, the current Coleman Drive roadway alignment shall not be moved within the "Den Dulk" property. The zoning designations for the area known as the "Den Dulk" property are not proposed to be changed. The City shall only consider proposed projects consistent with the existing zoning designations and with building design criteria as specified in the Waterfront Master Plan.

Note: Den Dulk Property — This is the property between the PG&E plant and the peninsula that connects to Morro Rock is currently held by private interests. Given its important location connecting the Embarcadero to the Rock, both the City and the current owner have expressed interest in a land exchange which would benefit both parties. The City would gain continuous access and ownership of the waterfront in this area which would allow the relocation of Coleman Drive and the enhancement of the Coleman Park area (see the Map e.5). In return, the private landowner would gain a more coherent parcel on which to provide a recreation vehicle park and a proposed concession facility which would be integrated into the visitor serving uses of the Coleman Park and bay front.

In conclusion, it appears that the Measure D prohibitions apply only to lands held in public trust. The Den Dulk property is private and does not seem to be under the restrictions of Measure D. Given the expressed concern that this area not be over developed and the requirements of the land exchange, this area shall be required to have development plan approval prior to any rezoning or construction. Such approval would set forth the conditions, location and the type of facilities that would be allowed.

8. Develop boat repair yard/haulout facility with approximately 2000 sq. ft. of office space, and a marine supply retail outlet east of Coleman Park.
9. Connect the two portions of the Embarcadero with a 2 lane bridge across Morro Creek. Provide a means of traffic control (bollards) and signage to allow the City to control access, for emergencies and special events only, should this be desired under the traffic management and monitoring plan.

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## Proposals for Each Planning Area

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### **Area 2: T - Piers / Fishermen Working Area**

(PG&E Intake plant to the intersection of the Embarcadero at Beach Street)

General Description: This area is primarily devoted to the working fishing boats and shoreside support. There is also a sprinkling of restaurants and a very chaotic series of parking lots. To the east the area is visually dominated by the PG&E power plant.

#### Proposals:

The proposal to relocate the Embarcadero and related pedestrian and bicycle paths was set out in Chapter 3. Other Area #2 proposals are:

1. Encourage PG&E to provide an education center and information on alternative energy sources. Make the existing plant more attractive by providing a static display on the history of the facility, the use of energy, energy conservation and the development of alternative energy sources.
2. Redesign the parking lots to gain efficiency and provide better access to the piers.
  - a) rework the existing west side parking lot and access points to facilitate easier truck access to the piers and working areas.
  - b) remove the existing center island to provide more parking area
  - c) revise the striping and parking lot layouts for greater efficiency
  - d) provide amenities such as street furniture and signage to give a sense of place.
3. Improve public physical and visual access to the waterfront with its interesting fishing vessels and fish processing activities. Continue the concept of lateral access along the waterfront by developing a pedestrian walkway along the shoreline and to the T-piers.
4. Designate the commercial fishing support area in the vicinity of the North T-Pier as a suitable site for redevelopment to improve work areas for fish off-loading and processing. Further, detailed site and economic planning for this area should be undertaken by the City.
5. Encourage existing commercial/retail or visitor serving uses to relocate to the second story where feasible. By removing commercial retail/and restaurant uses from the ground floor more space will be available for use by the fishing industry

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## Proposals for Each Planning Area

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and harbor support facilities. Such a separation of uses will reduce traffic congestion and will promote visitors to the area since they can see more of the fishing and related operations.

6. Improve the Front Street parking lot.
7. Rebuild fish processing and commercial / recreational fishing related uses.

### **Area 3: Embarcadero Visitor Area**

(Embarcadero: Beach Street to South Street between the bluff and the waterfront)

#### Proposals

Proposals which discuss relocation of circulation along Front Street and the establishment of a parking management plan are set forth in Chapter 3 so that they may be seen within context of the areawide discussion. Proposals which specifically affect planning area #3 are:

1. Locate a series of observation / information areas explaining the natural wonders of the bay and its history and the animals that inhabit it.

The design should be similar in character and style to that proposed for Tidelands Park. The information could be designed into an extension of a bench or other piece of street furniture to give continuity to the street scene and also provide a visual accent.

2. Extend lateral access along the bay front of commercial retail buildings. This coastal requirement will be made a condition of each new structure or complex as it is submitted to the City for permit.
  - a) Require provision of lateral access where reasonable (functionally and structurally), as existing structures are remodeled or change uses.
  - b) Design lateral access routes to connect to the lateral access components of adjacent buildings and/or the stub street perpendicular to the building site.
3. Preserve scenic vistas at street ends - enhance public amenities in these areas.
  - a) Add pedestrian amenities such as benches, trash containers, public telephones and information booths and signs.

# ATTACHMENT C

## Proposals for Each Planning Area

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- b) Light areas to encourage safe use without glare or causing disturbance to adjacent land uses.
  - c) Avoid structures and planting which limit visual access to the water or the Rock.
5. Provide haulout improvements to existing facilities.
- a) Encourage private owners to improve their facilities
  - b) Encourage the continued use of the existing fishermen's gear storage area north of the PG&E plant near Morro Creek.
6. Develop a bluff stabilization and beautification plan.

Prepare a landscaping plan for bluff areas. This plan shall identify planting materials, design standards for pedestrian amenities such as paths and benches, and set retaining wall standards for materials and general character within good engineering practice.

### **Area 4: Tidelands Park**

South Street to the southeast end of Tidelands Park and boat launch area. (See Map e.9)

#### Proposals:

1. Implement the adopted Tidelands Park plan.
  - a) Implement the many planned improvements such as the provision of more pedestrian amenities including seating areas, restrooms, and improved landscaping.
  - b) Provide a small bench and passive area at the end of Olive Street for an overlook.
  - c) Provide an additional lateral wharf area which improves the launch area and allows additional pedestrian access to the waterfront.
2. Provide supplemental boat launch facilities as discussed in planning Area #1. If provided an additional boat launch will:

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## Proposals for Each Planning Area

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- a) Reduce peak vehicle congestion in the parking lot at launching time.
  - b) Diminish congestion on the bay since many of the boats being launched at Tidelands Park have the Pacific Ocean as their destination rather than the bay.
  - c) Provide an alternate facility should one launch area be shut down for repairs or maintenance.
  - d) Augment the capacity of Morro Bay to accommodate water dependent uses with minimal impact to the waterfront or the commercial uses of the Embarcadero in Area #3.
3. Reconfigure existing Tidelands Park slips to augment ramp launching capacity by promoting passenger and equipment loading and unloading away from the ramp area during peak launch times.

## CHAPTER 5

### DESIGN GUIDELINES

To assist in evaluating the quality of a design submitted, the visual criteria have been divided into basic categories which correspond to the findings that are to be made with a project's approval.

#### **Category 1. Public Visual Access:**

The view of the bay, sandspit and Morro Rock is one of the most prized possessions of the City and is essential to the visual quality of the area as well as the commercial success of the Embarcadero and the City as a whole. At present the mix of activities which include motels, restaurants, tourist shopping and visual participation in the commercial fishing and recreational boating are what give the Embarcadero its diverse and interesting character within the setting of the waterfront, bay and ocean beyond. It is this diversity based upon a working fishing village atmosphere which is physically and visually accessible to the pedestrian that make it an exciting place to visit and therefore economically viable.

There is a need to protect existing views to and along the shoreline of the harbor, sandspit, Morro Rock and the fishing and recreational fleet as seen from the street-ends off the Embarcadero, between buildings or through open areas from the Embarcadero, and from public viewing locations and public right-of-way on the bluff top.

Public Viewshed Defined: The public viewshed is defined as all areas of the bay, harbor, sandspit, and Morro Rock, currently visible from the Embarcadero, the street-ends, public observation points, and public right-of-way at the bluff top; but not including views from private property, businesses, or residences. Figure 5.4 identifies these viewing locations. This definition shall be used in evaluating any development proposal which has the potential to obstruct public views.

View Corridor Defined: View corridors shall be open linear spaces located between or adjacent to buildings affording views from the street of the harbor, bay, sandspit and Morro Rock. Said corridors shall not have visual obstructions except for low shrubs, seating benches and other street furniture of 30 inches in height or less. Taller lighting poles and similar fixtures may be allowed. No overhead structures such as canopies, balconies and pedestrian bridges (other than normal eaves) are permitted within the view corridors unless said structure is offset by additional width of view corridor equal to the vertical dimension of the overhead structure.

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**Design Criteria:** The following criteria shall be considered in the design review process:

1. View Corridors Required:

- a) West side of Embarcadero / Front Street: All new construction and major remodels of existing buildings on the west side of the Embarcadero shall require the provision of open, unobstructed view corridors pursuant to figures 5.1, 5.2 and 5.3. Said view corridors shall be as follows:

Lot / Lease Width	Building Height	Min. View Corridor Width *	Sloping. Roof 4 in 12	Findings of Significant Public Benefit Required
49 ft. or less	up to 14 ft.	none	no	no
49 ft. or less	14 to 17 ft.	none	yes	no
49 ft. or less	17 to 25 ft.	30%, min. 8 ft.	yes	yes
50 ft. or more	up to 14 ft.	15%, min. 8 ft.	no	no
50 ft. or more	14 to 17 ft.	15%, min. 8 ft.	yes	no
50 ft. or more	17 to 25 ft.	30%	yes	yes
Corner lots	see Figure 5.3			

\* Corridors widths are based upon a percentage of the width of the lot or lease site.

- b) East side of Embarcadero / Front Street: The view corridor requirements and view analysis applicable for properties located west of the Embarcadero, between the street and the bay, shall also be applicable to the portions of buildings over 14 feet located east of the Embarcadero, between the street and the bluff top. Said structures shall not be permitted to exceed 25 feet in height.

2. Building Heights:

**Standard Building Heights:** Building heights on the east and west side of the Embarcadero and Front Street are limited to 14 feet maximum if the roof is flat, or 17 feet maximum if there are sloping roofs equaling 80 percent of the total roof area with a minimum 4 in 12 pitch.

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## Design Guidelines

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Increased Building Height: "Standard building heights" will be the maximum allowable height unless there is a use permit or planned development approved by the Planning Commission allowing for greater height pursuant to the Planned Development (PD) Overlay district. In addition to the required finding of significant public benefit, increases in height may be allowed up to a maximum of 25 feet under the "PD" zoning overlay district, with the finding that the overall viewshed characteristics will be improved or, at a minimum, not diminished from the public viewing locations established on Figure 5.4 and upon meeting the following additional requirements:

- a) For the areas east and west of the Embarcadero, 80 percent of all roofs for both one and two story structures shall be sloping with a minimum 4 in 12 pitch.
- b) Incorporate open view slots or corridors in the design of new or remodeled structures on the west side of the Embarcadero in order to enhance overall visual access to the water. View corridors shall be required for all buildings taller than 17 feet on the east side of the Embarcadero. These corridors can be along property or lease lines, sideyard setbacks or incorporated within the building as open areas or walkways. Said corridors are encouraged to be placed along common property or lease lines adjacent to similar existing or proposed view corridors on the adjacent property. Figures 5.1, 5.2 and 5.3 demonstrate some of these principles graphically by showing the various design configurations relative to building height and site coverage.
- c) Allow relocation of existing view corridors or visual openings between or through buildings as long as there is no reduction in the measured width when compared to existing corridors. Building massing and design should be guided by the objective of avoiding walling-off public visual access to the water from the Embarcadero.
- d) Encourage provision of public (non-customer) viewing areas of the bay and waterfront in the form of outdoor decks or balconies accessible from the lateral waterfront accessway on the upper or second story. This provision applies to future development on the seaward side of the Embarcadero.
- e) Regardless of any findings for significant public benefit provided, the maximum allowed height shall not exceed 25 feet or 30' for commercial fishing structures north of Beach St., except for flag poles, projections not exceeding 18 inches in width and all other exceptions included in Title 17. Additions and reconstruction of the existing PG & E power plant may be permitted to exceed the 25 foot height limit if the City finds that it is infeasible or inappropriate to construct the addition within the 25 foot height limit.

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## Design Guidelines

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Note that the requirement for minimum 8 foot wide lateral public access across the entire water frontage of the property is not reduced by these requirements and is part of the City's Coastal Plan and zoning requirements. The only exceptions are where the City determines that the provision of such access to be unsafe or to conflict with commercial fishing or harbor related facilities.

3. **Building Setback, Coverage, Bulk and Scale:**

In order to protect the full breadth of existing public views, second floor setbacks and reduced building bulk will be required.

**Building Setbacks:** The minimum first floor front setback on both sides of the Embarcadero and Front Street shall be an average of 5 feet. The second floor front setback shall be a minimum of 10 feet from the right-of-way.

**Building Coverage, Bulk and Scale:**

- **West side of Embarcadero / Front Street:** The maximum coverage of all ground floor portions of buildings located west of the Embarcadero shall be 70 percent of the land portion of the properties. If permitted, the maximum area of the second floor, excluding open decks, shall be 70 percent of the maximum allowable first floor building coverage.
- **East side of Embarcadero / Front Street:** The maximum coverage of all ground floor portions of buildings located east of the Embarcadero shall be 85 percent of the land portion of the properties. The maximum area of the second floor, excluding open decks, shall be 80 percent of the maximum allowable first floor building coverage.

4. **Building in the "H" Zone:**

New or increased building extensions beyond the shoreline shall be in conformity with the Harbor ("H") zone. In addition, said construction shall meet the height, coverage and view corridor requirements stated in the standards 1, 2 and 3 above.

**Category 2. Site Design and Parking:**

At present, there is a lack of uniformity in the placement of buildings on their sites relative to public sidewalks in the Embarcadero visitor area (Area #3). This situation in turn adversely affects the overall sense of physical and visual cohesiveness for the area. The variation in the way buildings are placed interrupts a uniform treatment of sidewalks because of the varying minimum setbacks that have occurred over time. In some developments, especially on the east side of the Embarcadero, parking and vehicle service

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## Design Guidelines

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areas interrupt the easy flow of pedestrian activity. While parking must be provided as required by the City Ordinance, attention to good design and, where possible, setting the parking back from the sidewalk will facilitate better site design more appropriate to the Embarcadero area.

The following criteria are to be considered in the design review process:

1. **Street Frontage:** Maintain a consistent street frontage. Buildings and related site development shall provide a continuity of interest and facilitate pedestrian movement along the street frontage.

Portions of the first floors of buildings may be built to the back of sidewalks. The ten foot front yard setback currently required in the "C-VS" Zone on the east side of the Embarcadero should be modified as indicated in #3 above in order to allow building construction to extend to the back of the sidewalk.

2. **Parking Lot Setback and Access:** No parking lots should be placed in front or side yards which interrupt the street continuity and pedestrian passage. Access driveways to the rear are acceptable on the east side of the Embarcadero.
3. **Minimum New Sidewalks:** Improve the public sidewalk to a minimum of 8 or more feet in width on the east and west side of the Embarcadero where feasible. Where reasonable, the west side should be widened at entries and view corridor areas.
4. **Sidewalk Treatment and Street Furniture:** Coordinate provision of special sidewalk paving treatment and street amenities as discussed elsewhere in this document including provision of benches, street trees and planters.
5. **Sidewalk Cafes:** Outdoor dining is encouraged. Said dining areas shall be enclosed in permanent low see-through railings or fences.
6. **Screening:** The trash areas shall be screened in the manner identified by the municipal code. Provide visual screening for trash enclosures.
7. **Maintenance:** A regular maintenance program for cleaning of all public facilities shall be implemented. Private businesses should be encouraged to participate in the cleaning of facilities in the vicinity of their businesses.

### Category 3. Architectural Design Character

The benefits of an appropriate building character and consistency in theme include greater enjoyment of the central Embarcadero area by both visitors and residents, increased tourism, improved economic health for businesses and financial gains for the City. People enjoy attractive places both in terms of the natural environment and also the built environment.

The design goal for the Embarcadero is to enhance the visual experience of visiting the area by bringing about a gradual strengthening of architectural continuity and by encouraging buildings with distinctive visual quality. This design quality or character should reflect the historical and cultural identity of the Embarcadero -- one of a working fishing community with a variety of character and building types typical of pedestrian oriented communities which have evolved over time. The Embarcadero area is not encouraged to develop with any single theme or architectural style.

Further proportion, harmony of components, continuity and balance are all elements of good architectural design. Whether it is a sign or a multi-building project, its different elements should be integrated into a comprehensive design with the various elements compatible with each other. Elements should be in balance and in proportion to one another and their environment. Variety should be used to create interest, not used just for the sake of difference. Monotony in form and detail should be avoided as should be trite architectural styles from other areas that have no relevance to the Morro Bay area.

The following criteria are to be considered in the design review process:

1. Fishing Village Character: Maintain an architectural character in keeping with a working fishing community with the form and scale typical of pedestrian oriented communities which have evolved over time. The intent is to produce architecture that is both in character with the existing community and, as each new building or remodel is completed, adds to the overall ambiance of the waterfront area. The focus of this requirement is not to limit construction to a single style (such as at Solvang or downtown Santa Barbara) but rather to avoid massive buildings or buildings which detract from the waterfront character which is now a delight to visitors and residents alike.
2. Adapting Existing Buildings: In applying design criteria and conditions, consideration must be given to existing conditions. For example, new construction and signage conditions apply to buildings which abut the frontage walkways.

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## Design Guidelines

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However, some existing buildings are set back from the street and conditions must be adapted to this situation

3. General Design Treatment: To establish building character, new construction shall be encouraged to meet the following design criteria. These guidelines are for retail and tourist commercial buildings -- exceptions may be made for buildings constructed to serve the fishing industry.
  - a) The areas immediately adjacent to the sidewalk shall be pedestrian oriented with windows, entries and display areas;
  - b) The front facade shall be in scale and character of the waterfront area (meaning that proportions tend to be vertical and long horizontal expanses in the same plane should be avoided -- see also concepts to be avoided below);
  - c) Wall surfaces should be articulated (board and batt, engaged pilasters, multilevel trim, cornices, built-up fascias);
  - d) Rooflines shall be varied to avoid monotonous views from the blufftop areas;
  - e) Materials and colors should be varied to break larger building masses and large wall planes into smaller elements;
  - f) Building proportions shall have harmony and balance and be integrated into a total composition.
4. Construction concepts to be avoided:
  - a) Large flat planes of any type of materials;
  - b) Contemporary "boxy" buildings similar to shopping centers or discount stores.
5. Commercial Signage: A unified treatment of the commercial signs is important to maintain the integrity of the Embarcadero area character. "Unified treatment" does not necessarily mean that all the signs must have the same style of lettering. Rather, it is more important that the lettering have similar stylistic traits and the signs are placed in a manner that complements the architectural style of the buildings which they designate. Sign location and size are governed by the sign ordinance of Morro Bay.

Signs must meet the following additional criteria:

- a) Pole signs are to be avoided.
- b) Projecting signs perpendicular to the building and awning signs are encouraged.

#### **Category 4. Areawide Design Compatibility:**

It is important to insure not only that the architecture is compatible but that the installation of the improvements at the street frontage are compatible with community standards and those of the adjacent neighbors. The design of a new building does not necessarily have to be the same as the adjacent designs, but there must be elements of compatibility in building articulation, color and materials. It is very difficult to foresee all considerations that might develop in the review process, but the intent here is to avoid building architectural styles that clash or create disharmony. The actual determination of these conditions will be left up to the City Planning Staff and Planning Commission. In addition, there must be physically compatible design regarding sidewalks and lateral pedestrian access along the waterfront.

The following criteria are to be considered in the design review process:

1. Sidewalks: Maintain a consistent street frontage and sidewalk connection along the Embarcadero.
2. Boardwalks: Develop where feasible a continuous pedestrian linkage along the waterfront. It is recognized that balcony or pedestrian levels may not always be at the same vertical elevation and therefore provision for steps and ramps must be made even though the adjacent building does not presently have provision for the lateral access. Exceptions for continuous handicapped access may be necessary as long as the developmentally disabled can get to each portion of the waterfront lateral access from the Embarcadero.
3. Architectural Compatibility: The buildings architectural character shall show consideration and recognition of neighboring buildings in the selection of: a) roof forms; b) wall colors and materials; c) doors and windows; as well as d) basic design character scale and proportion. In other words, new projects should not diminish, either directly or by cumulative impact of several similar projects, the use, enjoyment or attractiveness of adjacent buildings.

## FINDINGS FOR DESIGN ACCEPTABILITY

To facilitate the architectural review process, the following findings shall be made by the City Planning Staff or the Planning Commission during the review process.

### Category 1. Public Visual Access:

1. In the case of a project other than a minor remodel which has no impact on views, the proposed project makes a positive contribution to the visual accessibility to the bay and rock and it:
  - a) meets the Waterfront Plan height limit and maximum building coverage, bulk and scale requirements;
  - b) preserves and enhances the views as seen from street-ends;
  - c) enhances views to waterfront through and / or around the building; and
  - d) maintains a pedestrian character along the Embarcadero.
2. In the case of a remodel or administrative type project, at a minimum, it does not worsen an existing situation by blocking more views than is presently the case. It does not block view corridors or intrude into pedestrian access areas. It takes advantage of outward views and characteristics of the topography.
3. On the West side of the Embarcadero, in the case of granting of heights greater than 17 feet, the proposed project also provides significant public benefit pursuant to the Planned Development Overlay Zone requirements.

### Category 2. Site Design and Parking:

The proposed project provides the amenities identified in the Waterfront Plan, facilitates pedestrian visual and physical access to the waterfront, and takes advantage of outward views and characteristics of the topography.

### Category 3. Architectural Design Character:

The proposed project makes a positive contribution to the working fishing village character and quality of the Embarcadero area. The design recognizes the pedestrian orientation of the Embarcadero and provides an interesting and varied frontage that will enhance the pedestrian experience. The project gives its occupants and the public some

variety in materials and / or their application. The project contains the elements of harmony, continuity, proportion, simplicity and balance and its appearance matches its function and the uses proposed.

### **Category 4. Arcawide Design Compatibility:**

The proposed project does not diminish, either directly or by cumulative impact of several similar projects, the use, enjoyment or attractiveness of adjacent buildings and provides a visual and pedestrian transition to its immediate neighbors.

## **PROJECT REQUIREMENTS AND APPLICATION PROCESS**

The visual impacts of development on the waterfront community have a high potential to generate visual impacts. In order to demonstrate visual conformity with the guidelines set forth, all applicants who are submitting a new project, a major expansion, or one which requires more than administrative review by the City of Morro Bay, are asked to meet the following submittal guidelines and process. After review of the applicant's submittal, the City shall approve or deny the design component of the project based on findings of conformity with the design categories set out in Section C.

1. It is strongly urged that the applicant and his design team meet with City staff for a pre-application meeting to determine the general character and impact of the project. The staff will seek to define the detail of submittal requirements for the applicant as defined below. It must be emphasized that while the amount of documentation may seem extensive, previous experience has proven that it will actually save the applicant time and reduce the amount of possible public controversy by taking the visual issue out of the realm of speculation.
2. Base submittal for design and visual context information: (Two story projects must submit documents meeting requirements "a", "b", and "c". Single story projects may omit "a" upon approval by staff).
  - a) A minimum of three views perpendicular to the waterfront showing the present (before project) condition and the same view with a simulation of the project montaged on the surface of the photograph. In the event of a large project more than the three basic views listed below may be required. A planning staff member should be consulted in case there is any doubt. The three view types are:

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## Design Guidelines

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- 1) fixed viewing area at street ends (see Figure 5.4 for location of fixed viewing area);
- 2) view from public area on the bluff top with the horizon line centered in the photograph;
- 3) view(s) from across the street (Embarcadero - minimum of 50 feet away from the building frontage).

These photographs shall be taken with a lens equivalent to the human eye and shall be in color and mounted on 8 1/2 x 11 paper with the location clearly stated. A map showing the camera locations shall also be attached to the submission.

- b) The frontal elevation of the project shall be drawn to scale and submitted and integrated into context drawings as shown in example, Figure 5.5 (available at the Planning Department). This drawing shall demonstrate the context, scale and compatibility of the design as it relates with the surrounding neighborhood. In the event that an adjacent building is proposed to be redesigned, the redesign should be shown rather than the existing structure.

The reviewing process may take into account that an adjacent building may not fit as well within the guidelines identified herein as the proposed structure and therefore make the required finding of compatibility if the proposed building fits the guidelines in all other respects.

- c) The applicant shall either construct a perspective based on a photograph or use a photo montage of the design superimposed on a view parallel to the waterfront showing the eye level pedestrian view along the Embarcadero. The intent is to put the proposed project into context with its neighbors as it would be seen by a pedestrian or traveler moving parallel to the project site. The perspective must be taken from the sidewalk opposite the project and show 25 feet of the adjacent lot or building on each side of the proposed project.
3. The applicant shall demonstrate how the proposed building conforms to the height and visual corridor aspects of the design requirements as set forth in Figures 5.1, 5.2 and 5.3. of this document.
  4. The applicant shall submit text describing building, use, coverage (per City use permit requirements) and a list of materials and colors plus any other material that would support and assist in the review of the proposed project for conformity with the design guidelines.

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## Design Guidelines

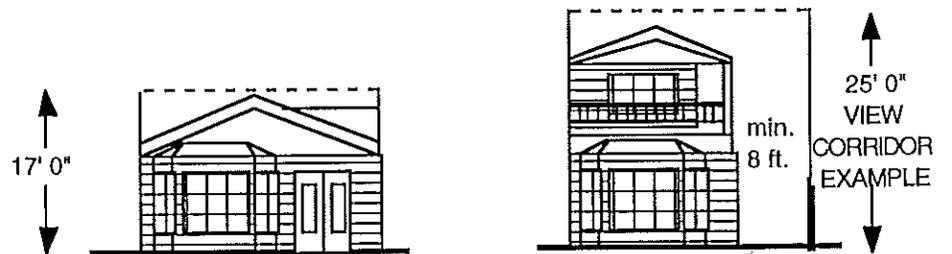
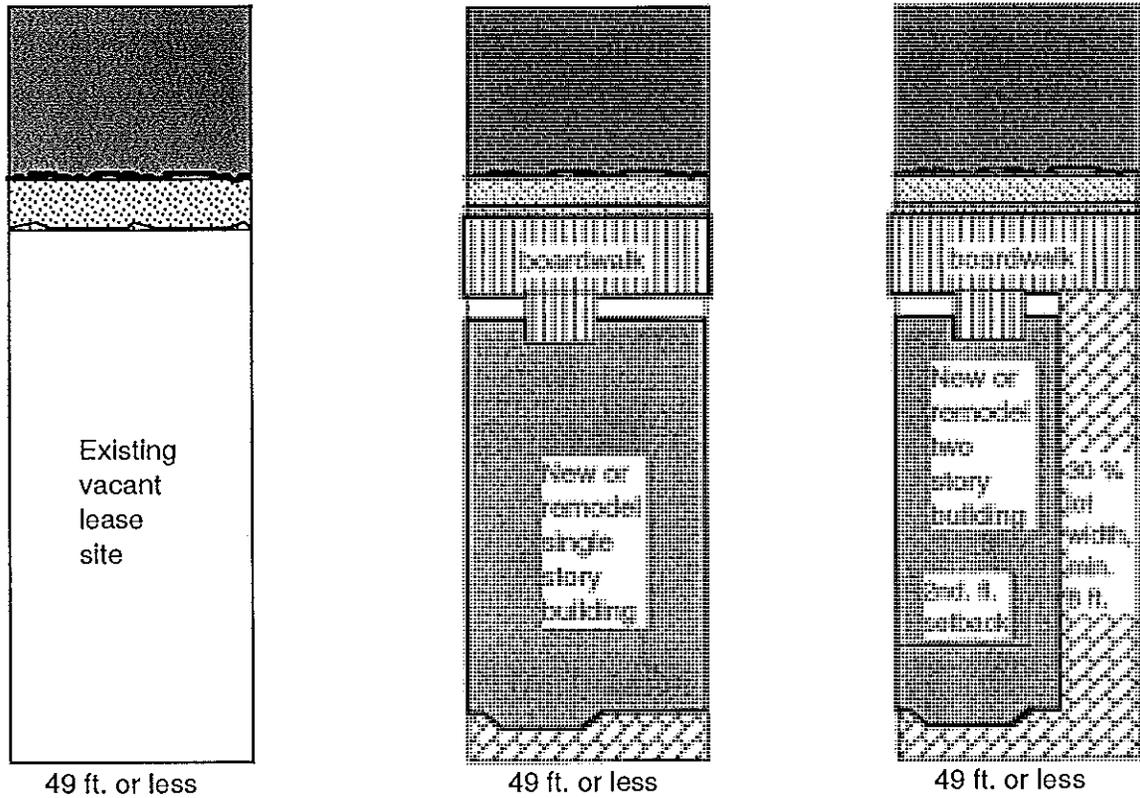
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5. For proposals which include development above the height of 14 feet, or for projects located on lease sites adjacent to the street ends, applicants shall prepare and submit with their application a detailed visual analysis of their project based on a standard analytical format provided by the City. The following project evaluation procedures shall be followed by the City and applicant when an application is processed:
  - a) Provide properly scaled and fully developed architectural renderings which adequately describe the height of the project and its relationship to view corridors and adjacent buildings;
  - b) Superimpose renderings over series of color photographs of site plan from each of the public observation points shown on Figure 5.4. Applicant shall provide color acetates suitable for use on an overhead projector at a public hearing;
  - c) In the event that the project may significantly alter views from public view corridors, the Planning Commission may require the temporary framing of roof corners and peaks to be erected and photographed prior to the project's public hearing to enable public and staff to personally evaluate visual impacts;
  - d) In the event of an appeal of the Staff or Planning Commission's decision, an information panel shall be placed on the site showing a copy of the photographs and describing other information (if any) that may be available at a designated City office or public place. Such information shall be on the site at least one week prior to the appeal hearing.

## VIEW CORRIDOR EXAMPLE

### Waterfront

Lots of 49 ft. width or less



Maximum flat roof area allowable: 50 % of floor area

FIGURE 5.1

## VIEW CORRIDOR EXAMPLE

### Waterfront

Lots or Common Lease Sites of 50 ft. width or more

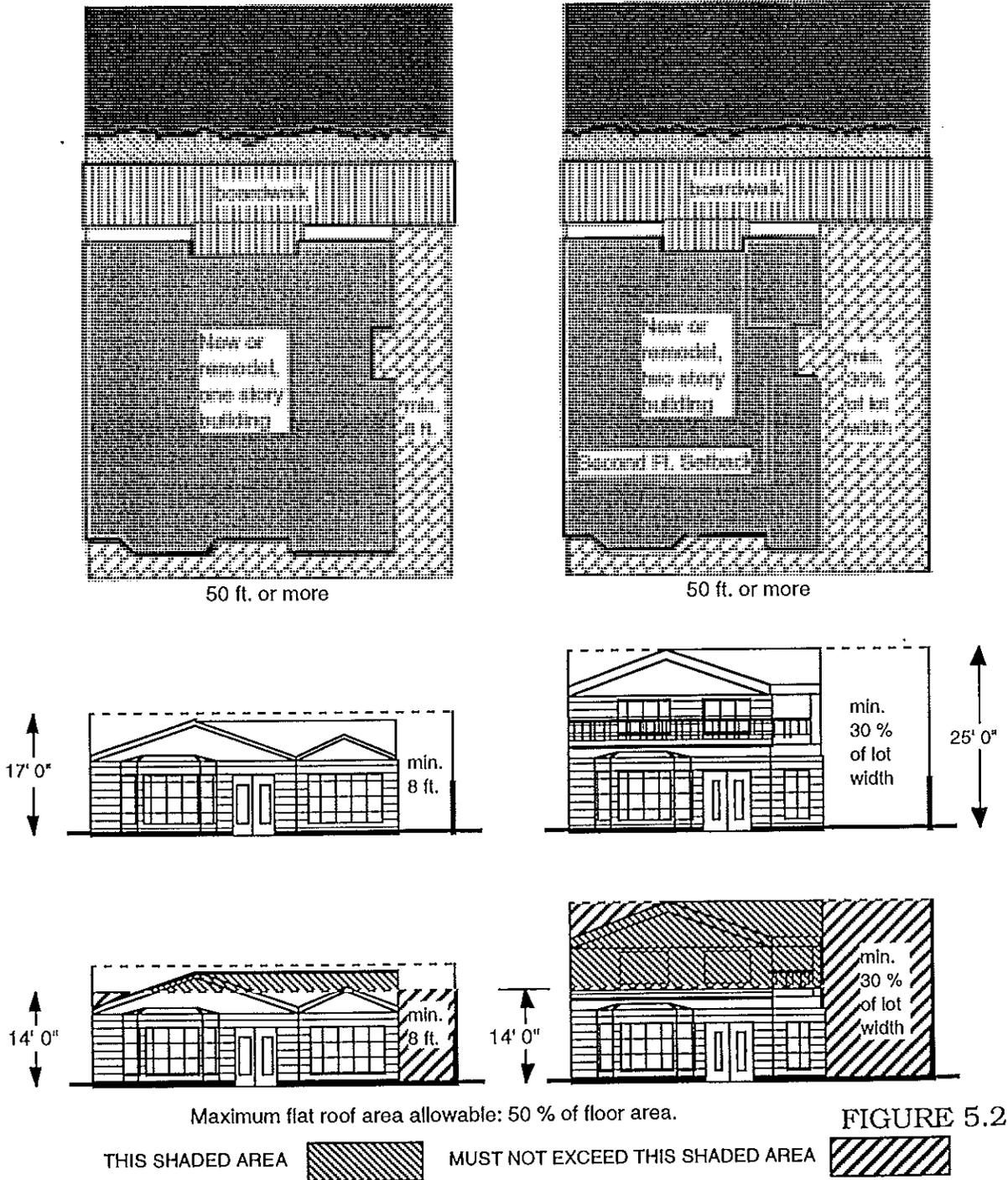
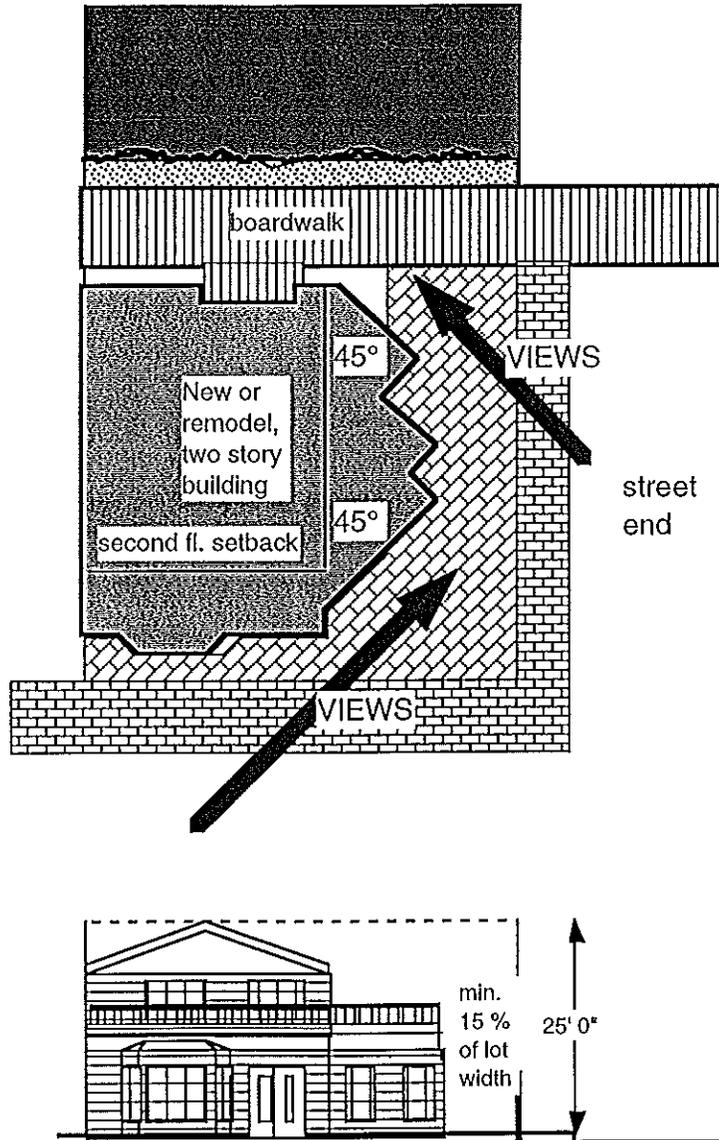


FIGURE 5.2

## VIEW CORRIDOR EXAMPLE

### Waterfront

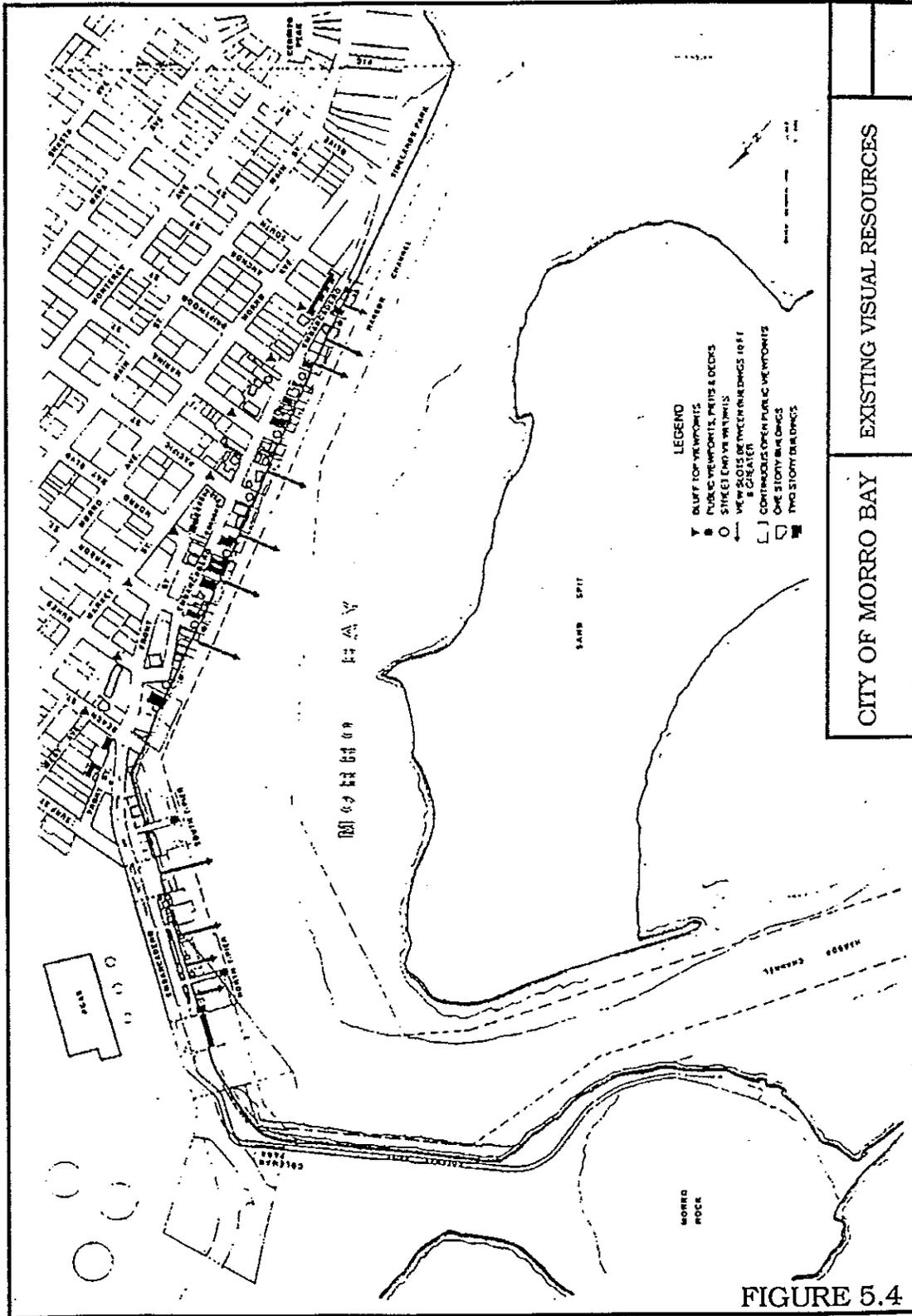
Criteria for Corner Lease Sites



The view criteria for lots over 50 ft. in width apply to corner properties and lease sites unless diagonal view corridors are provided as indicated in the diagram above

Maximum flat roof area allowable: 50 % of floor area

FIGURE 5.3



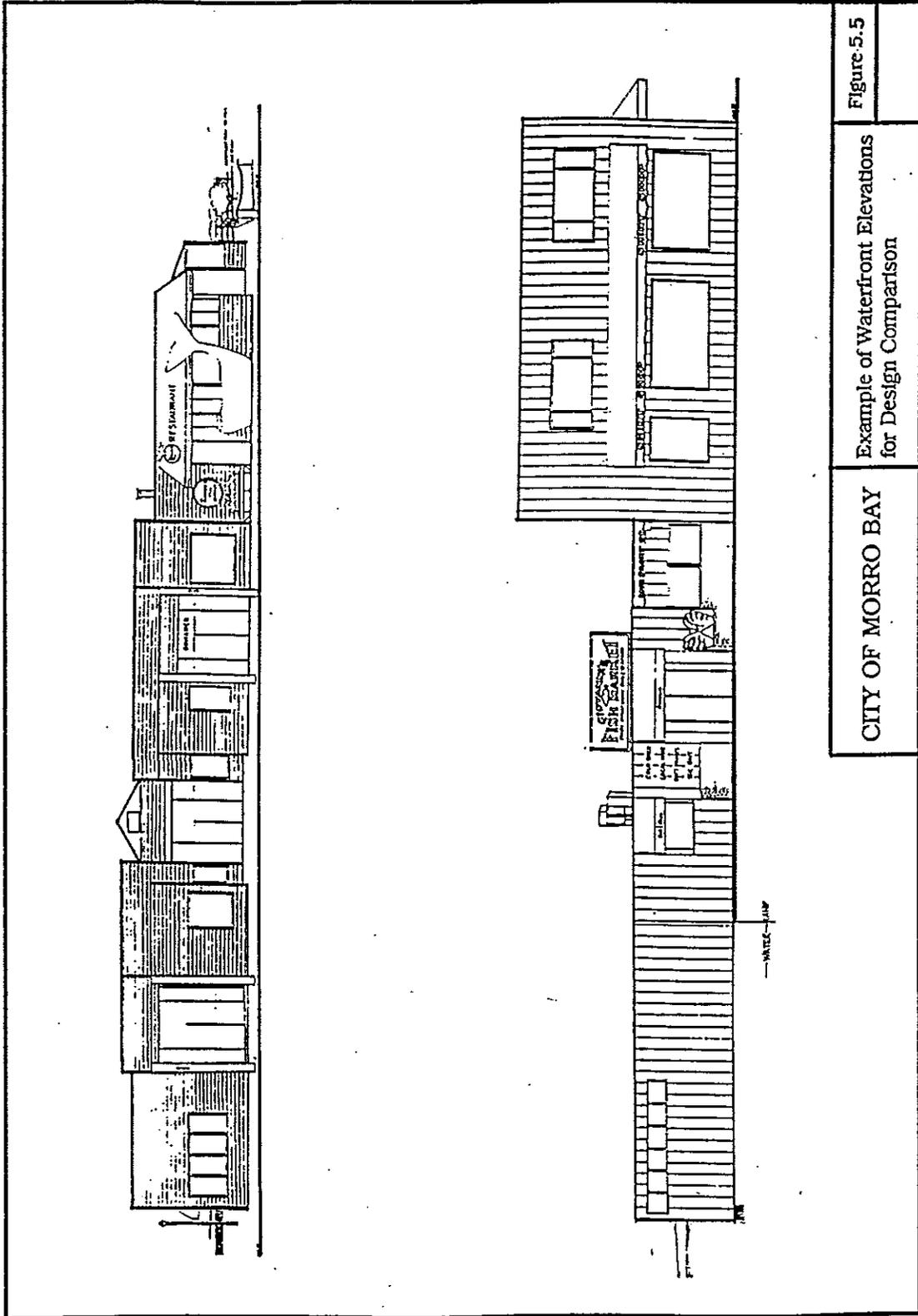


Figure 5.5

Example of Waterfront Elevations  
for Design Comparison

CITY OF MORRO BAY

## CHAPTER 6

### IMPLEMENTATION PROGRAM

The Waterfront Master Plan requires four different approaches to insure a comprehensive and integrated implementation program.

Zoning for the whole planning area is currently within the Planned Development (PD) Combining District and Overlay Zone of the Zoning Map and Coastal Land Use Map. A zoning ordinance text amendment will enable the design controls set forth in this plan to be reviewed with the policies included within this plan. The actual text is set forth in Appendix A. This text change will be incorporated into the City's zoning ordinance. The zoning sets forth the types of uses allowed, the density of development and the amount of site coverage and building height limits. It also allows for variance to these standards if the design improves the character and view of the water as set forth in the design guidelines.

The Design Handbook (Chapter 5) sets forth the design standards and view corridor requirements for private land owners and developers wishing to build or remodel structures in the waterfront area. These requirements will be reviewed during the use permit and building permit process. Conditions generated during this review process along with the related findings will be attached to the project as part of the environmental and planning approval and implemented during the project design and construction process.

Finally there are a series of policies which are implemented as part of the City's Circulation and Transportation Element. This element is proposed to include the changes to the Embarcadero, Front Street, Coleman Drive and the completion of a bridge over Morro Creek to connect the two parts of the Embarcadero and extend to Highway 41. The Local Coastal Plan (LCP) must be amended to allow this plan to be implemented. There are also a series of policies that will affect the Harbor Department operations and berthing management.

## APPENDIX A

### DRAFT ZONING REVISIONS

#### **Zoning Considerations**

- A. Amend the Planned Development (PD) test in the Zoning Ordinance to require use of the Waterfront Design Guidelines for those areas covered by the Waterfront Master Plan.

The PD Overlay Zone shall be used for the Master Plan Area to provide direction and design guidelines for the waterfront area with the following intent:

1. Maintain the areas visual and scenic character.
  2. Maintain and enhance visual access to Morro Bay and Rock.
  3. Provide the City of Morro Bay with a means of design review and control to meet the overall design goals of the Community.
  4. Provide greater flexibility for second story uses.
- B. All new development projects requiring discretionary permits (Conditional Use Permits, Coastal Development Permits, etc.) shall be consistent with the Design Guidelines for the area covered by the Waterfront Master Plan. Said Guidelines shall be adopted by the City Council by resolution.

## APPENDIX B

### AREAWIDE TRANSPORTATION AND HARBOR IMPROVEMENTS

The Waterfront Area has a distinct and unique character, yet it is unified by the ever present and ever changing existence of water — the ocean, navigable channels, mooring areas and natural habitat areas.

While many specific improvements are proposed within the different planning areas along the waterfront, the district's overall unity must be firmly retained. On land, the road system, parking, pedestrian ways and sidewalks tie the waterfront together as a single entity. They must be thought of in a comprehensive manner. On water, the harbor constitutes a single large circulation system containing localized areas dedicated to specific types of uses. All harbor uses are dependent on the functional and safe navigation through the entrance and channels. The following discussion reviews these two concerns in a comprehensive fashion and identifies proposals to maintain and enhance the circulation system on both land and water. Proposals that relate more to a specific planning sub area are discussed in Chapter 4.

#### **b.1 Roads / Vehicular Circulation**

Congestion and lack of adequate parking is the most identified problem in the waterfront area. In addition the extremely long single access route to the Coleman Park and the State Park area at Morro Rock (over a mile to the rock) not only increases the existing congestion since there are no alternative access routes, but poses a safety hazard if there should be an accident or a fire that blocks Coleman Drive. Similarly the City has only a single access to the Highway 41 extension around Morro Bay High School and the sewer plant. These facilities, as well as the mobile home park, could be cut off in the event of an accident or earthquake which blocked the Highway 1 underpass. Resolution of this issue is a high priority and is discussed in more detail below.

#### Issues:

1. Traffic Congestion on Embarcadero
  - Many vehicles, especially larger campers, have difficulty turning around in the central Embarcadero area. Turning around is also difficult at the seaward end of

Coleman Drive at the State owned parking lot near the north jetty. Vehicles with trailers compound congestion at the Tidelands boat launch area.

- Commercial vehicles double park on the Embarcadero while unloading, thus interrupting traffic flow.
- During periods of peak tourist activity, campers and vehicles with boat trailers contribute to congestion by parking in the retail and visitor serving areas. This is especially a problem at the southern section of the Embarcadero where parking spaces are marked for conventional vehicles only.
- The divided portion of the Embarcadero near the PG&E plant is confusing to those who wish to park in the adjacent lot next to the T-piers or turn around.

2. Excessive length of dead-end roads create congestion and safety hazards.

- The Embarcadero terminus at Tidelands is one-half mile south of Marina Street, the first intersection providing access to Main Street. This distance greatly exceeds the City's normal standards for cul-de-sacs which is 450 feet from intersection to the center of the turn around.
- The Coleman Drive termination at Morro Rock end is over a mile from Beach Street, the first intersection which provides access to the area. This is more than 10 times the length allowed for a cul-de-sac and there is no alternative access to this high use area.
- In the event of an accident (more likely with campers and vehicles with trailers and boats) these dead-end roads could become blocked resulting in frustration and possible danger for those trapped behind — potentially limiting the ability of emergency vehicles to reach the site of the accident. In addition, ambulances and fire vehicles are heavy and have longer turning radiuses than standard cars therefore generating special requirements for turning and roadway design sections. The present cul-de-sacs do not meet these requirements.
- The lack of any connection between Embarcadero and Highway 41 eliminates alternative emergency access to the high school and sewer plant in the event of an earthquake or an accident which blocks or destroys one of the bridges on Highway 1.

Objectives and Design Intent:

Provide improved vehicular access and circulation within the waterfront area.

Environmental sensitivity is an important component in the design and construction of access improvements.

Designs for road improvements in the waterfront area should insure environmental compatibility and visual compatibility with the area.

## **b.2 Public Parking**

After access and safety, lack of parking is the greatest areawide concern and the issue that draws the most complaints from residents and visitors alike.

Even so, the waterfront area contains considerable parking in the form of private, on-site parking for some businesses, public parking on the streets, and several public parking lots. There is a large redrock surfaced public parking area at Morro Rock, a paved public lot at Front Street adjacent to the P.G.&E. plant, paved public parking areas adjacent to the T-piers, and large improved public parking areas at Tidelands Park. Public parking in the central section of the Embarcadero consists of on-street parking and parking at the street-ends.

When large numbers of visitors are in town, parking resources in the central commercial areas from the north T-pier to Tidelands Park are utilized beyond capacity. One of the characteristics of the waterfront area and its tourist orientation is the large fluctuation level of parking demand. During these peaks the major deficiencies are experienced in the central part of the Embarcadero where businesses are the most dense and the potential for additions is at a minimum. Supplemental parking will be needed in the future in conjunction with a management plan. A parking management plan that addresses parking needs on the waterfront and the downtown area is currently under preparation (1992) and is intended to support this master plan. The City currently accepts parking in-lieu fees from some project applicants to be used to increase and improve parking resources.

The level of improvement to the various parking areas and their appearance differs greatly. There is an overall need for more efficient layouts in the parking areas, attention to pedestrian access, and aesthetic enhancement.

### Issues:

1. There is inadequate parking during peak hours at most planning areas
  - The existing parking lots west of Coleman Park to Morro Rock are not large enough to serve all the visitors that arrive in the area during peak summer weekends and holidays.
  - Parking in the Embarcadero, Area #3 is limited and the on-street parking adds to the congestion.
  - Area #4 (Tidelands) has inadequate parking for boats and trailers on major weekends and holidays and at peak fishing periods.

2. Some parking areas are poorly laid out and defined
  - Parking lots in Area #1 (State Beach and Coleman Park) are poorly defined and therefore inefficient at peak times. This poor delineation of parking spaces also, at times, leads to cars being blocked in by adjacent parked vehicles.
  - The layout and entry of the Morro Rock parking area is too narrow for easy parking and maneuvering of large recreation vehicles.
  - Existing parking is frequently poorly located in relationship to the desired destination areas.
  - Parking for the handicapped is non-existent or poorly defined and signed.
  - The main parking lot in Area #2 (T-pier area) is poorly defined and has conflicts with service vehicles and pedestrians.

### Objectives and Design Intent:

Provide additional conveniently located public parking facilities within the waterfront area or in immediately adjacent areas above the bluff.

Parking improvements should reflect the character of their setting. For example, at the City owned dirt lot at Morro Rock, it is inappropriate and unnecessary to plan for full paving, with concrete curbs, and formal landscaped areas. A design more informal and in keeping with the area and users' expectations is preferred. The design intent is to better organize the area and to maximize its capability to meet overflow, peak period parking needs. For the parking areas around the T-piers and at Front Street, a higher level of improvement is appropriate given the consistent level of use and the more urban character. Parking improvements should be designed to enhance the visual character of the area and to encourage more convenient and pleasant pedestrian use.

### b.3 Pedestrian / Bicycle Circulation / Handicapped Access

Increasingly, people are demonstrating the desire to walk and bike rather than relying on their automobiles. The Morro Bay waterfront is compact in size yet consistently interesting and is ideally suited to walking and biking. While the scale of the waterfront area and the mild weather encourages many to take to their wheels and heels, the narrow and discontinuous sidewalks and lack of bicycle lanes and facilities discourages them.

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Some areas of the waterfront, especially from Beach Street to Coleman Park are confusing and hostile for pedestrians, although the area contains much interest.

The benefits of improved pedestrian and bicycle access along the waterfront are compelling: enjoyment and health; freedom to wander and explore; less congestion on the roadways and a proportional reduction in air pollution. As the City addresses roadway and parking improvements within the waterfront area, and as public park and private development projects are proposed, the need for pedestrian and bicycle circulation should be kept in mind as an important element to unify the overall area.

## Issues:

1. Lack of adequate and continuous pedestrian and bicycle routes
  - There are no sidewalks, pathways or designated bike lanes between Coleman Drive at the entrance to the Morro Rock parking lot, and the end of the state parking lot serving the north jetty. The very narrow roadway and lack of shoulders around the south side of Morro Rock discourages non-vehicular access to this destination area.
  - The area from the north and south T-piers to the parking lot at Coleman Park does not currently have designated pedestrian or bicycle paths and is another missing link in the walking and biking system.
  - The public parking lot areas between the north T-pier and Beach Street serve a number of highly patronized businesses and public sites, yet there is no designated sidewalk in the area and pedestrians are forced to use narrow alleys in the parking lots. The current situation is not inviting.
  - While a lot of activity on sidewalks is desirable, there are places, especially in Areas 2 and 3 where the sidewalks need more continuity and capacity.
  - Because there are no separate bike paths or on-street bike routes on the waterfront area between Coleman Park and Tidelands Park, cyclists are forced to ride in the traffic lanes, minimizing the quality of the experience and creating an undesirable and unsafe traffic situation.
2. There is a continuing need for additional lateral access along the waterfront.
  - There is a potential for much greater lateral access to the waterfront along the waterside of buildings and lease sites in Areas 2 and 3.
3. There is a lack of handicapped access and pedestrian amenities.

- Wheelchair access is currently not feasible between the waterfront and the commercial areas above the bluff due to the steep slopes of existing sidewalks. There are no wheelchair ramps traversing the bluff.
- Existing sidewalks are not as visually attractive or interesting as they could be due to their plain and unadorned character.
- There is a deficiency of public seating, drinking fountains and gathering areas along the Embarcadero.

### Objectives and Design Intent:

Improve pedestrian, bicycle and wheelchair access consistent with the adopted Circulation Element of the General Plan and this master plan. Enhance the aesthetic quality of sidewalks, walkways and bicycle lanes.

Improvements to pedestrian and bike paths should be designed to be functional, practical to install, and as inexpensive as possible. At the same time, the objective is to create an attractive environment which encourages pedestrians to spend time in the area. The design style selected should integrate as well as possible with existing street-end access and other waterfront park improvements.

### **b.4 Public Transit**

In conjunction with the provision of street improvements and additional street connections proposed, public transit can provide convenient access to the Waterfront and help in reducing vehicle congestion. Special character transit vehicles, such as colorful trams can be a fun experience for visitors and residents alike and augment the overall recreational experience along the Waterfront.

### Issues:

1. At present there is seasonal public transit serving the Waterfront area.
2. There is potential to connect the waterfront to other parts of the City using public transit.
  - There is a possibility of increasing the multiple use of both the Main Street commercial area and the Embarcadero with the use of a transit.

- Some form of public transit could facilitate parking management by providing better access to remote parking lots. This could be true of both the Embarcadero area and the Morro Strand parking area during Easter for example.

## Objectives and Design Intent:

The transit service should be designed to operate in support of existing and future public parking facilities, pedestrian and bike paths, and reach major destination points to reduce vehicular congestion in the Waterfront area. Transit vehicles should have interest and charm to help make the system successful.

## **B.5 Harbor Facilities**

More than any other feature of the waterfront, it is the harbor that is dominant and unifies the areas character. The waterfront and all the uses and activities it supports exists because of the harbor.

## Issues

1. There is need for improved land facilities to support commercial and recreational boating.
  - Allocation of land support facilities have also been an issue between the requirements of the fishing fleet and sport fishing boats. Both components have on-shore requirements for parking, repair and fueling. Boat haulout facilities need to be enlarged or a new yard added.
  - A better road connection to the area north of Beach Street is needed to improve access by large trucks serving the commercial fishing operations around the T-piers.
  - Fish off-loading and processing areas around the north T-pier need reorganization and added work dock area and storage capacity to remain competitive.
2. The bay's scenic and environmental resources need to be considered in the decision process.
  - Personal experience of the harbor and bay is one of the most rewarding aspects of living in or visiting Morro Bay. As development pressures continue in the future the City must remain watchful to ensure the broadest possible access to and use of the harbor are retained and not foreclosed by private projects that limit overall use.

## Objectives and Design Intent

Recognize the harbor's immeasurable value to the public and to the City's future and that planning decisions for the waterfront need to be made in the context of the optimum balance between protection of the harbor's natural environment and its functions for commerce and recreation.

## APPENDIX C

### PLANNING AREA

This Appendix focuses on the issues that are unique to each of the five individual planning areas. The proposals of this Appendix set forth the most compatible possibilities drawing on the experience of the Waterfront Advisory Committee, and reflect the integration of the numerous concerns expressed by individuals and groups during several public workshops and through questionnaires and follow up discussion with respondents.

#### **Area 1: Morro Rock / Coleman Park**

[Morro Rock, sandspit to PG&E plant intake and Morro Creek, (see Figure 2.1) Issues specific to this area: (See Graphic Display — Map e.3. Photographs in Appendix G (pgs g-2 & g-3)]

1. Traffic Congestion including turn around difficulties at the end of the road at Morro Rock. Please also refer to the discussion in Chapter 3 and to Map e.1.
  - Inefficient parking and traffic congestion inhibits the natural experience desired for the area.
  - Many vehicles, especially larger campers have difficulty turning around at the Morro Rock parking area.
2. Parking serving the city beach is unstructured and inefficient; the parking area not attractive.
  - The existing parking lot is well located for its intended use and has a beautiful view of the ocean. It is, however, barren and full of potholes.
  - The parking lot has no definition / boundaries with the result that there is vehicular and pedestrian erosion of the adjacent dune and vegetated areas.
  - The parking lot is oversized for typical summer use. However, for major holidays or festivals, the area needs to be more efficiently organized to handle the demand.
  - Pedestrian access to the beach and surfing areas is not well defined and sometimes dangerous after storms.
  - The restrooms could be better located for use and are not accessible for the disabled. They are poorly designed for efficient maintenance.

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3. Erosion of the natural dune area by uncontrolled vehicle use is occurring; there is a need for revegetation and enhancing the environment.
  - Visitors to the Coleman Park area find many small dirt roads, unmarked directions and unstructured parking in the dune and adjacent beach areas.
  - The area adjacent to Morro Creek has been totally degraded and has almost no riparian or vegetational value from the PG&E fence west to the Pacific Ocean. There have been instances of people changing their automobile oil in the area and calls to the police for public safety reasons and towing of cars.
  - Some vehicle owners use non-designated roads for parking and beach access near Morro Creek thereby eroding the dune vegetation.
  - At this point the City does not seem to have a clear definition of the type of revegetation criteria and maintenance effort it is willing to apply to the area. Controlling the vehicular access into the dunes would significantly reduce some of the vegetational erosion but is not seen as solving the problem without being related to improved circulation and parking in the area.
  
4. Coleman Park is isolated from the bay.
  - The current park and playground is cut off from the bay by the location of Coleman Drive. This discourages safe and convenient access to the bay.
  - Passive park activities could be enhanced by location next to the water and conversely the small beach area near the PG&E intake area could benefit from easy access to the restrooms and supporting parking.
  
5. Potential for improved park amenities and support facilities.
  - The present park has some picnic areas (located away from the water without particular amenity) and some children's play equipment. The park is under utilized for its potential.
  - A better mix of facilities coupled with bicycle paths and pedestrian access to the bay could significantly enhance this resource.
  - While the small beach at the intersection of Coleman Drive and the Embarcadero (known as Coleman Beach) is at times heavily used by the public for general recreation and small boat access to the bay, this property is actually privately owned as part of the former Den Dulk interests. Securing its long term use by the public through obtaining fee title by exchange or purchase, or through obtaining public access easements is needed.

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6. Need to decide land uses for City held land as well as the former Den Dulk property in order to positively respond to future development proposals.
  - The former Den Dulk property, when considered together with City owned land, is a potential key to improving public access and recreational opportunities in the area through the redesign and expansion of Coleman Park.
  - The ultimate locations of the Embarcadero and Coleman Drive should be adjusted to support improvements to Coleman Park and to provide efficient access to private recreational facilities that may be developed in the area.
7. Potential development of harbor and commercial fishing support uses (boat launch, servicing, berths) is implied through the Commercial Fishing (CF) zoning designation applied to the waterfront area adjacent to the PG&E facility as a result of Measure D.
  - The series of public workshops demonstrated that there was little interest in establishing new boat haulout and repair facilities in the area northeast of Coleman Drive due to the conflict of crossing the road with boat haulout hoists.
  - The number of potential supporting berthing spaces in this area is limited due to the narrow channel and because of the presence of eelgrass and other habitat values.
  - Examination of the land area's physical capabilities and its relationship to the bay and related boating facilities showed conflict in traffic patterns and low efficiency of facility to the amount of land required. Support facilities such as parking and repair sheds and work areas appear to conflict with the natural character appropriate for the area around Morro Rock.
8. Consider an additional harbor boat launch in the Target Rock area
  - At present the public launch ramp at Tidelands Park is the only facility capable of providing access / launching to the bay and ocean for trailer boats. During peak use periods, the Tidelands Park ramp is heavily used and the parking lot becomes full. Planned improvements at Tidelands Park have reduced boat trailer parking capacity in the future, and it is expected that an additional launching site (from trailers) would be useful. The City has two options, either cope with the congestion at the revised Tidelands Park or consider other launching area alternatives.
  - City property at Target Rock appears worthy of further examination and evaluation for a supplemental launch ramp. (It is noted that this is an historic launching site which was used by the Navy up through World War II.)

- Any design for development in this area must take into account the natural character desired near Morro Rock, the relationship to Coleman Drive, parking and bicycle paths as well as the narrowness of the channel and the bay currents. (See Figure C.1)
- If a connection to Highway 41 is provided by bridging Morro Creek, a launch site in this area could relieve much traffic congestion in the Embarcadero Area since boat trailer traffic will not have to traverse the commercial and fishing areas to get to the existing Tidelands Park launch area.

## Objectives and Design Intent:

Provide maximum public use and enjoyment of this key shoreline area in a safe, convenient, and attractive manner, and consistent with maintaining and enhancing the area's special environmental and scenic qualities.

The Morro Rock / Coleman Park planning area should be kept in a relatively natural state especially the Rock and vegetated portions of the dunes. Additional areas, where appropriate, should be developed to augment the natural character of the adjacent areas. The visitor serving facilities of the area such as Coleman Park and the parking lots should be restructured to reduce misuse and overuse and provide better access to the waterfront. Any development should meet stringent design standards and be limited to the addition of a boat launch area and a support concession on private land in the area of Coleman Beach to enhance access and recreational use while avoiding excessive development that would conflict with the area's outstanding natural resources. Any private visitor serving uses in the Coleman Drive/Embarcadero Road area should also be designed to be low-keyed in appearance and blend with the environment.

## **Area 2: T - Piers / Fishermen Working Area**

(PG&E Intake plant to the intersection of the Embarcadero at Beach Street)

General Description: This area is primarily devoted to the working fishing boats and shoreside support. There is also a sprinkling of restaurants and a very chaotic series of parking lots. To the east the area is visually dominated by the PG&E power plant.

## Issues for Area 2

1. Inefficient and confusing parking layout. Refer to Chapter 3 and Map e.5.
  - Access to and from the Embarcadero is confusing delineated only by random curb cuts.

# ATTACHMENT C

## APPENDIX C

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- The parking layout is inefficient and confusing to use. It is sometimes difficult to locate where one parked when returning from the Tee pier area.
  - The parking visually blocks the view of the buildings and bay front facilities.
2. There is a potential to use frontage of PG&E land for landscaping and bicycle path. (Any work along the Embarcadero would be done in cooperation with PG&E.)
- The PG&E facility forms the backdrop for the area and could be visually improved with more landscaping.
  - There is a possibility that while relandscaping the PG&E frontage a bicycle path could be built that would be separated from Embarcadero and the related parking area.
3. Truck access to fish processing areas (servicing) is in conflict with pedestrian access to the bay front.
- Loading fish is interesting for tourists to watch. Maneuvering for loading areas needs improvement and separation from general use pedestrian areas for safety reasons.
  - Service areas are not clearly delineated.
4. Inadequate pedestrian access along the waterfront
- Lateral access along the bayfront is impeded by buildings and service areas.
  - There is potential for greater viewing of the fishing / boating activity by separation (probably elevated) of commercial fishing and pedestrian / visitor serving uses.
5. Potential for improved harbor support facilities
- This area has some potential for expanding harbor and waterfront support facilities. Additional harbor related facilities currently needed include:
    - a) expansion of the net drying and repair area
    - b) expansion of City Harbor Department offices
    - c) improved fish processing plants (modernize existing facilities)
6. Reduction or mitigation of air quality, noise and visual impacts by the PG&E plant
- This area is dominated by the PG&E plant which does not augment the visitor serving potential of the area.

- Reduction of the air quality, noise pollution and visual intrusion of the plant would benefit the area.

## Objectives and Design Intent:

Improve parking design and layout in the area to increase the amount of parking, its convenience, and appearance. Enhance opportunities for waterfront access by coastal dependent uses, and improve pedestrian access and safety.

Improved visual appearance of the area will result from reorganized and landscaped parking. Because the area has a strong “working commercial harbor” character, public improvements should not be too manicured or contain excessive landscaping. Visual access to the T-piers from the street needs to be preserved.

### **Area 3: Embarcadero Visitor Area**

(Embarcadero: Beach Street to South Street between the bluff and the waterfront)

#### Issues specific to Area 3:

1. Traffic congestion
  - Inefficient movement and traffic congestion inhibits the pedestrian exploration and waterfront experience desired for the area.
  - Many vehicles, especially larger campers have difficulty turning around along the Embarcadero
2. Inadequate parking for visitors and employees
  - Insufficient parking limits pedestrian and visitor access to the central area.
  - Early arriving employees often occupy prime parking spaces that should be reserved for short term visitors.
3. Need for more pedestrian access, space and amenities (sidewalks)
  - Existing sidewalks are narrow in portions of the area.
  - The quality and design continuity of the sidewalks and pedestrian access way would benefit from common design standards.
4. Inadequate lateral coastal access along waterfront

- There is potential for increased lateral access along the bayfront in conformity with Coastal Access requirements.
  - This goal of providing additional lateral access fits within the pedestrian emphasis desired for the area to enhance shopping, viewing of the working fishing areas and appreciation of the scenic character of the bay, sandspit and rock.
5. Need for bicycle paths through area
- Provision of bicycles paths or roadways would enhance access to the area and potentially reduce the vehicle parking requirements.
  - Area needs bicycle parking areas and rental locations. (Some communities like San Diego have made bicycles a major part of their beach area transportation plan.)
6. Need to protect view corridors along perpendicular access streets
- Perpendicular view corridors at the street level will enhance the pedestrian views of the bay.
  - Such views can be protected by limiting building heights and setbacks on the lots adjacent to the stub street which dead end into the bayfront.
7. Desire to provide glimpsed views to the bay through buildings perpendicular to Embarcadero
- Encourage provision of views between buildings and along access routes to lateral waterfront pedestrian routes.
  - Encourage building design which provides a “see-through” potential (as for example HMS Salt.)
8. Need to control height of development along the Embarcadero to preserve views of the bay.
- Height controls will allow visual access to the bay and rock from structures along the bluff top.
  - Roof character should also be designed to enhance the views from the buildings along the bluff top.
9. Potential for selected enhancement of harbor support facilities
- Enhancement of boatyards and similar water dependent uses should be encouraged to maintain a diverse and water related character for this area.

- Water dependent establishments should be encouraged to allow safe visual access of the work or facilities to provide visual diversity and education of the public.

10. Expressed desire to direct the architectural character of new construction in area

- In addition to height limits for visual access, the architectural character of the Embarcadero waterfront should be established to limit buildings that are out of character and scale with the existing community.
- Architectural guidelines should encourage building which enhance the pedestrian environment through provision of amenities and diversity of visual character and views from the walkway areas.

### Objectives and Design Intent

Enhance the positive characteristics while improving the access and parking situation. New development should not significantly change the apparent scale of the area. As new buildings are built and old ones rehabilitated, they should be developed to enhance access to the water and provision of pedestrian amenities.

### **Area 4: Tidelands Park**

[South Street to the southeast end of Tidelands Park and boat launch area. (See Map e.7)]

### Issues specific to Area 4:

1. Inadequate circulation between the Embarcadero and the Main Street area.
  - Access is only provided by the Embarcadero with a resultant long deadend street situation which causes both congestion on busy days and creates a potential hazard should there be an accident or fire.
2. Traffic congestion and lack of parking on busy holidays and weekends.
  - Inefficient parking and traffic congestion inhibits the park-like experience desired and effective use of the boat launch area. With the redesign included with the new Tidelands Park, a significant amount of vehicle and boat trailer parking capability is eliminated which will make the periods of peak fishing and the summer situation even worse than it is at present.
3. Need to provide supplemental boat launch facilities elsewhere on the bay if feasible.

- The boat launch area is not adequate for existing needs on critical holidays, weekends and during the summer.
  - A significant cause of congestion and time delay is the problem of long queuing lines of vehicles and trailers during boat launch and return at the boat ramp area.
  - Growth in the use of Morro Bay for the launching of small boats will further overtax the existing and proposed Tidelands Park facility.
4. There is inadequate pedestrian access to the bay. (Improvements are proposed to increase pedestrian access in the currently adopted Tidelands Park Plan).
  5. Acquire additional land between South and Olive Streets for park and open space purposes. (see Tidelands Park plan).

Objectives and Design Intent:

Provide parking and passive recreation as well as maintain the existing boat launch facility. Add a public restroom and landscaping to increase the amenities available in the area. Many of these improvements are included in the approved Tidelands Park improvement plan.

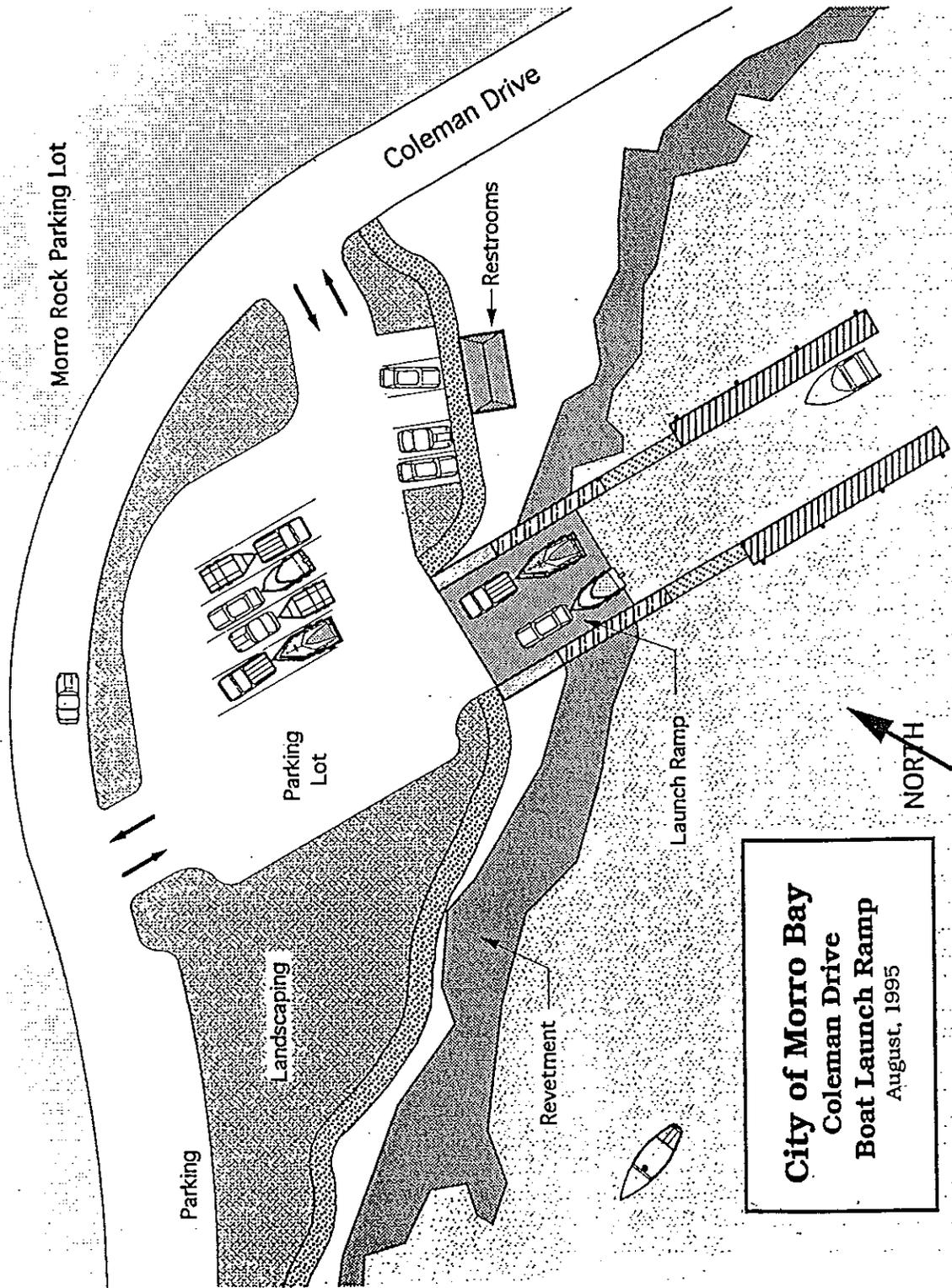


FIGURE C-1

APPENDIX D

DESIGN  
GUIDELINES  
FIGURES



Photo #1: View of the bay and sandspit from the bluffs near Harbor Street. The Whale's Tale Restaurant is in the center with the small park to its right. The development potential for the area is demonstrated by the two lines overlaid on the photo -- the lower line is 17 feet and the upper is 25 feet high.

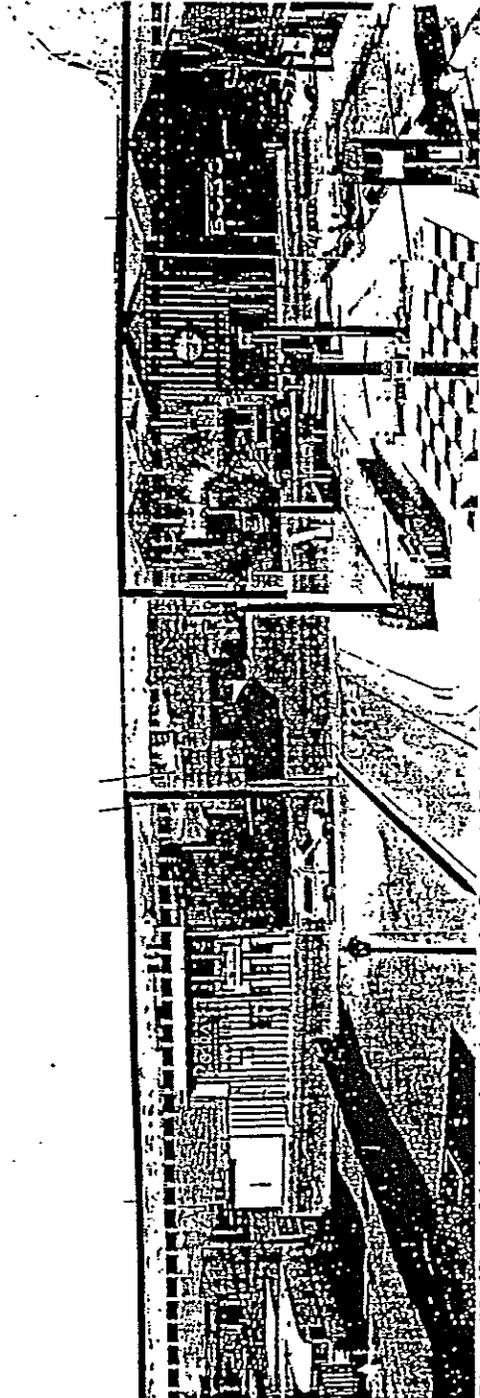


Photo #2: View of the bay and sand spit from the Centennial Stairs. The street end view is a major concern for preservation. The overlay lines demonstrate the potential building envelopes of 17 feet (dotted line) and 25 feet (solid line) to the water. Both extend to the higher limit.

Waterfront Master Plan

Figure d-1

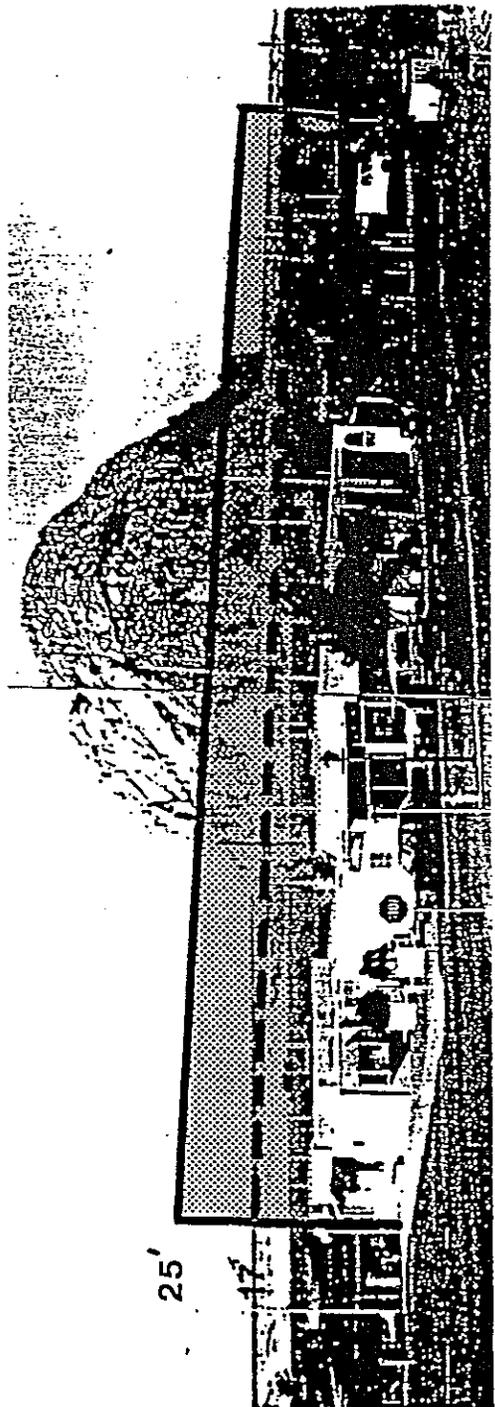


Photo #3: View of the bay, sandspit and Morro Rock part way up the bluffs. The photo demonstrates the typical character the older single story buildings that will be under pressure to be replaced because of their physical deterioration and economic pressures.

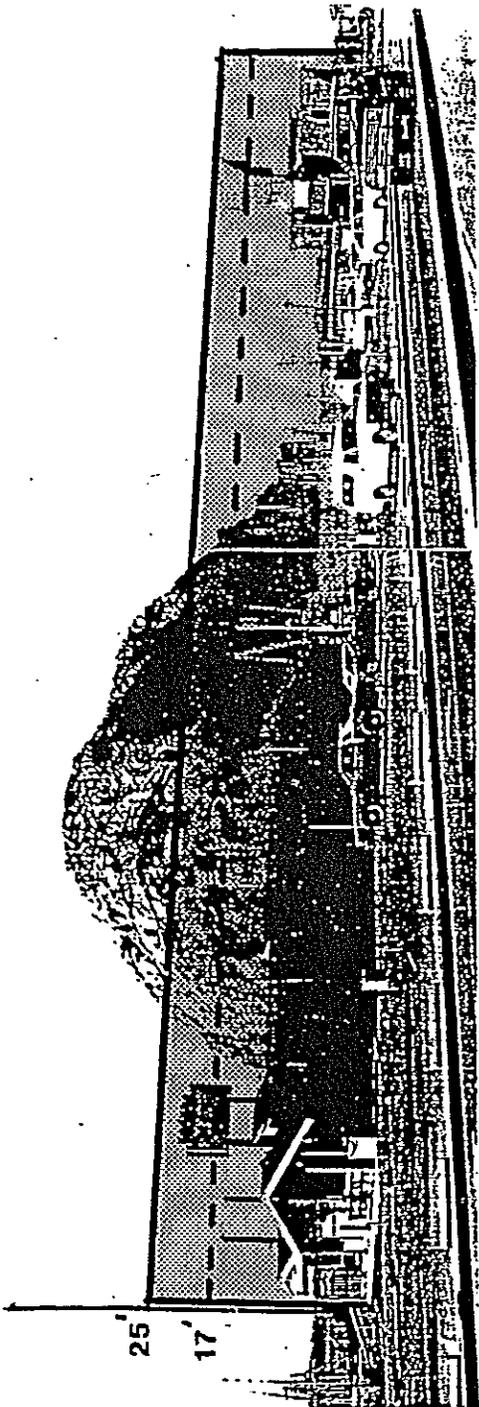


Photo #4: View of the bay and Morro Rock from the area near the PC&E plant. The need for design control is demonstrated by the 17 and 25 foot height limits shown overlaid on the photograph.

Waterfront Master Plan

Figure d-2

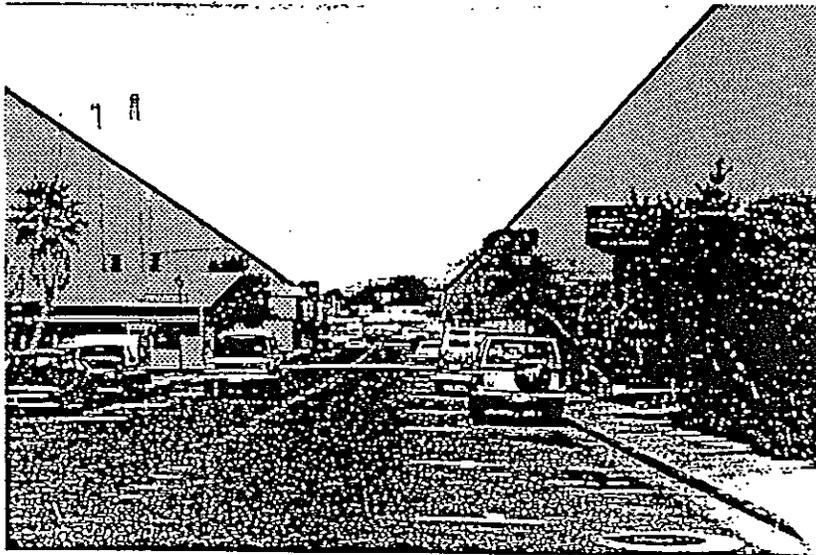


Photo #5a: View north along the Embarcadero showing standard implementation of zoning height limitations which allow new construction to create a tunnel like character.



Photo #5b: Same view as in photo 5a looking north along the Embarcadero showing alternative height limitations as allowed in diagrams shown in Figures 6, 7 and 8 which could reduce the tunnel like character allowed by a common height restriction.

Waterfront Master Plan

Figure d-3

Waterfront  
Master Plan

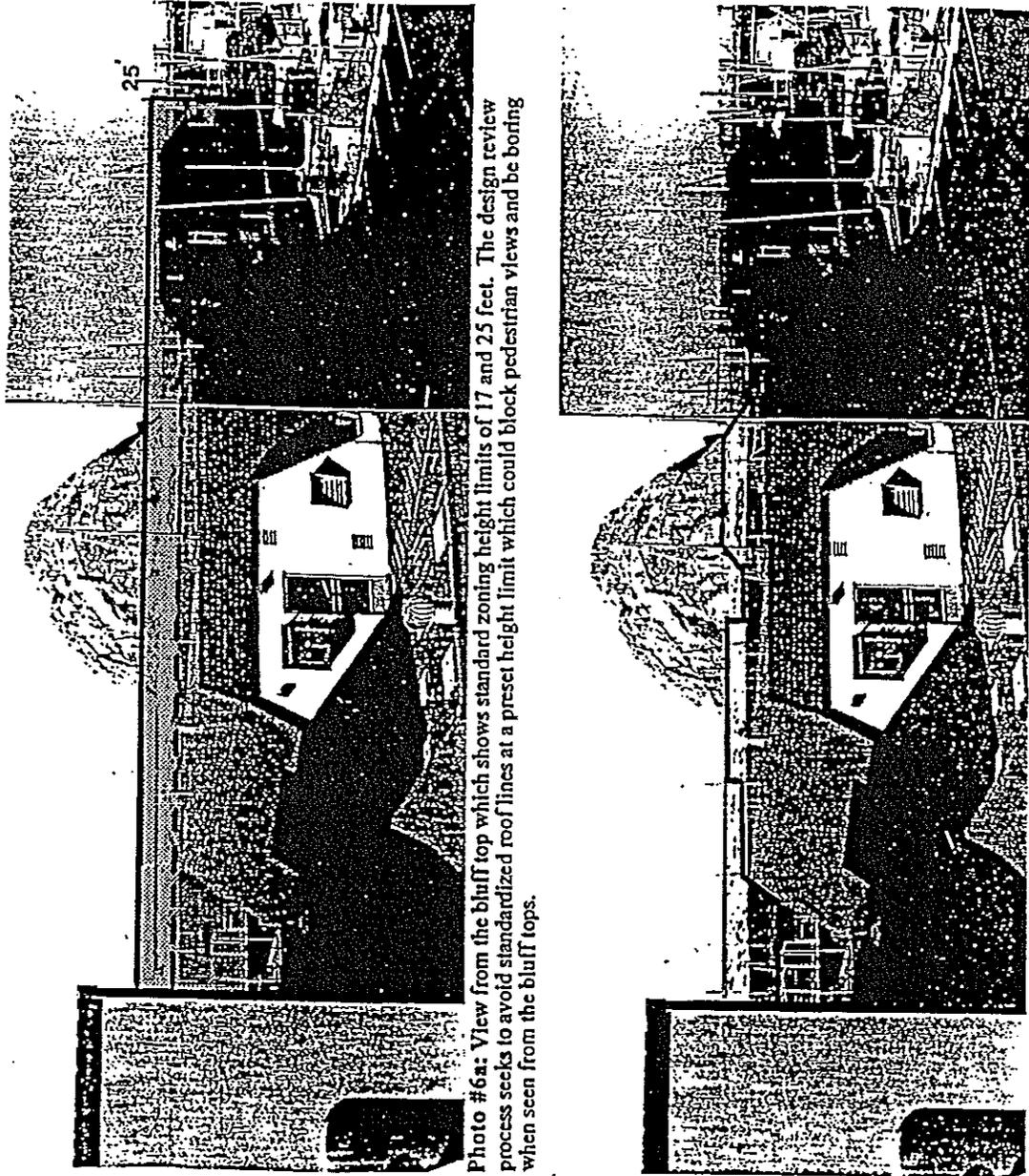


Photo #6a: View from the bluff top which shows standard zoning height limits of 17 and 25 feet. The design review process seeks to avoid standardized roof lines at a preset height limit which could block pedestrian views and be boring when seen from the bluff tops.

Photo #6b: View from the bluff top which shows a design approach preferred by the committee which allows variations in roof lines to give glimpses of the bay and provide architectural interest.

Waterfront Master Plan

Figure d-4

Waterfront  
Master Plan

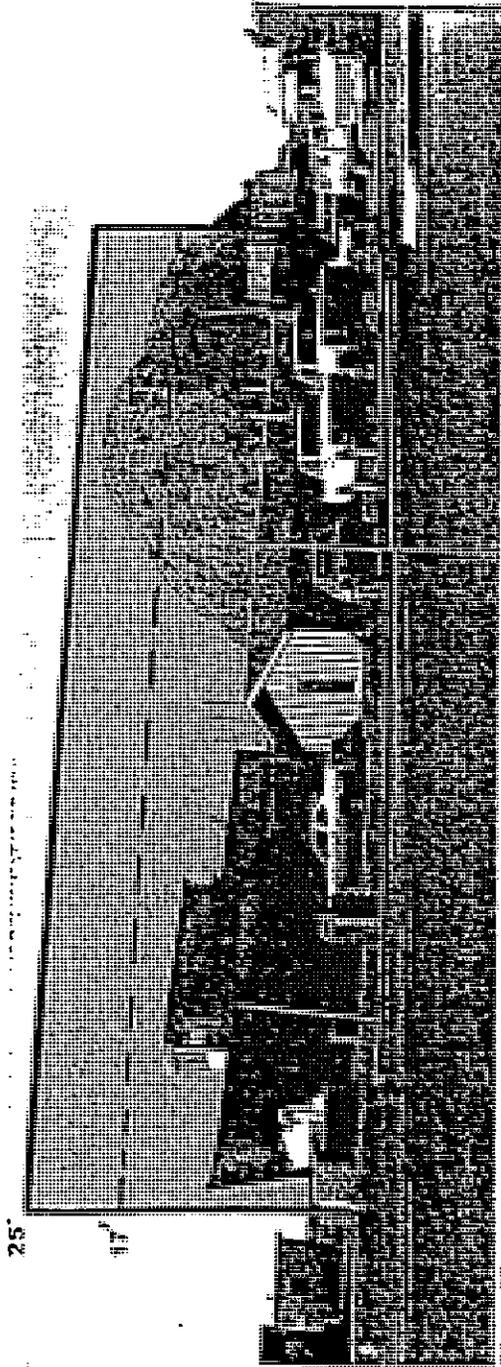


Photo #7a: View from the street level which shows standard zoning height limits of 17 and 25 feet. The design review process seeks to avoid standardized roof lines (even at 17 feet) at a preset height limit which could block pedestrian views and generate a tunnel like character along the Embarcadero.

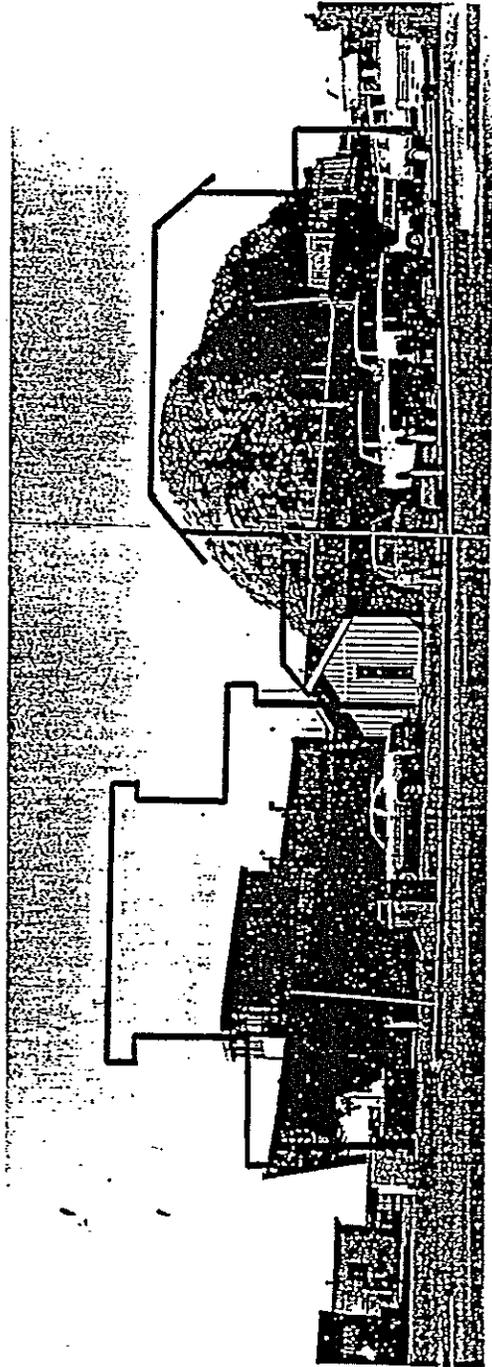


Photo #7b: View from the bluff top which shows the design approach preferred by the water-front committee which allows variations in roof lines to give glimpses of the bay and provide architectural interest.

Waterfront Master Plan

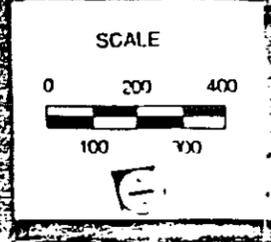
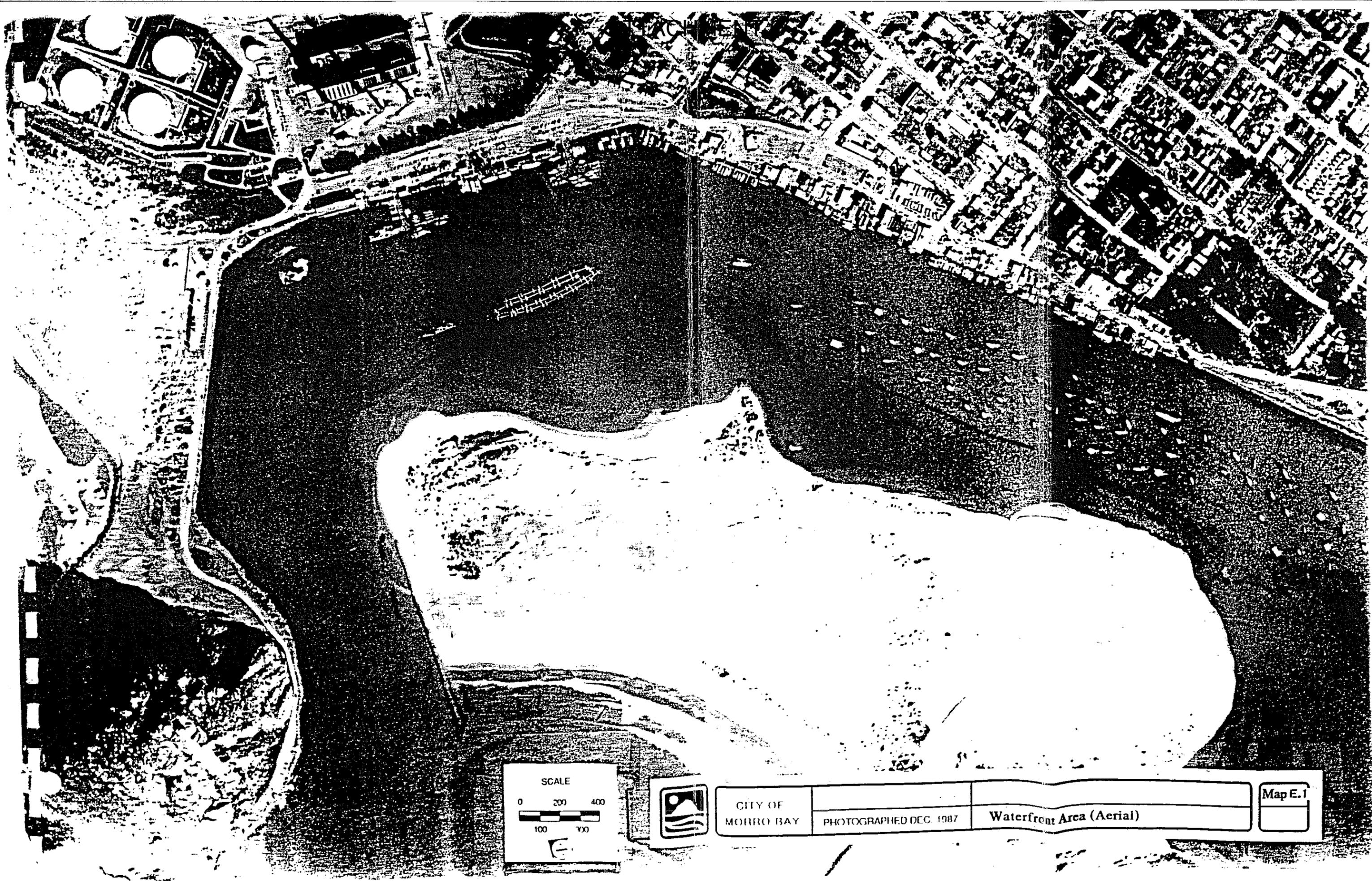
Figure d-5

Waterfront  
Master Plan

## APPENDIX E

### MAPS

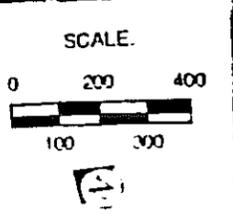
<u>GRAPHIC</u>		<u>Page</u>
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Map e.2	Waterfront Area (aERIAL) sOUTH	e.3
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Map e.4	Area 1: Proposed Plan	e.5
Map e.5	Area 1: Proposed Plan (Den Dulk Area)	e.6
Map e.6	Former Den Dulk Property Zoning	e.7
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Map e.9	Area 3: Proposed Plan	e.9
map e.10	Harbor Front Parking Lot Concept Plan	e.11



CITY OF MORRO BAY	PHOTOGRAPHED DEC. 1987	Waterfront Area (Aerial)	Map E.1
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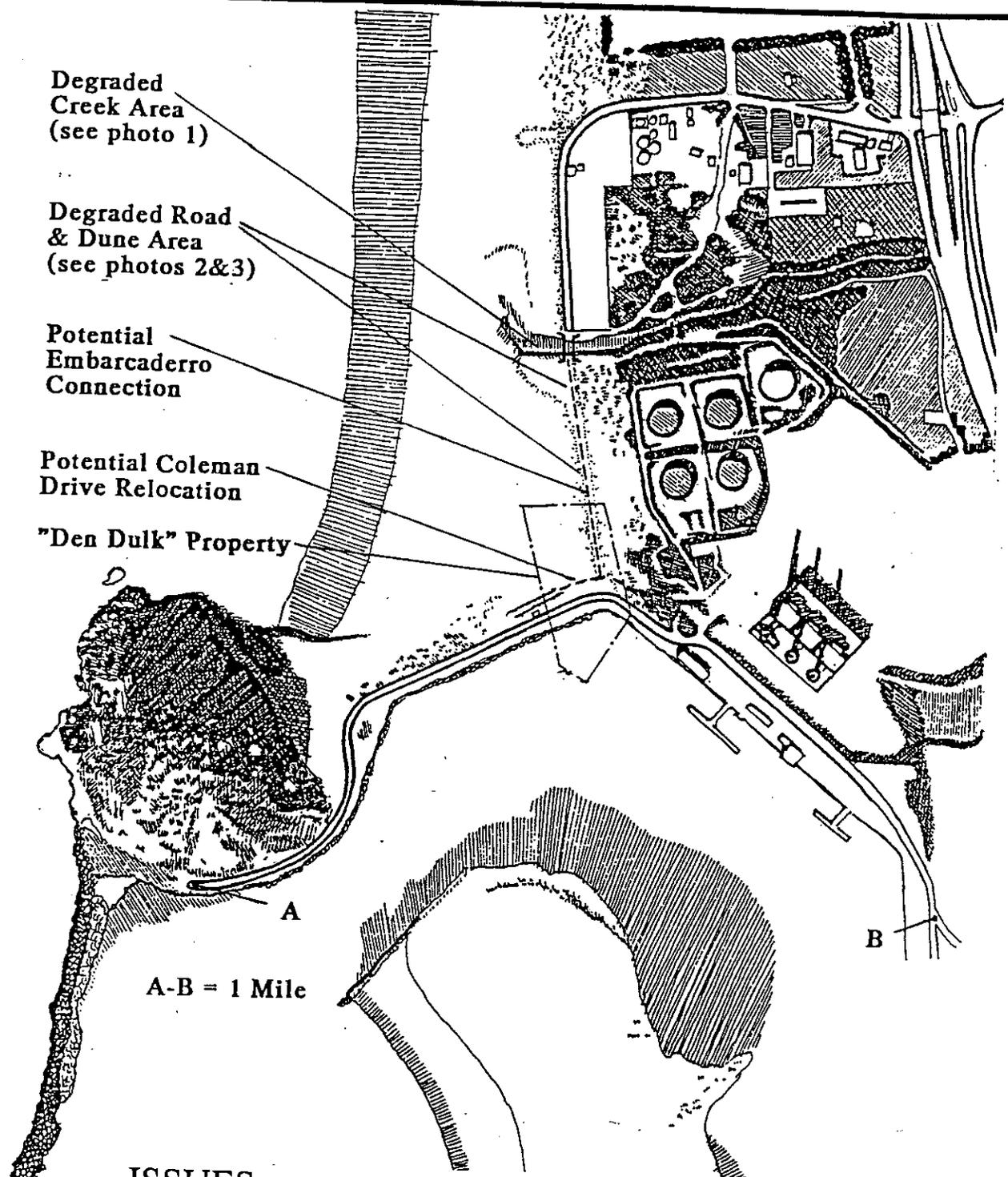


C. M.



CITY OF MORRO BAY	PHOTOGRAPHED DEC. 1987	Waterfront Area (Aerial)	Map E.2
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# ATTACHMENT C



## ISSUES:

- a. Traffic Congestion including turn around difficulties at the end of the road
- b. Erosion of the dune area by uncontrolled vehicle use, need for revegetation
- c. Parking unstructured and inefficient
- d. Coleman Park isolated from the water
- e. Need to decide land uses for City held land as well as the former Den Dulk property
- f. Need for a second exit from the area in case of an accident
- g. Potential for improved park amenities
- h. Possibilities for additional harbor support uses (boat launch, servicing, berths)

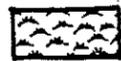


Area 1: Existing Conditions  
Morro Rock &  
Coleman Park

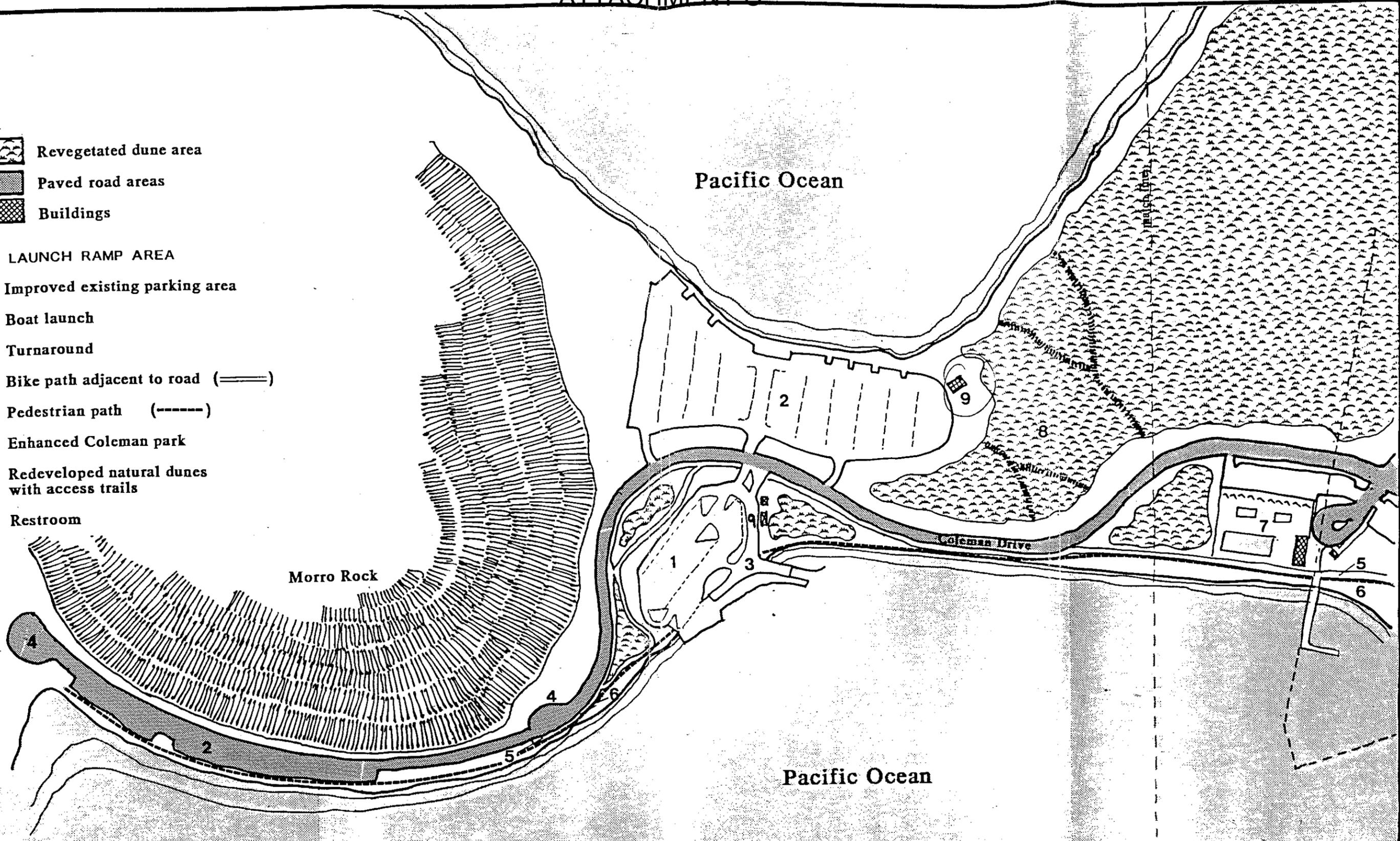
Map E.3

ATTACHMENT C

KEY

-  Revegetated dune area
-  Paved road areas
-  Buildings

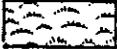
- 1. LAUNCH RAMP AREA
- 2. Improved existing parking area
- 3. Boat launch
- 4. Turnaround
- 5. Bike path adjacent to road (====)
- 6. Pedestrian path (-----)
- 7. Enhanced Coleman park
- 8. Redeveloped natural dunes with access trails
- 9. Restroom



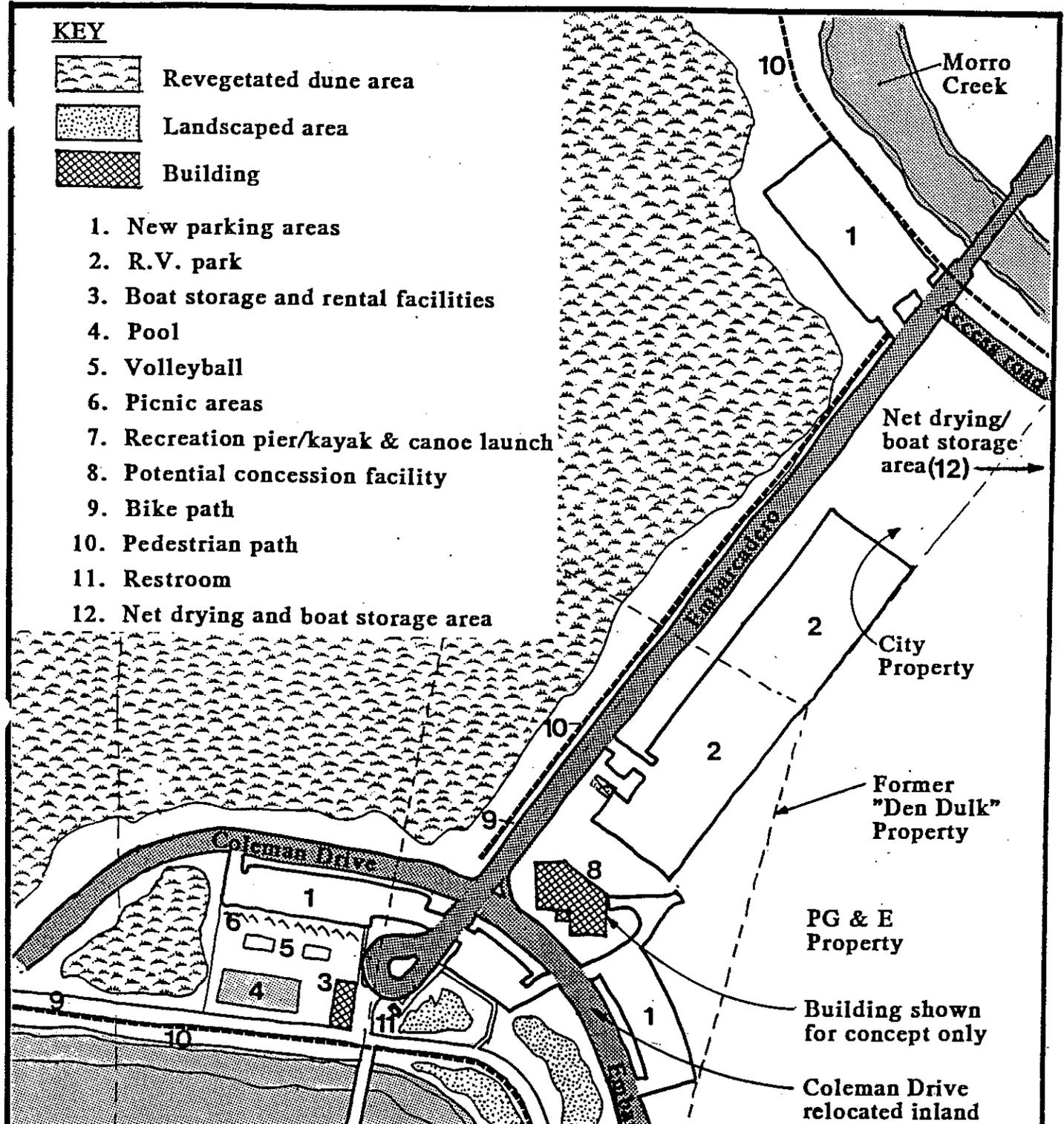
 	scale  200'	Area 1: Proposed Plan	Map E.4
		Morro Rock & Coleman Park	

# ATTACHMENT C

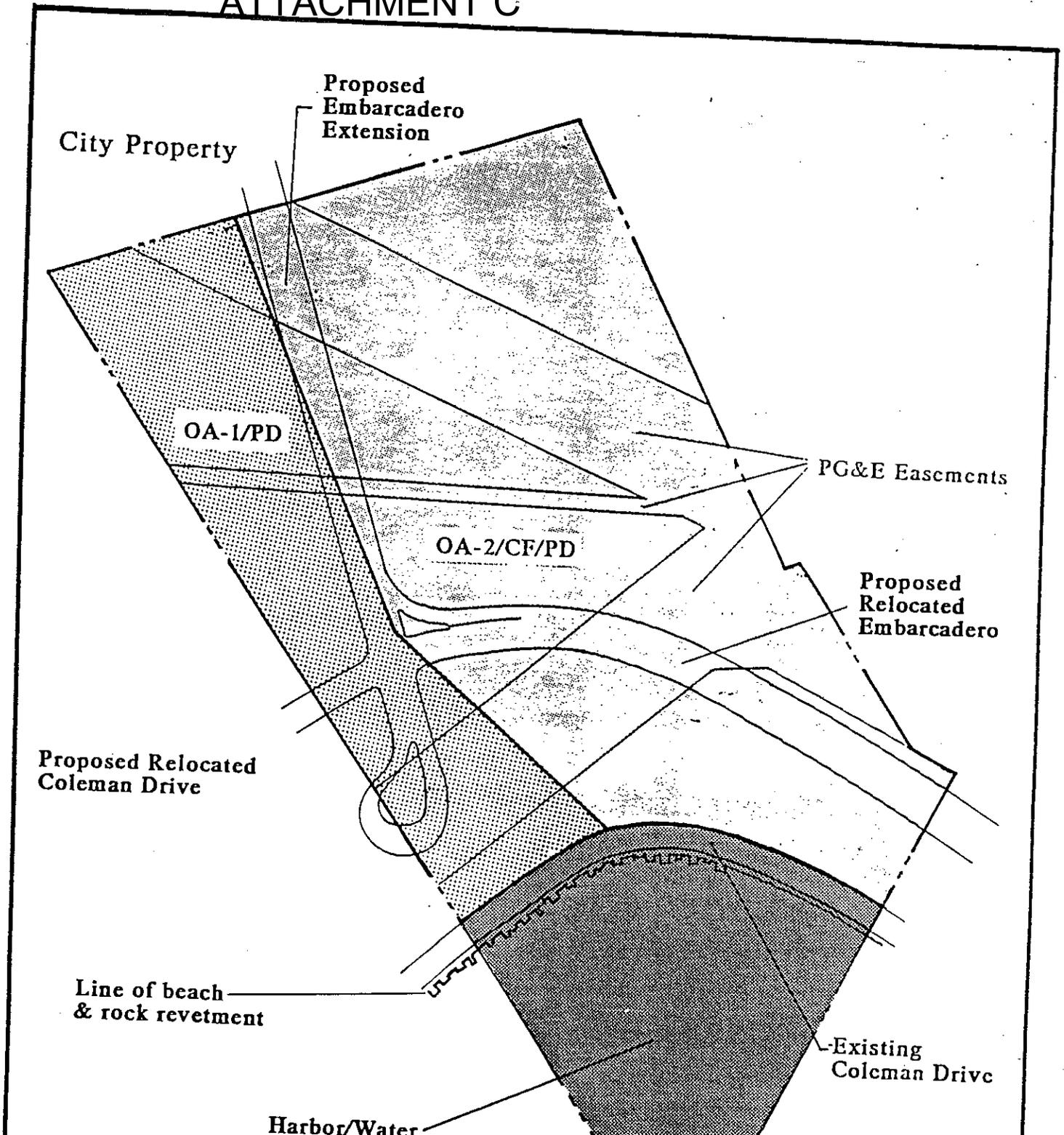
## KEY

-  Revegetated dune area
-  Landscaped area
-  Building

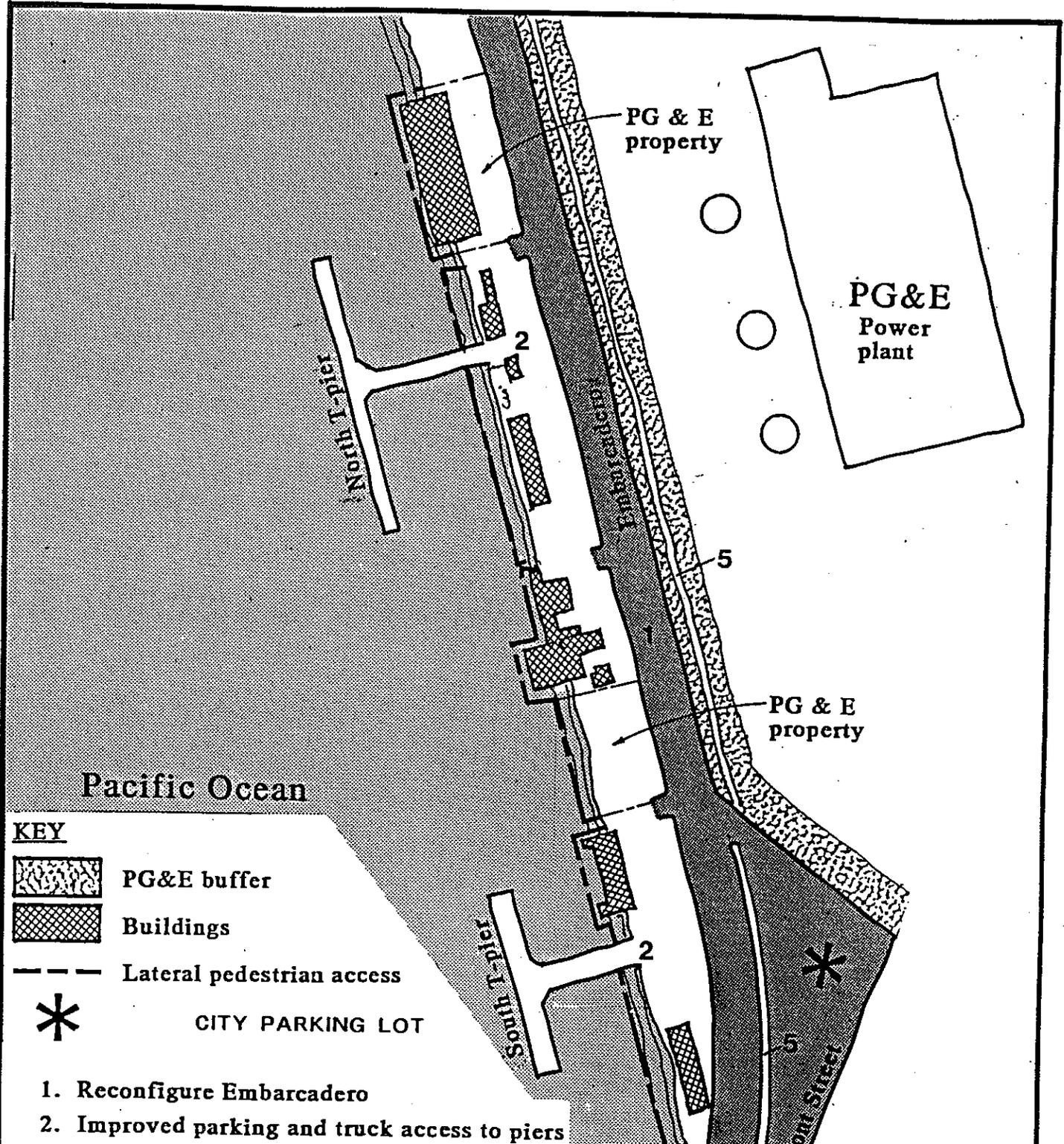
1. New parking areas
2. R.V. park
3. Boat storage and rental facilities
4. Pool
5. Volleyball
6. Picnic areas
7. Recreation pier/kayak & canoe launch
8. Potential concession facility
9. Bike path
10. Pedestrian path
11. Restroom
12. Net drying and boat storage area



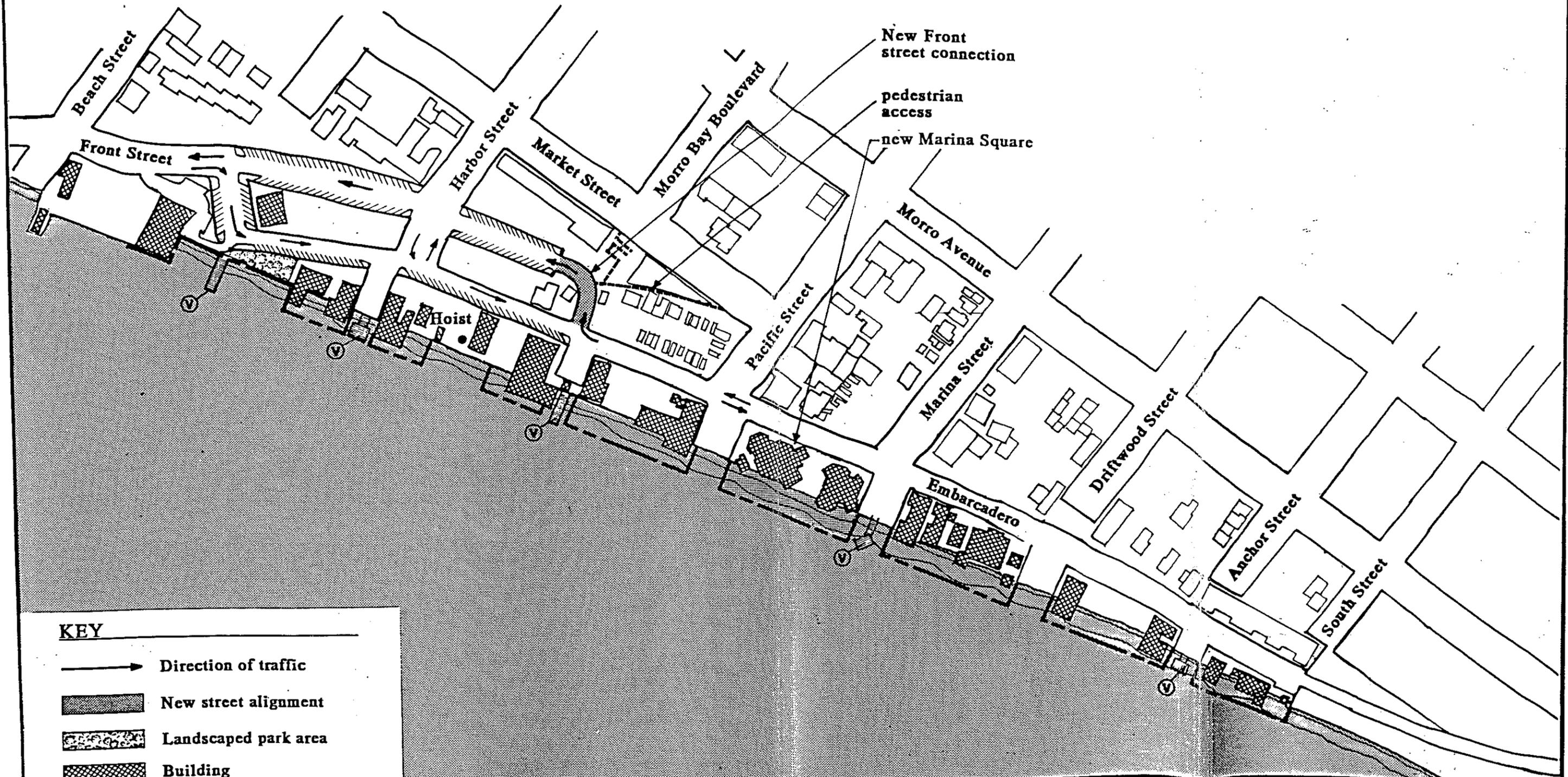
# ATTACHMENT C



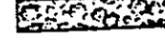
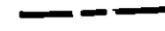
# ATTACHMENT C



# ATTACHMENT C



## KEY

-  Direction of traffic
-  New street alignment
-  Landscaped park area
-  Building
-  Lateral pedestrian access
-  Public view areas

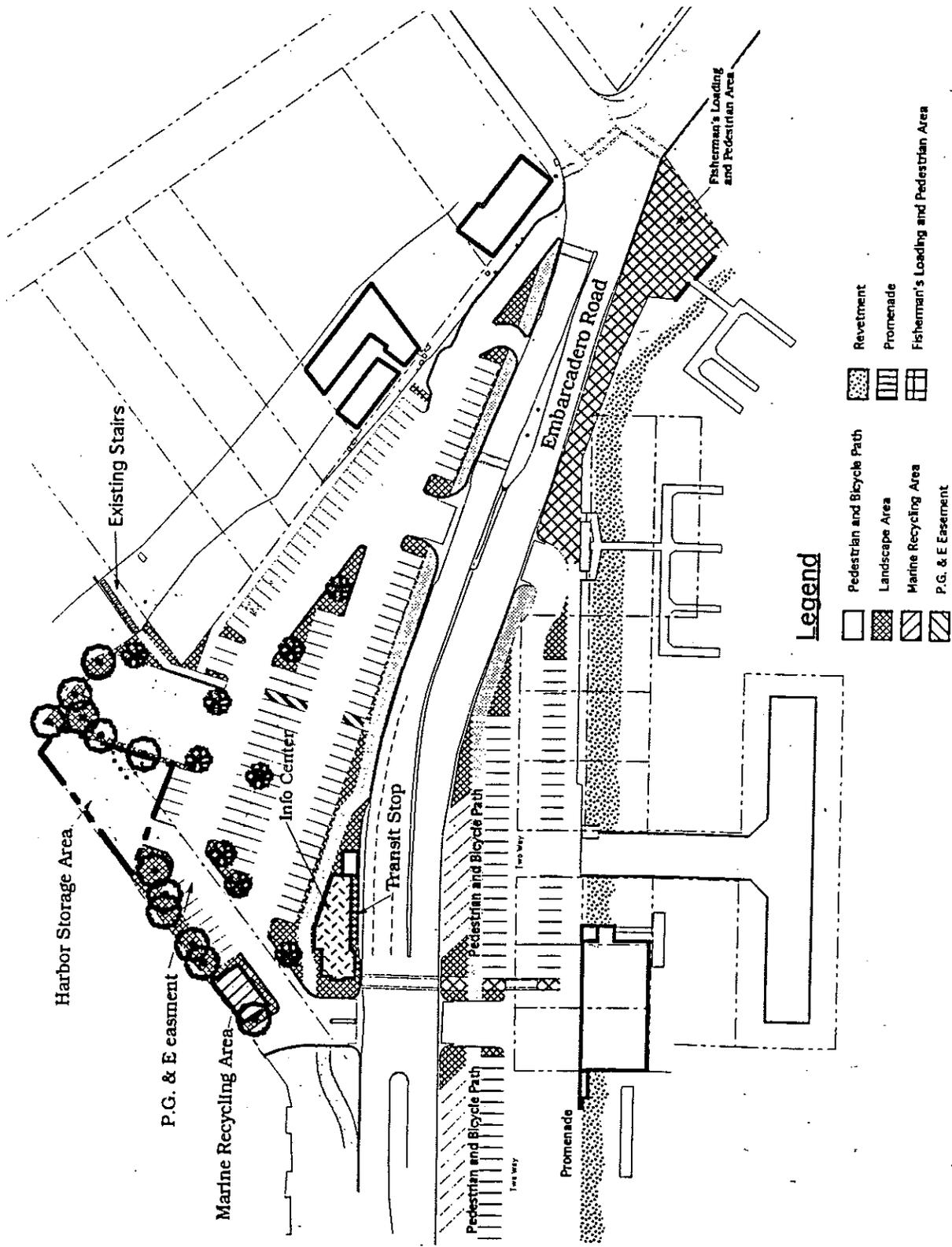



scale  200'

Area 3: Proposed Plan  
Embarcadero Visitor Area

Map E.8



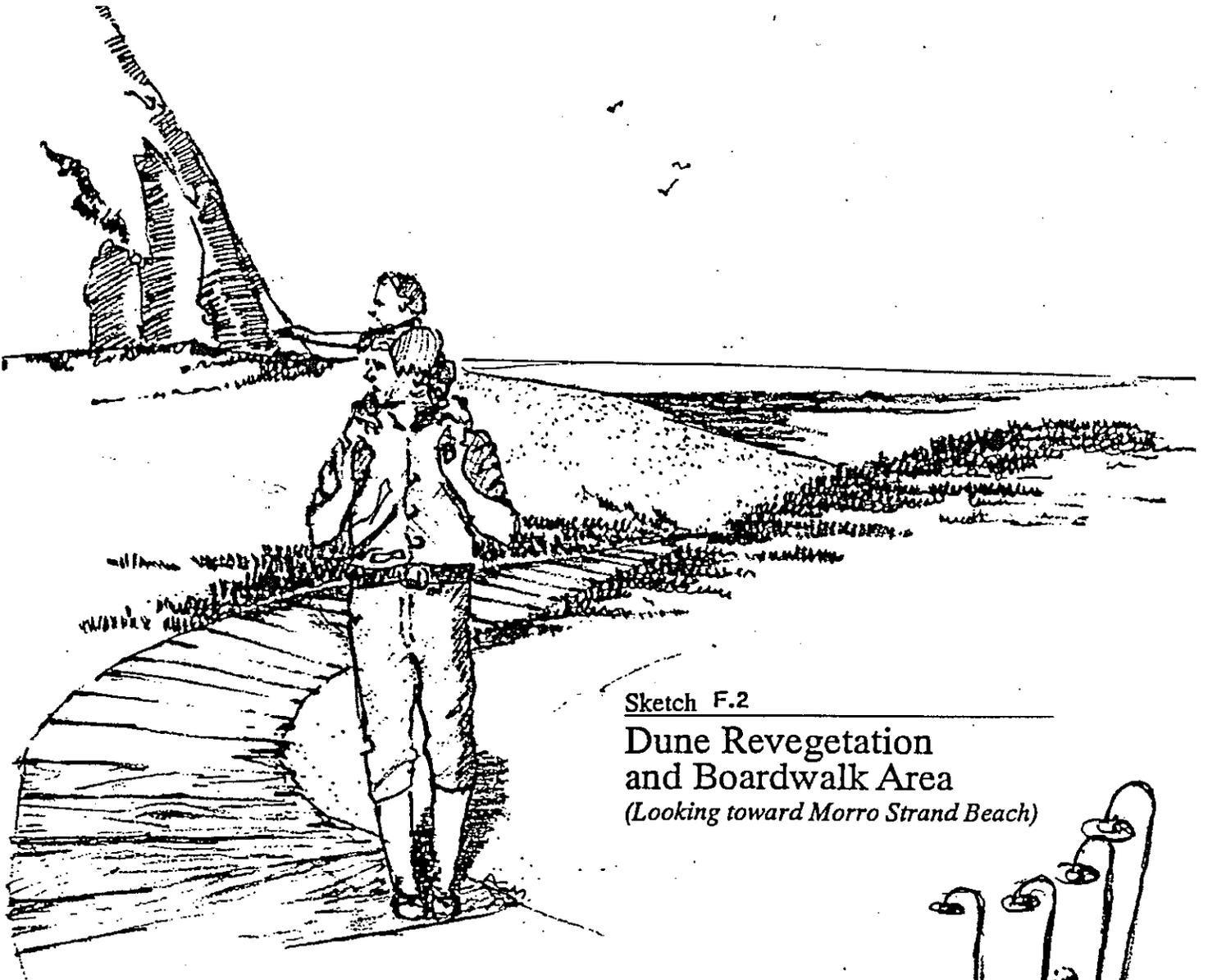


MAP E.10

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Sketch f.3	Conceptual Parking Treatment	f.3
Sketch f.4	Boat Launch Area	f.4
Sketch f.5	Waterfront Pedestrian / Traffic Separation	f.5
Sketch f.6	Bicycle / Pedestrian Separation	f.6

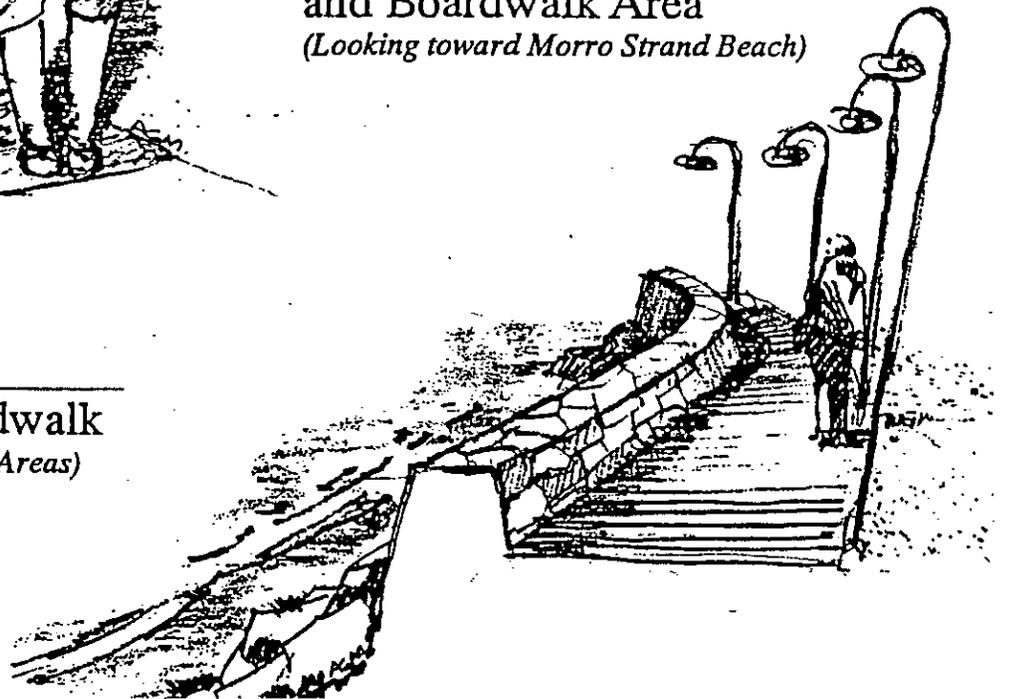


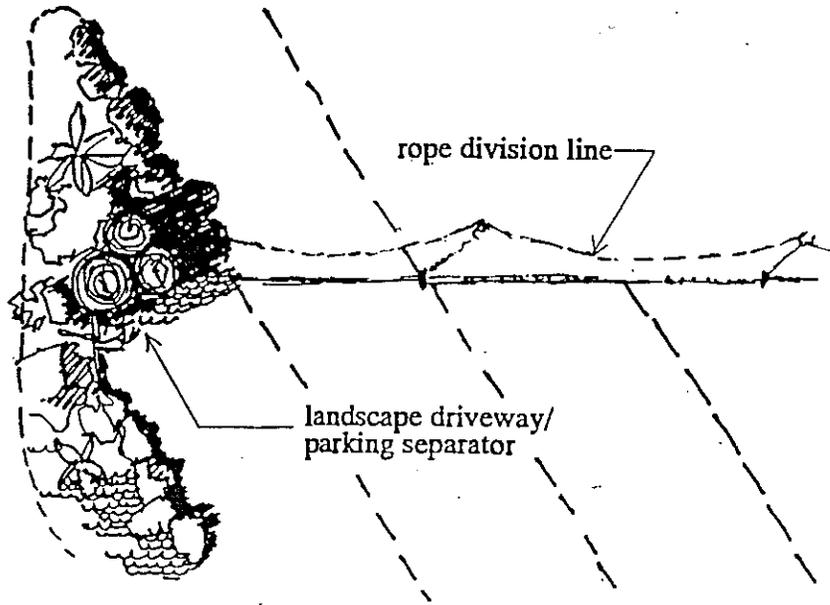
Sketch F.2

Dune Revegetation  
and Boardwalk Area  
*(Looking toward Morro Strand Beach)*

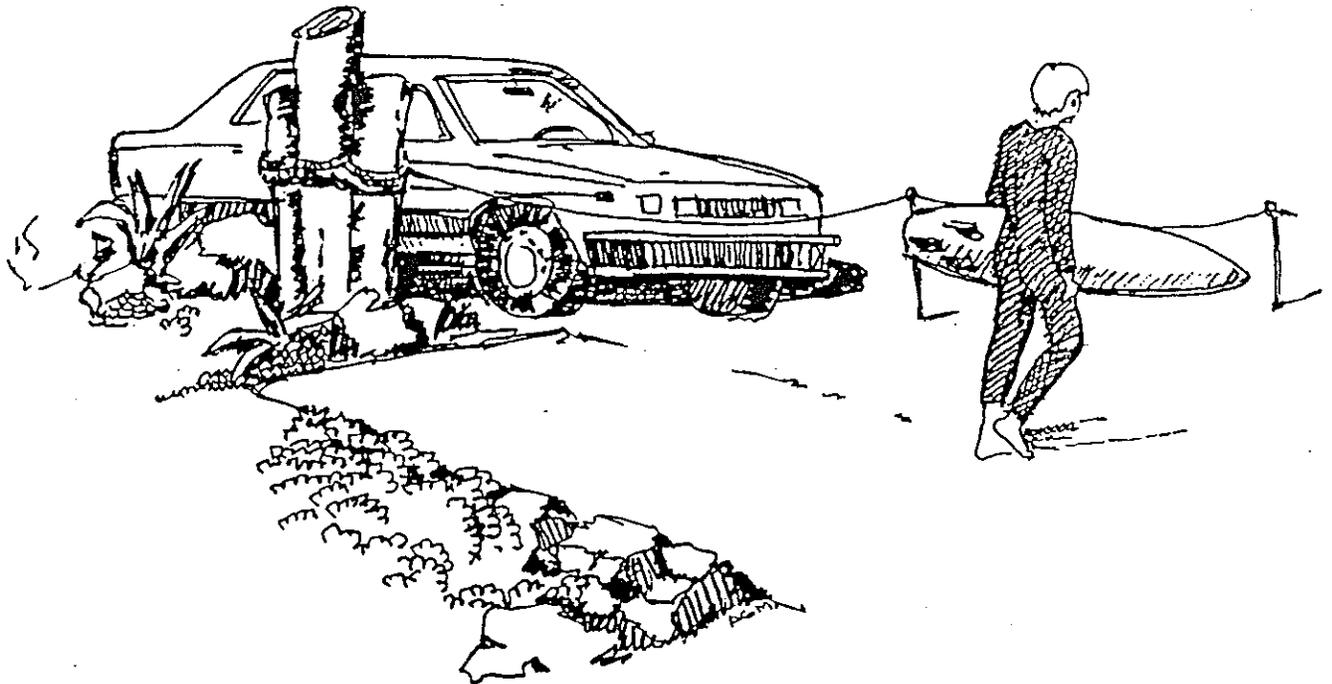
Sketch F.1

Bay Walkway/Boardwalk  
*(At Bluff and Rock Retention Areas)*



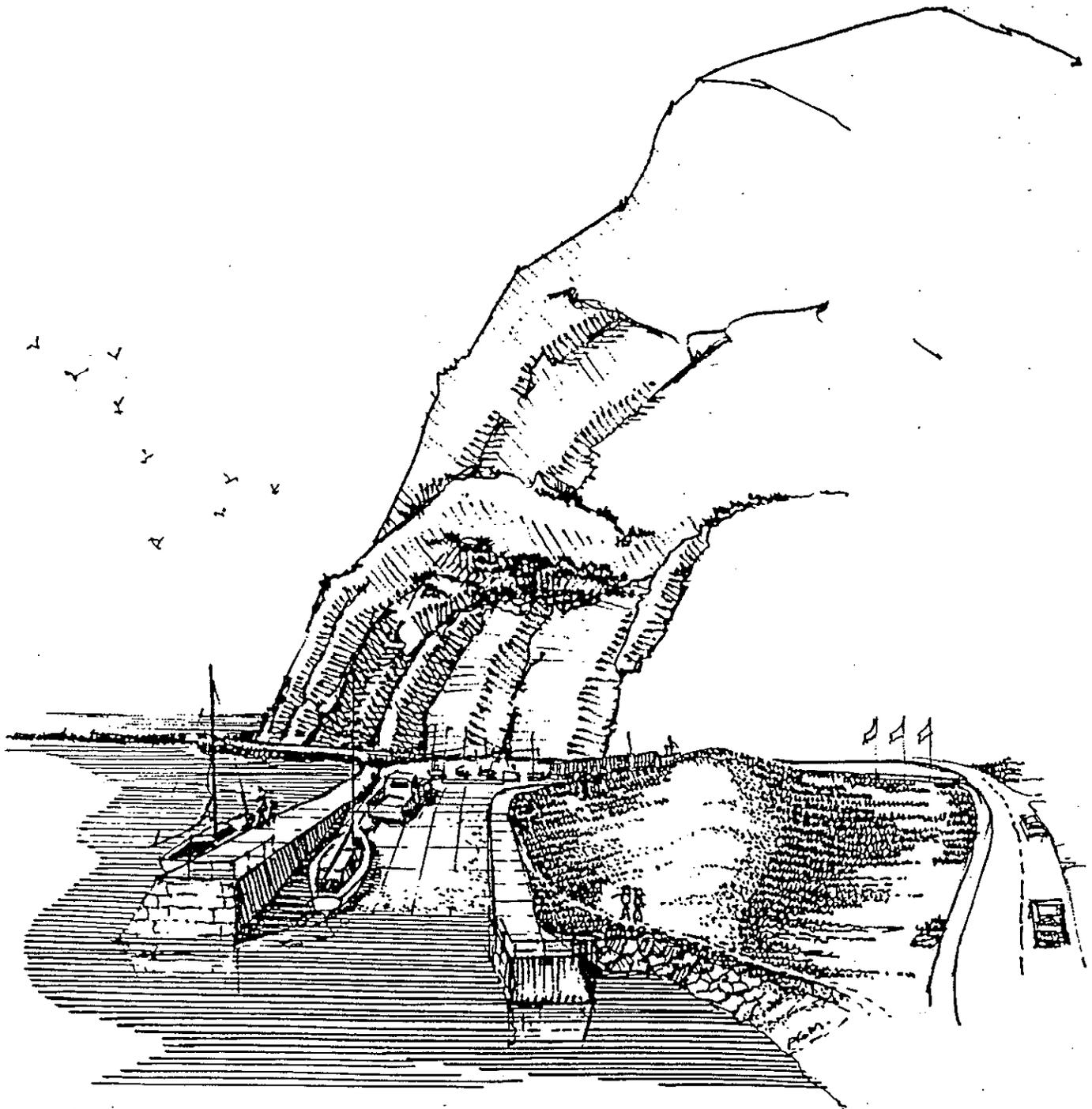


Plan Showing  
Landscape Dividers



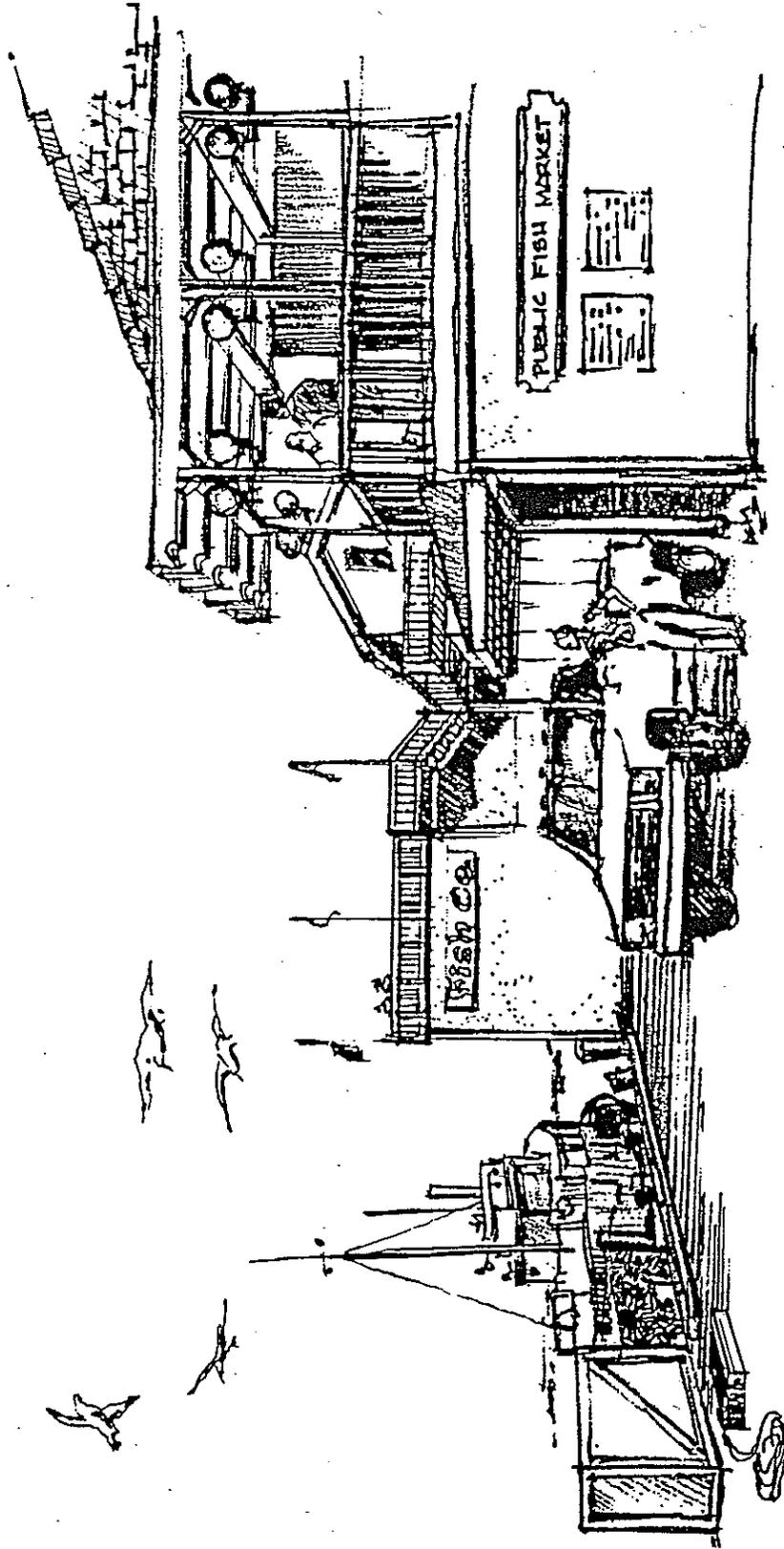
Sketch F.3

Conceptual Parking Treatment  
(Morro Strand Beach at Morro Rock)

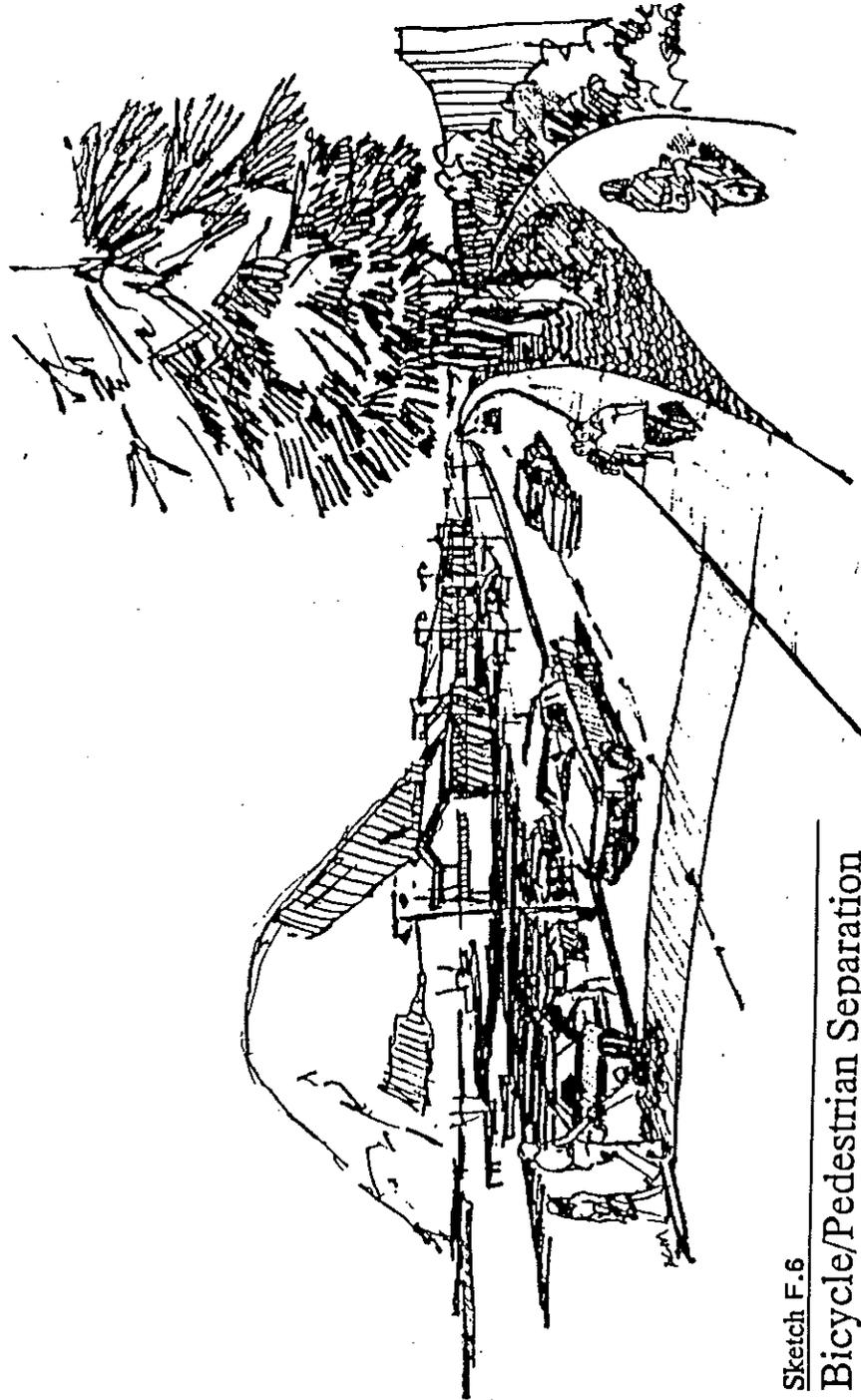


Sketch F.4

Boat Launch Area  
*(Looking toward Morro Rock)*



Sketch F.5  
Waterfront Pedestrian/Traffic Separation  
at Commercial Opportunity Area  
(Embarcadero/T-Pier Area)



Sketch F.6  
**Bicycle/Pedestrian Separation**  
*(Embarcadero at PG&E Relandscaped Area)*

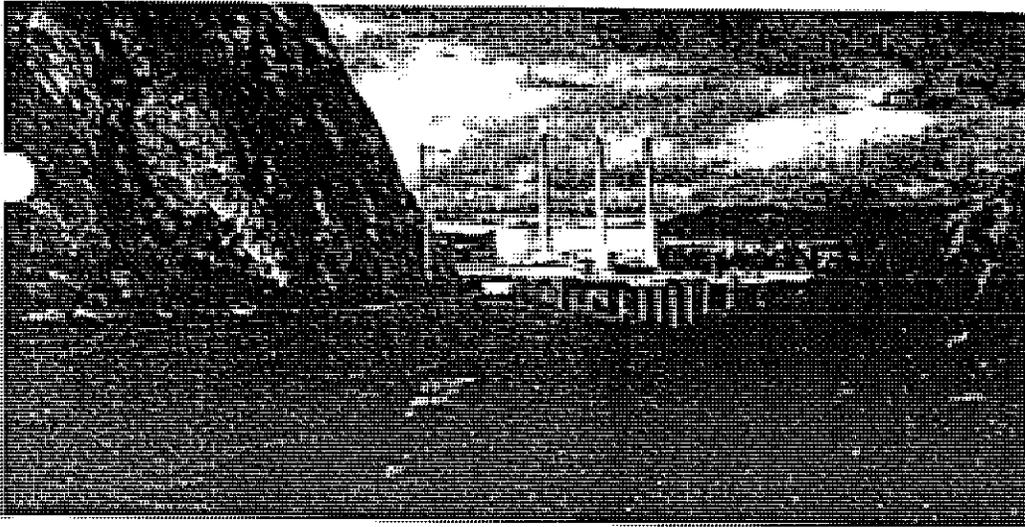
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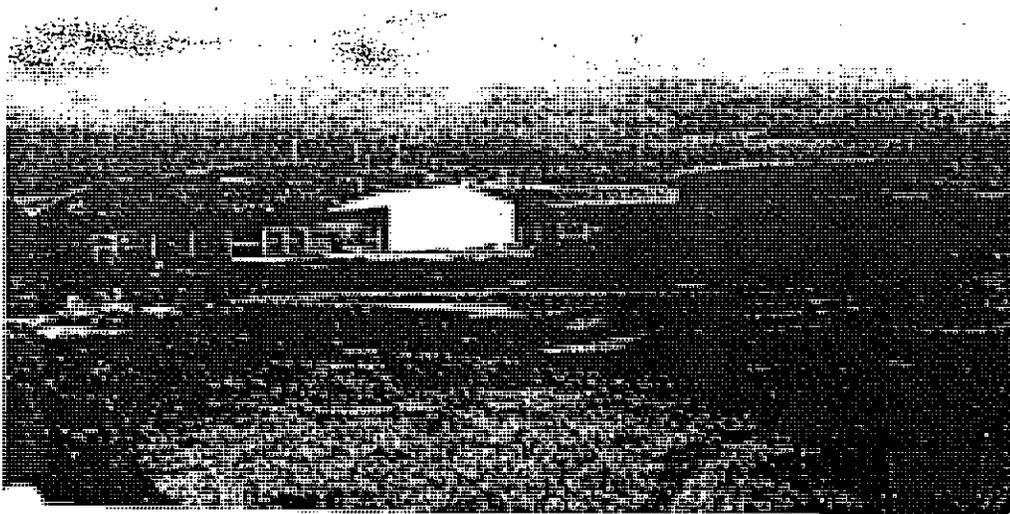
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**Photo #1:** View of narrow parking area at Morro Rock. The plan proposes limiting and better controlling parking in the area, providing a turnaround at the end and constructing a pedestrian walkway along the shore.



**Photo #2:** View of the degraded dune area just north of Coleman Park. Tire tracks and erosion can be seen in the center foreground. This area is proposed to be preserved by making it off limits to vehicles and revegetating the dunes.



**Photo #3:** View of new boat storage area constructed for Cal Poly and fishing support on PG&E land south of Morro Creek which is to the left. The area gains its access from the dirt road shown in Photos 1 through 3 on Figure 3.2.

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## APPENDIX G



**Photo #4:** View of dirt road along the Embarcadero alignment facing north west toward Morro Creek and the potential location of the bridge. The existing road is actually wider than would be the case if the road were paved at the standards proposed.



**Photo #5:** View of Morro Creek in the area of the potential bridge if the Embarcadero were connected over Morro Creek. There is little habitat area of environmental value such as riparian vegetation in this area. A bridge could span the water area preserving the character of the stream bed.



**Photo #6:** View of dirt road as it connects to Coleman Drive. This would be the area where Coleman Drive would be relocated inland (to the right) away from the shoreline to provide better pedestrian access to the water. The dirt road is in the general alignment of the proposed Embarcadero extension.

# Parking Management Plan

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# ATTACHMENT D

The Plan concludes with a Financial Plan identifying 1.) Various local, state and federal funding sources, potentially available to implement the Action Plan, 2.) Order-of-magnitude cost estimates for the various components of the Action Plan (not precise design level costs) and 3.) A potential 6-year timeline for implementing the Action Plan.

# ATTACHMENT D

## PREFACE

The preparation of this report was commissioned by the City of Morro Bay Public Services Department at the authorization of the City Council. As expressed in the Request for Proposal for this document, its intended purpose is to be multi-faceted:

- Determine whether there is a current or projected shortage of parking, and if so, to what extent;
- Formulate alternatives for addressing parking needs, supply and demand utilization strategies;
- Educate the community on the cost of parking; and
- Develop a parking management plan for efficiently and effectively utilizing parking resources in a small coastal community where land values are at a premium.

This plan has been prepared by TPG Consulting, Inc. on behalf of the City of Morro Bay Public Services Department. For additional information contact the City of Morro Bay Public Services Department at 955 Shasta Avenue, Morro Bay, CA, 93442, telephone (805) 772-6215.

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*William T. Boucher, Capital Projects Managers*  
*Janeen Burlingame, Management Analyst*

### Other Participants

*City Council*  
*Planning Commission*  
*Public Works Advisory Board*  
*Harbor Advisory Board*  
*Chamber of Commerce*  
*Merchants Association*

**City of Morro Bay**  
**PARKING MANAGEMENT PLAN**

*Final: October 2007*

**Prepared for:**

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**Prepared by:**

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# ATTACHMENT D

## CITY OF MORRO BAY

### CITY COUNCIL

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Melody De Meritt ~ Vice Mayor  
William Pierce  
Betty Winholtz  
Rick Grantham

#### **FORMER:**

Thad Baxley

### CITY STAFF

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## EXECUTIVE SUMMARY

The Morro Bay Parking Management Plan (“Plan”), prepared by TPG Consulting, Inc. covers a Study Area Boundary, as defined by the City, consisting of 42-blocks of the downtown (above the bluff) and Embarcadero (below the bluff) areas. The Plan was commissioned by the City of Morro Bay Public Services Department, for the purposes of:

- Determining whether there is a current or projected shortage of parking, and if so, to what extent;
- Formulating alternatives for addressing parking needs, supply and demand utilization strategies;
- Educating the community on the cost of parking;
- Developing a parking management plan for efficiently and effectively utilizing parking resources in a small coastal community where land values are at a premium.

The Plan begins with an inventory or examination of existing conditions, including: tabulation of the 2,453 available parking spaces within the Study Area by block supported by recent in-the field surveys of both on and off-street spaces, and public and private parking lots; existing parking regulations, existing land use, current posted parking time limitations, existing public transit, and existing signage.

Next, a Parking Demand Survey and a Duration Survey was conducted within a Demand Survey Boundary, as defined by the City, over two separate survey periods: *Weekday*, (a Tuesday preceding the Memorial Day weekend) and Weekend, (the Saturday of Memorial Day weekend--considered by the City to begin the “peak season” period.) The purpose of the demand and duration surveys was to gain understanding of weekday non-peak vs. weekend peak season parking utilization profiles and turn-over rates. The weekday and weekend demand and duration surveys were conducted over a 6-hour time period from Noon until 6:00 p.m. Demand within the Downtown and Embarcadero Areas is determined in the Plan by dividing the total “available” (empty) spaces by the total inventory of spaces in each one-hour interval during the 6-hour survey period. The resulting percentages are stratified by block and hour as follows:

75-85% Demand = Utilization acceptable. No parking supply shortage; 25% or more of spaces available in that block in that hour.

86-100% Demand = Utilization warning. Emerging “hot spot” of parking supply shortage; 15% or less or less of spaces were available or empty in that block in that hour.

100%+ Demand = Utilization unacceptable. Immediate supply shortage; no available spaces in that block in that hour; over 100% represents illegal parking in areas not designated for parking.

The Plan’s analysis of the Demand and Duration Surveys demonstrates that overall parking supplies are adequate within the Study Area, but that some blocks within downtown and Embarcadero are approaching or exceeding maximum utilization (86%-

# ATTACHMENT D

100%+.) However, the Plan shows that these instances of critical demand occur only in a very few, isolated blocks and only for very short duration time periods (for only about a 1 hour interval.) Said differently, critical demand is definitely not an area-wide concern covering large numbers of blocks, either for the downtown or for the Embarcadero, nor is there any critical demand experienced in any block that exceeds more than a 1 hour interval. Importantly the demand survey also shows that while there are these few isolated blocks experiencing critical demand for short time periods, there are also public parking spaces with less than and up to 85% utilization in areas that are only 1-4 blocks away from those blocks experiencing the short duration critical demand.

Based upon these conclusions, the Plan goes on to explore current parking standards and a range of observations that would possibly explain the demand and turn-over profiles, including such factors as: availability and extent of information (including signage, maps, print or electronic literature) about where the available parking is located, quality of pedestrian connections between parking and destinations, time-limited parking restrictions, and availability of regulatory incentives or flexibility to adjust parking requirements (or “standards”; i.e. the required number of spaces per some criteria.) The Plan also explores a variety of plans or ordinances that are either currently proposed or adopted in the City or that are being utilized effectively in similar beach or tourist oriented communities that bear on good parking management. Based upon the compilation of this information, the Plan then assesses a range of alternative courses of action that might be appropriate for the City to consider undertaking as a means to more effectively manage its current parking supplies.

Following the identification of the range of alternatives, the City sought, through a public workshop held in November, 2006, community and staff input on a range of “Actions” (referred to as “tools in the tool-box”) the City could or should consider undertaking as needed to implement components of the recommended alternatives which were considered to be reasonable and feasible.

The Action Plan recommended in the Plan, and described more fully there, consists of the following components or “tools” available to the City to be undertaken individually or in combinations, at the direction of City Council and as financing will allow:

1. *Enhance Signage Program*
2. *Public Information*
3. *Shared Parking*
4. *Employee Parking*
5. *Expand/Enhance Trolley Service*
6. *Delivery Truck Parking*
7. *Angled Parking*
8. *Pedestrian Enhancements*
9. *Iteration of Time Limits*
10. *Public & Private-Public Partnership Parking*
11. *In-Lieu Fee Parking*
12. *Green Parking*



**MEETING DATE: October 29, 2013**  
**AGENDA ITEM: #II**

# Staff Report

**DATE:** October 24, 2013

**TO:** Honorable Mayor, City Council and Planning Commissioners

**FROM:** Rob Livick, PE/PLS-Public Services Director/City Engineer  
Kathleen Wold, AICP, Planning Manager

**SUBJECT:** Update on the GP/LCP Status to Include Status on Grant Applications

The City has applied, or will apply, for the following grant opportunities in order to fund the General Plan/Local Coastal Program update:

### **Strategic Growth Council – Sustainable Communities Grant**

This is a \$900,000 grant opportunity for funding for long-range planning activities including the City's Local Coastal Program (LCP)/General Plan update. The City submitted the grant application in February 2012 for the second round of grant funding (the City did not apply first round independently of the County in 2012), but was not selected to receive funding during that round. The State has not yet released grant information for the third round of funding, but the City intends to apply when it is released.

### **California State Coastal Conservancy, California Coastal Commission, California Ocean Protection Council – Local Coastal Program Sea level Rise Adaptation Grant**

This is a \$250,000 grant opportunity for funding for the LCP update to address sea-level rise and climate change impacts. The City submitted the grant application on July 15, 2013 and the application was selected to move on to the next round of review pending the submittal of additional information including a more detailed budget proposal with a brief narrative for the work under each task and an explanation of the assumptions behind the proposed budget. The City submitted the addendum on October 7, 2013 and is awaiting results. The Ocean Protection Council will award the grant funding at the November 21, 2013 meeting in Sacramento.

### **California State Coastal Conservancy – Climate Ready Grant**

This is a \$200,000 grant opportunity for funding for a wide range of activities that address greenhouse gas emissions and other climate change impacts. The City submitted the grant application on August 8, 2013 and is awaiting results. Funding will not be available until

after approval of the grant award by the Conservancy Board at a noticed public meeting. The

<b>Prepared By:</b> _____	<b>Dept Review:</b> _____
<b>City Manager Review:</b> _____	
<b>City Attorney Review:</b> _____	

earliest possible Board meeting at which grant applications will be considered is February 2014.

**California Coastal Commission – LCP Assistance Grant Program**

This is a \$50,000-\$300,000 grant opportunity for funding to assist with the update of the LCP to address the effects of climate change and sea-level rise. The City is in the process of preparing the grant application, and the deadline to apply is November 22, 2013. Grants will be awarded in early 2014.

**CONCLUSION:** The strategy of the City in regards to achieving the LCP/General Plan Update is to structure a program whereby each grant builds upon the first one. Therefore, it is not the same work program submitted for each grant although they may appear similar. Structuring the work program in this manner will allow for incremental pieces to be conducted while maintaining the overall work program. So, should the City be unsuccessful in obtaining a large grant for the work program, the smaller subtasks can still be achieved thereby furthering the process toward the end result of a updated LCP/General Plan.



MEETING DATE: October 29, 2013  
AGENDA ITEM: #III

## Staff Report

**DATE:** October 24, 2013

**TO:** Honorable Mayor, City Council and Planning Commissioners

**FROM:** Kathleen Wold, AICP, Planning Manager

**SUBJECT:** UPDATE ON POTENTIAL REZONE AND GENERAL PLAN AMENDMENT FOR THE M-1 AREA ALONG ATASCADERO ROAD (PARCELS 066331032, 066331033, 066331034, 066331038, 066331039, 06632001, 066332002 AND 06633002)

### DISCUSSION:

On February 13, 2013, the City Council discussed the potential rezone/General Plan Amendment of the M-1 area along Atascadero Road (Wastewater Treatment Plant area), Council gave staff the following direction:

1. Gather information with consultants through an RFP process-get proposals on more refined costs for environmental review, costs to prepare maps, etc.  
*Public Services has hired interns which are working on the City's GIS system and therefore maps can be generated in house. Until such time as a project is refined it is premature to begin work on the environmental review. The project description will define the areas of environmental concern. In addition, staff gleaned site specific information regarding tsunami and flood levels for the property as well reviewing reports documenting highest and best use for the property.*

2. Once the goal setting occurs, it will be determined where this falls in with the priorities.  
*The project did not make the top priority list of Council goals, however the City Council goal #3 "Update Plans for Current and Future Land Use Needs" incorporates this project. Staff has been diligently working on this goal and as an attachment to this report includes work programs as submitted in our grant applications.*

Prepared By: \_\_\_KW\_\_\_

Dept Review: \_\_\_\_\_

City Manager Review: \_\_\_\_\_

City Attorney Review: \_\_\_\_\_

## **ATTACHMENTS**

- A. Alternative Highest & Best Use Analysis report
- B. 2/1/12 Maximum Tsunami Flood Elevations report performed by Earth Systems Pacific
- C. 1/10/12 Technical Memorandum on Flood Analysis with Wave Run Up and Sea Level Rise
- D. 2/13/13 City Council staff report regarding potential Rezone and GP amendment
- E. 2/13/13 City Council minutes
- F. 7/9/13 Staff report for Coastal Conservancy LCP Sea Level Rise Grant Application
- G. 10/7/13 Staff response to Coastal Conservancy regarding LCP Sea Level Rise Adaptation Grant application

## ***Alternative Highest & Best Use Analysis***

In response to numerous comments received from the public, as well as issues raised by the CCC in the Appeal Staff Report Substantial Issue Determination, the following presents a preliminary analysis of the potential highest, best uses of the current WWTP site absent any future development of plant facilities and potential relocation of the WWTP to an alternative site. The following provides a brief assessment of the site's underlying valuation, in context of the ability to redevelop with a coastal-dependent and/or visitor-serving use in accordance with applicable LCP and Coastal Act policies, as well as the potential to offset the costs of a potentially relocated plant. Reasonable alternative uses include development of a boutique visitor-serving hotel, mixed-use visitor serving commercial, or expansion of the adjacent RV park, which currently operates under a 25-year lease with the City.

## **Boutique Hotel**

The eastern one-half of the existing WWTP site lying inland of Atascadero Road, and a narrow strip at the north end of the parcel adjacent to Atascadero Road, is subject to inundation during the 100-year storm event given the current approved FEMA FIRM map. When viewed against the revised map under consideration via the LOMR, the entire lateral extent of the current WWTP site would be subject to inundation during a 100-year storm event. It should be noted, that while the lateral extent of the inundation area is expanded under the LOMR, the surface elevation of water during the 100-year flood event is reduced on the order of 2 feet (as compared to the approved FIRM). Residences and lodging facilities are typically considered incompatible uses for flood-prone areas, due to the potential for loss of life associated with human occupancy of such structures, particularly if flooding occurs when individuals might be asleep. However, the westerly two-thirds of the currently developed subject parcel, including the existing Morro Dunes RV park, lie outside of the current boundary for 100-year flood inundation.

Given that the CCC places a high priority on lodging facilities in close proximity to the coast, one potential re-use of the site which could achieve a "higher use" would be a boutique style hotel. Placing the hotel structure on the western half of the WWTP site would keep it out of the boundaries of the current FIRM 100-year flood zone; it is acknowledged that this area is indicated as being subject to shallow inundation under the LOMR, and that fill would need to be placed in order to elevate the hotel facility above the flood elevations identified in the LOMR, but placement of a potential hotel on this half of the site would minimize the volume of fill required. Placing the potential hotel on the western half of the current WWTP site would also achieve the best views of the ocean from the hotel. Parking for the hotel could occupy the eastern one-half of the parcel within the flood zone area (surface parking lots are normally considered a compatible use for an area subject to shallow flooding). Please refer to the figures at the end of this report for the conceptual layout of improvements described above, entitled "Alternative Highest & Best Use Concept Plan".

Redevelopment of the site for hotel use would likely involve removal of the existing WWTP perimeter fencing and would thus be highly visible from public viewing areas on the beach, and therefore the scale (height) of any proposed development would be of concern. The concept for a boutique hotel would employ a one story wing paralleling the west boundary of the WWTP site. A courtyard with pool would separate this from the second wing. The second wing would be two stories in height, offering a tiered

# ATTACHMENT A

effect from views along the beach, and affording second floor rooms with ocean views. First floor rooms would look out into the courtyard.

The area dedicated to parking would be approximately 110,000 square feet in area. This is sufficient to provide parking for between 270-320 vehicles. Parking would be hidden from view of people on the beach in this configuration, and parking not needed for the hotel facility could be made available as beach access parking to the public.

The area of the site available for the hotel would be approximately 75,000 square feet. The front wing could hold reception, lobby, and up to approximately 30 rooms (500 square feet apiece) in the one-story format. The rear wing (2-stories) could hold between 60 and 90 rooms, ranging in size from 500 to 600 square feet apiece. A 120 room hotel would demand approximately ~~120-132~~ parking spaces, leaving at least ~~150~~ approximately 140 parking spaces available for beach access use. Figure 4 shows a conceptual layout of a hotel facility.

In order to provide an approximate valuation for a theoretical boutique hotel on the current WWTP property, Dudek used a formula employed by real estate brokers in the hotel/resort industry. The formula provides an approximate value of the property for the purpose of establishing a market value pricing for the hotel development. The "Rule-of-Thumb" formula provided by Hotel Brokers International for a limited service hotel is:  $(\$700) \times (\text{Average Daily Rate}) \times (\text{Number of Rooms})$ . For hotels in the 100-200 room range, the maximum variation in value derived from the formula as compared to actual market value is estimated in the \$500,000 range.

Dudek compiled published room rate data for eight (8) motels currently operating in Morro Bay. The motels each employ a sliding rate structure, with lowest room rates in January through March; second lowest rates September through December; next highest rates in April-June; and, highest rates in July-August. To arrive at a composite average daily rate per facility, Dudek developed a spreadsheet. The spreadsheet in Appendix X calculates the average room rate for each facility on a monthly basis (using published seasonal rates), sums these monthly averages together for each facility, and divides by twelve total months for each facility. The result is a single average daily rate for each of the eight facilities.

Dudek next performed research on the average occupancy rate for area motel facilities. San Luis Obispo County has published a finding indicating a San Luis Obispo County-Wide lodging facility occupancy rate of 64% (<http://www.sanluisobispocounty.com/media/facts-figures/>). In addition, the City of Morro Bay Transient Occupancy Summary for fiscal year 2010/2011 and through November 2011/2012 (Appendix X) reports an average motel occupancy rate of 52.5%. However, the Coastal Commission staff report for the Front Street Inn Conversion (1140 Front Street, Morro Bay) in January 2009 cited an average Morro Bay lodging facility occupancy rate of 73% based on the four (4) overnight, visitor-serving facilities located along the Embarcadero at that time (additional overnight facilities along the Embarcadero have since been constructed). Because the 73% occupancy rate reported in the 2009 Coastal Commission staff report was specific to lodging facilities located along the Embarcadero in proximity to the shoreline and is the most conservative average occupancy rate documented for the City of Morro Bay, Dudek used it in our average daily rate analysis. The average daily rate derived from the published rates was then

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multiplied by the average occupancy rate to yield the "effective average daily rate". This effective average daily rate ranges from \$86/day for the most economical lodging facility in Morro Bay, to \$137/day for the most expensive facility.

Employing the valuation formula described above, for a "limited service" hotel, with an average daily room rate of \$6286 (the effective average room rate of the most economical motel), the fully operational 120-room hotel would have an estimated worth between \$5.25 million and \$5.75 million \$7.25 and \$7.75 million; with an average daily room rate of \$137 (the effective average room rate of the most expensive motel), the fully operational 120-room hotel would have an estimated worth between \$11.5 and \$12 million. Subtracting the cost of demolition and construction activities, estimated at approximately \$3 million, the underlying value of the current Site 1 would be estimated at ~~nearly \$3~~ between \$4.25 and \$9 million.<sup>1</sup> As a practical matter, this location for a hotel does not offer desirable proximate amenities such as restaurants and visitor serving attractions which would generally be necessary to command the higher of these effective average daily rates, and therefore the net underlying value should probably be assumed to be closer to \$4.25 million than \$9 million. Also, the WWTP site is surrounded by land uses generally considered incompatible with a hotel, namely the cement plant, high school, and City corporation yard, which ~~would~~ could collectively limit the room rate that lodgers would be willing to pay.

## **Mixed Use Visitor Serving Commercial**

A similar one story, or one and two story staggered, commercial development could occupy the western half of the WWTP site. Tenants such as convenience grocery, beach apparel, ocean sports equipment rental, snack shop, restaurant would each benefit tourists, beach-goers, and residents alike.

Parking requirements for commercial retail are generally in the range of ~~4-1~~ spaces for every 1,000 300 square feet, but can be greater for restaurants (1 space for every ~~four seats~~ 60 square feet). If parking is proposed to occupy the flood zone area, and the more conservative number of 270 spaces is employed (see discussion under "Boutique Hotel"), then a maximum of approximately 67,000 square feet of retail commercial space could be developed based upon available parking (67,000 square feet divided by one parking space/300 square feet equals 220 parking spaces required, with no restaurant; this would leave an excess of 50 spaces for beach parking or for restaurant parking). The available portion of the site outside the flood area is approximately 75,000 square feet, so 67,000 square feet of retail space could theoretically be accommodated in a single-story format. If a dedicated restaurant space was desired, the overall allowable square footage ~~would~~ could need to be reduced, in order to account for higher parking demands associated with a restaurant. For instance, a 4,000 square foot restaurant would require 67 parking spaces; the balance of 63,000 square feet of retail would require 210 parking spaces; the total requirement of 277 parking spaces might exceed the space available to accommodate parking with an overall 67,000 square foot structure. Please refer to the figures at the

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end of this report for the conceptual layout of improvements described above, entitled "Alternative Highest & Best Use Concept Plan".

In order to reserve a portion of the parking for beach access, as with the boutique hotel scenario, the square footage should be reduced further. 100 spaces set aside for dedicated beach access parking would lower the number available for a commercial development to approximately 170. This amount of parking could accommodate approximately 42,000 square feet of retail commercial (40,000 square feet of retail and 2,000 square feet of restaurant).

In order to provide an approximate valuation for a theoretical mixed use retail development on the current WWTP property, Dudek used a formula employed by real estate brokers in the commercial property sector. Dudek used the "Gross Rent Multiplier" formula provided by CommercialBanc. The formula is: (Gross Annual Rents)x(Gross Rent Multiplier). From the Morro Bay Multiple Listing Service (MLS), Dudek determined the current Gross Rent Multiplier (GRM) for commercial properties ranges from 7.5 to 8.9. A GRM of "8" was used for this analysis. Also from MLS, the average commercial rent is "\$1/gross square foot".

Using the above formula, for "retail commercial" use, based on 42,000 square feet, the fully operational mixed-use development would have an estimated worth between \$4 million and \$4.25 million; based upon a 67,000 square foot retail commercial facility (which would provide fewer parking spaces for beach goers), the fully operational mixed-use development would have an estimated worth between \$5.25 million and \$5.5 million. Subtracting the cost of demolition and construction activities, estimated at approximately \$3 million, the underlying value of the current Site 1 would be estimated at between approximately \$1 million and \$2.5 million in a mixed-use retail commercial scenario<sup>2</sup>.

## **Expansion of the Adjacent Recreational Vehicle Park**

The City of Morro Bay currently leases land along the western and southern boundary of the WWTP site to Morro Dunes Travel Trailer Park. The leased area is divided into two zones, one for accommodation of recreational vehicle travelers and the other for off-season storage of recreational vehicles, boats, and trailers. The total average annual rent paid by Morro Dunes Travel Trailer Park for their leasehold is \$253,700.00 per year.

The available space on the WWTP site, if the WWTP were to be located to one of the alternate sites, would amount to approximately 40% of the area currently leased to Morro Dunes Travel Trailer Park. In the event the WWTP were to be located to one of the alternate sites, the Morro Dunes Travel Trailer Park could be theoretically expanded onto the vacated WWTP site. Assuming the same revenue per square foot as exists under the current lease, the City could expect to receive average annual rents on

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the order of \$101,500 per year for the WWTP site if it could be converted for lease to the Morro Dunes Travel Trailer Park.

In order for the WWTP property to be viable for lease to Morro Dunes Travel Trailer Park, decommissioning and demolition of the current WWTP would need to occur. According to Table 5 in this section, that cost would be in the range of \$1.35 million. With average annual rent revenue associated with trailer park use of the property expected to be approximately \$101,500, it would take approximately 13 years for the City to recoup the initial costs to prepare the site for lease to Morro Dunes Travel Trailer Park.

## **Land Swap of WWTP Site for Recreational Vehicle Park**

The Morro Dunes Travel Trailer Park occupies a more desirable position with respect to ocean frontage with regard to a potential lodging facility, than does the existing WWTP site which is located inland of the RV Park and adjacent to a cement plant and City corporation yard. It has been suggested the City could modify the existing lease to swap the decommissioned WWTP land area for an equivalent area of the RV Park leasehold. This alternative presumes the current lease holder for the RV Park would be willing to entertain a new or amended lease agreement, which presently runs through 2028, and that the City would assume some financial burden associated with payment to the current lessee if the current lease were to be terminated and renewed or amended to relocate the RV Park to the decommissioned WWTP land area. From a pragmatic standpoint, the total area available to develop a boutique hotel would probably not be altered as a result of negotiations for a land swap (because the RV Park operators would presumably request no net loss of RV spaces). However, while the development area size for a hotel may be equivalent under a land swap scenario, the desirability of the hotel facility could be greatly enhanced as compared to the WWTP site boutique hotel. Rooms could have unobstructed ocean views, and would not be bounded on all sides by commercial and quasi-industrial uses. In this scenario, the effective average room rate could potentially reach par with the most expensive existing facilities in Morro Bay. Therefore, under this scenario, the underlying land value of the ocean-adjacent boutique hotel parcel could be on the order of \$8.5 million to \$9 million (please refer to the Boutique Hotel analysis, and upper end of the valuation).



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The available space on the WWTP site, if the WWTP were to be located to one of the alternate sites, would amount to approximately 40% of the area currently leased to Morro Dunes Travel Trailer Park. In the event the WWTP were to be located to one of the alternate sites, the Morro Dunes Travel Trailer Park could be theoretically expanded onto the vacated WWTP site. Assuming the same revenue per square foot as exists under the current lease, the City could expect to receive average annual rents on

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# ATTACHMENT A

the order of \$101,500 per year for the WWTP site if it could be converted for lease to the Morro Dunes Travel Trailer Park.

In order for the WWTP property to be viable for lease to Morro Dunes Travel Trailer Park, decommissioning and demolition of the current WWTP would need to occur. According to Table 5 in this section, that cost would be in the range of \$1.35 million. With average annual rent revenue associated with trailer park use of the property expected to be approximately \$101,500, it would take approximately 13 years for the City to recoup the initial costs to prepare the site for lease to Morro Dunes Travel Trailer Park.

## **Land Swap of WWTP Site for Recreational Vehicle Park**

The Morro Dunes Travel Trailer Park occupies a more desirable position with respect to ocean frontage with regard to a potential lodging facility, than does the existing WWTP site which is located inland of the RV Park and adjacent to a cement plant and City corporation yard. It has been suggested the City could modify the existing lease to swap the decommissioned WWTP land area for an equivalent area of the RV Park leasehold. This alternative presumes the current lease holder for the RV Park would be willing to entertain a new or amended lease agreement, which presently runs through 2028, and that the City would assume some financial burden associated with payment to the current lessee if the current lease were to be terminated and renewed or amended to relocate the RV Park to the decommissioned WWTP land area. From a pragmatic standpoint, the total area available to develop a boutique hotel would probably not be altered as a result of negotiations for a land swap (because the RV Park operators would presumably request no net loss of RV spaces). However, while the development area size for a hotel may be equivalent under a land swap scenario, the desirability of the hotel facility could be greatly enhanced as compared to the WWTP site boutique hotel. Rooms could have unobstructed ocean views, and would not be bounded on all sides by commercial and quasi-industrial uses. In this scenario, the effective average room rate could potentially reach par with the most expensive existing facilities in Morro Bay. Therefore, under this scenario, the underlying land value of the ocean-adjacent boutique hotel parcel could be on the order of \$8.5 million to \$9 million (please refer to the Boutique Hotel analysis, and upper end of the valuation).





February 1, 2012

FILE NO.: SL-16578-SA

Ms. April Winecki  
DUDEK  
621 Chapala Street  
Santa Barbara, CA 93101

PROJECT: MORRO BAY AND CAYUCOS SANITARY DISTRICT  
WASTEWATER TREATMENT PLANT UPGRADES  
MORRO BAY, CALIFORNIA

SUBJECT: Maximum Tsunami Flood Elevations

REF.: Shoreline Erosion Study and 100-year Sea Wave Run-Up Analysis,  
Morro Bay and Cayucos Sanitary District Wastewater Treatment Plant  
Upgrades Morro Bay, California, by Earth Systems Pacific, dated  
October 25, 2011

Dear Ms. Winecki:

In accordance with your request, we have revised Cross Section A-A' in Appendix A of the referenced Shoreline Erosion Study and 100-year Sea Wave Run-Up report in response to the Coastal Commission staff's request to provide additional information on potential tsunami inundation at the Morro Bay Wastewater Treatment Plant (MBWWTP). It is our understanding that the California Coastal Commission staff requested additional information regarding potential maximum tsunami flood elevations at the MBWWTP site based on the applicable State tsunami inundation map; consequently, the cross section was revised to incorporate this information.

The State of California ~ County of San Luis Obispo Tsunami Inundation Zone Map for Emergency Planning, dated July 2009, was prepared by the California Emergency Management Agency. This map shows the MBWWTP site to lie within a Tsunami Inundation Zone Map, but does not show any tsunami flood elevations. The Tsunami Inundation Zone was based on a USGS quadrangle map with a scale of 1:24,000 or 1 inch = 2,000 feet, and an elevation precision that could vary up to 33 feet. Mr. Kevin Miller of the Earthquake & Tsunami Program, California Emergency Management Agency, was contacted regarding the elevations upon which the map was based. The Method of Preparation stated on the map indicates that it was prepared using bathymetric/topographic data that were used in the tsunami models which consisted of a series of grids. The near-shore grids with a 3 arc-second (75-to 90-meters) resolution or higher were adjusted to "Mean High Water" sea-level conditions, representing a conservative sea level



for the intended use of the tsunami modeling and mapping. A suite of tsunami source events was also used for modeling, representing realistic local and distant earthquakes and hypothetical extreme undersea, near-shore landslides. The MBWWTP site is located within a Tsunami Inundation Zone that was based on the maximum tsunami flood elevations that were obtained by the California Emergency Management Agency. These floods elevations were provided to us by Mr. Miller and are presented below.

#### Maximum Tsunami Flood Elevations

Local Worst Case Earthquake Source: Repeat of the 1927 Point Arguello 7.3 mag. earthquake. Maximum tsunami flood elevation from local source: 3.6 feet (NAVD 88 datum).

Distant Worst Case Earthquake Source: Aleutians Alaska 9.0 mag. earthquake. Maximum tsunami flood elevation from distant source: 23.9 feet (NAVD 88 datum).

The approximate elevation of the MBWWTP is 21 feet, which indicates that the maximum tsunami flood elevation from a distant worst case source earthquake event is 2.9 feet above the site elevation. The maximum tsunami flood elevation from a local worst case earthquake source event is 17.4 feet below the site elevation. For comparison purposes, the Shoreline Erosion Study and 100-Year Sea Wave Run-up Analysis prepared in October 2011 for the site estimated the maximum tsunami flood elevation to be 17.2 feet, when considered in conjunction with an eroded or scoured beach, a 100-year storm event, an extreme high tide, the projected 100-year rise in sea level, and the highest tidal surge documented for the March 11, 2011 8.9 magnitude Japan earthquake. The maximum tsunami flood elevations presented above are plotted on the attached Cross Section A-A'.

If there are any questions concerning this letter, please do not hesitate to contact the undersigned.

Sincerely,

Earth Systems Pacific

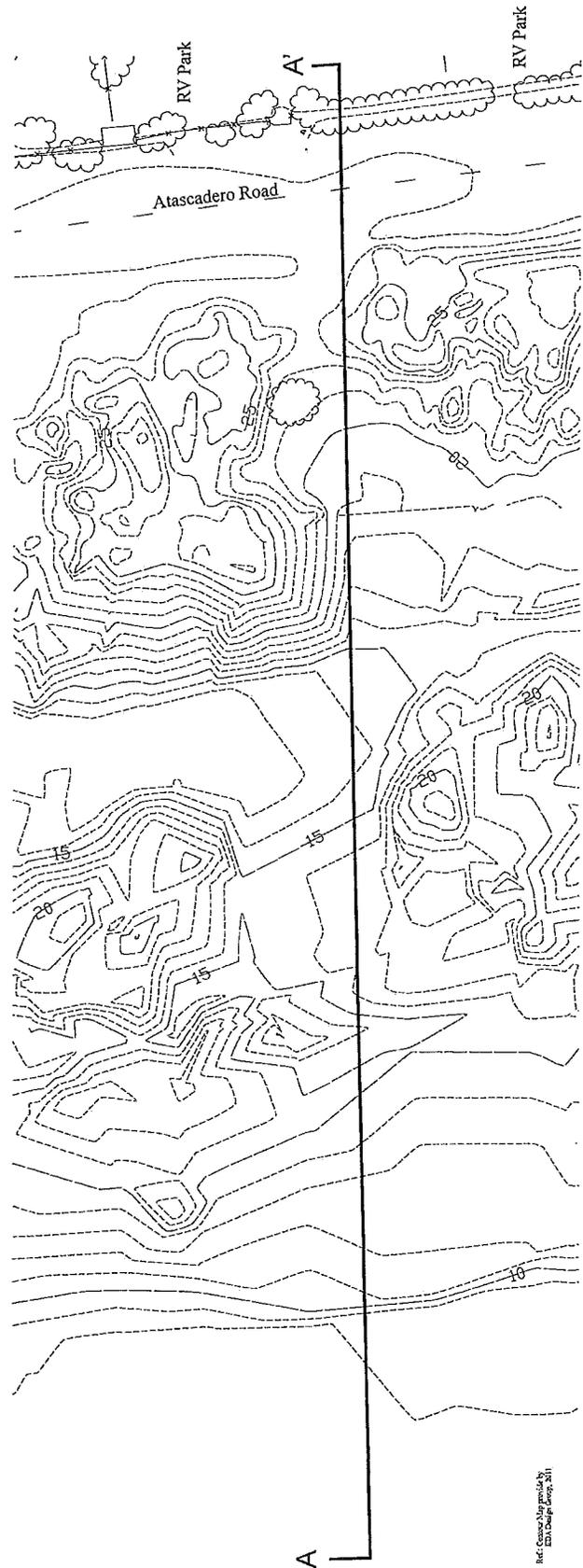
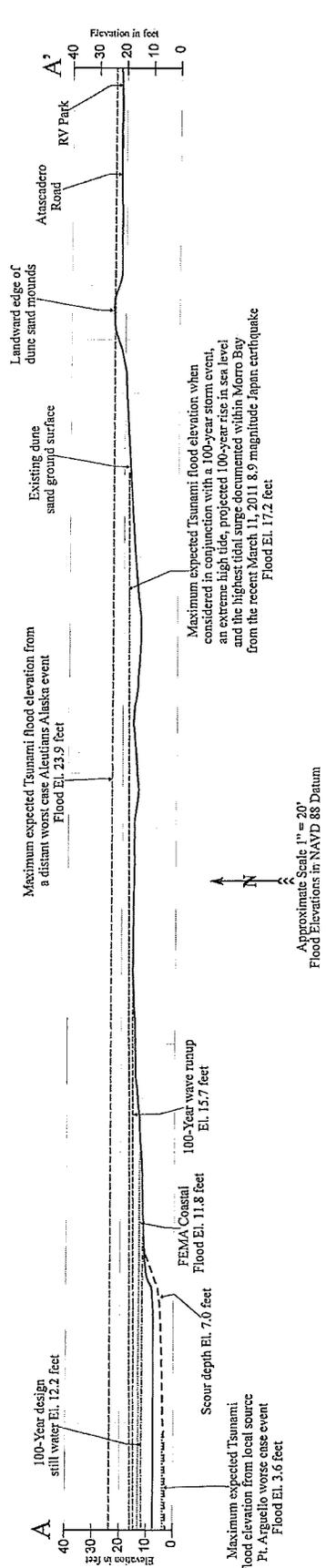
  
Richard T. Gorman, C.E.G.



Attachments: Cross Section A-A'

Doc. No.: 1202-001.LTR/jr

**CROSS SECTION A-A'**  
 Morro Bay and Cayucos  
 Sanitary District Wastewater Treatment Plant Upgrades  
 Morro Bay, California



Approximate Scale: 1" = 20'  
 Flood Elevations in NAVD 88 Datum

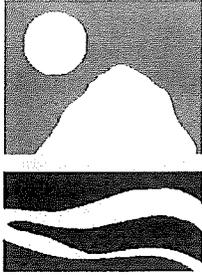
Ref: Google Maps provided by  
 EDA Design Group, 2011

Earth Systems Pacific  
 4778 Old Santa Fe Road, San Luis Obispo, CA 93401  
 October 2011 (Revised January 2012)

www.earthsys.com • e-mail: esg@earthsys.com  
 SL-16775.5A

RG





# City of Morro Bay

Public Services Department

955 Shasta Ave

Morro Bay, CA 93442

(805) 772-6261

www.morro-bay.ca.us

## TECHNICAL MEMORANDUM

Subject: Morro Creek Flood Analysis with Wave Run-up and Sea Level Rise (Addendum to Flood Study dated 8/7/09)

Date: Jan. 10, 2012

By: Barry Rands, PE, Associate Engineer

The flood analysis of Morro Creek prepared for the WWTP EIR and later submitted to and approved by FEMA was based on wave run-up values published in the effective (current) version of the Flood Insurance Study for San Luis Obispo County. It made no assumption regarding sea level rise due to global warming. Furthermore, that analysis did not assume simultaneous occurrence of both the 100-year flood and maximum wave run-up. The anticipation of both sea level rise and wave run-up is not a FEMA requirement when conducting a riverine flood analysis.

Based on request by California Coastal Commission staff, a more conservative analysis has been recently performed per the subject of this technical memo. The assumptions for this analysis were taken from "Alternative Sites Evaluation, Phase 2- Fine Screening Analysis, Appendix B: Shoreline Erosion Study and 100-year Sea Wave Run-up Analysis" conducted by Richard Gorman in October 2011. These assumptions include:

- Wave run-up (11.1 feet).
- Sea level rise (4.6 feet).
- Simultaneous occurrence of sea level rise, maximum wave run-up, and the 100-year flood.

The analysis was performed using FLO-2D, the same FEMA-approved modeling program used in the original analysis. The results illustrated in the attached maps show that the maximum water surface elevations in the vicinity of the existing WWTP are not impacted by this more conservative assumption. The only areas impacted are the beach to the west of the dunes, the creek channel from the ocean to Lila Keiser Park, and the Embarcadero area in front of the power plant.

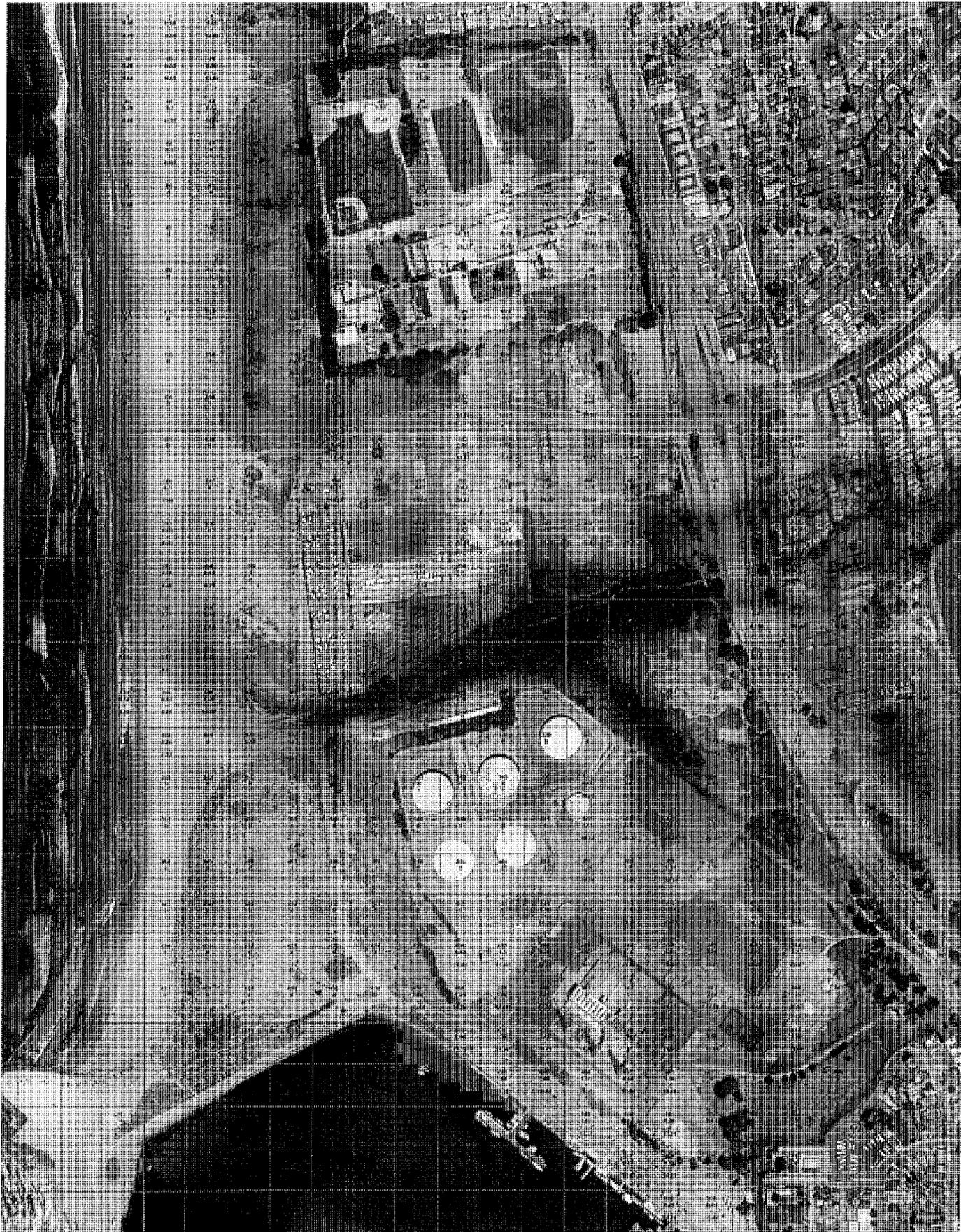
### Attachments:

Exhibit 6A: Morro Creek Limits of Floodplain (original)

Exhibit 6B: Morro Creek Limits of Floodplain (revised)

Reviewed by:  
Rob Livick, PE/PLS  
Director/Floodplain Manager





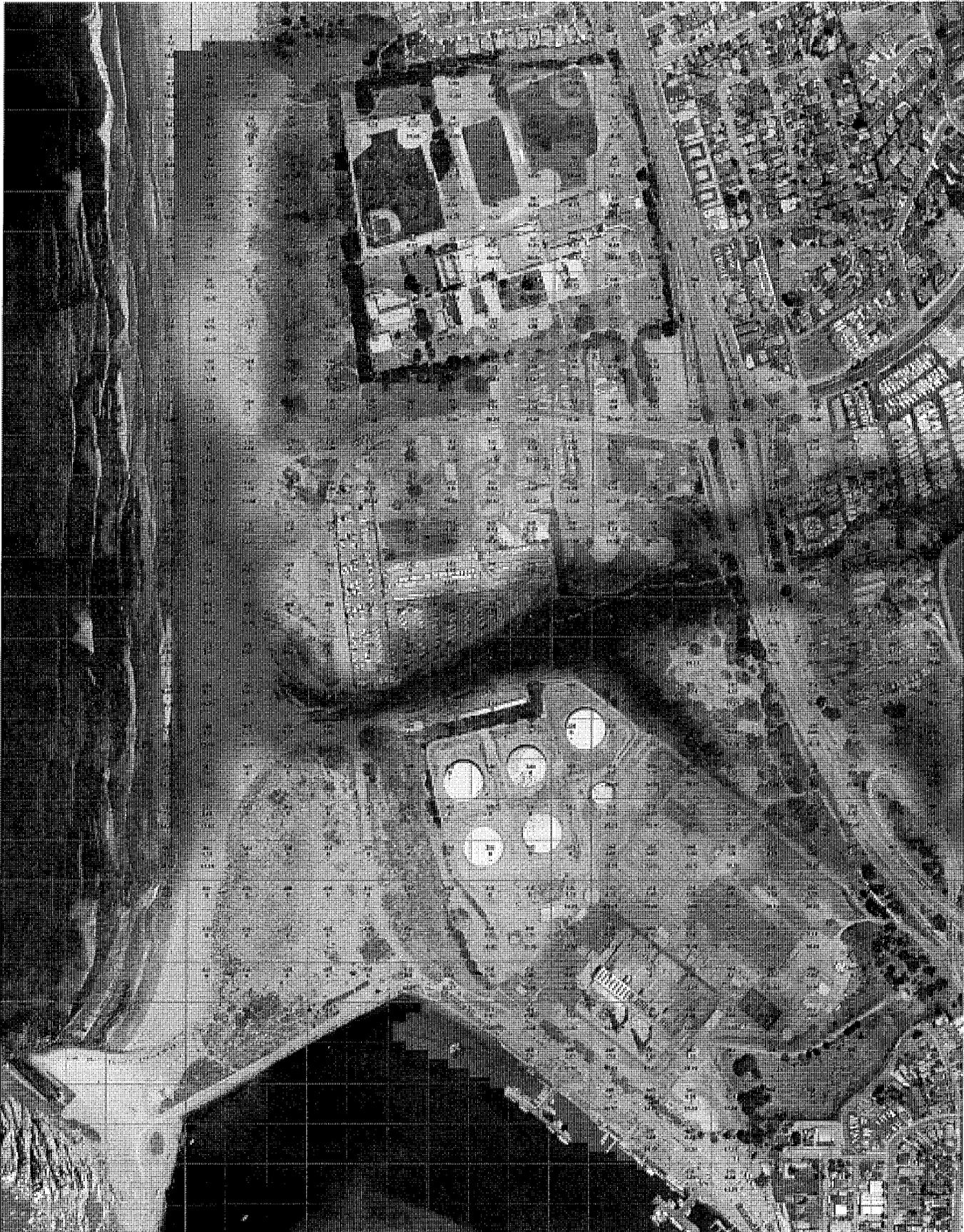
LEGEND

	CRIC #
	DEPTH (FT)
	MAX WVEL (FT)

MORRO CREEK LIMITS OF FLOODPLAIN (WITH NO TIDE ADJUSTMENT)

The results of the FLO-2D model show the boundaries of the revised 1% chance flood with average depth greater than one foot with no adjustment for tides (sea level = 0.00'). Unshaded areas include both high ground and areas flooded with an average depth less than one foot. Wave run-up is analyzed separately.

EXHIBIT 6A



LEGEND

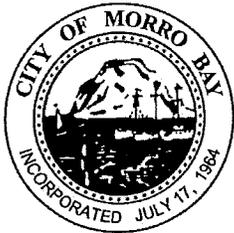


MORRO CREEK LIMITS OF FLOODPLAIN (WITH SURGE AND SEA LEVEL RISE)

The results of the FLO-2D model show the boundaries of the revised 1% chance flood with average depths greater than one foot with the assumption of 100-yr maximum wave run-up and 36" of sea level rise. Unshaded areas include both high ground and areas flooded with an average depth less than one foot. Sea level rise, maximum wave run-up and the 100-year flood are assumed to occur simultaneously.

EXHIBIT 6E

# ATTACHMENT C



AGENDA NO:  
MEETING DATE: February 13, 2013

# Staff Report

**TO:** Honorable Mayor and City Council      **DATE:** February 6, 2013  
**FROM:** Kathleen Wold, Planning Manager  
**SUBJECT:** Discussion on potential Rezone and General Plan Amendment for the M-1 area along Atascadero Road (parcels 066331032, 066331033, 066331034, 066331038, 066331039 (portion), 066332001, 066332002, 066333002)

**RECOMMENDATION**

Review information and provide direction to staff.

**FISCAL IMPACT**

Costs associated with a Rezone and General Plan amendment are as follows:

- Environmental—approximately \$6,000 to have a consultant prepare a Negative Declaration or Mitigated Negative Declaration.
- Noticing Costs—The Project will require noticing in the paper for the environmental processing, the public hearing at the Planning Commission level and the public hearing at the City Council level for a total of approximately \$950.00.
- Staff time—Staff costs including time to process the project through to the Coastal Commission is estimated to be approximately 300 staff hours including planning staff, Public Services Director, City attorney, administrative support staff.
- Mapping Costs-Both the City’s Zoning Map and the Land Use Map will need to be updated to address the change. Since the City’s land Use map is quite old and not digitized this update is estimated to be at \$8,000.

**PROJECT OUTLINE**

Below is a basic outline of the steps to complete a Rezone/General Plan amendment:

1. Establish a specific project description which defines the area to be amended and to what zone and designation. This area needs to be specifically defined prior to all environmental work.
2. Once the area is defined initiate the environmental work. Approximately 45 days to complete the environment draft, staff review of the draft and routing to the California State Clearinghouse.
3. Environmental document must be at the State Clearinghouse for a 30 day review.
4. After the public review staff will receive comments and address the comments. This will take approximately 2 weeks.
5. Project is then scheduled for Planning Commission. A 10 day notice is required prior to the

Prepared By: _____	Dept Review: _____
City Manager Review: _____	
City Attorney Review: _____	

# ATTACHMENT D

hearing.

6. After the Planning Commission meeting project will be scheduled for City Council action.

7. After final action from the City Council then the project will be submitted to the California Coastal Commission for review and action.

## **BACKGROUND**

At the January 22, 2013 meeting the City Council directed staff to provide a project outline, costs and additional information regarding a Rezone/General Plan Amendment for the M-1 area along Atascadero specifically the Wastewater facility site and surrounding area.

## **DISCUSSION**

The subject area is approximately 36 acres in size. Staff has provided a map of the general area, the zoning map of the area, the land use map of the area and a map of each individual parcel. From the table below it is important to note that the existing Zoning/General Plan designation and the existing use.

#	Owner	Assessor's Parcel Number	Acreage/Sq Ft	Zoning	General Plan	Land Use
1	City of Morro Bay	066331032	1.8257	M-1/PD/I	General Industrial (Light)	City of Morro Bay Corporation Yard
2	City of Morro Bay	066331033	2.9082	M-1/PD/I	General Industrial (Light)	Cement Batch Plant
3	City of Morro Bay	066331034	12.3961	M-1/PD/I	General Industrial (Light) and a portion Commercial, Recreational Fishing, Commercial Recreation	RV park and Wastewater facility
4	City of Morro Bay	066331038	8.709	M-1/PD/I	General Industrial (Light)	RV park and storage
5	Dynegy	066331039 (portion)	8.13	M-1/PD/I	General Industrial (Light)	Lila Keiser Park
6	Charles Ogle	066332001	1.2027	M-1/PD/I	General Industrial (Light)	Industrial use

# ATTACHMENT D

7	James Hald	066332002	.5534	M-1/PD/I	General Industrial (Light)	Warehousing
8	City of Morro Bay	066333002	.2973	M-1/PD/I	General Industrial (Light)	Wastewater facility

The land use map for the vicinity shows that a strip of land adjacent to Embarcadero has a general plan for Commercial/Recreation Fishing, and Commercial Recreation and the property to the east of this property is designated as Visitor-Serving. Either one of these may be considered for the property in question. As such staff has provided the purpose statement for each designation to help clarify the intent of each designation.

**Visitor Serving designation** states that this land use category is especially important to the City since tourism is a significant contributor to the local economy. This category encourages concentration of tourist-intensive uses at major destination points in the City or at locations easily accessible to travelers along State Highway One. Visitors-serving uses that should be developed in those areas designated as such are hotels/motels, overnight RV facilities, restaurants, gift shop, goods and supply stores, commercial recreation and other uses typically found to accommodate tourist needs and activities.

**Commercial/Recreational Fishing designation:** This category is intended to implement Measure “D” of the June 2, 1981, City ballot, passed by the citizens of Morro Bay, which states in its full text (as a permitted use in the Planned Development P.D. Zone):

“The City shall not grant any permit, authorization or other approval of any state owned tidelands subject to City lease between Beach Street and Target Rock, unless such development or use is primarily for the purpose of serving or facilitating licensed commercial fishing activities or noncommercial recreational fishing activities, or is clearly incidental thereto. For purposes of illustration only, and not by way of limitation, no approval shall be granted for any new passenger-for hire boats or supporting facilities, or for any new restaurant, café, gift shop or other retail establishments serving the general public, and any existing such uses shall hereafter be considered nonconforming and shall not be expanded or enlarged.

Measure “D” added Section 17.36.020 to the Morro Bay Municipal Code (Zoning Ordinance); it is noted that by doing so, the described “nonconforming uses” become subject to the other provision of the Municipal Code Title, also see LCP Policy 7.01.

**Open Space/Recreation** This land use designation includes that open space which is not defined environmentally sensitive habitat and is intended to accommodate more intensive recreational activities. Allowable uses include golf courses, boating clubs, athletic fields, stables, campgrounds and other commercial recreation uses.

## **CONCLUSION**

Staff has provided to the Council a brief outline of the project, the costs and staff time associated with the project and the purpose of each General Plan Designation suggested at the January 22<sup>nd</sup> meeting. Staff recommends that the Council review this information and give staff direction on how to proceed including potentially allocating the project costs at the mid-year budget hearings.

Public Services Director Rob Livick pointed out in the analysis of the various parcels surrounding the area, we inadvertently attributed ownership of some of the parcels to the City of Morro Bay and instead should be designated as jointly owned property with the City and Cayucos.

Planning Manager Kathleen Wold presented the staff report.

Councilmember Smukler feels that with the treatment plant being moved, this is a good time to be looking at this. Also, with the construction of the bridge over the creek happening soon, the potential for this land is big as it is being severely underutilized. This is the only City owned beachfront property. Now is the time to start planning more aggressively for our long term vision for Morro Bay.

Councilmember Nancy Johnson is opposed to doing a single re-zoning. The City's LCP has to be updated, the maps are outdated and incomplete, and the General Plan has to be updated. This is in direct conflict to long term planning – we are just taking one small section of town. She also wondered how people's businesses were going to be affected by this. The City needs an industrial zone for its economic base. Finally, she wondered when construction of the bridge over the creek will begin.

Public Services Director Livick stated that we were waiting for a signed agreement from Cal Trans so that we can begin the planning and design process for the bridge; the construction dollars are planned to come in the year 14/15.

Councilmember Christine Johnson believes this falls into our overall plan for the City. The area hadn't been on the table for discussion as it had a different use. As a side benefit, we will get a map update. The number one reason people come to California is the beaches and that's what we have here; and this would be a good time to discuss what else could be there in the future.

Councilmember George Leage stated that the high school is there, how are we going to make this a thru-way down there? There will be a lot of added congestion. He also wondered that if we can't find a place for the wastewater treatment plant and it has to come back – would the area have to be rezoned again?

Mayor Irons agreed that the City has a lot on its plate and doesn't want to see something like this distracting us from getting the General Plan and LCP completed. At the same time, having discussions and moving forward on this wouldn't mean that it is going to take precedent as we still have to go through the goal setting process.

A majority of Council felt it important to move forward in gathering information on costs, realizing that through goal setting, this may or may not take precedent. Staff was directed to gather information with consultants through an RFP process – get proposals on more refined costs for environmental review, costs to prepare maps, etc... Once the goal setting occurs, it will be determined where this falls in with the priorities. This information needs to be provided by March 13, 2013.

C-3 DISCUSSION AND RECOMMENDATION ON THE SELECTION PROCESS FOR VOLUNTEER COMMUNITY SERVICES COORDINATOR; (CITY COUNCIL)

in favor of working with the Economic Development Director letting business property owners, many of whom don't live in Morro Bay, know that this program exists. In the long run, this will prove to be valuable as the increased income from better looking business properties will improve our City's sales tax revenues.

Councilmember Christine Johnson wanted to focus this on the Old Town area but understands that without an AB1600 Impact Fee Study, we can't. She would like to see the Chamber, through their Economic Development program, flesh out what it is that would be the kinds of projects Morro Bay needs, and then incentivize those to come. She said that the Chamber is getting ready to send a survey to the entire Morro Bay community to see what kinds of businesses we are lacking. She thinks we should wait until the results of that study are known, giving us more knowledge and a better plan, before looking at the potential of moving forward with waiving any commercial impact fees.

Councilmember Leage would like to see the commercial impact fee waiver that is currently in place continue through July 2014. We need to try and stimulate work. He doesn't feel a lot of people received the initial information.

Councilmember Smukler continues to feel that the City's infrastructure is the first priority. He is willing to have future discussion about what a program could look like but at this point we need to start at square 1 as opposed to backing into square 1. He would like to see us move forward without the impact fee reductions.

Mayor Irons wants to spur on economic development revitalize our downtown. We also have a Parking-in-Lieu Fee Resolution about to expire. Economic Development should be something we set as one of our goals. For our commercial areas to see the benefit of impact fee reductions, he feels we need to do something more robust, not just through 2014. Considering the amount of time it takes to bring forward a project to construction, we need to set economic development as a goal specific to our commercial sector. If we want to make incentives for commercial growth, it needs to be done beyond 2014 and it needs to be restructured into an entire economic development plan that will include much more than just impact fee reductions.

Councilmember Christine Johnson stated that it is the Council's responsibility to find balance in promoting commercial development and ensuring we have a strong future with our infrastructure needs. With a new focus and direction, Council hopes to have a full court press on how to help the entire City.

**MOTION:** Councilmember Smukler moved to reestablish the commercial impact fees to the 2007 level. The motion was seconded by Councilmember Christine Johnson and carried 3-2 with Councilmembers Nancy Johnson and Leage voting no.

**C-2 DISCUSSION ON POTENTIAL REZONE AND GENERAL PLAN AMENDMENT FOR THE M-1 AREA ALONG ATASCADERO ROAD SPECIFICALLY THE WASTEWATER FACILITY SITE AND SURROUNDING AREA (PARCELS 066331032, 066331033, 066331034, 066331038, 066331039 (PORTION), 066332001, 066332002, 066333002); (PUBLIC SERVICES)**

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# ATTACHMENT E

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## C-3 DISCUSSION AND RECOMMENDATION ON THE SELECTION PROCESS FOR VOLUNTEER COMMUNITY SERVICES COORDINATOR; (CITY COUNCIL)



AGENDA NO: D-1

MEETING DATE: July 9, 2013

# Staff Report

**TO:** Honorable Mayor and City Council      **DATE:** July 5, 2013

**FROM:** Rob Livick, PE/PLS – Public Services Director/City Engineer  
Kathleen Wold, Planning Manager  
Cindy Jacinth, Associate Planner

**SUBJECT:** Resolution 39-13 authorizing City staff to submit a grant application for grant funds for the Local Coastal Program Sea Level Rise Adaptation Grant to update the Local Coastal Plan (LCP) under authority of the Ocean Protection Council and review the City work plan for the General Plan/ LCP update.

**RECOMMENDATION**

Adopt Resolution 39-13 authorizing a \$250,000 grant application for the Local Coastal Program Sea Level Rise Adaptation Grant to the Ocean Protection Council; review and receive staff report regarding the resolution, draft application and corresponding review of City work plan for the update of the General Plan/ Local Coastal Plan and provide direction to staff as necessary.

**ALTERNATIVES**

Not Applicable

**FISCAL IMPACT**

The City interviewed three consultants and retained PMC Consultants through an on-call consultant contract for assistance in writing the grant application. The cost for the preparation of the grant application is is \$6,000.

The grant application is seeking grant funding for \$250,000 for this portion of the Local Coastal Plan/General Plan (LCP/GP) update. The \$250,000 will be supplemented with \$76,000 in local funds and \$67,000 in “in-kind” staff time for a total estimated project cost of \$363,000. The General Plan maintenance fund is a 6% surcharge on building/plan check fees that is assessed for each building permit application. Currently, there is approximately \$76,000 in this account.

Prepared By: CJ/KW/RL _____	Dept Review: _____ RL
City Manager Review: _____	
City Attorney Review: _____	

Additionally, the costs that will be required to perform the complete update to the City's GP/LCP has been estimated at in the order of \$900,000 and will consist of both staff time and consultant assistance.

Staff will be pursuing additional funding opportunities to offset labor costs required to update these planning documents. Outside of grant funding, the funds to pay for staff and consultant time would be paid for out of the General Fund Maintenance Fund.

## **SUMMARY**

City Staff have identified a funding opportunity through the Ocean Protection Council, California Coastal Commission and Coastal Conservancy which would provide up to \$250,000 in grant funding to address climate change and sea level rise impacts in the City's Local Coastal Plan. The attached draft grant application proposes a funding request to meet multiple objectives including an inventory, vulnerability assessment, sea level rise action plan, policy integration and collaboration which provides a necessary first step towards the update of the City's General Plan and Local Coastal Plan. The goal for the update of the Local Coastal Plan is to update the LCP and fold that into the update of the new General Plan. This would also incorporate the Council-directed rezone of the Wastewater Treatment Plant and surrounding zone M-1 properties on Atascadero Road to visitor-serving uses.

## **BACKGROUND**

At the January 22, 2013 Council directed staff to develop a work plan which would provide a framework for the update of the General Plan/ Local Coastal Plan. The General Plan was last updated in 1982 and the Local Coastal Plan was last updated in 1988. At the April 22, 2013 Council identified the update of these two core City planning documents as one of the top three Council goals.

Availability of grant funding was identified from the Ocean Protection Council, California Coastal Commission and State Coastal Conservancy which announced grant funding available to local governments responsible for planning under the California Coastal Act (Coastal Act) to develop and adopt updated plans that conserve and protect coastal resources from future impacts from sea-level rise and related climate change impacts such as extreme weather events.

By applying for funding to meet multiple objectives including an inventory, vulnerability assessment, sea level rise action plan, policy integration and collaboration, this would allow the City to assess its risks and know what our response would be. Also, it allows us to more appropriately plan for these future outcomes through appropriate land uses as regulated by an updated General Plan and Local Coastal Plan. The General Plan/ Local Coastal Plan will provide the framework for that.

The purpose of the grant program is to encourage local governments responsible for coastal planning to develop and adopt updated Local Coastal Plans that conserve and protect coastal

resources, including public accessways and recreation sites from future impacts from sea-level rise and related climate change impacts such as extreme weather events. Under the adopted grant criteria, site-specific projects are not eligible. Proposals can update one or more planning segments of a jurisdiction's LCP. Because of the age of our Local Coastal Plan and also due to the City's boundaries being almost entirely enveloped within the coastal zone, staff and consultant are proposing to use the research information learned as a base to update the background information and existing conditions for the Land Use Plan, Shoreline Access and Recreation, Recreation and Access, Visitor-Serving Facilities, Energy/Industrial Development, Coastal Agriculture, Commercial Fishing, Recreational Boating, and Dredging sections of the LCP.

## **DISCUSSION**

The funding available will provide the necessary research and background information necessary for the General Plan and LCP update that does not currently exist in these documents due to the length of time since they were last updated. The desire is to update both planning documents with the result that the LCP is merged into and made a part of the General Plan, rather than currently as a separate document.

This will enable the City to incorporate new policies driven by the latest science and that is also consistent with Coastal Commission policies. For example, the City's Environmental Sensitive Habitat maps needs to be updated as there are inconsistencies between City maps and Federal maps such as the U.S. Fish & Wildlife Wetland Mapper Inventory.

As a result, the information learned will enable the City to identify, where necessary, more appropriate land uses through a revised land use map. Also, this will allow the City to develop policies that utilize the natural environment while preserving both the character of the City's working harbor and preserving visitor-serving uses which support the local economy. This type of adaptation planning is best illustrated by the Council's decision to relocate the Wastewater Treatment Plant away from the coastal area in favor of visitor-serving uses. The updated General Plan will be a reflection of the community's goals and desires for the future physical development of the City.

## **Overall General Plan Local Coastal Plan Update**

Therefore, the funding opportunity sets the foundation of moving forward with the update of the General Plan and Local Coastal Plan.

In addition, staff continues to look for other funding opportunities to support an update of the General Plan and Local Coastal Plan including the following:

1. The recently announced California Coastal Conservancy's Climate Ready Grant Announcement which is \$50,000-\$200,000 of funding available for addressing climate change impacts but designed to fund a broader array of grantees and projects than the LCP Grant Program. Applications are due August 28, 2013.
2. The State Strategic Growth Council will be releasing a third round of funding soon to

which the City will be able to apply.

In addition to pursuing funding opportunities, staff has also been diligently working toward pursuing a comprehensive update of the General Plan and Local Coastal Plan through the following incremental steps:

1. Development of Greenhouse Gas Inventory. Council adopted Resolution 56-08 which established milestones for the community to reduce greenhouse gas and air pollution emissions. Many General Plans now contain an optional element for sustainability.
2. Development of a Climate Action Plan (CAP) in progress. The CAP is a strategic document for reducing greenhouse gas emissions. At the March 6, 2013 and April 3, 2013 Planning Commission meetings, Commissioners reviewed the draft GHG Emission Reduction Plan to provide direction to staff.
3. The City's Housing Element updated in 2009 is required to be updated every five year and will be updated again in 2014. Funding for the update is through the City's Affordable Housing In-lieu funds.

### **General Plan Local Coastal Plan Work Program**

The work program that then would incorporate this grant application as a base would include the following steps and corresponding anticipated timeline:

<u>Timeframe</u>	<u>Work Task</u>
<i>Ongoing</i>	<i>Task 1 – Overall General Plan &amp; LCP Update Management</i> Management and coordination of the GP/LCP update will be performed by City Planning staff. The City through an RFP process will solicit a consult to assist with duties.
<i>6 months after inception</i>	<i>Task 2 – Understanding the Community</i> Provide a summary of existing conditions to use as a starting place for the General Plan update, Local Coastal Program (LCP) and corresponding environmental analysis as covered by our current proposed grant application.. any recent economic studies related to the City's fishing industry.
<i>Within 4 months and ongoing</i>	<i>Task 3 - Subcommittee</i> Work with the existing General Plan Subcommittee to provide input/advice at key phases of the General Plan update effort
<i>5 to 9 months after inception</i>	<i>Task 4 – Key Issues Identification, Analysis and Recommendation</i> Engage public and stakeholder groups in a discussion of the most important issues facing Morro Bay to ensure the goals and desires of the community are put forth in the new General Plan in a way that also is

consistent with the City's coastal planning responsibilities under the Coastal Act.

*8 to 12 months  
after inception*

*Task 5 – Land Use Alternatives*

Prepare at least 3 land use alternatives for consideration by the community, Planning Commission and City Council.

*10 to 16 months  
after inception*

*Task 6 – Guiding Principles and Key Policies*

Conduct public workshops and joint study sessions between City Council and Planning Commission for the purpose of receive direction on guiding principles and key policies for the General Plan update. The public will be invited to provide comments at the Joint Study Session.

*16 -18 months  
after inception*

*Task 7 – Draft Documents*

Create Admin Draft General Plan/ LCP

Create Draft General Plan for public comment which includes an incorporated updated Local Coastal Plan to meet the requirements of the Coastal Act

*17-24 months  
after inception*

*Task 8 – Environmental Analysis*

Create an Environmental Impact Report pursuant to CEQA for the General Plan, Local Coastal Plan update

*19-26 months  
after inception*

*Task 9 – Public Review*

Series of meetings for review and input on the draft documents

*22-30 months  
after inception*

*Task 10 – Public Hearings/ Adoption*

Formal adoption of the General Plan which would include incorporation of the Local Coastal Plan as well as Climate Action Plan.

*2 weeks after  
final adoption*

*Task 11 – Final Draft General Plan*

Incorporation of any final directions

*Upon final*

*Task 12 – Submit Final General Plan to Coastal Commission for review and action.*

In addition to the 12 tasks identified above there are technical specialty studies that will need to be performed in order to complete several of the required elements. The work contemplated for the subject grant will feed into the Safety Element and the Land Use, Open Space and Conservation Element. There will need to be traffic studies performed in order to complete the circulation element. The updates to the Water Master Plan, the Sewer Master Plan and the Storm Drainage Master Plan will also support this proposed update. Unfortunately, these specialized studies come with a cost and more than likely cannot be performed with existing City resources

alone and will require supplemental consultant assistance.

## **CONCLUSION**

The work plan presented by staff represents the tasks and work necessary to be performed in order to implement the update of the General Plan with the desired goal to incorporate both the Local Coastal Plan and also a Climate Action Plan. The grant funding available through Ocean Protection Council provides a necessary first step to develop the research and data necessary to begin the update. As such, staff recommends Council adoption of Resolution 39-13. Additionally, staff will be working within existing staffing levels in order to move the GP/LCP update along incrementally should grant funding prove elusive.

## **ATTACHMENT**

1. Draft Grant Application



## City of Morro Bay

Morro Bay, CA 93442

(805) 772-6200

[www.morro-bay.ca.us](http://www.morro-bay.ca.us)

October 7, 2013

Mary Small  
Deputy Executive Officer  
Coastal Conservancy  
1330 Broadway #1300  
Oakland, CA 94612

Dear Ms. Small,

We are pleased to hear that our proposal is still being considered by the Ocean Protection Council and are happy to provide more information. We have prepared a response to your correspondence dated September 23, 2013. Please find attached the City of Morro Bay LCP Sea Level Rise Adaptation Grant Application Addendum. This addendum to the proposal describes basic budget assumptions by task and includes detailed budget assumptions.

If you have any questions or need any further clarification, please don't hesitate to contact me at 805-772-6211. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Kathleen Wold". The signature is fluid and cursive.

Kathleen Wold  
Planning Manager

**FINANCE**  
595 Harbor Street

**ADMINISTRATION**  
595 Harbor Street

**FIRE DEPT.**  
715 Harbor Street

**PUBLIC SERVICES**  
955 Shasta Avenue

**HARBOR DEPT.**  
1275 Embarcadero Road

**CITY ATTORNEY**  
595 Harbor Street

**POLICE DEPT.**  
870 Morro Bay Boulevard

**RECREATION & PARKS**  
1001 Kennedy Way

## City of Morro Bay LCP Sea Level Rise Adaptation Grant Application Addendum

### Budget Assumptions

#### Specific Task Considerations

Below is a brief explanation of each task along with budget and time assumptions. For a full description of the work associated with each task, please see the original proposal.

#### ***Task 1: Identify Existing Coastal Conditions.***

The City will prepare a baseline assessment of coastal conditions along the shoreline reaches, including specific evaluation of beaches, hardened shoreline, structures, and other environmentally sensitive areas. The work in this task includes direct cost and depends primarily on associate and assistant level work to analyze existing data sources. This task is a critical step in obtaining geographical information that will help update the City's LCP and General Plan. Task 1 outcomes will be used in the modeling process in Task 3 and in assessing vulnerability in Task 4.

Expected consultant task cost: \$32,600  
Expected in-kind service task cost: \$7,080  
Expected total task cost: \$39,680

#### ***Task 2: Prepare an Inventory of Infrastructure and Systems Potentially Affected by Sea-Level Rise (SLR).***

The City will prepare an inventory of structures, functions, and populations that may be affected by SLR that will include, though may not be limited to, publicly accessible shorelines, working waterfronts, beaches, recreational opportunities, tourist-serving amenities, roadways, pedestrian and bike paths, parking lots, buildings, utility infrastructure, sensitive habitat areas, wetlands, and shoreline protective devices. The work in this task includes labor and direct costs. In addition to framing the adaptation discussion, this task will provide key existing resource information for the LCP and General Plan update. Task 2 outcomes will be used to assess vulnerability in Task 4.

Total consultant task cost: \$48,900  
Total in-kind service task cost: \$11,840  
Total task cost: \$60,740

#### ***Task 3: Identify Sea-Level Rise Scenarios and Model Cumulative Effects.***

The City will identify high and low sea-level rise scenarios under normal weather conditions and for a variety of extreme weather conditions. Using the outcomes from previous tasks, the City will evaluate the effects of sea-level rise on each planning area. The budget includes more hours for higher level staff as this task will rely heavily on technical experts to prepare and interpret hydrological models under a variety of conditions. This task will allow the City to

prepare for the most likely sea level rise impacts and will provide a robust understanding of future shoreline conditions, which is important for the LCP and General Plan update. The modeling completed in Task 3 will be used to assess vulnerability in Task 4.

Total consultant task cost: \$81,500  
Total in-kind service task cost: \$4,080  
Total task cost: \$85,580

***Task 4: Analyze Sea-Level Rise Vulnerability.***

The SLR vulnerability assessment will build on efforts described above and will be performed in accordance with the California Adaptation Planning Guide and the State of California Sea Level Rise Guidance Document. Each of the sensitive structures, functions, and populations inventoried in Task 2 will be analyzed using the outcomes of Tasks 1 and 3 to identify vulnerability. The costs in this task include staff time and direct costs. The work in this task focuses on synthesizing work to date and analyzing for vulnerability conclusions. Adaptation policy would be directly dependent on this task and the City's LCP and General Plan update would benefit greatly, allowing the City to make better informed decisions.

Total consultant task cost: \$48,900  
Total in-kind service task cost: \$11,360  
Total task cost: \$60,260

***Task 5: Identify Adaptation Policy Framework.***

The City will use the vulnerability assessment generated in Task 4 and community and stakeholder input generated in Task 6 to create a Sea-Level Rise Action Plan (Action Plan), which will identify near-term strategies to immediately begin building adaptive capacity, as well as long-term strategies for integration into the LCP and General Plan. Adaptation strategies will emphasize the use of natural infrastructure to address SLR impact and will seek to provide greenhouse gas reduction co-benefits consistent with the City's draft climate action plan, where appropriate. The adaptation policy framework includes staff time and direct cost and features more administrative staff support hours because this task calls for the creation of public documents that are accessible and engaging. This framework would increase the City's resiliency to sea-level rise and would be directly incorporated into the City's LCP and General Plan update.

Total consultant task cost: \$56,200  
Total in-kind service task cost: \$19,200  
Total task cost: \$84,400

***Task 6: Collaboration and Outreach.***

Outreach will proceed concurrently with and in support of Tasks 1 through 5. The project will utilize four primary outreach strategies: 1) Technical Advisory Committee (TAC) that will meet to provide input on each task deliverable (up to six meetings), 2) public hearings for

deliberation of the project by City Council and Planning Commission (up to four meetings), 3) public workshops and events to solicit feedback regarding the adaptation policy framework (up to four), and 4) the hosting of project information on the City's website though the life of the project. This task budget includes higher direct costs due to the materials and travel costs associated with TAC and public meetings. Costs are estimated based on collaboration and outreach in support of the fully scoped project and would adjust to scope modifications.

Total consultant task cost: \$48,900  
 Total in-kind service task cost: \$13,600  
 Total task cost: \$62,500

### Hourly Rates

Task costs were calculated by multiplying the estimated workload (in hours) by estimated hourly rates of various employee types. **Table 1** provides the hourly rates used to estimate the project budget. Since much of the work requires specialized disciplines, Morro Bay would rely on a consultant to complete the majority of the work. The rates in **Table 1** reflect average rates from firms the City has worked with. The in-kind services rates are the City's fully burdened staff rates.

**Table 1. Hourly Rate Assumptions**

<b>Consultant Rate Assumptions<sup>1</sup></b>	
Project Director/Principal/Principal Engineer/Principal Biologist	\$175
Project Manager/Outreach Manager/Engineer	\$140
Senior Planner/Analyst/Engineer/Biologist	\$125
Associate Planner/Engineer/Biologist	\$95
Assistant Planner/Biologist/GIS Analyst/Technical Editor	\$85
Administrative Assistant	\$65
<b>In Kind Service Rate Assumptions<sup>2</sup></b>	
Public Services Director	\$119
Planning Manager	\$77
Capital Projects Manager	\$68
Associate Civil Engineer	\$63
Associate Planner	\$53
Administrative Technician	\$37
<i>1. Based on average rates from consultants the City has worked with</i>	
<i>2. Actual fully burdened City rates</i>	

### Budget proposal

Table 2 reports the proposed project budget for consultant costs in greater detail than was provided in the previously submitted proposal. Table 3 provides in-kind service detail. Table 4 provides summary data for the entire project.

Table 2: Expected Consultant Hours and Costs by Task and Staff Position

Task	Project Director/ Principal/ Engineer/Principal Biologist		Project Manager/ Outreach Manager/Engineer		Senior Planner/Analyst/ Engineer/Biologist		Associate Planner/ Engineer/Biologist		Assistant Planner/ Biologist/ GIS Analyst/ Technical Editor		Administrative Assistant/ Technician		Direct Costs	TOTAL \$
	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
1. Identify Existing Coastal Conditions	10	\$1,750	18	\$2,520	61	\$7,625	95	\$9,025	130	\$11,050	2	\$130	\$500	\$32,600
2. Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR	32	\$5,600	61	\$8,540	80	\$10,000	130	\$12,350	134	\$11,390	8	\$520	\$500	\$48,900
3. Identify Sea-Level Rise Scenarios and Model Cumulative Effects	32	\$5,600	80	\$11,200	130	\$16,250	260	\$24,700	259	\$22,015	19	\$1,235	\$500	\$81,500
4. Analyze Sea-Level Rise Vulnerability	32	\$5,600	61	\$8,540	80	\$10,000	130	\$12,350	134	\$11,390	8	\$520	\$500	\$48,900
5. Identify Adaptation Policy Framework	48	\$8,400	76	\$10,640	100	\$12,500	140	\$13,300	200	\$17,000	44	\$2,860	\$500	\$65,200
6. Collaboration and Outreach	8	\$1,400	30	\$4,200	60	\$7,500	140	\$13,300	160	\$13,600	60	\$3,900	\$5,000	\$48,900
<b>Total</b>	162	\$28,350	326	\$45,640	511	\$63,875	895	\$85,025	1017	\$86,445	141	\$9,165	\$7,500	\$326,000

Table 3. Expected In-Kind Support Hours and Costs by Task and Staff Position

Task	Public Services Director		Planning Manager		Capital Projects Manager		Associate Planner		Associate Civil Engineer		Administrative Technician		Direct Costs	Total \$
	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
1. Identify Existing Coastal Conditions	13	\$1,547	22	\$1,694	12	\$816	27	\$1,431	8	\$504	24	\$888	\$200	\$7,080
2. Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR	17	\$2,023	40	\$3,080	14	\$952	44	\$2,332	27	\$1,701	42	\$1,554	\$200	\$11,840
3. Identify Sea-Level Rise Scenarios and Model Cumulative Effects	6	\$714	12	\$924	6	\$408	10	\$530	16	\$1,008	8	\$296	\$200	\$4,080
4. Analyze Sea-Level Rise Vulnerability	14	\$1,666	30	\$2,310	14	\$952	54	\$2,862	30	\$1,890	40	\$1,480	\$200	\$11,360
5. Identify Adaptation Policy Framework	29	\$3,451	60	\$4,620	30	\$2,040	79	\$4,187	30	\$1,890	76	\$2,812	\$200	\$19,200
6. Collaboration and Outreach	16	\$1,904	46	\$3,542	19	\$1,292	62	\$3,286	13	\$819	61	\$2,257	\$500	\$13,600
<b>Total</b>	<b>95</b>	<b>\$11,305</b>	<b>210</b>	<b>\$16,170</b>	<b>95</b>	<b>\$6,460</b>	<b>276</b>	<b>\$14,628</b>	<b>124</b>	<b>\$7,812</b>	<b>251</b>	<b>\$9,287</b>	<b>\$1,500</b>	<b>\$67,160</b>

Table 4. Overall Project Cost

Task	Consultant Cost (OPC funding + Morro Bay matching funds)	In-kind cost (staff time)	Total Cost
1. Identify Existing Coastal Conditions	\$32,600	\$7,080	\$39,680
2. Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR	\$48,900	\$11,840	\$60,740
3. Identify Sea-Level Rise Scenarios and Model Cumulative Effects	\$81,500	\$4,080	\$85,580
4. Analyze Sea-Level Rise Vulnerability	\$48,900	\$11,360	\$60,260
5. Identify Adaptation Policy Framework	\$65,200	\$19,200	\$84,400
6. Collaboration and Outreach	\$48,900	\$13,600	\$62,500
<b>Total</b>	<b>\$326,000</b>	<b>\$67,160</b>	<b>\$393,160</b>



## LOCAL COASTAL PROGRAM SEA LEVEL RISE ADAPTATION GRANT APPLICATION FORM

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The Ocean Protection Council, California Coastal Commission, and State Coastal Conservancy announce the availability of grants to encourage local governments and other entities responsible for planning under the [California Coastal Act](#) (Coastal Act) to develop and adopt updated plans that conserve and protect coastal resources from future impacts from sea-level rise and related climate change impacts such as extreme weather events. A full description of the grant program is [available here](#).

### APPLICANT INFORMATION:

Applicant name (organization): City of Morro Bay

Address: 595 Harbor Street, Morro Bay, CA 93442

Contact name: Kathleen Wold

Telephone: (805) 772-6261

Fax: (805) 772-6268

Email: kwold@morro-bay.ca.us

Federal Tax ID# 95-230-8629

Position whose incumbents are authorized to negotiate agreements and amendments:

Rob Livick

Signature: 

Date: July 15, 2013

### PROJECT INFORMATION:

Project title: City of Morro Bay Sea-Level Rise Vulnerability Assessment and Policy Framework

LCP Segment: Morro Bay

LCP or other plan title (e.g., Port Master plan, LRDP): Morro Bay Local Coastal Plan

Project location: City: Morro Bay

County: San Luis Obispo

Street: 595 Harbor Street

Cross street: Shasta Avenue

Latitude (e.g., 38.337094): 35.367028

Longitude: (e.g., -122.589652): -120.846758

## *LCP Sea Level Rise Grant Application Form*

### **Elected Representatives for Project:**

Congressional District(s): [www.house.gov](http://www.house.gov)

Name(s): Lois Capps

Number(s): 24th District

State Senate District(s): [www.senate.ca.gov](http://www.senate.ca.gov)

Name(s): Bill Monning

Number(s): 17th District

Assembly District(s): [www.assembly.ca.gov](http://www.assembly.ca.gov)

Number(s): Katcho Achadjian

Name(s): 35th District

### **Maps and Photos**

Applications must include one map showing the planning area for the project. Photos may also be submitted if they illustrate the area. Please note: any photos and maps you submit are subject to the unqualified and unconditional right of the State of California to use, reproduce, publish, or display, free of charge. Please indicate if crediting is requested for the photos and/or maps.

### **Potential Impacts from Sea-Level Rise – Preliminary Assessment**

Preliminary assessment of potential impacts from sea-level rise and climate change using NOAA's [Sea-Level Rise Viewer](#) or other readily available planning tools is required as part of the application. This assessment should be included and referenced in the project description below to explain the purpose, benefit, and need for the proposed project.

*LCP Sea Level Rise Grant Application Form***Project Description**

**a. Goal and Objective(s)** – The overall goal of the City of Morro Bay Sea-Level Rise Vulnerability Assessment and Policy Framework (project) is to enhance the City’s social, economic, and environmental systems’ ability to adapt and thrive under a variety of sea-level rise conditions. The project will achieve a number of objectives that support this goal. Upon successful completion of the project, the City will (1) have a technical understanding of its shoreline under current conditions, (2) have a comprehensive understanding of its vulnerabilities to the impacts of likely SLR scenarios, (3) have a policy framework that provides strategies to increase adaptive capacity in the near-term and long-term strategies that are created for seamless integration into the Local Coastal Plan (LCP) and General Plan update, and (4) develop and/or enhance relationships with local, regional, and state sea-level rise adaptation stakeholders. These four objectives will help the City adopt the LCP and General Plan update with sea-level rise considerations and policies integrated throughout. Milestones and expected schedules associated with each objective are presented in the project schedule section below.

**b. Need** – As identified in the State Adaptation Planning Guide, local jurisdictions need to begin planning for climate change immediately. Despite significant vulnerabilities to sea-level rise, Morro Bay has limited capacity to plan for SLR due to financial limitations and outdated planning documents. This section illustrates the need for and urgency of this project.

*Preliminary SLR Impact Assessment.* As illustrated in **Exhibit 1**, the majority of the city is in the Coastal Zone. Using the NOAA Sea-Level Rise Viewer (referenced in this application as “SLR Viewer”), the City identified four distinct shoreline areas, each with its own vulnerabilities and potential SLR impacts.

- The north end of the city contains Morro Strand State Beach, Morro Rock Beach, and Morro Bay City Beach, all of which face the open ocean. The SLR Viewer identifies extensive inundation for 3 feet and 6 feet of SLR (**Exhibit 2**). Areas of potential vulnerability include approximately 3 miles of publicly accessible beaches, 1 mile of the Pacific Coast Highway, popular surf breaks, the City’s current wastewater reclamation facility, Morro Bay High School, an RV park, and single-family homes.
- The west end of the city contains a sand spit that abuts Montaña de Oro State Park and is home to coastal brush habitat, snowy plover habitat, and unconsolidated shoreline. **Exhibit 3** illustrates the dramatic extent of the sand spit that will be inundated under 3- and 6-foot SLR projections. Erosion will play a critical role in how SLR affects this section of the shoreline; it is possible that erosion, coupled with other hydrologic factors, will alter the protective function the sand spit currently provides to the estuary and to the city’s urbanized shoreline. The planning area’s west end also contains two breakwaters that protect the mouth of the harbor.
- The urbanized bayside shoreline extends from the power plant at the north end to Morro Bay State Park at the south end. The area contains numerous parks and the Embarcadero, which is the economic heart of the city containing visitor-serving uses and the commercial fishing industry. Although this area shows less inundation on the SLR Viewer (**Exhibit 4**), given its economic and social importance, conditions at the Embarcadero underscore the need to understand SLR considerations in greater detail. For example, a more detailed vulnerability assessment will need to address not just inundation, but how commercial fishing infrastructure will be affected by SLR, how the tourist-serving economy will be affected by an increase in flooding events, and how stormwater infrastructure will function.

## *LCP Sea Level Rise Grant Application Form*

- At the southeast end of the city, Morro Bay State Park includes wetland/marsh areas that are projected to be extensively inundated with 3-foot and 6-foot SLR (**Exhibit 5**). Possible structural vulnerabilities include the state park's campground, dock, and golf course.

*Sensitive Surroundings.* Much of the city's shoreline abuts Morro Bay, which is a national estuary and is designated as a State Marine Recreational Management Area, a State Marine Reserve, and the Morro Estuary Natural Preserve. Although the estuary faces many problems, it is still one of the most pristine and bio-diverse estuaries in the United States and is a critical stop for migrating birds. Although the estuary isn't technically in city limits, many of the strategies available to the City to adapt to SLR will directly affect the health of the estuary.

*Outdated Planning Documents.* In addition to the multiple critical SLR vulnerabilities in Morro Bay, the City's relevant planning tools (General Plan, Zoning Code, and LCP) are outdated, feature internal and external inconsistencies, and do not help Morro Bay adapt to and stay resilient in the face of sea-level rise. The City last updated its General Plan in 1988 and the LCP in 1984. In 2004, the City attempted to combine the LCP with the General Plan, which was adopted by the City Council but not certified by the Coastal Commission. Over the past four years, a subcommittee has worked on updating the LCP and General Plan, but the task has proven to be a significant drain on existing staff time and resources. The City is committed to updating the LCP and General Plan, as evidenced by the City Council identifying the update as a major goal (**Exhibit 6**). Work conducted with this grant would simultaneously increase Morro Bay's adaptive capacity for sea-level rise and provide background information and key research for a comprehensive LCP and General Plan update.

**c. Approach** – The City will prepare a sea-level rise vulnerability assessment to support the LCP and General Plan update. The City will use the outcomes of the vulnerability assessment to identify a policy framework based on the concept of natural infrastructure and an informed approach to coastal wetlands, natural lands, and habitat management. The policy framework, or the Sea-Level Rise Action Plan, will identify short-term implementable strategies as well as long-term goals, policies, and actions for integration into the LCP and General Plan update.

*Task 1: Identify Existing Coastal Conditions.* Following the approach taken in the current LCP, the City will divide the shoreline into distinct planning areas. The City will utilize aerial photographs and publicly available LIDAR data (Coastal Zone Topography: 2009–2011 California Coastal Conservancy LIDAR Project DEM) to identify shoreline conditions, including shoreline structure, shoreline cover, shoreline elevation, and water control structures, for each of the planning areas. Where possible, the City will supplement this information with work completed by collaborating organizations, such as the Morro Bay National Estuary Program's *Circulation and Transport in Morro Bay, CA, USA: Impacts Due to Sea Level Rise* report. Using this information, the City will prepare a baseline assessment of coastal conditions along the shoreline reaches, including specific evaluation of beaches, hardened shoreline, structures, and other environmentally sensitive areas. The City will produce maps and tables for each of the planning areas to illustrate these conditions.

*Task 2: Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR.* The City will prepare an inventory of structures, functions, and population that may be affected by SLR that will include, though may not be limited to, publicly accessible shorelines, working

*LCP Sea Level Rise Grant Application Form*

waterfronts, beaches, recreational opportunities, tourist-serving amenities, roadways, pedestrian and bike paths, parking lots, buildings, utility infrastructure (water, wastewater, stormwater, electricity, etc.), sensitive habitat areas, wetlands, and shoreline protective devices including breakwaters, seawalls, bulkheads, and jetties. For each of the items in the inventory, the City will add available and relevant attribute data to future SLR vulnerabilities (e.g., adaptive capacity, critical elevations, structure types, year built, replacement cost, condition, and location).

*Task 3: Identify Sea-Level Rise Scenarios and Model Cumulative Effects.* The City will identify high and low sea-level rise scenarios under normal weather conditions and for a variety of extreme weather conditions. The City will rely on the National Resource Council's projection ranges identified in the State of California Sea-Level Rise Guidance Document (2013) (**Exhibit 7**). Through the outreach process (Task 6), the City will determine a high and low scenario within these projected ranges for each time horizon (2030, 2050, and 2100). Once a sea-level rise scenario has been identified for each time horizon, the City will review sea-level rise and coastal flooding models prepared by others (i.e., Morro Bay National Estuary Program, NOAA, USGS, California Geological Survey, FEMA, etc.), use data from these studies as appropriate, and work with stakeholders to identify coastal flooding factors that could magnify sea-level rise impacts such as coastal erosion, sand spit erosion, 100-year and 200-year floods, upland flooding in the coastal zone, coastal storm waves, decadal water level anomalies (e.g., El Niño and La Niña events), tsunamis, subsidence, and raised groundwater tables. The City will use a decision matrix (**Exhibit 8**) to rate each factor's importance. At a minimum, the City will model the influence of three factors for 2050. The City may consider additional factors or time horizons if schedule and budget allow. Using the outcomes from previous tasks, the City will evaluate the effects of sea-level rise on each planning area. The evaluation will be based on guidance provided in the State of California Sea-Level Rise Guidance Document and as recommended by the California Ocean Protection Council on Sea Level Rise. The evaluation will yield maps and tables detailing affected areas for each of the selected scenarios.

*Task 4: Analyze Sea-Level Rise Vulnerability.* The SLR vulnerability assessment will build on efforts described above and will be performed in accordance with the California Adaptation Planning Guide and the State of California SLR Guidance Document. Each of the sensitive structures, functions, and populations inventoried in Task 2 will be analyzed using the outcomes of Tasks 1 and 3 to identify vulnerability. A decision matrix will be used to rank the most vulnerable and important structures, functions, and populations in selected SLR scenarios (**Exhibit 9**). The environmental, economic, and social cost of damages will be analyzed for priority vulnerabilities and will play an important role in developing adaptation strategies.

*Task 5: Identify Adaptation Policy Framework.* The vulnerability assessment provides background for the identification of appropriate adaptation policies, with an emphasis on natural infrastructure that may be considered for inclusion in the updated LCP and General Plan. The City will create a Sea-Level Rise Action Plan (Action Plan), which will identify near-term strategies to immediately begin building adaptive capacity, as well as long-term strategies for integration into the LCP and General Plan. Adaptation strategies will emphasize the use of natural infrastructure to address SLR impact and will seek to provide greenhouse gas reduction co-benefits consistent with the City's draft climate action plan, where appropriate. For each adaptation strategy, the Action Plan will identify the long-term policy location (e.g., LCP section, General Plan element, Capital Improvement Plan), the expected cost-benefit, and the

*LCP Sea Level Rise Grant Application Form*

time frame and SLR scenario addressed by the strategy. Key elements of this task include reviewing best-practice natural infrastructure adaptation strategies, providing examples of adaptation strategies for the vulnerabilities identified in the planning areas, ensuring that policies are appropriate for inclusion in the General Plan and LCP, and ensuring consistency with California Coastal Commission criteria.

*Task 6: Collaboration and Outreach.* Outreach will proceed concurrently with and in support of Tasks 1 through 5. The project will utilize three primary outreach strategies. First, a Technical Advisory Committee (TAC) will provide local expertise to the project and will bring diverse stakeholders to the process. The City will invite representatives from key stakeholder groups such as staff from the California Coastal Commission, the Morro Bay National Estuary Program, the San Luis Obispo Science and Ecosystem Alliance, the Morro Bay Commercial Fishermen's Organization, various City departments, and utilities to participate on the TAC. The City will depend on the TAC throughout the project to help identify SLR scenarios, sensitive structures and functions, and viable adaptation strategies. Second, the City will hold three public meetings during the adaptation policy development process. The public meetings will be open house workshops and will educate the public about sea-level rise as well as gather input on the appropriateness of draft adaptation strategies. The City will consider holding workshops during public events such as the Morro Bay Farmers Market. Finally, the City will host project information and provide space for feedback on its website and will advertise public meetings and other key events via traditional and social media outlets. The City will encourage TAC members to provide links to the information on their websites.

Collaboration will also occur throughout the project. The City has recently made a commitment to work more closely with entities such as the Coastal Commission and the Morro Bay National Estuary Program to ensure mutually beneficial outcomes can be achieved where possible. The City's partners have expressed interest in potentially providing staff time to assist with this project. As evidenced by letters from the San Luis Obispo County Air Pollution Control District, Congresswoman Capps, Assemblyman Achadjian, Supervisor Gibson, the Morro Bay National Estuary Program, the Morro Bay Chamber of Commerce, and the San Luis Obispo Council of Governments (**Exhibit 10**), the project has broad support from the community.

**d. Benefit** – The Sea-Level Rise Vulnerability Assessment and Policy Framework project will provide extensive benefits to the City of Morro Bay and the State of California. By proactively adapting to sea-level rise, the City will be able to achieve the following benefits:

- **Early Action, Long-Term Planning.** This project will jump-start the LCP and General Plan update process, which will result in consistent goals, policies, and actions across the long-term planning documents that support the goals and objectives of the public and the Coastal Commission. The project will provide near-term SLR adaptation strategies for the City to pursue during the LCP and General Plan update process as well as long-term SLR adaptation strategies that will be integrated into the LCP and General Plan.
- **Preservation of Coastal Wetlands and Natural Lands and Conservation of Biodiversity.** The entirety of the city's shoreline contains or affects coastal wetlands or natural lands. The bay and its surrounding shores are critical habitats for migrating birds and preferred habitats for sensitive marine mammals. A comprehensive understanding of sea-level rise impacts and an informed approach to coastal wetlands, natural lands, and habitat management that

*LCP Sea Level Rise Grant Application Form*

emphasizes the use of natural infrastructure will allow the City and regional partners to retain and enhance these valuable resources.

- **Preservation of Public Coastal Access and Coastal-Dependent Recreational Opportunities and Visitor-Serving Amenities.** The SLR Viewer illustrates loss of publicly accessible coastal areas, including significant inundation to the publicly accessible beaches and surf breaks in the north of the city. The SLR Viewer also reports inundation in parks, campgrounds, docks, harbors, and the golf course. Approaches that consider natural responses and managed retreat can retain publicly accessible coasts and coastal-dependent recreational opportunities despite a rising sea. In addition to a working waterfront, the Embarcadero is a visitor-serving area with restaurants, hotels, and gift shops. Adaptation strategies will identify ways for these coastal-dependent amenities and businesses to remain economically viable in the face of SLR-related natural disruptions. An economically viable Embarcadero provides amenities for visitors, boosts the local economy, and provides resources and locations for sustainable commercial fisheries and recreational marine vessels.
- **Increased Organizational Capacity.** By developing and/or strengthening local and regional stakeholder relationships with SLR adaptation in mind, the City will be better able to respond and adapt to political and social changes over time. The City looks forward to building adaptive capacity with California Coastal Commission staff, the Morro Bay National Estuary Program, regional environmental groups, local business groups, commercial fisheries, relevant state and federal agencies, and other key stakeholders.

**e. Transferability** – The City is fortunate to build off the Coastal Conservancy’s good work completed in the Humboldt Bay Shoreline Inventory, Mapping, and Sea Level Rise Vulnerability Assessment. The City views work under the OPC grant as an opportunity to illustrate the value and transferability of existing methods to different jurisdictions. The City of Morro Bay will share lessons learned and provide guidance to other cities looking to capitalize on work funded by the state. In addition, the City’s work will underscore its commitment to its shorelines and its many diverse users, including its working waterfront. Lessons learned in analysis and policy development to help the Embarcadero thrive despite SLR will be extremely valuable to other working waterfronts in California. The City of Morro Bay’s commitment to move its coastal Wastewater Treatment Plant to a site further inland and rezone the existing site is another example of transferability that will be a model for other cities with aging public works infrastructure. This decision to move the plant was based on recommendations from the California Coastal Commission culminating from the appeal process of the City’s Coastal Development Permit. Finally, the project will serve as a model for creating an action plan that is ready for immediate implementation even while it is being integrated into long-term planning documents such as the LCP and General Plan.

**f. Implementation** – As noted above, the City is committed to updating the LCP and General Plan. The work funded by this grant would provide critical resources necessary to update the background information and existing conditions, as well as provide sea-level rise and adaptation strategies and regulations for nearly all of the sections in the LCP, while also providing valuable background research for the General Plan. **Exhibit 11** is a detailed illustration of how the work completed through this grant would support the City’s LCP and General Plan update, and **Exhibit 12** illustrates the City’s work plan and schedule to complete the update.

## *LCP Sea Level Rise Grant Application Form*

### **Resolution**

The resolution from the Morro Bay City Council committing to submit to the Commission an amendment to update the LCP (or other plan as applicable) to address sea-level rise is attached as part of the application (**Exhibit 13**).

### **Submission Dates**

Applications are due July 15, 2013. We expect to award grants in the fall of 2013. Applications must be emailed (or postmarked) by the submission date.

### **Submission Requirements**

Please submit the completed application form, including all attachments, via email to [msmall@scc.ca.gov](mailto:msmall@scc.ca.gov). If you are unable to submit via email, you may mail a hard copy to the Coastal Conservancy:

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

Please note: all information that you submit is subject to the unqualified and unconditional right of the Conservancy and/or Coastal Commission to use, reproduce, publish, or display, free of charge. Please indicate if crediting is requested for any of the photos and/or maps.

### **Budget Information**

**Funding Request: \$250,000.00**

**Total Project Cost (including in-kind services): \$393,160.00**

**Other Funding Sources (not including in-kind services):**

<b><i>\$ Amount</i></b>	<b><i>Source of funds</i></b>	<b><i>Committed</i></b>
\$76,000.00	General Fund - Maintenance Fund	6/28/2013

**In-Kind Services: \$67,160**

The in-kind services value estimate is for City of Morro Bay staff time and is based on current hourly rates for identified participating positions.

## *LCP Sea Level Rise Grant Application Form*

### **Preliminary Budget**

In the budget matrix below, list the major tasks of the proposed project and indicate the estimated cost of each. These tasks should correlate with the activities you will list on the following page under "Timeline" (in some cases, several tasks listed here may logically be grouped as one activity in the timeline matrix). Show the source of funding for each task. A simplified example is provided.

#### *Sample Budget*

Task Number	Task	Applicant's Funding	OPC	Other Funds	Total Cost
1		\$20,000	\$30,000	\$7,000	\$57,000
2		\$5,000			\$5,000
3		\$5,000			\$5,000
4					
<b>TOTAL</b>		<b>\$30,000</b>	<b>\$30,000</b>	<b>\$7,000</b>	<b>\$67,000</b>

### **Preliminary Budget**

Task Number	Task	Applicant's Funding	OPC	In-Kind Funds (Staff Time)	Total Cost
1	Identify Existing Coastal Conditions	\$7,600.00	\$25,000.00	\$7,080.00	\$39,680.00
2	Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR	\$11,400.00	\$37,500.00	\$11,840.00	\$60,740.00
3	Identify Sea-Level Rise Scenarios and Model Cumulative Effects	\$19,000.00	\$62,500.00	\$4,080.00	\$85,580.00
4	Analyze Sea-Level Rise Vulnerability	\$11,400.00	\$37,500.00	\$11,360.00	\$60,260.00
5	Identify Adaptation Policy Framework	\$15,200.00	\$50,000.00	\$19,200.00	\$84,400.00
6	Collaboration and Outreach	\$11,400.00	\$37,500.00	\$13,600.00	\$62,500.00
<b>TOTAL</b>		<b>\$76,000.00</b>	<b>\$250,000.00</b>	<b>\$67,160.00</b>	<b>\$393,160.00</b>

### **Schedule**

Proposed starting date: 11/1/2013

Estimated completion: 5/1/2015

## *LCP Sea Level Rise Grant Application Form*

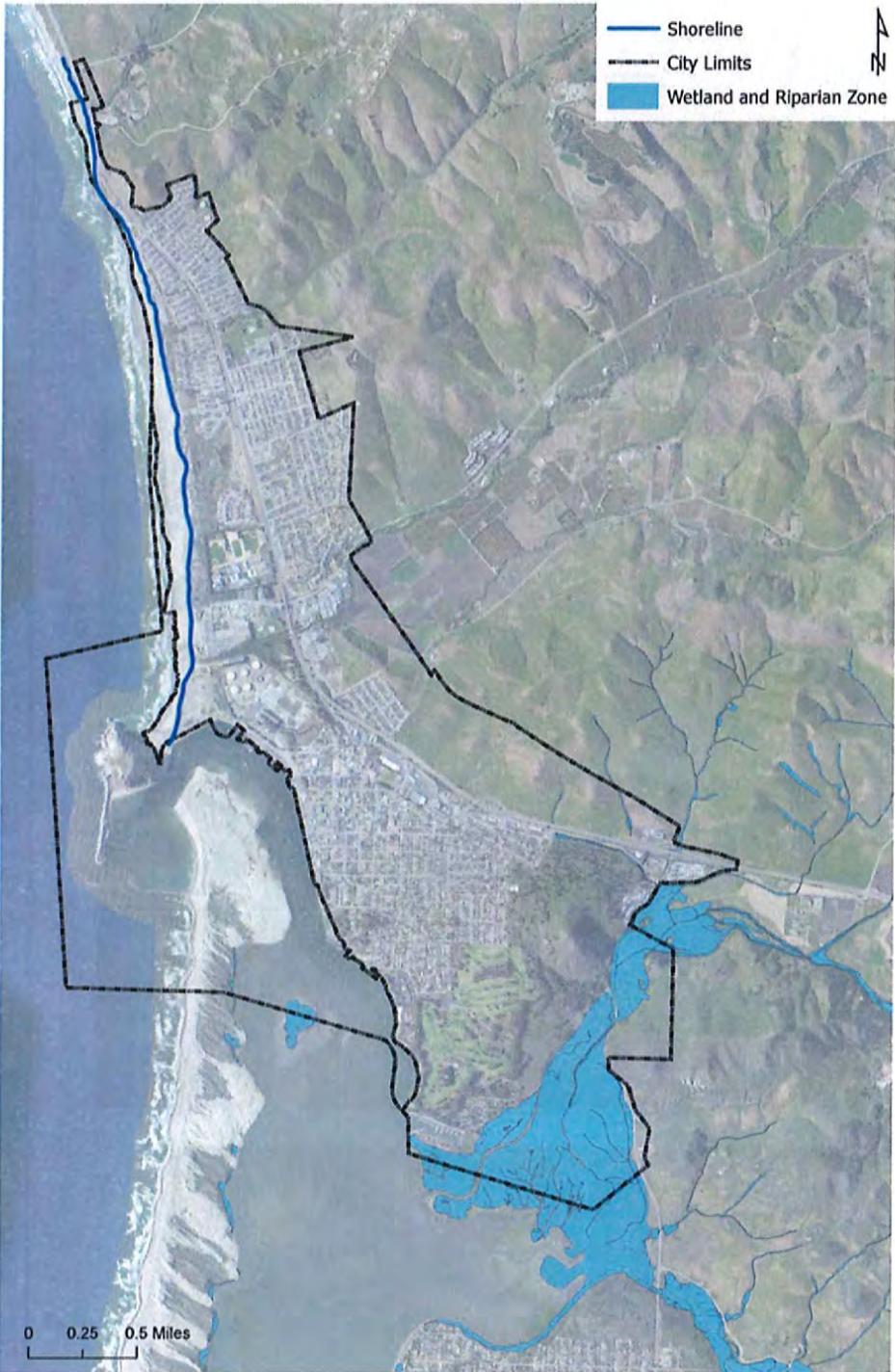
Please list (1) all significant and pertinent project milestones related to the project for which funds are being requested, (2) expected dates for reaching or completing those steps.

### **Milestone Schedule**

ACTIVITY	COMPLETION DATE
Complete Shoreline Inventory (Objective 1)	4/11/2014
Complete Inventory of Potentially Vulnerable Structures, Functions, and Populations (supports Objective 2)	6/6/2014
Complete Memo Outlining Preferred Sea-Level Rise Scenarios (supports Objective 2)	9/26/2014
Complete Sea-Level Rise Vulnerability Assessment (Objective 2)	1/23/2015
Adopt SLR Action Plan (Objective 3)	5/1/2015
Outreach (Objective 4)	Ongoing

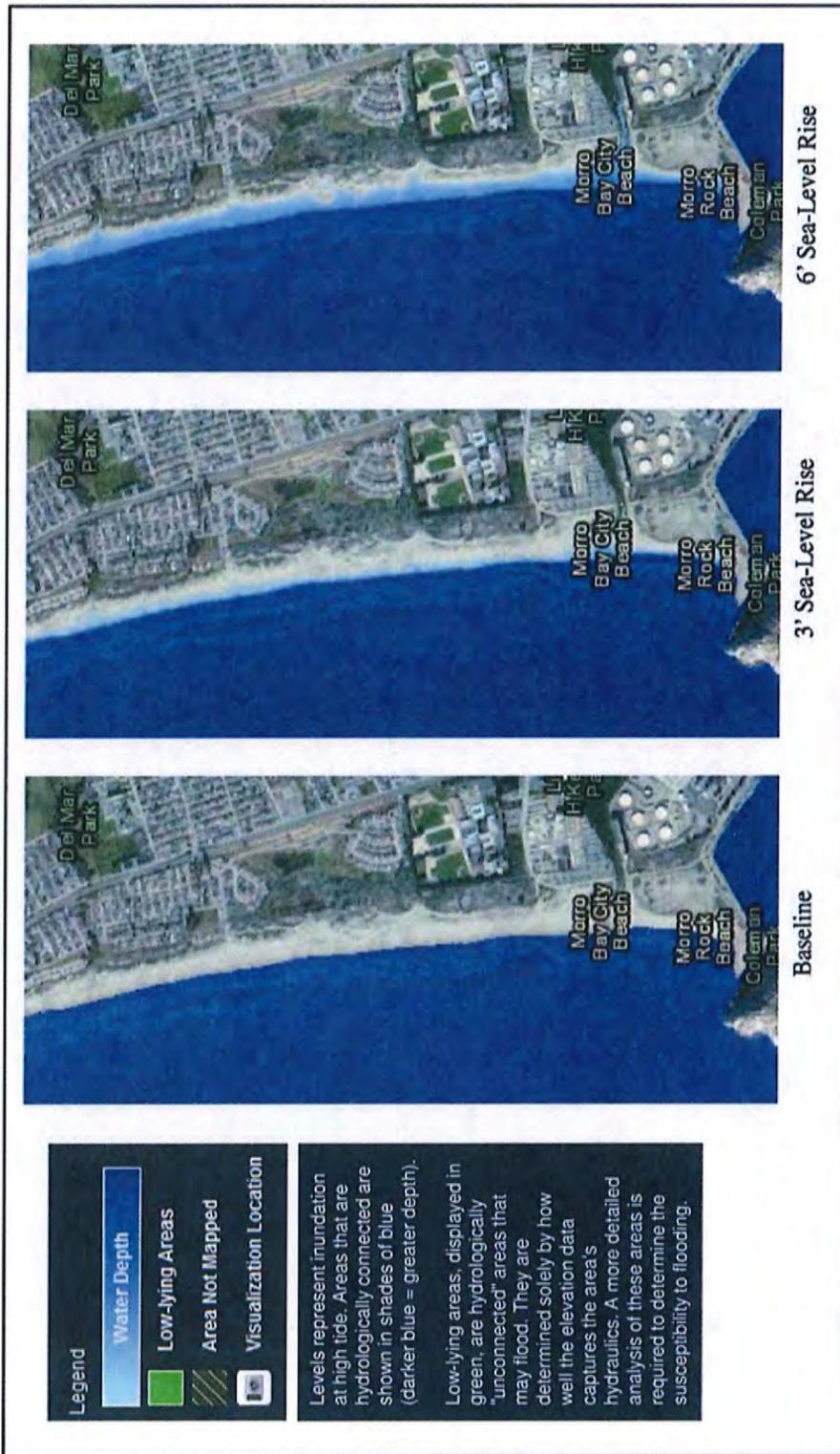
LCP Sea Level Rise Grant Application Form

Exhibit 1: City of Morro Bay Planning Area



## LCP Sea Level Rise Grant Application Form

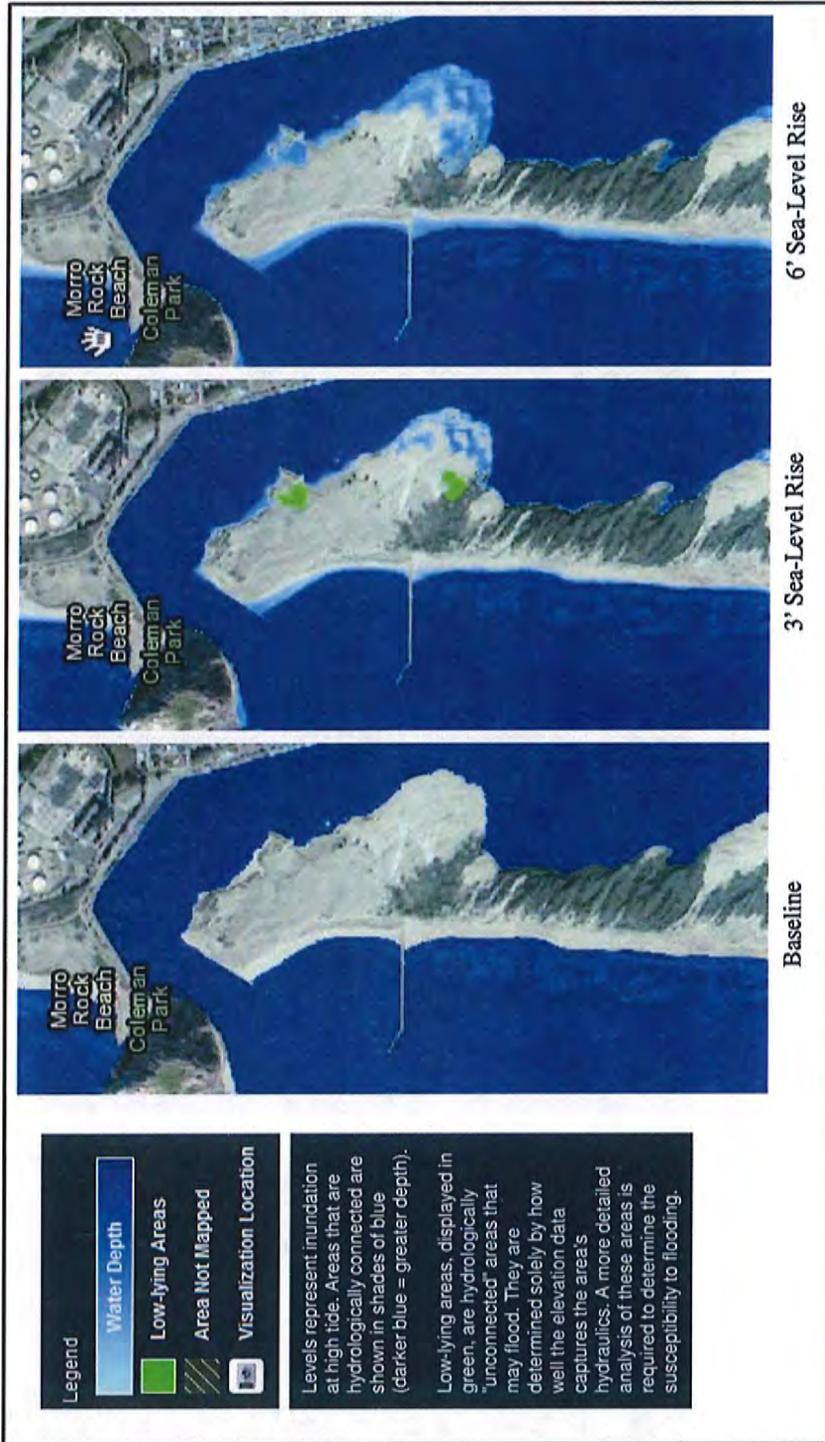
### Exhibit 2: North Shore Sea-Level Rise Scenarios



Source: NOAA Sea-Level Rise Viewer. Retrieved July 2013. <http://www.csc.noaa.gov/slr/viewer/#>

## LCP Sea Level Rise Grant Application Form

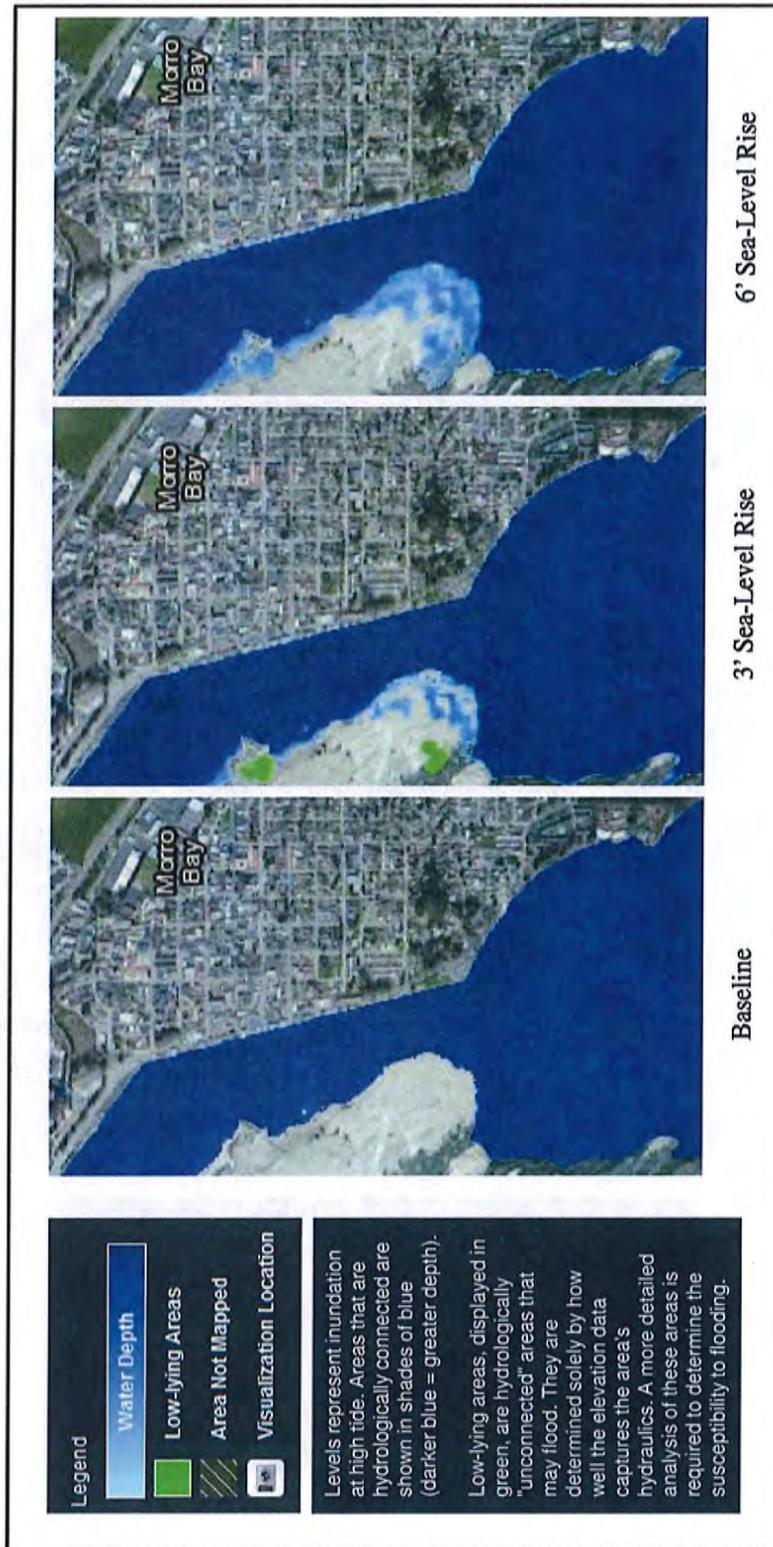
### Exhibit 3: Sand Spit Sea-Level Rise Scenarios



Source: NOAA Sea-Level Rise Viewer. Retrieved July 2013. <http://www.csc.noaa.gov/slr/viewer/#>

## LCP Sea Level Rise Grant Application Form

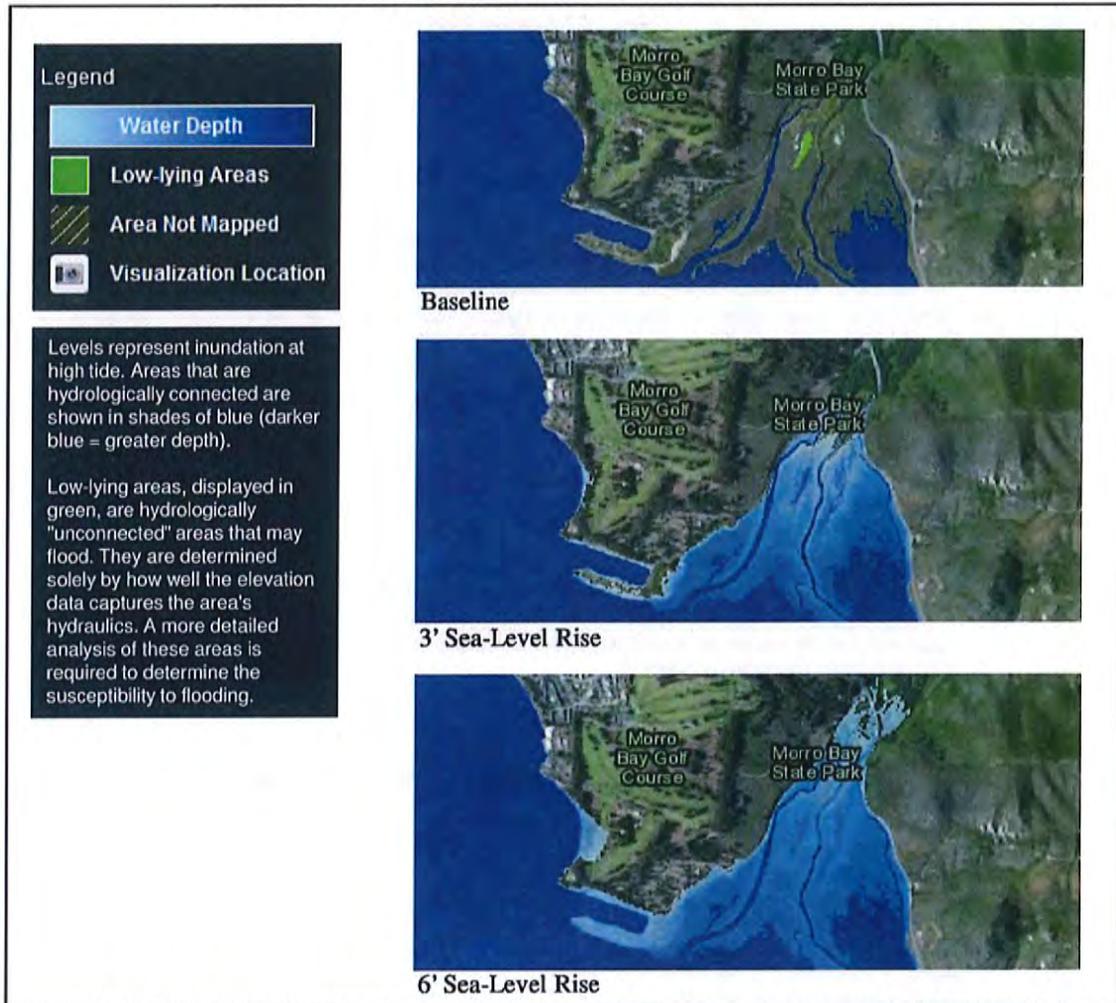
### Exhibit 4: Urban Shore Sea-Level Rise Scenarios



Source: NOAA Sea-Level Rise Viewer. Retrieved July 2013. <http://www.csc.noaa.gov/slr/viewer/#>

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**Exhibit 5: Morro Bay State Park Sea-Level Rise Scenarios**



Source: NOAA Sea-Level Rise Viewer. Retrieved July 2013. <http://www.csc.noaa.gov/slr/viewer/#>

## LCP Sea Level Rise Grant Application Form

### Exhibit 6: Morro Bay 2013 City Council Goal #3

**City of Morro Bay  
2013 Goal Setting Workshop  
Major City Goal – Outline Goal 3**

1. **Objective** - Update Plans for Current and Future Land Use Needs
2. **Brief Discussion** - Develop a strategy and the resources to complete an update of the General Plan and Local Coastal Plan (GP/LCP).
  - a. **Key factors driving the need:** The General Plan was adopted in 1988 and has had a number of minor revisions in the subsequent years. The Local Coastal Plan was approved in 1983 and was last amended in 1994 to include a revised Water Management Plan.
  - b. **What's been accomplished:** Over the past 4 years, a sub-committee has worked on updating several of the elements in the General Plan, this task has proved to be a significant drain on existing staff time and resources. Due to the complexity of the topic, there are several of the elements that will not be able to be done in-house such as the circulation element. Last year, staff applied for a grant for funds to have a consultant perform the update, unfortunately, the City was not successful in receiving a grant award. A grant submission is currently being prepared for this year's round of funding. Additionally, staff will continue to work in house to process amendments and revisions to the GP/LCP as resources are available and is in the process of seeking outside clerical help to facilitate this process.
  - c. **Challenges/obstacles:** Funding, staff resources
  - d. **Stakeholders:** Morro Bay residents and visitors, City staff, business owners
  - e. **Key assumptions:** While the project can be done in a piecemeal fashion, it is unlikely this approach will be successful and timely in terms of the entire document.
  - f. **Opportunities:** Community support.
3. **Action plan**

<u>Key tasks</u>	<u>Schedule</u>	<u>Measurable milestones</u>	<u>Status</u>
a. Complete the application for grant funding		Completed grant document	
b. Discuss adding 20 hours of staffing to begin the update in-house (long range planning) or contract for project	July 2013		
c. Search for alternative grants	Ongoing		
d. Establish quarterly meeting with the California Coastal Commission to discuss current projects including the GP/LCP update, strategies and review options	April, July, Oct, Jan.	Confirmed meetings	
e. Updating Circulation Element to include Complete Streets Initiative			
f. Develop work plan for the update of the General Plan and the LCP			
4. **Responsible department** – Administration, Public Services
5. **Estimated financial and staff resources** – Staff is seeking a grant for the entire project which is estimated at approximately \$900,000. Alternative approach would be to augment staffing levels at the Public Services Department to begin work in-house with a long range planner.
6. **Desired outcome and community benefit** - an updated and usable document that will help guide the future of the Morro Bay Community.

3

Source: City of Morro Bay 2013. Goal Setting Workshop. [http://www.morro-bay.ca.us/documents/17/Goals%202013%20Outlines%20Council%20Adopted%20042313\\_\\_201305081526369532.pdf](http://www.morro-bay.ca.us/documents/17/Goals%202013%20Outlines%20Council%20Adopted%20042313__201305081526369532.pdf).

## LCP Sea Level Rise Grant Application Form

### Exhibit 7: OPC Sea-Level Rise Projections

Time Period	SLR Range
2000–2030	2 to 12 inches
2000–2050	5 to 24 inches
2000–2100	17 to 66 inches

Source: State of California Sea-Level Rise Guidance Document, 2013  
(converted from cm to inches and rounded to the nearest whole inch)

### Exhibit 8: Conceptual Cumulative Effect Ranking Matrix

	Severe Impact	Moderate Impact	Low Impact
Highly Likely	High Importance	High Importance	Medium Importance
Somewhat Likely	High Importance	Medium Importance	Low Importance
Unlikely	Medium Importance	Low Importance	Low Importance

### Exhibit 9: Conceptual Vulnerability Assessment Matrix

Name:		Location:	
Relevant Attributes:			
SLR Scenario:			
	Low Adaptive Capacity	Medium Adaptive Capacity	High Adaptive Capacity
High Impact	High Vulnerability	High Vulnerability	Medium Vulnerability
Medium Impact	High Vulnerability	Medium Vulnerability	Low Vulnerability
Low Impact	Medium Vulnerability	Low Vulnerability	Low Vulnerability

## LCP Sea Level Rise Grant Application Form

### Exhibit 10: Letters of Support

100% Post Consumer Recycled Paper



Air Pollution Control District  
San Luis Obispo County

July 11, 2013

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

Re: Letter of Support For The City Of Morro Bay Local Coastal Program Sea Level Rise Adaptation Grant Application

Dear Coastal Conservancy, Coastal Commission, and Ocean Protection Council:

The San Luis Obispo County Air Pollution Control District (APCD) is pleased to support the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant. We understand the City of Morro Bay is requesting grant funding through this program announcement in order to update their Local Coastal Plan (LCP) to address sea level rise and climate change impacts.

At the SLO County APCD, we are charged with the responsibility of enforcing clean air standards established by the California Air Resources Board and U.S. Environmental Protection Agency. We are also instrumental in assisting the local cities and county in the implementation of AB 32, California's Global Warming Solutions Act. We are currently working with Morro Bay in the development of their Climate Action Plan. This plan will include measure to reduce greenhouse gas emissions as well as adapt to climate change impacts.

The City of Morro Bay's efforts to update their Local Coastal Plan in a way that also supports the environment through climate change impacts and sea level rise is to be commended. The City's objectives for its LCP update are consistent with the APCD's mission to support a healthy environment. As we understand, the update of the City's Local Coastal Plan was designated by City Council as one of their top goals. We wholeheartedly support the City's commitment to address climate change and updating their Local Coastal Plan.

In conclusion, we fully support Morro Bay's application for the Local Coastal Program Sea Level Rise Adaptation Grant Program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aeron Arlin Genet".

Aeron Arlin Genet  
Planning & Outreach Division Manager

cc: Rob Livick, Public Services Department, Morro Bay

805.781.5912 | 805.781.1002 | slocleanair.org | 3433 Roberto Court, San Luis Obispo, CA 93401

LCP Sea Level Rise Grant Application Form

LOIS CAPPS  
24TH DISTRICT, CALIFORNIA  
  
2231 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0524  
(202) 225-3601  
www.capps.house.gov

COMMITTEE ON  
ENERGY AND COMMERCE



Congress of the United States  
House of Representatives

- DISTRICT OFFICES:  
1411 MARSH STREET, SUITE 205  
SAN LUIS OBISPO, CA 93401  
(805) 546-8348
- 301 EAST CARRILLO STREET, SUITE A  
SANTA BARBARA, CA 93101  
(805) 730-1710
- 1101 SOUTH BROADWAY, SUITE A  
SANTA MARIA, CA 93454  
(805) 349-3832

July 11, 2013

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

Dear Honored Members of the State Coastal Conservancy, the California Coastal Commission, and the California Ocean Protection Council:

I am pleased to support the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant to update their Local Coastal Plan (LCP) to address climate change impacts, specifically sea level rise.

I am encouraged that the City is seeking funding in support of its long-range planning efforts to address climate change, sustainable and integrated land use, coastal resources protection, and economic development planning issues. Staff will identify opportunities and resolve issues early in the planning process and work toward timely development, review, and, ultimately, implementation of the updated LCP.

The City of Morro Bay is well positioned to build on recent and evolving efforts to integrate climate change impacts and adaptation principles and practices into current planning projects, long-range planning efforts, and economic development initiatives. The City's objectives for its focused LCP update are consistent and in support of regional and state objectives for protecting coastal and natural resources, building resiliency to extreme weather events and climate change impacts, reducing greenhouse gas emissions, and strengthening our economy. I support the City's commitment to developing a vision for the community and coastal resources of Morro Bay. I am in support of this important work in our region and look forward to seeing this work accomplished.

Thank you for this opportunity to express my support for Morro Bay's application.

Sincerely,

LOIS CAPPS  
Member of Congress

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STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0035  
(916) 319-2035  
FAX (916) 319-2135

DISTRICT OFFICE  
1150 OSOS STREET SUITE 207  
SAN LUIS OBISPO, CA 93401  
(805) 549-3381  
FAX (805) 549-3400

Assembly  
California Legislature



**KATCHO ACHADJIAN**  
ASSEMBLY MEMBER, THIRTY-FIFTH DISTRICT

COMMITTEES  
CHAIR: LOCAL GOVERNMENT  
ACCOUNTABILITY AND  
ADMINISTRATIVE REVIEW  
BANKING AND FINANCE  
TRANSPORTATION

JOINT COMMITTEES  
LEGISLATIVE AUDIT

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612-2503

**RE: LETTER OF SUPPORT FOR THE CITY OF MORRO BAY LOCAL COASTAL PROGRAM SEA LEVEL RISE ADAPTATION GRANT APPLICATION**

Dear Honored Members of the State Coastal Conservancy, the California Coastal Commission, and the California Ocean Protection Council:

As the California State Assembly Member for the 35<sup>th</sup> District I am pleased to support the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant. It is my understanding that the City is requesting funding to support a comprehensive update to the City's General Plan and Local Coastal Plan (LCP). The grant encourages local governments to develop and adopt plans that conserve and protect coastal resources from future climate change impacts, specifically sea level rise.

I am encouraged that the City is seeking funding in support of its long-range planning efforts to address such issues as climate change, the protection of coastal resources protection, and economic development. Staff will identify opportunities and resolve issues early in the planning process and work toward timely development, review, and, ultimately, implementation of the updated LCP.

I know the City of Morro Bay is well-prepared to build upon recent and evolving efforts to address climate change impacts and incorporate adaptation principles and practices into current planning projects and long-range planning efforts. The City's objectives for its focused LCP update are consistent and in support of regional and state objectives for protecting coastal and natural resources, building resiliency to extreme weather events and climate change impacts, reducing greenhouse gas emissions, and strengthening our economy. I support the City's commitment to developing a vision for the community and coastal resources of Morro Bay. I am in support of this important work in our region and look forward to seeing this work accomplished.

Thank you for this opportunity to express my support for Morro Bay's application.

Sincerely,

Khatchik H. "Katcho" Achadjian  
35<sup>th</sup> Assembly District

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*LCP Sea Level Rise Grant Application Form*

**BOARD OF SUPERVISORS**

1055 MONTEREY, ROOM D430 • SAN LUIS OBISPO, CALIFORNIA 93408-1003 • 805.781.5450



**BRUCE GIBSON**  
SUPERVISOR DISTRICT TWO

July 2, 2013

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

**RE: LETTER OF SUPPORT FOR THE CITY OF MORRO BAY LOCAL COASTAL PROGRAM SEA LEVEL RISE ADAPTATION GRANT APPLICATION**

Honorable Members of the Coastal Conservancy, Coastal Commission, and the Ocean Protection Council:

I write in support of the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant. I understand the City is requesting funds to assist the update of their Local Coastal Plan (LCP) to address climate change impacts, specifically sea level rise.

I am confident that City staff will meet the identified needs and provide an updated LCP that maximizes the public benefits of the coast, such as preservation and enhancement of habitat, protection of public access, and identification and protection of priority land uses. The updated plan will also incorporate long-range planning and economic development issues.

The City's objectives for its focused LCP update are consistent with and in support of regional and state objectives for protecting coastal and natural resources, building resiliency to extreme weather events and climate change impacts, reducing greenhouse gas emissions, and strengthening our economy. I support the City's commitment to developing a vision for the community and coastal resources of Morro Bay and I am in support of this important work in our region and look forward to seeing this work accomplished.

Thank you for this opportunity to express my support for Morro Bay's application.

Sincerely,

**BRUCE GIBSON**  
Supervisor, District Two  
San Luis Obispo County

## *LCP Sea Level Rise Grant Application Form*



July 5, 2013

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

RE: LETTER OF SUPPORT FOR THE CITY OF MORRO BAY LOCAL COASTAL PROGRAM SEA LEVEL RISE ADAPTATION GRANT APPLICATION

Dear Honored Members of the State Coastal Conservancy, the California Coastal Commission, and the California Ocean Protection Council:

I am writing you to express the National Estuary Program's support for the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant.

The Morro Bay National Estuary Program is one of 28 National Estuary Programs around the country working to safeguard and improve the health of some of our nation's most important coastal waters. Our program makes progress by fostering collaboration at a watershed-level, bringing local government, citizens, landowners, non-profits, and other government entities together to protect and restore Morro Bay.

The Morro Bay National Estuary Program was designated a state estuary in 1994 and an "estuary of national significance" by the Environmental Protection Agency in 1995 as a result of a tireless community-based effort to protect this precious resource. Protection of the bay and planning for protection of our coastal resources is vitally important to us. Every Estuary Program has a management plan that dictates the direction of its work. Our plan specifically calls for the encouragement of local entities to develop and implement Climate Action Plans, as well as educating citizens about solutions and alternatives to address climate change impacts.

We understand the City intends to apply for funding to update their certified Local Coastal Plan (LCP) which has not been updated since 1982. The funding necessary for the City to address climate change impacts and sea level rise risk is important because much has changed since 1982. By addressing these impacts, the City's long-range planning efforts can better address climate change, sustainable and integrated land use, and importantly coastal resources protection.

The City's objectives for its LCP update are consistent with the goals of our program and our management plan, and we support the City's commitment to protect our bay and coastal resources.

Sincerely,

A handwritten signature in cursive script that reads "Adrienne Harris".

Adrienne Harris  
Executive Director

601 EMBARCADERO, SUITE 11 MORRO BAY, CA 93442  
805/772-3834 FAX 805/772-4162 WWW.MBNPEP.ORG

## *LCP Sea Level Rise Grant Application Form*



July 9, 2013

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

**RE: LETTER OF SUPPORT FOR THE CITY OF MORRO BAY LOCAL COASTAL PROGRAM SEA LEVEL RISE ADAPTATION GRANT APPLICATION**

Dear Honored Members of the State Coastal Conservancy, the California Coastal Commission, and the California Ocean Protection Council:

The Morro Bay Chamber of Commerce is pleased to support the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant. We understand the City intends to request funds to update their Local Coastal Plan (LCP) to address climate change impacts, specifically sea level rise.

We are glad that the City is seeking funding to support its long-range planning efforts to address climate change and coastal resources protection specifically as it relates to economic development planning issues.

The City of Morro Bay is well positioned to build on recent and evolving efforts to integrate climate change impacts and adaptation principles and practices into current planning projects, long-range planning efforts, and economic development initiatives. The City's objectives to update its LCP are important protect coastal and natural resources, while also preserving and strengthening our local economy. We support the City's commitment to developing a vision for the community and coastal resources of Morro Bay.

Sincerely,

Craig Schmidt

Craig Schmidt, CEO  
Chamber of Commerce

## *LCP Sea Level Rise Grant Application Form*



July 8, 2013

State Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612

**RE: LETTER OF SUPPORT FOR THE CITY OF MORRO BAY GRANT APPLICATION FOR LOCAL COASTAL PROGRAM (LCP) SEA LEVEL RISE ADAPTATION**

Dear Members of the State Coastal Conservancy, California Coastal Commission, and California Ocean Protection Council:

The San Luis Obispo County Council of Governments (SLOCOG) would like to express our support for the City of Morro Bay's application for a Local Coastal Program Sea Level Rise Adaptation Grant. The City is applying for funds to update their Local Coastal Plan (LCP) which will include new information regarding climate change impacts, specifically sea level rise. SLOCOG serves as the San Luis Obispo County Metropolitan Planning Organization (MPO), charged with developing a Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). As such we are pleased at the City's efforts to pursue a grant to update their LCP which will be used for input into the next update of the RTP-SCS.

Additionally, as the LCP has not been updated since 1982, the update will improve intergovernmental coordination between SLOCOG and the City as well as improved transportation project delivery. The latest in modeling and scientific data on climate change and sea level rise available today could greatly benefit a city like Morro Bay which is almost entirely located within the coastal zone. Protection of coastal resources and coastal planning is a great priority for the City as well as SLOCOG, as the Route 1 San Luis Obispo North Coast Scenic Byway Organization.

For SLOCOG, whose central purpose is to examine common regional problems and suggest solutions, we are pleased that Morro Bay is seeking to address climate change through its Local Coastal Plan. The City's objectives for its LCP update are consistent and in support of regional and state objectives for protecting coastal and natural resources.

SLOCOG strongly supports the City's commitment to this important work in our region and urge to fund their application.

Sincerely,

Ron DeCarli, Executive Director

## LCP Sea Level Rise Grant Application Form

**Exhibit 11: Applicability of This Project to Local Coastal Plan Update**

Applicable LCP Section	Task 1: Identify Existing Coastal Conditions	Task 2: Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR	Task 3: Identify Sea-Level Rise Scenarios and Model Cumulative Effects	Task 4: Analyze Sea-Level Rise Vulnerability	Task 5: Identify Adaptation Policy Framework	Task 6: Collaboration and Outreach
Land Use Plan	The inventory of shoreline conditions will be incorporated into LCP land use decisions.	The inventory would include existing land uses, which would help inform LCP land use decisions.	Possible effects will be incorporated into LCP land use decisions.	Vulnerabilities will be considered during the LCP land use decision process.	Sea-level rise adaptation strategies will include land use policies, development standards, and land use recommendations, which will be integrated into the LCP Land Use Plan update.	Outreach supports background research and policy development throughout.
Shoreline Access and Recreation	Update coastal physical characteristics table and map	Update shoreline access map.	Identify impacts to current shoreline access and recreation points.	Update specific resources, issues, and constraints by planning area.	Sea-level rise adaptation strategies will include recreation and access policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.
	Update public ownership map.	Update recreational activity inventory.				
	Update access issues and constraints section.	Update specific resources, issues, and constraints by planning area.				
	Update recreation issues and constraints section.					
Visitor-Serving Facilities	N/A	Update Visitor-Serving Resources, Issues, and Concerns section, including overnight accommodations, restaurants, etc. Update resources by planning area.	Identify impacts to current visitor-serving facilities.	Update Visitor-Serving Resources, Issues, and Concerns section.	Sea-level rise adaptation strategies will include visitor-serving facilities policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.
Public Works	N/A	Update critical waste, wastewater, and stormwater infrastructure maps.	Update hydrologic subareas map.	Identify vulnerabilities to public works infrastructure, including water, wastewater, and stormwater systems.	Sea-level rise adaptation strategies will include public works policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.
Energy/Industrial Development	N/A	Update existing industrial and energy-related developments section and map.	N/A	N/A	Sea-level rise adaptation strategies will include energy/industrial siting policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.

## LCP Sea Level Rise Grant Application Form

<b>Applicable LCP Section</b>	<b>Task 1: Identify Existing Coastal Conditions</b>	<b>Task 2: Prepare an Inventory of Infrastructure and Systems Potentially Affected by SLR</b>	<b>Task 3: Identify Sea-Level Rise Scenarios and Model Cumulative Effects</b>	<b>Task 4: Analyze Sea-Level Rise Vulnerability</b>	<b>Task 5: Identify Adaptation Policy Framework</b>	<b>Task 6: Collaboration and Outreach</b>
<b>Commercial Fishing and Recreational Boating</b>	N/A	Update characteristics and issues, including commercial boats table, dock survey table, mooring survey table, anchorage areas map, and fish catch table.	Cumulative effect information will support commercial fishing adaptation policy framework.	Sea-level rise vulnerability analysis will support commercial fishing adaptation policy framework.	Sea-level rise adaptation strategies will include City Harbor, commercial fishing, and recreational boating policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.
<b>Hazards</b>	Update flooding and coastal erosion sections, maps, and tables.	Update structures, functions, and populations that are potentially vulnerable to flooding and coastal erosion.	Update flooding and coastal erosion sections, maps, and tables.	Update flooding and coastal erosion sections, maps, and tables.	Sea-level rise adaptation strategies will include flooding and coastal erosion policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.
<b>Diking, Dredging, Filling, and Shoreline</b>	Update dredging and shoreline protection issues, including dredging, shoreline protection, environmental impacts, and harbor dredging subsections, maps, and tables.	Update navigational channels information.	Update sedimentation information.	N/A	Sea-level rise adaptation strategies will include diking, dredging, filling, and shoreline policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.
<b>Environmentally Sensitive Habitat Areas</b>	N/A	Update sections, maps, and tables related to environmentally sensitive habitat areas.	Update sections, maps, and tables related to environmentally sensitive habitat areas.	Update sections, maps, and tables related to environmentally sensitive habitat areas.	Sea-level rise adaptation strategies will include environmentally sensitive habitat area policies, which will be integrated into the LCP update.	Outreach supports background research and policy development throughout.

## *LCP Sea Level Rise Grant Application Form*

### **Exhibit 12: LCP and General Plan Update Work Plan (as it appeared in the July 9 City Council Meeting Staff Report)**

<b>General Plan Local Coastal Plan Work Program</b>	
<i>Timeframe</i>	<i>Work Task</i>
<i>Ongoing</i>	<p><i>Task 1 – Overall General Plan &amp; LCP Update Management</i></p> <p>Management and coordination of the GP/LCP update will be performed by City Planning staff. The City through an RFP process will solicit a consult to assist with duties.</p>
<i>6 months after inception</i>	<p><i>Task 2 – Understanding the Community</i></p> <p>Provide a summary of existing conditions to use as a starting place for the General Plan update, Local Coastal Program (LCP) and corresponding environmental analysis as covered by our current proposed grant application. any recent economic studies related to the City’s fishing industry</p>
<i>Within 4 months and ongoing</i>	<p><i>Task 3 – Subcommittee</i></p> <p>Work with the existing General Plan Subcommittee to provide input/advice at key phases of the General Plan update effort</p>
<i>5 to 9 months after inception</i>	<p><i>Task 4 – Key Issues Identification, Analysis and Recommendation</i></p> <p>Engage public and stakeholder groups in a discussion of the most important issues facing Morro Bay to ensure the goals and desires of the community are put forth in the new General Plan in a way that also is consistent with the City’s coastal planning responsibilities under the Coastal Act.</p>
<i>8 to 12 months after inception</i>	<p><i>Task 5 – Land Use Alternatives</i></p> <p>Prepare at least 3 land use alternatives for consideration by the community, Planning Commission and City Council.</p>

## *LCP Sea Level Rise Grant Application Form*

<i>10 to 16 months after inception</i>	<i>Task 6 – Guiding Principles and Key Policies</i>  Conduct public workshops and joint study sessions between City Council and Planning Commission for the purpose of receive direction on guiding principles and key policies for the General Plan update. The public will be invited to provide comments at the Joint Study Session.
<i>16–18 months after inception</i>	<i>Task 7 – Draft Documents</i>  Create Admin Draft General Plan/ LCP. Create Draft General Plan for public comment which includes an incorporated updated Local Coastal Plan to meet the requirements of the Coastal Act.
<i>17–24 months after inception</i>	<i>Task 8 – Environmental Analysis</i>  Create an Environmental Impact Report pursuant to CEQA for the General Plan, Local Coastal Plan update.
<i>19–26 months after inception</i>	<i>Task 9 – Public Review</i>  Series of meetings for review and input on the draft documents.
<i>22–30 months after inception</i>	<i>Task 10 – Public Hearings/ Adoption</i>  Formal adoption of the General Plan which would include incorporation of the Local Coastal Plan as well as Climate Action Plan.
<i>2 weeks after final adoption</i>	<i>Task 11 – Final Draft General Plan</i>  Incorporation of any final directions.
<i>Upon final</i>	<i>Task 12 – Submit Final General Plan to Coastal Commission for review and action.</i>

*LCP Sea Level Rise Grant Application Form*

**Exhibit 13: City Council Resolution**

**RESOLUTION NO. 39-13**

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF MORRO BAY, CALIFORNIA  
APPROVING THE APPLICATION FOR GRANT FUNDS  
FOR THE LOCAL COASTAL PROGRAM SEA LEVEL RISE ADAPTATION GRANT  
FOR UPDATES TO THE GENERAL PLAN AND LOCAL COASTAL PLAN  
UNDER THE AUTHORITY OF THE OCEAN PROTECTION ACT**

**THE CITY COUNCIL  
City of Morro Bay, California**

**WHEREAS**, the California Ocean Protection Council, under the authority of the Ocean Protection Act, approved a competitive grant program to provide financial assistance for local and regional vulnerability assessments and updates to Local Coastal Programs (LCPs) and other Coastal Act authorized plans to address sea-level rise, coastal hazards and other climate change-related impacts; and

**WHEREAS**, the goal of the grant program is to develop updates to LCPs or other Coastal Act authorized plans to address sea-level rise and other climate change impacts, and

**WHEREAS**, grant proposals submitted under this grant program must address at least one certified LCP segment or other defined planning segment, such as a certified Port Master Plan or University Long Range Development Plan, or, in jurisdictions without certified LCPs, proposals must demonstrate that the applicable jurisdiction has committed to the process to complete an LCP (or other Coastal Act authorized plan) or that such process is underway; and

**WHEREAS**, the City of Morro Bay has an effectively certified LCP; and

**WHEREAS**, the City of Morro Bay, recognizing the problems and issues associated with climate change identified in the grant application package attached hereto as Attachment 1 and made part of this Resolution as if fully set forth herein, desires to pursue a project that would result in the completion and submittal for certification by the California Coastal Commission of an LCP Amendment that would address such impacts; and

**WHEREAS**, the City of Morro Bay will coordinate with the staffs of the California Coastal Commission, the State Coastal Conservancy and the Ocean Protection Council in undertaking the project, if approved.

**NOW, THEREFORE, BE IT RESOLVED** that the Morro Bay City Council hereby:

1. Directs the City of Morro Bay staff to submit grant application package attached hereto as Attachment 1 to the Ocean Protection Council to provide financial and planning assistance, under authority of the Ocean Protection Act, in the amount of \$250,000 to fund the project more particularly described in the grant application package.

*LCP Sea Level Rise Grant Application Form*

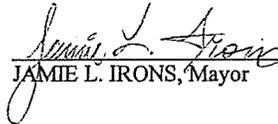
2. Authorizes the Public Services Director of the City of Morro Bay to execute, in the name of the City of Morro Bay, all necessary applications, contracts and agreements and amendments thereto to implement and carry out the grant application package attached hereto and any project approved through approval of the grant application.

**PASSED AND ADOPTED** by the Morro Bay City Council at a regular meeting thereof held on the 9<sup>th</sup> day of July, 2013 on the following vote:

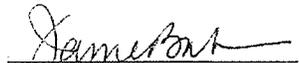
AYES: Irons, C. Johnson, N. Johnson, Leage, Smukler

NOES: None

ABSENT: None

  
\_\_\_\_\_  
JAMIE L. IRONS, Mayor

ATTEST:

  
\_\_\_\_\_  
JAMIE BOUCHER, City Clerk