



Agenda Correspondence

September 27, 2016 City Council Meeting

**Joint City Council, Planning Commission and
Harbor Advisory Board Meeting Item I**

Regular City Council Meeting Item C-1

Dana Swanson

9/27/16 meeting
Special Meeting
+ Item C-1

From: Abby Diodati [REDACTED]
Sent: Tuesday, September 27, 2016 11:47 AM
To: Council
Subject: Centennial input

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SEP 27 2016

Administration

Change is hard but when done right and with thoughtful and open discussion it can make a world of difference. Thank you Council and City of Morro Bay for giving us the opportunity to have input.

Love the SLIDE! As a family with 2 kids I can say the towns we have visited where they have a balance of kid/adult activities the better the experience.

Not a fan of the glass pier, it looks like it could be a maintenance nightmare and not sure that our water is clear enough to have the full affect you would want

Love the steps/seating concept

Not a fan of bright colored creature shaped bike racks, low profile racks that are less distracting from the natural beauty that surrounds us the better.

Parking is a huge concern, if parking had to be on higher streets then and elevator would defiantly be needed. This way everyone has safe access to the Embarcadero.

As far a driving on the Embarcadero goes I believe we do need to find a walk/drive/ride balance. I do not like the way Avila Beach is closed off. I find it unwelcoming and too much concrete.

Thank you for including me in the process.

Abby Diodati

Dana Swanson

9/27/16 meeting
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From: Karen Croley [REDACTED]
Sent: Tuesday, September 27, 2016 10:47 AM
To: Council
Subject: Embarcadero

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Administration

I didn't see an option for no parking or street traffic at all besides deliveries. (Use Avila's model for reference). So the wider the sidewalks are better if that is not an option with a one way street is my second preference.

I'd like to see it bike and pedestrian use only.

I love the plans for upgrading the centennial stairway. Both are beautiful but I prefer to keep the music indoors at the local venues down there as opposed to an amphitheater. It just won't get used very much (example in SLO mission plaza) and could wind up being a wasted space. The more places to sit and in a centralized location with a pier and boardwalk extension are perfect.

Last point I'll make is that parking should be metered- we need the money! The festivals draw in a lot of people - mostly for free such as the lighted boat parade- loyal annual tourists that won't be detoured by a new meter. We can't continue to provide these events for free losing out on the potential for a return investment in our city. It's an exchange. Metered parking around city park too for art in the park. We need the money! Look at other tourist towns - they all have metered parking and people know that's part of the deal of being in a tourist town!

Thank you for asking!
Keep up the good work!

Karen Croley

--
Karen Croley, M.A.



9/27/16 Meeting
Special Meeting
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Dana Swanson

From: Gibsey Beckett [REDACTED]
Sent: Tuesday, September 27, 2016 10:17 AM
To: Council
Subject: Centennial Parkway

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Administration

Dear Council Members,

My family and I are submitting our opinions regarding the exciting improvements to the Centennial Parkway planned for Morro Bay's future. We have lived here for 10 years and our daughters, [REDACTED] are enjoying their childhood experiences in our seaside town.

We really love Concept A that provides a relaxed lounging environment for visitors with additional activity options (sand pit, slides, fire pits) all while directing the views towards our greatest feature: the ocean, the rock and our harbor.

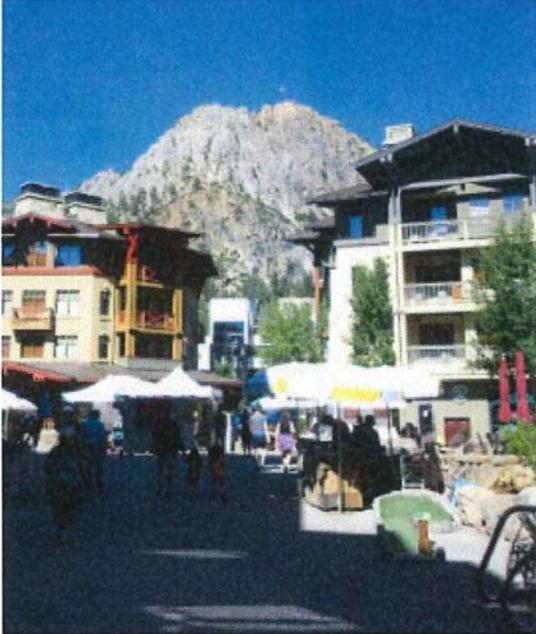
We're also taking this opportunity to add a few more thoughts regarding the Embarcadero, please bear with us. It's been our observation over the years that hoards of visitors wander the crowded narrow sidewalks every weekend in search of entertainment and we often wonder about the enjoyment of their experience. We also discuss how the Embarcadero compares to other towns we've visited and what improvements would better showcase the harbor and it's natural beauty to enhance not only tourists' experience but those of our community members. Commercial designs we've been impressed with over the years of our travels have included the ski resort village of Jackson Hole, Wyoming, the promenade, plazas and museum of San Sebastian, Spain, and Playa Blanca Lanzarote, Canary Islands. (first 3 photos included below coordinate with the order listed)

A few similarities in all of these enjoyable plazas are the absence of cars, the inclusion of both manmade and natural elements and pathways and seating all presented in an organic manner. We agree that concept A offers those qualities. My family has also often talked about a need for more physical family entertainment on the embarcadero. Squaw Village in Lake Tahoe offers a mini golf course scattered throughout their commercial storefronts that my family loved playing while we shopped and ordered lunch (pictured below as photo #4, look closely for the mini golf hole in the lower right). And finally we've enjoyed the stationary trampolines several places; Pier 46 in San Francisco, Heavenly Village Lake Tahoe, and Lanzarote, Canary Islands (picture #5) all of which are situated in plazas very near shops and restaurants with views of the mountains or harbors.

We're thrilled for the future of Morro Bay and appreciate your efforts towards making improvements to our beloved town.

Sincerely,
Gibsey and Josh, Sydney and Ava Beckett







Dana Swanson

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SEP 27 2016

From: Sean Green [REDACTED]
Sent: Monday, September 26, 2016 10:29 PM
To: Dana Swanson; Council
Subject: 9/27/16 Agenda item C-1: Centennial Parkway
Attachments: Coastal Access.JPG; View Corridor 1.JPG; View Corridor 2.JPG; View Corridor 3.JPG; If Boatyard developed.jpg

Council and Staff,

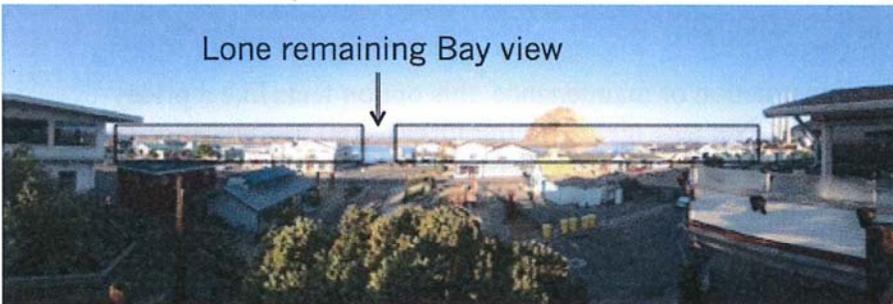
As I prepare for a short presentation to GPAC regarding waterfront lines of sight, I feel it useful to chime in briefly regarding the preliminary designs for Centennial Parkway. Though still in the early planning stages, the drawings presented are a nice step in the right direction for Morro Bay and provide stakeholders with a useful jumping off point for further discussion.

Market & MB Blvd intersection

Any ground masonry pattern would be a big improvement over current intersection and would likely reduce car speeds. Whether or not the City installs stop signs or other speed reducers, the intersection and Parkway will benefit from a shift in priority from cars to pedestrians. Thus, any opportunity to widen the west sidewalk (as opposed to shrinking it for airport-style drop-off) will benefit the enjoyment and physical safety of those on foot for years to come.

Bluff-level view decks

An essential piece of Centennial Parkway's future success, the views from the bluff are admittedly beautiful but only to the extent that the Boatyard parcel remains at 15' maximum height forever. I have yet to hear others speak to this, but should the Boatyard parcel EVER be allowed to build to the same height as Libertine, Off the Hook, and Anderson Inn, then roughly 90-95% of Bay views would be completely and forever eliminated from Centennial Parkway's view decks. Same goes for other nearby bluff locations as well, including Dorn's, DiStasio's Blue Sail, and more. When I mention this to people, they seem surprised, but it's the truth. And important.



Mid-staircase view decks

While great bluff views from the top level remain intact for now, the views from mid-staircase level (10-15') are nothing special. As such, it seems that more true view deck space should be allocated to the top level while lower levels be reserved for functional stairs, seating, vegetation, and other more practical features.

Circular vs. square staircase

If Morro Bay had previously planned a direct linear path to the waterfront (where Libertine currently sits), a square staircase would seem to make more sense. Unfortunately, the offset nature of waterfront access renders

the square option a bit awkward in comparison to the tastefully rounded staircase and terraced seating. Musical acts and other forms of entertainment also seem better suited to the curved alignment with central stage area.

Amphitheater focus vs. chessboard focus

While I appreciate the quirky chessboard and do enjoy watching people move a piece or two before getting bored, the round stage area featured in the amphitheater design feels much more versatile and design-friendly than the option that places chessboard front and center. I can envision 250 people watching a band play. I can't envision more than a dozen watching life-sized chess. Maybe think of chessboard area as more of a fun piece of a larger puzzle?

Embarcadero crosswalk

Regardless of ground masonry pattern, I would think the crosswalk's ground and lighting design should match the view corridor (and every other aspect of the Parkway, for that matter). Crosswalk width should perhaps match the width of the view corridor as well. Option 2 seems to lead 50% of pedestrians to water, and 50% into Libertine.

View corridor

A big concern for City residents should be the shrinking view corridors along the entire waterfront. Part of this is the result of building designs, but an arguably larger part seems to be the accumulation of view-blocking features. View corridors should be exactly that: clear and unobstructed opportunities to SEE WATER. In other words, true passageways to the Bay. That means--or SHOULD mean--no utility boxes, no dumpsters, no bulky vegetation, no enclosed dining areas, no hotel parking, no closed gates, no opaque fencing, no retail signage, and -- dare I say -- no merry-go-rounds? (Don't get me wrong, I love me a good carnival ride, but not at the expense of viewing our City's #1 asset). To this end, Option 1 seems to offer the clearest, most attractive, and most unobstructed access to the Bay (of the two).



Pier/fire pit vs. glass-bottom feature

Without claiming to know much about glass construction or maintenance, this option feels like a pricey gimmick compared to the more tasteful pier design. Not sure about the fire pit's overall usefulness or capacity to entertain enough people to make it worthwhile, nor does it seem practical to extend a pier very far into the Bay (especially one that widens at the end) but Option 1, in principle, appears to be headed in the right direction.

0-way/1-way/2-way traffic

Without claiming to be an expert on traffic patterns, I'm curious to know why the proposed one-way route is southbound instead of northbound along Embarcadero. On the surface, it would seem to me that four right turns would be a lot easier to make than four lefts. After walking each of the relevant streets dozens of times, I can't help but envision a northbound one-way route on Embarcadero that turns right at Harbor or Beach, right on MB Blvd (through downtown), right on Pacific or Marina, and right again on Embarcadero. Perhaps there's a good reason such a path hasn't made its way into renderings, but I don't know it. Regardless, one-way traffic feels like a popular and workable option for the City to necessarily widen one or both sidewalks. If leaning toward the one-way option, it may be useful for the City to take an "either/or" poll of residents asking if they'd rather lose one direction of traffic or one curb of parking. That's ultimately where this debate seems headed.

Two-way traffic can be a bit cumbersome, hurts overall walkability, and feels destined to pose problems as more parcels develop. It works okay for now, but not forever.

The other end of the spectrum -- to completely close the Embarcadero to vehicle traffic -- would be the kind of move a much larger city might make. It's unlikely Morro Bay has anywhere near the volume of foot traffic to warrant it. Maybe next General Plan...

Thanks as always for the opportunity to chime in on these important matters,

Sean Green

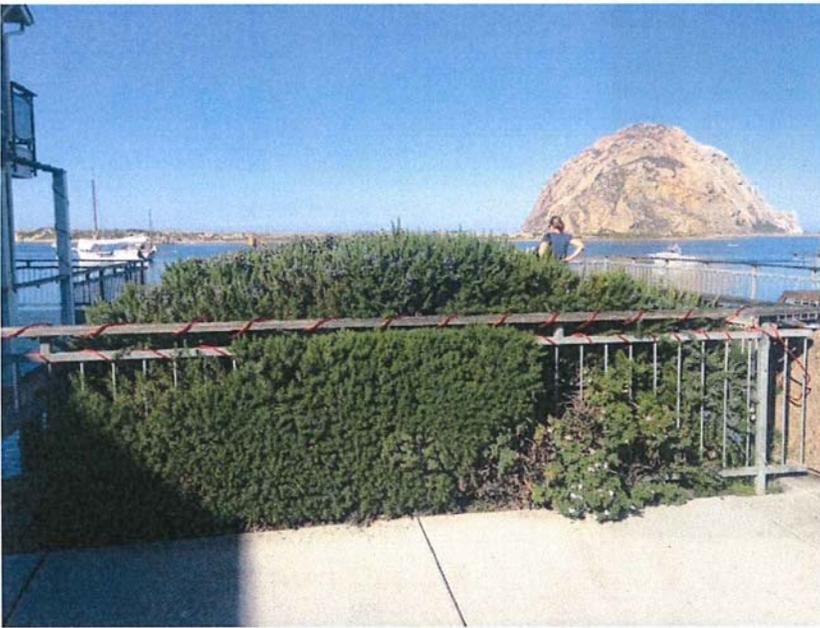
Attached photos:

1. Coastal Access
2. View Corridor 1
3. View Corridor 2
4. View Corridor 3
5. If Boatyard developed

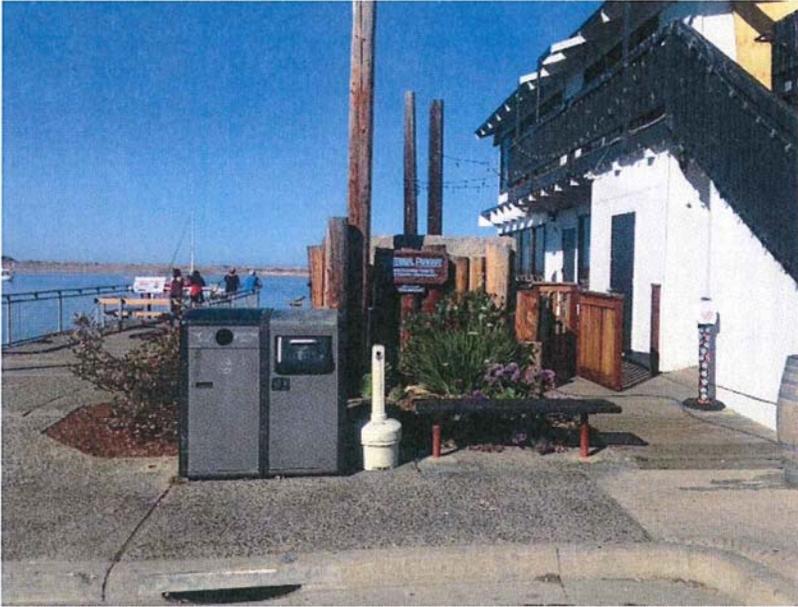
Coastal Access



View Corridor 1



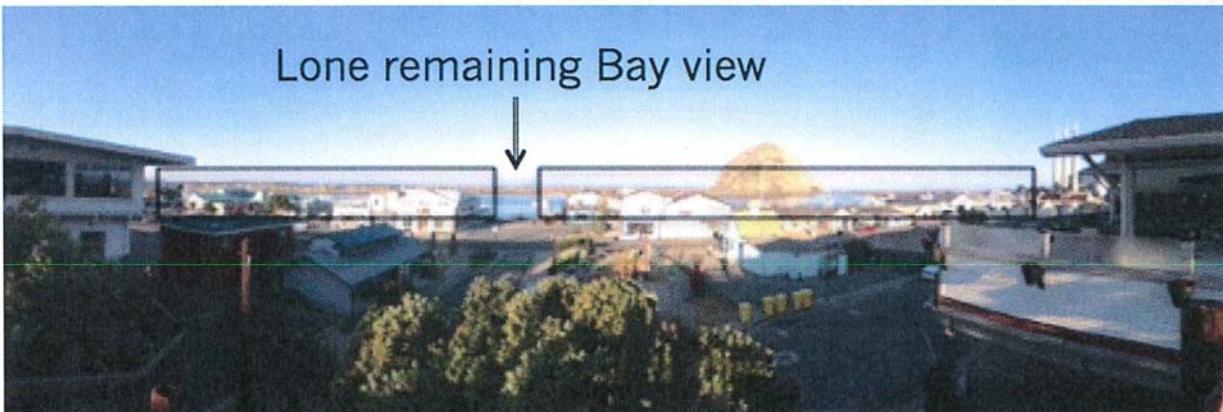
View Corridor 2



View Corridor 3



If Boatyard developed



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Special meeting
and Item C-10

Dana Swanson

From: Kurtis Shipcott [REDACTED]
Sent: Monday, September 26, 2016 8:59 PM
To: Council
Subject: Centennial Parkway & Embarcadero Draft Designs. CONCEPT A

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City of Morro Bay
SEP 27 2016
Administration

Dear Council,

Thank you very much for your dedication to improving Morro Bay. The improvements, especially a walk friendly embarcadero with one way auto traffic is a much needed improvement for Morro Bay.

The attachment #3 rendering for CONCEPT A, including the ampitheatre, raised stage, slides, pier and fire pits will benefit young, old, local and visitors a like.

The Shipcott Family vote is for CONCEPT A makeover.

Sincerely

--

Kurtis, Kara, Mason and Siena Shipcott

[REDACTED]

Morro Bay, CA 93442

[REDACTED]

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and Item C-1

Dana Swanson

From: Christine Johnson
Sent: Monday, September 26, 2016 4:02 PM
To: Dana Swanson
Subject: Fw: Centennial Parkway

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SEP 26 2016

Administration

FYI. Agenda correspondance. Thanks!

Christine Johnson, Councilmember
City of Morro Bay
805.305.3759
cjohnson@morrobayca.gov

From: Christine Johnson [REDACTED]
Sent: Monday, September 26, 2016 4:00 PM
To: Christine Johnson
Subject: Centennial Parkway

Begin forwarded message:

From: Shannon Robert Nava [REDACTED]
Subject: Re: Last Chance--Centennial Parkway!
Date: September 26, 2016 at 12:29:12 PM PDT
To: Christine Johnson <[REDACTED]>

I like the 1st proposal. It's very open and user friendly, with many beautiful spaces for all different activities. I really believe this will be a very positive addition to the Embarcadero and bringing in concerts and shows will be a great draw for tourism.

Thank you,
Shannon Nava

Sent from my iPhone

Dana Swanson

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From: Nicole Dorfman [REDACTED]
Sent: Saturday, September 24, 2016 1:46 PM
To: Council
Subject: Embarcadero Design Plans

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SEP 26 2016

Administration

Dear Mayor Irons and City Council Members

Thank you for working to get an excellent plan for Centennial Parkway and the Embarcadero. In reviewing the 2 draft designs on line, these are our thoughts and questions:

We both think that Concept A is a superior design. We very much like the amphitheater concept. We very much want to retain small table seating in the area however, for chess games, etc. The benches are ok too but the tables and seating should be added so as to have a mix of places to sit and enjoy the place.

Where is the public restroom in this concept?

Who will pay for proposed remodels to all the buildings? This looks like a huge undertaking with a huge price tag.

We are strongly opposed to making the Embarcadero a single-lane for moving traffic. Traffic snarls are inevitable in this situation. One vehicle stopping to park, or pulling out of a parking spot, would bring everything to a halt. We would much prefer getting ride of cars altogether and making the Embarcadero walking and biking only.

Thanks for considering these comments in making your final decisions on this project.

All the best,
Nicole and Brian Dorfman

Nicole Dorfman
Dorfman Kinesiology
[REDACTED]

Dana Swanson

9/27/16 Meeting
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and Item C-10

From: Dan Podesto [REDACTED]
Sent: Thursday, September 22, 2016 10:16 AM
To: Council
Subject: RE: Don't miss this: Centennial Parkway for your review!

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City of Morro Bay

SEP 23 2016

Administration

Dear Councilmembers,

I **LOVE** these concepts!!! We've been discussing enhancements to the Downtown/Embarcadero "gateway" for at least the 10+ years I've lived and worked in MB – it would be great to finally take action!

I personally prefer concept A. I love the round lines, wrap-around amphitheater seating, viewing platforms, gateway signage, etc. The extended boardwalk and pier emphasizes the fishing village vibe, and the kids features (slides, sand pit, grass amphitheater sections) are very family-friendly.

I don't like the stairway section of concept B nearly as much. I also question the practicality of the glass-bottom pier – cleaning/maintenance, could it break/crack accidentally or due to vandalism?, how is the view different from looking over the pier?, etc. I do like the overhead lighting accents near the water!

Both road plans would be a huge improvement for pedestrian access. I personally prefer the one-lane option. It provides safe, separate lanes for autos, bikes, and pedestrians. It encourages visitors to get out of their cars and walk longer stretches of the Embarcadero, increasing the likelihood that they stop in more stores and shop more.

Great job!!! Let's take action!!!

Daniel Podesto
Central Coast Lending, Inc.

