



CITY OF MORRO BAY PLANNING COMMISSION MEETING AGENDA

Veteran's Memorial Building
Regular Meeting 6:00 p.m.

209 Surf Street, Morro Bay
Monday May 3, 2010

Nancy Johnson - Chairperson

Vice-Chairperson - Gerald Luhr

Commissioner - John Diodati

Commissioner - Michael Lucas

Commissioner - Jamie Irons

Rob Livick - Secretary

I. CALL MEETING TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. ACCEPTANCE OF AGENDA

V. DIRECTOR'S REPORT/WRITTEN COMMUNICATIONS

A. Oral Report

VI. PUBLIC COMMENT:

Members of the audience wishing to address the Commission on matters other than scheduled hearing items may do so when recognized by the Chairman, by standing and stating their name and address. Comments should be limited to three minutes.

VII. CONSENT CALENDAR

A. Approval of minutes from Planning Commission meeting held on April 19, 2010.

VIII. PRESENTATIONS

Informational presentations are made to the Commission by individuals, groups or organizations, which are of a civic nature and relate to public planning issues that warrant a longer time than Public Comment will provide. Based on the presentation received, any Planning Commissioner may declare the matter as a future agenda item in accordance with the General Rules and Procedures. Presentations should normally be limited to 15-20 minutes.

IX. FUTURE AGENDA ITEMS

A. Downtown Visioning (Planning Commission Subcommittee).

B. Restrictions/rules on installing gates on driveways for residential and commercial properties.

C. Staff presentation on the Affordable Housing Rehabilitation Program and general affordable housing issues.

X. PUBLIC HEARINGS

A. *This item has been continued from the April 19, 2010 meeting.*

Site Location: 1290 Embarcadero

Applicant: Steve Goschke

Request: For a Coastal Development Permit (CP0-290) to allow the abandonment of an existing well and the drilling of a new well. The existing well #3 will be decommissioned and backfilled. The pump house associated with the existing well will be relocated to the new well site.

Recommended CEQA Determination: Adopt a Mitigated Negative Declaration

Staff Recommendation: Review and take action on Coastal Development Permit and Mitigated Negative Declaration.

Staff Contact: Sierra Davis, Planning Intern (805) 772-6297

B. *This item has been requested to be continued to the May 17, 2010 meeting.*

Site Location: 571 Embarcadero

Applicant: Abba Imani, applicant/ Cathy Novak, agent

Request: The applicant has submitted for a Use Permit (UP0-260) to allow modifications to an existing commercial building located 571 Embarcadero. The building, known as the Salt building, is approximately 2996 square feet. The proposed additions/modifications will add approximately 40 square feet for the relocation of the patio and approximately 80 square feet for a new walkway. The existing sidewalk along Embarcadero Road will be widened to eight feet in order to meet City standard compliance.

Recommended CEQA Determination: Adopt a Mitigated Negative Declaration

Staff Recommendation: Review and take action on Use Permit and Mitigated Negative Declaration.

Staff Contact: Sierra Davis, Planning Intern (805) 772-6211

XI. OLD BUSINESS

A. Current Planning Processing List/Advanced Work Program.

XII. NEW BUSINESS

A. Presentation from the Citizen's Tree committee on their Landmark Tree Proposal.

B. Presentation from Rob Livick, City Engineer, on both the Bike Plan and the Pedestrian Plan.

XIII. ADJOURNMENT

Adjourn to the next regularly scheduled Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on Monday, May 17, 2010 at 6:00 p.m.

PLANNING COMMISSION MEETING PROCEDURES

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the Public Services Office at 955 Shasta Avenue, during normal business hours; Mill's ASAP, 495 Morro Bay Boulevard, or Morro Bay Library, 695 Harbor, Morro Bay, CA 93442. Planning Commission meetings are conducted under the authority of the Chair who may modify the procedures outlined below. The chair will announce each item. Thereafter, the hearing will be conducted as follows:

1. The Planning Department staff will present the staff report and recommendation on the proposal being heard and respond to questions from commissioners.
2. The Chair will open the public hearing by first asking the project applicant/agent to present any points necessary for the commission, as well as the public, to fully understand the proposal.
3. The Chair will then ask other interested persons to come to the podium to present testimony either in support of or in opposition to the proposal.
4. Finally, the Chair may invite the applicant/agent back to the podium to respond to the public testimony. Thereafter, the Chair will close the public testimony portion of the hearing and limit further discussion to the commission and staff prior to the commission taking action on a decision.

RULES FOR PRESENTING TESTIMONY

Planning Commission hearings often involve highly emotional issues. It is important that all participants conduct themselves with courtesy, dignity and respect. All persons who wish to present testimony must observe the following rules:

1. When you come to the podium, first identify yourself and give your place or residence both orally and on the sign in sheet at the podium. Commission meetings are audio and video tape-recorded and this information is required for the record.
2. Address your testimony to the Chair. Conversation or debate between a speaker at the podium and a member of the audience is not permitted.
3. Keep your testimony brief and to the point. Speak about the proposal and not about individuals. On occasion, the Chair may place time limits on testimony: Focus testimony on the important parts of the proposal: do not repeat points made by others. Please, no applauding or making comments from the audience during the testimony of others.
4. Written testimony is encouraged so they can be distributed in the packets to the Planning Commission. However, letters are most effective when presented at least a week in advance of the hearing. Written testimony provided after the staff reports are distributed and up to the meeting will also be distributed to the Planning Commission but there may not be enough time to fully consider the information. Mail should be directed to the Public Services Department, attention: Planning Commission Secretary.

APPEALS

If you are dissatisfied with any aspect of an approval or denial of a project, you have the right to appeal this decision to the City Council up to 10 calendar days after the date of action. The appeal form is available at the Public Services Department and on the City's web site. If legitimate coastal resource issues related to our Local Coastal Program are raised in the appeal, there is no fee if the subject property is located within the Coastal Appeal Area. If the property is located outside the Coastal Appeal Area, the fee is \$250 flat fee. If a fee is required, the appeal will not be considered complete if the fee is not paid. If the City decides in the appellant's favor then the fee will be refunded.

City Council decisions may also be appealed to the California Coastal Commission pursuant to the Coastal Act Section 30603 and the City Zoning Ordinance. Exhaustion of appeals at the City is required prior to appealing the matter to the California Coastal Commission. The appeal to the City Council must be made to the City and the appeal to the California Coastal Commission must be made directly to the California Coastal Commission Office. These regulations provide the California Coastal Commission 10 working days following the expiration of the City appeal period to appeal the decision. This means that no construction permit shall be issued until both the City and Coastal Commission appeal period have expired without an appeal being filed.

This Agenda is available for copying at Mills Copy Center and at the Public Library

The Coastal Commission's Santa Cruz Office at (831) 427-4863 may be contacted for further information on appeal procedures.

HEARING IMPAIRED: There are devices for the hearing impaired available upon request at the staff's table.

COPIES OF VIDEO, CD: Copies of the video recording of the meeting may be obtained through AGP Video at (805) 772-2715, for a fee.

ON THE INTERNET: This agenda may be found on the Internet at: <http://www.morro-bay.ca.us/planningcommission>

CITY OF MORRO BAY
PLANNING COMMISSION
SYNOPSIS MINUTES

(Complete audio- and videotapes of this meeting are available from the City upon request)

Veteran's Memorial Building
Regular Meeting, 6:00 p.m.

209 Surf Street, Morro Bay
April 19, 2010

Chairperson Nancy Johnson

Vice-Chairperson Gerald Luhr
Commissioner Jamie Irons

Commissioner Michael Lucas
Commissioner John Diodati

Rob Livick, Secretary

I. CALL MEETING TO ORDER

Chairperson Johnson called the meeting to order at 6:06 p.m.

II. PLEDGE OF ALLEGIANCE- Commissioner Lucas led the pledge.

III. ROLL CALL

Chairperson Johnson noted Commissioner Diodati will be arriving late and all other Commissioners are present. Diodati arrived at 6:11 p.m.

Staff Present: Rob Livick, Kathleen Wold, Genene Lehotsky, Sierra Davis and Cindy Jacinth

IV. ACCEPTANCE OF AGENDA

MOTION: Agenda accepted as presented.

V. DIRECTOR'S REPORT/WRITTEN COMMUNICATIONS

Livick briefed the Commission on action taken at the April 12, 2010 City Council meeting and also on items scheduled for the upcoming April 26, 2010 City Council meeting.

Johnson asked the Commissioners if there were any questions.

Johnson asked if there used to be a sign ordinance where people would pay a fee to get a permit for their A-frame. Livick said the existing ordinance prohibits A-frame signs.

VI. PUBLIC COMMENT

Johnson opened public comment period at 6:13 p.m.

- Susan Hinman, resident of Morro Bay, spoke and invited everyone to the 24th Annual Spring Garden tour on Sunday April 25th from noon to 5pm
- Ken Vesterfelt, resident of Morro Bay, announced that the Crusin' Morro Bay car show starts next Thursday the 29th. He requested the event to not have political signs displayed. He wanted to remind everyone that the 600 Morro Bay project has gone through all issues except for selling them. Also, the Pharmacy is scheduled to open on May 15th, but is waiting on the pharmacy license. Anyone with questions should call him at 235-8708.

Hearing no further comment, Johnson closed public comment period.

VII. CONSENT CALENDAR

A. Approval of minutes from hearing held on April 5, 2010

MOTION: Lucas/ Diodati 2nd to approve the minutes as corrected. VOTE: 5-0.

Lucas wanted to clarify the second bullet paragraph on page four of the minutes where he asked about the proposed tower height being the same. He stated that the applicant said at the time the tower height was the same, but later admitted, it had been raised and then said he would lower the tower height.

Lucas wanted to make it clear that the proposed front towers were actually higher and that the Commission is not asking Applicant to lower the towers from where they were previously, the Commission is asking him to lower them *to* where they were previously.

VIII. PRESENTATIONS – None

IX. FUTURE AGENDA ITEMS

A. Downtown Visioning (Planning Commission Subcommittee).

Luhr presented an update on last week's community meeting which was the first of two meetings for the Downtown Visioning Committee. Cal Poly's City and Regional Planning's Graduate Program is working with the City to redevelop the downtown area. The next meeting will be Wednesday, April 28th from 6-8pm at community center at 1001 Kennedy Way.

Diodati added the event was well attended and thanked everyone for their input. He encouraged people to attend the next event to get involved.

- B. Restrictions/rules on installing gates on driveways for residential and commercial properties.
- C. Research information on allowing front porches within the front setback.
- D. Presentation from Rob Livick, City Engineer, on the Pedestrian Plan.
- E. Staff presentation on the Affordable Housing Rehabilitation Program and general affordable housing issues.

X. PUBLIC HEARINGS

A. **Site Location:** 1290 Embarcadero

Applicant: Steve Goschke

Request: For a Coastal Development Permit (CP0-290) to allow the abandonment of an existing well and the drilling of a new well. The existing well #3 will be decommissioned and backfilled. The pump house associated with the existing well will be relocated to the new well site.

Recommended CEQA Determination: Adopt a Mitigated Negative Declaration

Staff Recommendation: Review and take action on Coastal Development Permit and Mitigated Negative Declaration.

Staff Contact: Sierra Davis, Planning Intern (805) 772-6297

Commissioner Irons recused himself from this public hearing item due to a conflict of interest.

Davis gave the staff presentation.

Lucas asked if the aquifer would be degraded by use. Livick clarified that Dynegy, being the property owner, may use that water as long as it is put to beneficial use under state law. The City as a user does not have a superior right to that water.

Commissioners asked if the fence will be removed. The Applicant responded that the pump house and mechanism will be relocated and it won't impact the vegetation.

Diodati asked staff if the trench cut in the bike path will go all the way through the width. Davis said yes. Diodati asked if there will be a visual trench that could fail and cause a dip in the bike path. Livick said not if it is constructed correctly. Diodati and Livick discussed the warranty period of one year for public works projects and whether that could be increased.

Johnson opened the Public Hearing asking the applicant or their agent to address the Commission.

Steve Goschke, manager of the Morro Bay Power Plant presented an overview of the proposed project.

Commissioners discussed how to address the trench cut to ensure it does not fail or sag. Applicant said he will hire a reputable contractor and forward these concerns to the contractor to ensure it is done right.

Lucas asked the Applicant how the location of the proposed well was determined. The Applicant replied it is due to both environmentally sensitive habitat and the recommendation of well drilling experts.

Johnson closed the public hearing at 6:54 and brought it back to Commissioners for discussion.

Commissioners discussed the impacts to the existing bike path. Luhr stated his concerns about back fill into the trench and the possibility that expansive soil may raise or lower over this section. Livick clarified existing City engineering standards would address this matter.

Diodati stated he would like to entertain the possibility of a 5 year warranty versus the customary 1 year warranty.

Lucas stated concern regarding the aquifer and the lack of a mechanism to monitor both the usage and protect the City's water supplies. Livick clarified the Power Plant drilled the wells in 1951 prior to the City's incorporation in 1964, so the Power Plant would have prevailing water rights.

Commissioners noted it would have been preferable to have the City Attorney present to join in this discussion. Lucas asked Livick, if as the City's Public Works director, he could provide a letter stating that the aquifer will not be damaged and specifying the City's water rights as it relates to this project. Livick responded yes, he could have that by the next Planning Commission meeting.

Luhr stated he would like to see the slab removed as that is a very visual sight from the bikeway. Luhr asked the Applicant to clarify whose property is on the fence line. The Applicant stated the property is theirs and the fencing is just to protect equipment on other side of fence but once the slab is gone, Applicant agreed fencing could probably be minimized.

Wold clarified for Commissioners the water in this project is not being used for public consumption. The proposed project is simply replacing what's existing and it is not growth-inducing.

Lucas commented that he would like the City Attorney to clarify the legal status of the City's interests in the aquifer and also for Rob Livick as the City Engineer to provide a letter stating the City is not concerned with the draw of the well on the aquifer.

Commissioners agreed to continue this public hearing to the next Planning Commission meeting on May 3, 2010.

MOTION: Lucas / Diodati 2nd to continue the project to the May 3rd meeting. VOTE: 4-0.

XI. OLD BUSINESS

A. Current Planning Processing List/Advanced Work Program

Chairperson Johnson asked the record to note that Commissioner Irons rejoined the Planning Commission meeting at 7:42 p.m.

XII. NEW BUSINESS

A. Report on front porches within the front yard setback

Lehotsky presented the staff report.

Luhr asked for clarification if decks above garages are allowed only 5 feet from setback or the full distance from garage. Wold clarified, in some instances due to topography, the deck can not be constructed to the full distance of the garage.

Lucas stated porches are good on the first floor; the concern is when the porch is on the second floor and the setbacks are being violated up there. Wold stated this will be looked at when the zoning ordinance is brought back from the Coastal Commission as we may have to refine our porch definition.

XII. ADJOURNMENT

Johnson adjourned the meeting at 7:56 p.m. to the next regularly scheduled Planning Commission meeting at the Veterans Hall, 209 Surf Street, on Monday, May 3, 2010 at 6:00 p.m.

Nancy Johnson, Chairperson

ATTEST:

Rob Livick, Secretary



AGENDA ITEM: _____
ACTION: _____

**CITY OF MORRO BAY
PUBLIC SERVICES DEPARTMENT
MEMORANDUM**

TO: Planning Commissioners

FROM: Sierra Davis, Intern Planner
Planning Division

DATE: May 3, 2010

RE: Dynegy Well Abandonment and Replacement Coastal Development Permit #CP0-290

Please Bring Your Staff Reports From April 19, 2010

1.0 INTRODUCTION

A request to continue Coastal Development Permit #CP0-290 for the abandonment of an existing well, designated #3 and the drilling of a new well also designated #3. The pump house associated with the existing pump house will be relocated to the new well site.

2.0 RECOMMENDATIONS

CONDITIONALLY APPROVE THE PROJECT by adopting a motion including the following action(s):

- A. Adopt the Draft Mitigated Negative Declaration (MND) in accordance with the applicable provisions of the California Environmental Quality Act (Public Resources Code 21000 et. Seq.), and adopt the Findings included as Exhibit "A", including findings required by the California Environmental Quality Act (CEQA); and
- B. Approve Coastal Development Permit #CP0-290, subject to the Conditions included as Exhibit "B" and the site development plans dated September 17, 2008.

3.0 BACKGROUND

Below are the brief lists of concerns, in no particular order that the Planning Commission expressed during the public hearing on April 19, 2010:

- Bike trail cut and reconstruction to pre-existing conditions; and
- Water Resources within the City limits; and
- Legal standing to restrict draw from aquifer and other water resources within the City; and

- Requested a letter from Attorney clarify legal status of the City's interest in the aquifer; and
- Requested a letter from Rob Livick on behalf of Public Works indicating whether this well drawing from the aquifer will affect the City's ability to also draw from the same aquifer.

4.0 DISSCUSSION

The Planning Commission recommended the project be continued to a date certain, May 3, 2010 in order to allow time for staff to research and supply documents to the Planning Commission. Commissioners requested the City attorney and the City engineer address the above-mentioned topics by letters to the commission. Neither the City Attorney nor City Engineer will be addressing the concerns listed above by written discussion. However, both will attend the May 3, 2010 meeting to discuss the topics of concern. As requested the City Attorney will be available to discuss the legal status of City's interest in the aquifer. The Public Works' department will be represented by Rob Livick to address the position of Public Works on the draw of water from the aquifer. Rob Livick will also be available for questions regarding the City of Morro Bay's standards for "Trench Backfill Requirements" as seen in Exhibit D of this memo. The requirements shall be included in the conditions of approval for Coastal Development Permit #CP0-290 for bike trail repair.

5.0 CONCLUSION

The item was continued to a date certain, May 3, 2010, and was notice for the previous April 19, 2010 meeting. Notice of this item was posted at the site and published in the San Luis Obispo Telegram-Tribune newspaper on April 9, 2010 and all property owners of record within 300 feet of the subject site and occupants within 100 feet of the subject site were notified of this evening's public hearing and invited to voice any concerns on this application.

The proposed project would be consistent with all applicable development standards of the Zoning Ordinance and applicable provisions of the General Plan and Local Coastal Plan. No modifications or exceptions to City development requirements are proposed. The projects have also been determined to be exempt from CEQA.

ATTACHMENTS:

1. Findings, Exhibit A
2. Conditions, Exhibit B
3. Graphics/Plan Reductions, Exhibit C
4. Trench Backfill Requirements, Exhibit D

EXHIBIT A

FINDINGS

California Environmental Quality Act (CEQA)

- A. The project qualifies for a CEQA Mitigated Negative Declaration was posted on March 5, 2010. The applicant has agreed to implement the mitigation measures proposed in the Negative Declaration. Thus there are no significant impacts with the implementation of those mitigation measures.

Special Use Permit Findings

- B. That the project is an allowable use in its zoning district and is also in accordance with the certified Local Coastal Program and the General Plan for the City of Morro Bay based on the analysis and discussion in the attached staff memorandum; and
- C. The establishment, maintenance, or operation of the use applied for will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use as the project will be consistent with all applicable zoning and plan requirements as indicated in the attached staff memorandum; and
- D. The use will not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the City since the project, as conditioned, will be constructed and developed consistent with all applicable City regulations, as indicated in the attached staff memorandum and will provide public road and drainage improvements consistent with City Public Works Department requirements.

EXHIBIT B

CONDITIONS OF APPROVAL

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report referenced above, dated April 19, 2010, for the project depicted on the attached plans labeled “Exhibit C”, dated September 17, 2008, on file with the Public Services Department, as modified by these conditions of approval, and more specifically described as follows:
 - Site development, including all buildings and other features, shall be located and designed substantially as shown on the aforementioned exhibit, unless otherwise specified herein.
2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this approval and is diligently pursued thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Said extensions may be granted by the Director of Public Services, upon finding that the project complies with all applicable provisions of the Morro Bay Municipal Code, General Plan and Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.
3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Director of Public Services. Any changes to this approved permit determined not to be minor by the Director shall require the filing of an application for a permit amendment subject to Planning Commission review.
4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, City of Morro Bay, and any other governmental entity shall be complied with in the exercise of this approval (b) This project shall meet all applicable requirements under the Morro Bay Municipal Code, and shall be consistent with all programs and policies contained in the certified Coastal Land Use Plan and General Plan for the City of Morro Bay.
5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. This condition and agreement shall be binding on all successors and assigns.
6. Compliance with Conditions: The applicant's establishment of the use and/or development of the subject property constitutes acknowledgement and acceptance of all Conditions of

Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director of Public Services and/or as authorized by the Planning Commission. Failure to comply with these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the Morro Bay Municipal Code and is a misdemeanor.

7. Acceptance of Conditions: Prior to obtaining a building permit the applicant shall file with the Director of Public Services written acceptance of the conditions stated herein.

PLANNING CONDITIONS

8. State and County Compliance: Prior to the issuance of a building permit applicant shall demonstrate compliance with all State and County regulations and provide documentation to the Public Services Department.
9. Construction Hours: Pursuant to MBMC Section 9.28.030 (I), noise-generating construction related activities shall be limited to the hours of seven a.m. to seven p.m. on weekdays and eight a.m. to 7 p.m. on weekends, unless an exception is granted by the Director of Public Services pursuant to the terms of this regulation.
10. Dust Control: Prior to issuance of a grading permit, a method of control to prevent dust, construction debris, and wind blown earth problems shall be submitted to and approved by the Building Official to ensure conformance with the performance standards included in MBMC Section 17.52.070.
11. Archaeology: In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall immediately cease in the immediate area, and the find should be left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation and implementation of any protective measures as determined by the Director of Public Services.

ENVIRONMENTAL CONDITIONS

12. Air Quality: The project construction has the potential to exceed APCD thresholds for the emission of ROG, NOx, and Diesel Particulate Matter. The following are standard mitigation measures required by the APCD to reduce potential APCD thresholds to less than significant levels:
 - a) Maintain all construction equipment in proper tune according to manufacturer's specifications.
 - b) Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
 - c) Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-road

Regulations.

- d) Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation.
 - e) Construction or trucking companies with fleets that do not have engines in their fleets that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance.
 - f) All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit.
 - g) Diesel idling within 1,000 feet of sensitive receptors is not permitted.
 - h) Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
 - i) Electrify equipment when feasible.
 - j) Substitute gasoline-powered in place of diesel-powered equipment, where feasible.
 - k) Use alternatively fueled construction equipment on-site where feasible.
13. Air Quality: The project construction has the potential to exceed APCD thresholds for fugitive dust. The following standard mitigation measures are required by the APCD to reduce potential APCD thresholds to less than significant levels:
- a) Reduce the amount of the disturbed area.
 - b) Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water shall be used whenever possible.
 - c) All dirt stockpile areas shall be sprayed daily or as needed to contain dust.
 - d) Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible following completion of any soil disturbing activities.
 - e) Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
 - f) All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
 - g) All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - h) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
 - i) All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (minimum vertical distance between the top of load and trailer) in accordance with CVC Section 23114.
 - j) Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.
 - k) Sweep streets at the end of each day if visible soil material is carried onto

adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

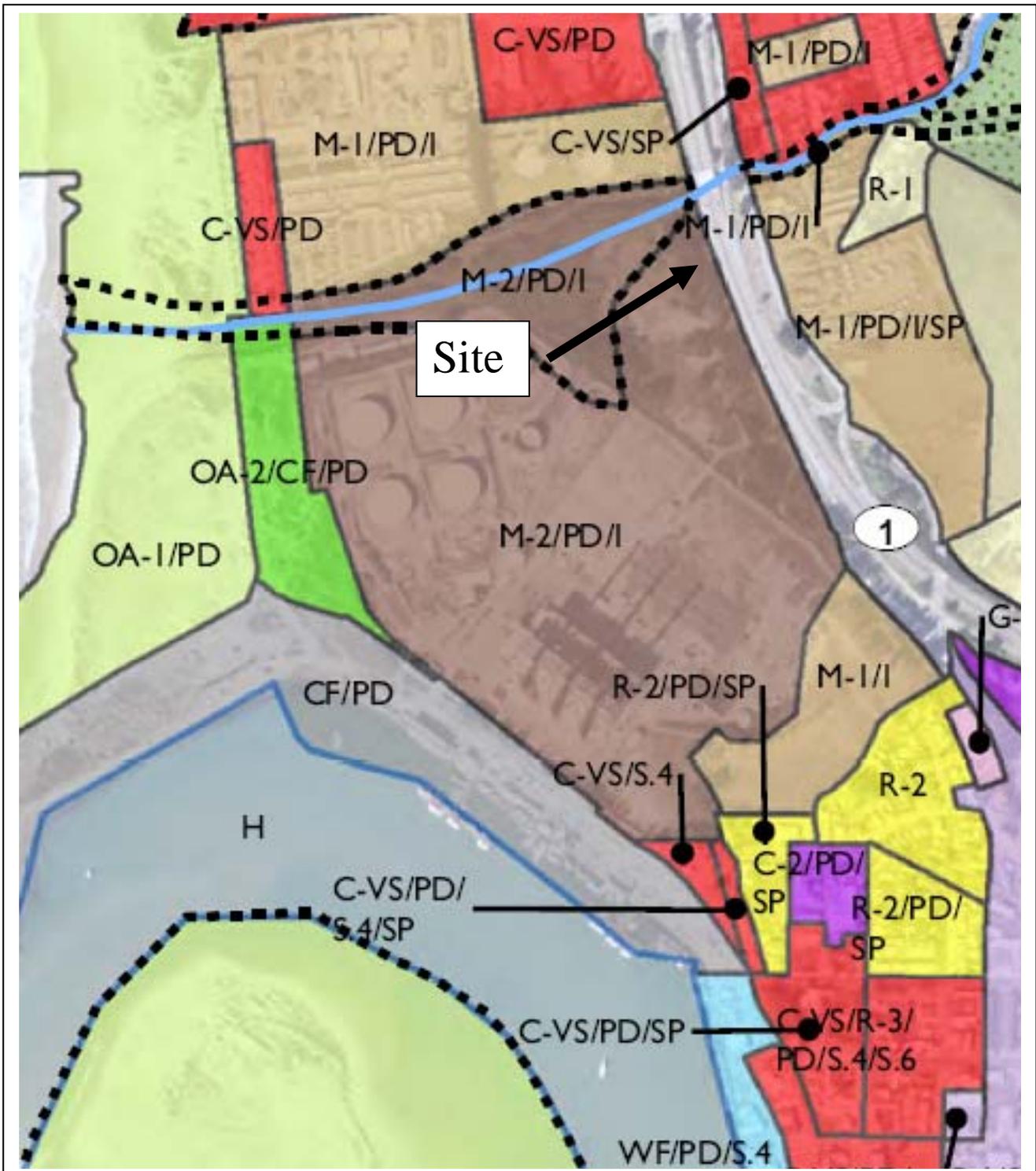
- l) All of these fugitive dust mitigation measures shall be shown on grading and building plans.
 - m) The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork, or demolition.
14. Cultural Resources: Archaeological monitoring of all grubbing, demolition, and excavation activities in the development area by a qualified archaeologist and Native American monitor. Collection of historic and prehistoric cultural remains deemed significant and if necessary, analysis of any features encountered including but not limited to historic refuse dumps and diagnostic prehistoric habitation deposits.
 15. Cultural Resources: Selection and processing of prehistoric marine shell for radiocarbon dating.
 16. Cultural Resources: The applicant/property owner shall provide an archaeological monitoring evaluation plan prepared by a qualified archaeologist for all construction excavations associated with grading activity. The plan shall identify all the ground disturbance activity monitored including dates the archaeologist and culturally affiliated, indigenous individual recognized by the Native American Heritage Commission were present. The evaluation report shall describe all the densities or features of artifacts associated with a particular activity encountered. Any isolated human remains encountered during construction shall be protected and their disposition be undertaken consistent with Public Resources Code 5097.98.
 17. Hazards/Hazardous Materials: The applicant will monitor the grasses, shrubs, woodland and tree canopy on site and abate all vegetation from wells and structures on a ongoing basis.
 18. Transportation/Circulation: The applicant will clearly post the construction site while working on the bike path and divert bicycle traffic around construction site.

FIRE CONDITIONS

19. Vegetation and Tree Canopy Abatement: Abate all vegetation and tree canopy from existing pump houses, proposed well site, and proposed electrical conduit, in accordance with Morro Bay Municipal Code (Section 8.12.030), California Fire Code (Section 304) and California Public Resources Code (Section 4291).

PUBLIC WORKS CONDITIONS

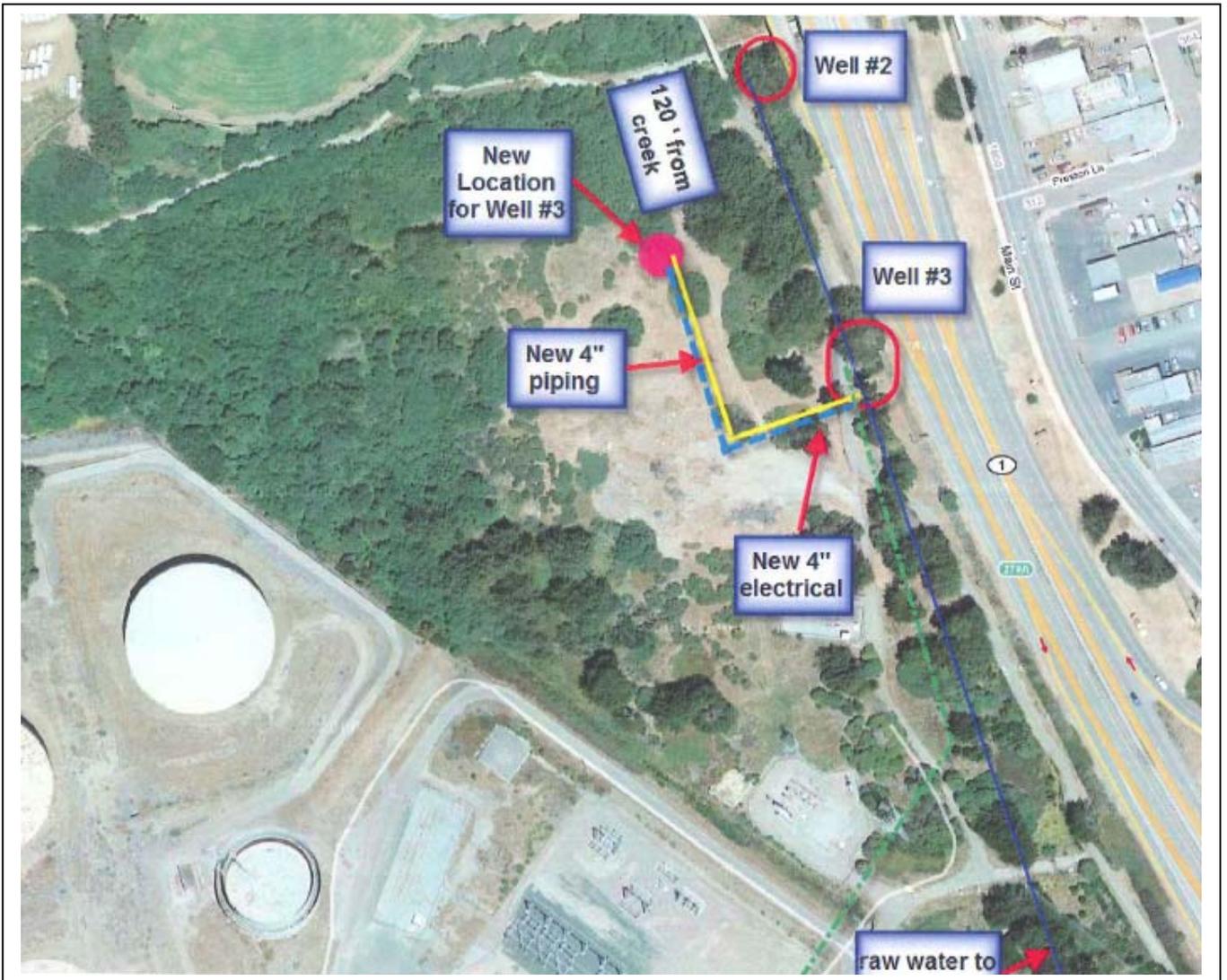
20. Flood Control: All building, well heads, electrical and mechanical equipment shall be one foot above the Base Flood Elevation of 21 ft NCVD 1929 or flood proofed.
21. Bike Trail: An encroachment permit is required prior to any excavation occurring across the bike path or its shoulders. Prior to excavation the contractor shall saw cut the proposed bike path crossing. The trenched portion of the bike trail shall be repaired to original or better condition upon completion of the project (3-inches of asphalt over six-inches of Class 2 base).



Planning Commission
Dynegy Morro Bay, LLC



ZONING MAP



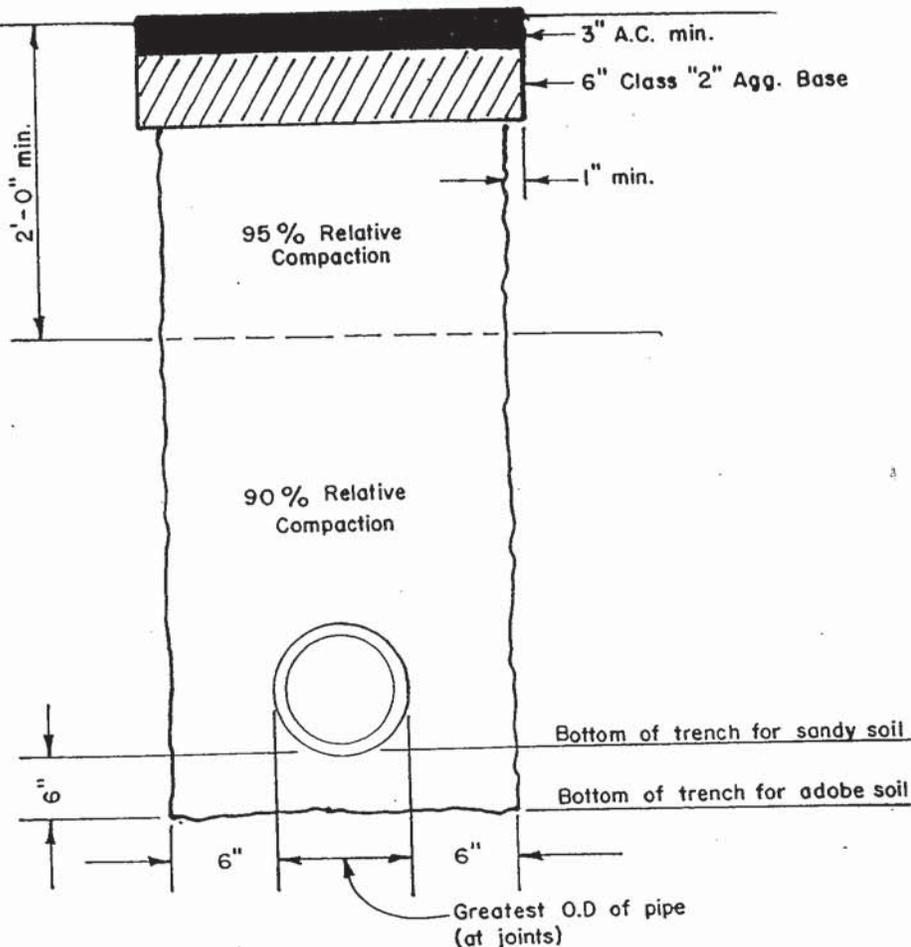
Planning Commission
Dyney Morro Bay, LLC



SITE PLAN

Cut existing roadway to provide vertical surfaces. Cut edges to be straight and neat in appearance.

Apply bituminous binder to pavement edges.



NOTES:

1. All backfill shall be select sand or sandy loam as approved by the City Engineer.
2. Place 3" A.C. hot-mix pavement or replace with same depth as exists, whichever is greater.
3. Hot-mix A.C. shall be 1/2" max. AR 8000.
4. 85% relative compaction permitted in non-roadway trenches when no structures are to be constructed over trench.
5. Ponding, flooding, or jetting not permitted unless specifically allowed by the City Engineer.
6. Contractor shall install and maintain temporary pavement for 2 weeks prior to installation of permanent hot-mix pavement.

| | | | |
|--|-----------------|--|---|
| APPROVED CITY ENGINEER <i>[Signature]</i> | DATE 10-5-87 | CITY OF MORRO BAY DEPARTMENT OF PUBLIC WORKS | TRENCH BACKFILL REQUIREMENTS SCALE: NONE W-6 |
| REVISIONS _____ BY _____ APP DATE _____ | | | |



Memorandum

TO: PLANNING COMMISSION **DATE:** May 3, 2010
FROM: SIERRA DAVIS, INTERN PLANNER
SUBJECT: Continuance for Conditional Use Permit UPO-260 located at 571 Embarcadero Rd. to the May 17, 2010 meeting.

RECOMMENDATION:

Based on the applicant's request, staff recommends that the Planning Commission continue this item to the May 17, 2010 meeting by making the following motion:

I move that the Planning Commission continue item X.B., for Conditional Use Permit UPO-260, 571 Embarcadero Rd., to the May 17, 2010 meeting.



City of Morro Bay
 Public Services
 Current Project Tracking Sheet

Agenda Number XI-A
 Meeting Date 5/3/10

New items or items which have been recently updated are italicized.

| | Applicant/Property Owner | Project Address | Date | Project Description/Status | Project Planner | Approval Body |
|--|--------------------------|-------------------|----------|--|-----------------|---------------|
| Hearing or Action Ready | | | | | | |
| 1 | Nina Hartley | 1290 Embarcadero | 9/17/08 | Relocate well and pump house. Submitted 9/17/08, Inc. letter 10/15/08. Applicant has resubmitted items from inc. letter, submittal under review. Initial Study in process. Applicant has submitted additional arch/information 11/09. Initial Study in review period. Review complete project ready for processing. Project to be continued to 5/3/10 PC. | SD/KW | PC |
| 2 | Cathy Novak | 560 Embarcadero | 12/3/09 | Height & Setback Exception for Fence/Windscreen. Applicant working with staff on project details. Submittal of additional information 3/18/10. | KW | AD |
| 30 -Day Review, Incomplete or Additional Submittal Review | | | | | | |
| 3 | Dan Reddell | 1 Jordan Terrance | 7/25/08 | New SFR. Submitted 7/25/08, Inc. Later 8/19/08; resubmitted 2/24/09, project under review. Letter sent to agent regarding issues. Applicant and staff met 1/2010 on site to further discuss issues. Resubmittal 2/16/10. Initial Study ready for noticing. | JH/KW | PC |
| 4 | Kleinhammer | 160 & 190 Anchor | 7/29/08 | Parcel Map dividing one parcel into two with Right of Way abandonment. Incomplete letter sent 8/25/09. Met with applicant's representative regarding a redesign of the project. Pre-application submitted on 3/15/10 for compact infill development. Mtg with applicant 3/25/10. | KW | PC/CC |
| 5 | Pina Noran | 2176 Main | 10/3/08 | Convert commercial space to residential use. Submitted 10/03/08, Inc. Later 10/22/08, resubmitted 2/5/09. Project still missing vital information for processing 11/30/09. Called applicant 3/22/10 and requested information. | KW | PC |
| 6 | John Christie | 2330 Hemlock | 4/27/09 | CUP for 2nd unit to nonconforming site. No scaled plans submitted. Comment letter sent 11/3/09. No response to date. Parking is an issue. | GL | PC |
| 7 | Studio Design Group | 962 Piney | 10/15/09 | Preapplication Demo., addition and remodel of existing church., application taken to DRT. Incomplete letter sent 12/4/09. Resubmittal 2/8/10. Incomplete letter sent 4/12/10. | GL | PC |
| 8 | Robert Romero | 3033 Ironwood | 11/18/09 | New SFR. Incomplete Letter sent 12/11/09. Resubmittal 2/8/10. Incomplete letter sent 3/10/10. Incomplete letter sent 4/6/10. Admin notice for CDP 4/19/2010 for 10 day review. | SD | AD |
| 9 | Robert Tefft | 395 Acacia | 11/10/09 | Demo SFR & Carport. Incomplete letter sent 12/31/2009. Resubmittal 3/15/10. Comments sent 4/22/10. | GL/SD | AD |

| | | | | | | | |
|----------------------------|-------------------------|------------------|---|----------|---|-------|-------|
| 10 | Bob Crizer | | Water Lease Site 34 206 Main Street | 11/9/09 | Oak Street Parking Exception. Also see 206 Main Street (Botich). Request to allow parking spaces to be placed on Oak Street to replace parking currently provided at 206 Main Street. Waiting for parties to resolve issue of ownership. | KW | PC/CC |
| 11 | City of Morro bay | | Harbor Depart | 11/10/09 | Marina Dredging. CUP to dredge State Park Marina. Waiting for additional information from environmental consultant. Meeting with Environ. Consultant 3/25/10 to discuss additional environmental review. | KW | PC |
| 12 | Vallely and Crafton | 430 | Olive | 11/23/09 | Lot Line Adjustment. Incomplete letter sent 12/23/09. Resubmittal 4/16/10. | GL/SD | AD |
| 13 | Mike Prater | 235 | Atascadero | 12/16/09 | CUP and Coastal Development Permit. Solar Arrays. Solar arrays located on carport structures at Morro Bay High School. Incomplete letter sent 1/15/10. Mtg follow up letter sent 1/29/10. Resubmittal - change in project description 3/16/10. Comments sent 4/16/10. | GL | PC |
| 14 | James Maul | 530, 582, 534 | Morro Ave | 3/12/10 | Parcel Map. CDP & CUP for 3 townhomes. Incomplete letter sent 4/20/10. | GL | PC |
| 15 | Mark Reisnick | 691 | Ponderosa | 3/17/10 | Granny Unit & Garage. CDP for 900 sf unit & 504 sf garage. Incomplete Letter sent 4/19/10. | GL | AD |
| 16 | Giovanni DeGarimore | 1001 | Front | 3/22/10 | Floating Dock. CUP to reconfigure existing side tie floating dock to include 4 new finger floating docks, 50 ft. x 4 ft. | GL | PC |
| 17 | Ginger Machado | 500 | Quintana | 3/16/10 | Sign Permit. "Fitness Works." Comments sent 3/23/10. Sign Exception Permit 4/5/10. Incomplete letter 4/15/10. | SD | AD |
| 18 | Jim Cravens | 2100 | Main | 3/17/10 | Sign Permit. "Main Mini Storage". Comments sent 3/24/10. | SD | AD |
| 19 | Pamela Haman | 490 | Quintana | 3/11/10 | A-Frame Sign Exception. "Cookie Crook". Comments sent 3/24/10. On hold to review A-Frame signage requirements. | SD | AD |
| 20 | Walter & Karen Roza | 595 | Driftwood | 3/30/10 | Demo Reconstruct SFR & 2nd Unit. VPM, CUP & CDP. | GL | PC |
| 21 | Doug Redican | 725 | Embarcadero, Ste. 105 | 4/2/10 | Relocation of Video Arcade from unit 103 to unit 105 of Rose's landing. MUP process. Site posted 4/16/10. Comment period over 4/26/10. | GL | AD |
| 22 | Debbie Dover | 500 | Quintana | 4/21/10 | Outdoor Fitness Classes. | GL | AD |
| Projects in Process | | | | | | | |
| 23 | Great American Fish Co. | 1185 | Embarcadero | 1/6/05 | GAFC, Virg's, & Harbor Huts Revitalization Plan. Submitted 1/06/05, Starting Initial Study Draft MND, eel grass study complete concurrence on findings Tentative PC 11/5/07 Continued, date uncertain CC March Phase I approved Phase II approved 5/12/08. CDP approval from Coastal Commission on June 10, 2009. Project submitted for precise review. | KW | PC |
| 24 | Larry Newland | | Embarcadero | 11/21/05 | Embarcadero-Maritime Museum (Larry Newland). Submitted 11/21/05, Incomplete 12/15/05 Resubmitted 10/5/06, tentative CC for landowner consent 1/22/07 Landowner consent granted. Incomplete 3/7/07. Resubmitted 5/25/07 Incomplete Letter sent 6/27/07 Met to discuss status 10/4/07 Incomplete 2/4/08. Met with applicants on 3/3/09 regarding inc. later. Applicant resubmitted additional material on 9/30/2009. Met with applicants on 2/19/2010. | KW | PC |

| | | | | | | | |
|--|-----------------------------|------|---|----------|--|-------|-----------------|
| 25 | Rudolph Kubes/Mike Prater | 1181 | Main & Bonita | 11/23/06 | Morro Mist 20 Lot SFR Subdivision. Submitted 11/23/06, SRB 3/15/06, Staff requested information Resubmitted 8/16/06 MND analysis needed MIND Complete 7/20 PC 8/20/07 Continued date uncertain revised project smaller units still 100% residential. Applicant has redesigned project and resubmitted on June 1, 2009. Project under review. Letter sent to applicant regarding issues on 7/2009. Subsequent meeting with applicant team 8/2009. Staff has had additional correspondence with the applicant. Project tentatively scheduled for Planning Commission late February/early March 2010. Applicant considering redesign of project. | JH/KW | PC |
| 26 | Frank Loving | 247 | Main | 10/27/07 | Docking for Vessels. Submitted 10/29/07, Incomplete 11/19/07 PC 2/4/08, Continued to PC 3/17/08, continued to PC 9/15/08 Applicant has indicated to staff that they wish to move ahead with the project. | KW | PC |
| 27 | Johnnie Medina | 3390 | Main | 5/29/08 | 2 Lot Subdivision. Submitted 5/29/08, Incomplete CCC coordination; Inc. Later 12/2/08; Resubmitted 1/5/09. Staff working on environmental document, MND Noticed as available for review 6/9/09. Hearing schedule 7/20/09. Item continued to date uncertain. Applicant submitted additional materials, staff waiting for applicant's response to ESH/Willow buffer. Biologist letter submitted November 30, 2009. Resubmittal 1/20/10. Applicant resolving issues of having stated project includes wetland area. | KW | PC |
| 28 | City of Morro Bay & Cayucos | 160 | Atascadero | 7/1/08 | WWTP Upgrade. Submitted 7/1/08, Preparing Notice of Preparation, Staff reviewing Ad Min Draft EIR. Modifications to project description underway and subsequent renoticing. | BA | PC/CC/RW OCB |
| 29 | Candy Botich | 206 | Main Water Lease Site 34 Main & Oak St. | 6/17/09 | New Parking. Project under review. Agent given DRT comments July 10, 2009. Applicant submitted redesigned project 9/30/2009. Associated application submitted for a parking exception for the lease site generating the parking demand. | KW | PC/CC |
| 30 | California State Park | | State Park Drive | 2/11/09 | Solar Panels at the State Park with the addition of one carport structure for support of the panels. Coastal Development Permit and Conditional Use Permit. Comments sent 3/23/10. | SD/KW | PC |
| 31 | Tank Farm | 1290 | Embarcadero | 2/27/10 | Tank Demo. Demo of seven tanks at the Morro Bay Power Plant. | KW | AD |
| Environmental Review | | | | | | | |
| 32 | Ron McIntosh | 190 | Olive | 8/26/08 | New SFR. Submitted 8/26/08, Inc. Letter 9/24/08; Resubmitted 12/10/08, 1/9/09 request for more information. Applicant resubmitted on 2/06/09. Environmental under review. Applicant and City agree to continuance. | KW | PC |
| 33 | Chevron | 3072 | Main | 12/31/08 | Remove Underground Pipes. Submitted 12/31/08, environmental reports submitted for review 5/8/09. Project under review. Project routed to other agencies for comment. Environmental being processed. | GL/SD | PC |
| 34 | Imani | 571 | Embarcadero | 5/14/09 | Remodel of Salt Building to include new public walkway and additional piling for support. Eel grass study submitted. Initial Study in review period - complete 4/19/10. | SD/KW | PC |
| 35 | City Parks & Rec | 1001 | Kennedy Way | 4/12/10 | Routine Maintenance to remove reeds and sediment from The Cloisters Park. Reviewing project to determine CEQA requirement. | GL | AD |
| Coordinating with Other Jurisdictions | | | | | | | |

| | | | | | | | |
|--|--------------------------|------|--------------------|----------|---|----|---------------|
| 36 | Burt Caldwell | 801 | Embarcadero | 5/15/08 | Conference Center. Submitted 5/15/08, Inc Ltr 5/23 Resubmitted MND Circulating 7/15/08 PC 9/2 Approved, CC 9/22/08 Approved, CDP granted by CCC. | GL | PC/CC/ CCC |
| 37 | City of Morro Bay | 887 | Atascadero | 3/9/09 | Nutmeg Water Tank Upgrade (City of Morro Bay CIP project). Oversight of County of San Luis Obispo application process. Preapplication meeting 3/9/09. Consultant coordination meeting 3/12/09. | KW | SLO County |
| 38 | John King | 60 | Lower State Park | 7/2/08 | Lower parking lot resurface and construction of 2 new stairways. Submitted 7/02/08, PC Tent 10/6, PC Date TBD Applicant coordinating w/ CCC 10/20/08. | KW | PC |
| Projects Continued Indefinitely or No Response to Date on Incomplete Letter | | | | | | | |
| 39 | SLO County | | State Park | 09/28/04 | Master Plan for Golf Course. Submitted 9/28/04, On hold per applicant, project to be amended. Resubmitted 2/9/07 Tentative PC 3/19/07 Continued, date uncertain; Planting trees. | KW | PC/CC |
| 40 | Cameron Financial | 399 | Quintana | 04/11/07 | New Commercial Building. Submitted 4/11/07, Inc. Letter 5/09/07. Sent letter 1/25/2010 to applicant requesting direction, letter returned not deliverable | KW | AD |
| 41 | West Millennium Homes | 895 | Monterey | 7/10/07 | Mixed-use building. 16 residential units and 3 commercial units, Submitted 7/10/07, Inc Later 7/25 Resubmitted 1/14/08 SRB 3/10/08. | KW | PC |
| 42 | Kenneth & Lisa Blackwell | 2740 | Dogwood | 07/20/07 | Addition to nonconforming residence. Submitted 7/20/07, Complete, tentative PC 9/17/07 Continued, date uncertain Resubmitted 10/31/07, PC 12/17/07 Continued, date uncertain. | KW | PC |
| 43 | Jeff Gregory | 1295 | Morro | 09/25/07 | Coastal Development Permit to allow a second single family residence on lot with an existing home. Incomplete letter sent 10/9/2007. Intent to Deem Application Withdrawn Letter sent 12/29/09. Response from applicant 1/8/10 keep file open indefinitely. | KW | AD |
| 44 | Nicki Fazio | 360 | Cerrito | 08/15/07 | Appeal of Demo/Rebuild SFR and 2 trees removal. Continued to a date uncertain. | KW | PC |
| 45 | Alicia Baroque | 545 | Napa | 05/27/08 | New guest house and parking exception. Submitted 5/27/08 Incomplete 6/13/08 Resubmitted 10/14/08, Complete 11/10, PC 12/15; Continued to a date uncertain. | KW | PC |
| 46 | City of Morro Bay | 595 | Harbor Depart | 02/27/09 | New stand-by generator. Submitted 2/27/09, City Council did not fund. Continued date uncertain. | KW | AD |
| Projects in Building Plan Check | | | | | | | |
| 47 | Don Doubledee | 360 | Morro Bay Blvd | 5/15/09 | Mixed Use Project - Ciano. Comments sent 2/25/10. | GL | N/A |
| 48 | Tricia Knight | 1245 | Little Morro Creek | 2/2/10 | MetroPCS Telecom Site on PG&E tower. Comments sent 3/17/10. Resubmittal 4/12/10. | GL | N/A |
| 49 | Robert Romero | 3033 | Ironwood | 2/8/10 | New SFR. Incomplete letter sent 3/9/10. Resubmittal 3/23/10. Comments sent 4/6/10. Pending CDP approval. | SD | N/A |
| 50 | Valori | 2800 | Birch Ave | 2/10/10 | Remodel/Repair. Sunroom, garage, and study. Comments sent 2/24/10 | GL | N/A |
| 51 | John & Alair Hough | 285 | Main | 2/16/10 | SFR Addition. Second unit over detached garage. Comments sent 3/19/10. | SD | N/A |
| 52 | Jon Wickstrom | 401 | Panay | 2/5/10 | SFR Addition. 1,000 sf. addition. Comments sent 3/17/10. | SD | N/A |
| 53 | Costanzo Addition | 1202 | Bolton Dr | 9/18/09 | SFR Addition. Add stairs to the existing house. Comments sent 9/24/2009 | GL | N/A |
| 54 | Todd Schnack | 2248 | Emerald | 2/17/10 | New Guesthouse Cloisters. Comments sent 3/22/10. Resubmittal 3/30/10. Waiting for recorded covenant to approve - 4/22/10. | GL | N/A |
| 55 | Dan Yates | 221 | Main | 2/22/10 | SFR addition. Comments sent 3/18/10. Resubmittal 3/31/10. | SD | N/A |
| 56 | Colhover | 2800 | Dogwood | 3/8/10 | New SFR. Comments sent 3/25/10. | GL | N/A |

| | | | | | | | |
|---|---------------|-----------|-----------------------|----------|---|----|-----|
| 57 | Mark Reisnick | 691 | Ponderosa | 3/17/10 | Granny Unit & Garage. CDP for 900 sf unit & 504 sf garage. Comments sent 4/19/10. | GL | N/A |
| 58 | Tricia Knight | 1478 | Quintana | 3/12/10 | MetroPCS Telecom Site on Rock Harbor Church. Comments sent 4/12/10. | GL | N/A |
| 59 | Ann Travers | 595 | Anchor | 4/19/10 | Swimming Pool. Comments sent 4/22/10. | GL | N/A |
| Projects & Permits with Final Action | | | | | | | |
| 43 | Greg Kircher | 350 | Java | 1/22/09 | Addition to Nonconforming SFR. Submitted 1/22/09, incomplete letter 2/27/09, incomplete 5/21/09, Response letter 6/30/09. Resubmittal 1/7/10. Incomplete letter 2/3/10. Resubmittal 2/16/10. Project complete for processing. Approved on 4/5/2010. | GL | PC |
| 44 | Ann Traven | 595 | Anchor Street | 2/12/10 | Variance to allow a swimming pool within the front yard setback. Complete for processing. Approved on 4/5/2010. | KW | PC |
| 45 | Smith Held | 575 & 591 | Embarcadero | 04/21/09 | Demo existing retail and vacation rentals, construct 2 retail units and a 6 unit hotel . Submitted 9/27/06, Incomplete 11/7/06 Resubmitted 12/21/06 Environmental Review MND Circulating, tentative PC 4/2/07 Continued, date uncertain Resubmitted 4/26/07 Incomplete 5/2/07 Resubmitted 5/30/07 Environmental document re-circulating 6/6/07, tentative PC 7/16/07 Concept plan approved, tentative CC 8/27/07 Concept Plan Approved, needs CDP from CCC -Hearing 11/12/08. Project back from Coastal Commission, ready for Precise Plan processing. Precise Plan submitted 4/21/09, Incomplete letter 6/25/09. Resubmitted 7/27/2009. Responses to applicant on 10/12/2009. Scheduled for hearing on 10/19, continued to 11/2 by applicant. Applicant requests continuation to date uncertain. Revised environmental Public review period 2/5/10 to 3/5/10. Project ready for hearing. Approved on 4/5/2010 | GL | PC |
| 66 | Robert Fiori | 2655 | Koa | 11/25/09 | SFR Demo/Reconstruction. Incomplete letter sent to applicant. Resubmittal 2/1/10. Comments sent 2/11/10. Resubmittal 3/1/10. Comments sent 3/29/10. Resubmittal 4/2/10. Approved. | KW | N/A |
| 67 | Redican | 725 | Embarcadero, Ste. 104 | 3/4/10 | Tenant Improvement. "Kellie's Candies" Change in Use T.I. Comments sent 4/2/10. Resubmittal 4/7/10. Approved on 4/7/10. | GL | N/A |

Advance Planning Work Items

| | Planning Commission | City Council | Coastal Commission | Comments | Work Item | Estimated Staff Hours |
|--|-------------------------|--------------|--------------------|----------|--|-----------------------|
| 1 | 4/5/2010 | TBD | | | Neighborhood Compatibility Standards (Variable Height & Setbacks, FAR) | 120 to 160 |
| 2 | Annual Updates | | | | Strategic plan for managing the greening process | 200 to 300 |
| 3 | continuing with updates | | | | AB811 | 120 to 160 |
| 4 | Approved | TBD | | | Safety Element | 20 to 40 |
| 5 | TBD | TBD | | | Draft Urban Forest Management Plan | 200 to 300 |
| 6 | TBD | TBD | NA | | CEQA Implementation Guidelines | 120 to 160 |
| 7 | TBD | TBD | | | Update CEQA checklist pursuant to SWMP (2/2011) | 120 to 160 |
| 8 | TBD | TBD | | | Downtown Visioning | 120 to 160 |
| 9 | TBD | TBD | | | PD Overlay | 3/20/00 |
| 10 | | TBD | | | Annexation Proceeding for Public Facilities | TBD |
| <i>Planning Commission Generated Items</i> | | | | | | |
| | | | | | Work Item | Estimated Staff Hours |
| | | | | | Pedestrian Plan | TBD |
| <i>Items Requiring Further Analysis When Received Back From The Coastal Commission</i> | | | | | | |
| | Planning Commission | City Council | Coastal Comm. | | Work Item | Estimated Staff Hours |
| | TBD | TBD | | | Updated Zoning Ordinance | 1,800 |
| | TBD | TBD | | | Updated General Plan/LCP | 1,800 |

To: City of Morro Bay Planning Commission and City Staff

April 27, 2010, 2010

Enclosed are recommendations the Morro Bay Volunteer Tree Committee proposes for the establishment of a City Landmark Tree Program/Amendment. The recommendation is a product of our monthly meetings and includes input from City of Morro Bay Staff and the landscape professionals on the Committee. We request that your board reviews the recommendation and forward it onto the City Council for final approval and adoption.

If the recommendation is adopted, the Tree Committee would like to develop an addendum guide with pictures and information highlighting each tree's special characteristics, best applications and living specimens in the community. We will include a reference library of resources for additional information.

Attachment

A) Land Mark Tree Recommendation

Page 1: Explains the need and background information pertaining to historical trees and vegetation in Morro Bay.

Page 2: Is our step-by-step recommendation for implementation of a Landmark Tree Program.

Respectfully Submitted By:

Morro Bay Volunteer Tree Committee

Wally McCray

Ann Reisner

Cory Paul

Noah Smukler

Sean Ellis

Gabriel Frank

Taylor Newton

Susan Shaw

Melinda Elster

June Krystoff-Jones

Morro Bay Tree Committee, Mission Statement:

The Morro Bay Tree Committee is composed of local landscape professionals, citizens and non-profits who believe a healthy urban forest provides beneficial wildlife habitat, supports public health and promotes the natural beauty of the City of Morro Bay. Morro Bay benefits from active volunteer citizen groups to facilitate the growth and stewardship of the City's public natural resources. Through educational outreach activities and tree planting projects the Committee is dedicated to the protection, conservation and expansion of our urban forest to help the citizens and visitors of Morro Bay discover their better natures.

Morro Bay Tree Committee, Landmark Tree Background:

March 24, 2010

“Morro Bay was always the stuff of which dreams were made....Many were the dreamers who wove dreams of future wealth and happiness around the development of this area.”

~ Morro Bay's Yesterdays, Gates & Bailey (pg 1)

The City of Morro Bay is cradled in one of the Nation's elite federally recognized and protected estuaries. From the Rock to the Chorro Valley, the area is rich in natural wild splendor, farmland, the local history of Indigenous cultures and European settlement. The native landscape, habitat for our wild fauna and flora, surrounds our city and survives in pockets on farms, landscapes, parks and streetscapes that we pass daily. Trees and their seedlings, planted by the founding immigrants and homesteaders that developed the City of Morro Bay, still survive as treasured family history and forgotten street sentinels. The city and surrounding community has always been in a state of development, always falling back on its primary resource...our landscape and nature.

Trees have played a functional role in the history and development of the City of Morro Bay. The first home built by Franklin Riley at the intersection of MB Blvd and Main, was made of the native willows. The first year Riley realized the area needed trees, he started a nursery at the intersection of Harbor and Morro, growing Monterey Cypress and Blue Gum Eucalyptus. The trees were vital in slowing the sand filled wind, creating a layer of topsoil, and providing firewood for heating and cooking.

Trees have played a historical role as sentient reminders of our past. In the surrounding farm lands of the subdivided rancheros, the trees and stumps of giants mark the cemeteries, homes, and places of celebration from the past 200 years. Some of these giants still exist in city limits as stumps, living trees, and their seedlings. Some trees planted in the last few decades rival their predecessors in size, beauty and function.

Trees have an essential role supporting Morro Bay's economic and physical health. Trees are a key element in Morro Bay's famous scenic beauty and wildlife habitat for which so many migratory and endemic birds and butterflies, and our tourism industry, depend annually. Trees are a vital component in the revitalization of our local industries of: tourism, agriculture, fisheries, energy, and real estate development. Mature tree canopies beautify our neighborhoods and business districts by complementing the architecture of buildings, shading locals and sun weary travelers, reducing erosion, filtering and slowing storm water, capturing carbon in the atmosphere and purifying the very air we breathe.

The guidelines and regulations that protect the trees and vegetation in our city, are designed to work for the betterment of our present and future, and should reflect what we have learned from our past. Landmark Tree recognition, designation, protection, and proactive maintenance is an important step in establishing valuable control measures to preserve our history as the City of Morro Bay evolves in the future. Recognized Landmark Trees give our community another opportunity to reflect and celebrate our heritage, environment and the City's future.

Landmark Tree definition: any tree existing within city limits, which has been so designated by resolution of the City Council, after review by the City's Public Works Advisory Board and Planning Commission.

- Specimen tree/grove definition: a unique tree/grove that may or may not be common, but exemplifies a Landmark Criteria
- Possible Landmark Trees in City of MB, should be less than 20 (City of SLO has 22).

Step 1:

Establish a Landmark Tree addendum to MB City Tree Regulations; City Staff draft code language to be added to 'Chapter 12 City Tree Regulations' and 'Major Vegetation Removal, Replacement and Protection Guidelines'.

On public land, recognized Landmark Trees will be protected and proactively maintained for long-life/health, under the authority of the Director of Public Services. Private property land owners may volunteer to have trees on their property recognized as Landmark Trees, but trees on their property will still be their responsibility to maintain and protect.

Step 2:

Any person can nominate a tree to be considered for Landmark Tree designation, if tree meets at least 3 of the 7 criteria listed below. All nominated Landmark Trees will be reviewed and approved by appropriate City Staff, the City of Morro Bay Public Works Advisory Board, Planning Commission and, if necessary, City Council. The Morro Bay Tree Committee will have an opportunity to provide comments through this process.

Suggested Landmark Tree Criteria:

1. Any Specimen Tree or grove of significant size, beauty, cultural heritage or habitat value.
2. Specimen tree or grove of significant habitat value for migratory birds and butterflies.
3. Native trees or groves of historical significance to local indigenous cultures.
4. Specimen tree or grove of agricultural significance and history.
5. Specimen tree or grove older than 80-100 years.
6. Any Trees playing very important functional role in city parks or for city planning and maintenance.
7. Specimen Trees or groves of significance planted by early settlers of Morro Bay.

Step 3:

City approved Landmark Trees should be identified with a sign or plaque, perhaps funded by Morro Bay Beautiful, and be incorporated into the City's Urban Forest Management Plan and appropriate planning documents. Special protection measures will be adopted; including heightened review of projects that may negatively impact City recognized Landmark Trees.

Step 4:

The MB Historical Society and Tree Committee will develop a "Historical Touring Map" of Morro Bay that includes the City approved Landmark Trees. The MB Tree Committee should consider further public awareness projects and continue to recommend appropriate updates to the City's website, Urban Forest Management Plan and planning process.

Examples of potential Landmark Trees (pictures can be provided upon request):

Monterrey Cypress and Blue Gum Eucalyptus planted around the Cloister's Resort by EG Lewis, in the area of San Jacinto and Sandalwood, or original settlement area South of Harbor Street.

The Palms on Monterey and MB Blvd, marking the site of the US Post Office of 1928.

Monterrey Pines on Piney that may be seedlings of original pines planted by Parker

Specimen Channel Island Oaks planted at MB Library courtyard near new Peace Pole



Memorandum

TO: Planning Commission **DATE:** April 28, 2010
FROM: Rob Livick, PE/PLS – Interim Director/City Engineer
SUBJECT: BICYCLE TRANSPORTATION PLAN

RECOMMENDATION

Staff recommends the Planning Commission review the Morro Bay Bicycle Transportation Plan, provide any recommendations to staff and forward the plan on to the City Council.

FISCAL IMPACT

The plan in itself has no financial impact. Each of the projects recommended in the plan will have an impact and will require subsequent evaluation and approval.

BACKGROUND

The purpose of the Morro Bay 2010 Bicycle Plan is to provide guidance for improving bicycling conditions within the City of Morro Bay. Residents and visitors of all ages and bicycling abilities should be provided with a safe, attractive, easy, and convenient form of transportation and recreation. Accordingly, this document describes the City's existing policies, facilities, and prioritizes proposed projects intended to improve the future viability of bicycling in Morro Bay. Bikeway costs, building priorities, and funding sources in the Bike Plan can help City Staff, the City Council, and the community of Morro Bay to determine whether to focus and implement the range of recommended bicycle projects.

The plan under review complies with the requirements and guidelines of Section 891.2 of the California Streets and Highways Code. Through this compliance, the plan satisfies the requirements of the Bicycle Transportation Account (BTA), a California Department of Transportation (Caltrans) funding source for bicycle improvement projects. BTA funds are only available to jurisdictions that have adopted a bicycle plan containing all of the required elements.

Public Works Advisory Board Review

On April 21, 2010 the Public Works Advisory Board reviewed the proposed Bicycle Plan and provided the following comments:

1. Provide a Class 1 Bike Path along Main Street to provide a better transition to the existing Class 1 at Quintana and Main. (See Attachment 2)
2. Update costs in the project list to be consistent with the 2010 Regional Transportation Plan (RTP).
3. Prioritize bicycle racks above bicycle storage lockers.

Attachments:

1. Draft Bike Plan
2. Schematic of New Class 1 and revisions to bicycle route.



Memorandum

TO: Planning Commission **DATE:** April 28, 2010
FROM: Rob Livick, PE/PLS – Interim Director/City Engineer
SUBJECT: PEDESTRIAN PLAN SUMMARY

The City's 1988 General Plan discusses pedestrian circulation (Attachment 1) as a part of the Circulation Element. This section of the Circulation Element discusses where and what type of pedestrian facilities are desired. Some of the information presented in this document was prepared prior to the recent interpretations and court decisions regarding the Americans with Disabilities Act and should be modified to meet these current requirements.

Additionally, Assembly Bill 1358 Modified Section 65302.b2 of the California Government Code stating (A) commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. (B) For purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, **persons with disabilities**, motorists, movers of commercial goods, **pedestrians**, users of public transportation, and seniors.

On September 10, 2007 the City Council directed staff to amend the Frontage Improvements portion of the Municipal Code (Attachment 2). The direction from Council was to exempt R-1 and R-2 areas from sidewalk improvements. This exemption is not applicable for those properties on City Council designated pedestrian routes; along with arterial and collector streets. Additionally, revisions were made to what the level of onsite improvements that would trigger frontage improvements in other zoning districts.

2010

Morro Bay Bicycle Transportation Plan

The city of
MORRO BAY
California



Department of Public Works

City of Morro Bay

3/1/10

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Special thanks go out to those who participated in writing, documentation, reviewing, and plan adoption.

City Council

Mayor Janice Peters

Carla Borchard

Rick Granthan

Noah Smukler

Betty Winholtz

Public Works Advisory Board

Matt Makowetski (Chair)

June Krystoff-Jones (Vice Chair)

Jenny Brantlee

Bill Olson

Susan Shaw

Richard Rutherford

John Zweemer

Planning Commission

Nancy Johnson (Chair)

Gerald Luhr (Vice Chair)

Jamie Irons

John Diodati

Michael Lucas

Morro Bay Citizens Bike Committee (MC CBC)

Robert Davis

Public Works Department

Rob Livick (PE/PLS - Interim Director/City Engineer)

Kathleen Wold (Senior Planner)

Joe Yu (Intern)

Bruce Ambo (Former Public Services Director)

Thomas Markel (Former Intern)

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Purpose

The purpose of the Morro Bay 2010 Bicycle Plan is to provide guidance for improving bicycling conditions within the City of Morro Bay. Residents and visitors of all ages and bicycling abilities should be provided with a safe, attractive, easy, and convenient form of transportation and recreation. Accordingly, this document describes the City's existing policies, facilities, and prioritizes proposed projects intended to improve the future viability of bicycling in Morro Bay. Bikeway costs, building priorities, and funding sources in the Bike Plan can help City Staff, the City Council, and the community of Morro Bay to determine whether to focus and implement the range of recommended bicycle projects.

The plan complies with the requirements and guidelines of Section 891.2 of the California Streets and Highways Code. Through this compliance, the plan satisfies the requirements of the Bicycle Transportation Account (BTA), a California Department of Transportation (Caltrans) funding source for bicycle improvement projects. BTA funds are only available to jurisdictions that have adopted a bicycle plan containing all of the required elements. Appendices A through K address the specific requirements of Section 891.2(a) through 891.2(k).

The plan is not intended to serve as a replacement for existing Caltrans mandatory or advisory standards for design and construction of bicycle paths or facilities. In addition, engineering judgment should always be exercised by the licensed professional in charge.

Setting

The City of Morro Bay is located on the coast of San Luis Obispo County, approximately halfway between Los Angeles and San Francisco. It is one of seven incorporated cities in the county. As of July 2008 the current population was approximately 10,333, which is a population change of -0.2% from the 2000 Census.

Temperatures are mild year around. Warm sunny winter days and cool summer fog are both common. The rainy season is from October through April, and the majority of annual rainfall comes during this time. Tourist attractions can be found along the shoreline and Embarcadero Street. Morro Bay is an attractive waterfront city due to its wide range of restaurants, shops, parks, harbor, and the towering presence of Morro Rock.

Introduction

There are many benefits of realizing the full potential of integrating bicycle travel into Morro Bay. The City of Morro Bay has good potential for a comprehensive bikeway system that serves the needs of bicycle commuters, shoppers and recreational users of all ages. Such a system will also serve non-riders, by helping to reduce the traffic congestion, air pollution and noise associated with private motor vehicle travel.

Bicycling roadway facilities and funding decisions are often an afterthought in the transportation planning process. However, this Bike Plan intends to put bicycling on the same level of consideration as other modes of transportation and to also provide safe and convenient travel routes around Morro Bay.

The California Air Resources Board estimates that statewide, bicycle travel spares the air from about seven tons of smog-forming gases and almost a ton of inhalable particles per day. Bicycling is almost more space efficient, requiring less space and infrastructure when compared to automobile facilities. For example, 10 to 12 bicycles can fit into a single automobile parking space.

Also, bicycling can also help to create “livable communities” by making neighborhoods safer and friendlier; reducing transportation-related environmental impacts, mobile emissions, and noise; and preserving land for open space, agriculture, and wildlife habitat. In addition, bicycling allows people to get outside and interact with one another. There are more opportunities to speak to neighbors and more “eyes on the street” to discourage crime and violence. It is no accident that communities with low crime rates and high levels of bicycling are generally attractive and friendly places to live.

One study found that households in automobile-dependent communities devote more than 20% of household expenditures to surface transportation (more than \$8,500 annually), while those in communities with more accessible land use and more multi-modal transportation systems spend less than 17% (less than \$5,500 annually), representing a savings of thousands of dollars a year. Bicycling is one of the most inexpensive ways to travel, costing as little as \$0.07 per mile. This includes the costs of acquiring a bicycle and basic safety equipment, as well as the maintenance and repair costs. The cost for automobile can be as much as \$0.32 per mile including fuel, repairs, routine maintenance, parking fees, toll, insurance and registration fees.

Morro Bay is currently ranked 11th out of 27 bicycling demand locations throughout San Luis Obispo County. However, the City of Morro Bay could ascend up that ranking by providing a comprehensive, interconnected network of bike travel-ways. The relatively small size of Morro Bay and mild year-round weather make the City an attractive location for cycling. However, since bicyclists have a wide range of skill levels, experience and tolerances for riding in traffic, providing facilities that serve the needs of both experienced and novice bicyclists is important for increasing overall adoption of bicycling as an alternative mode of transportation.

This Bike Plan also provides monetary benefits to the city by allowing it to access significant grant funding. BTA funds are only available to jurisdiction with an adopted Bicycle Plan that addresses the required elements. Each of the required elements are included in the Appendices A-K. In addition, any bicycle-related grant application will be strengthened if the project is contained in an adopted Bicycle Plan.

Compliance

This plan meets the requirements of Section 891.2 of the California Streets and Highways Code. Bikeway standards included in this plan meet or exceed those from Chapter 1000 of the Caltrans Highway Design Manual (5th edition).

Related Plans

The City of Morro Bay adopted its General Plan Circulation Element in 1988. The plan recognizes Morro Bay's potential to have a comprehensive bikeway system, identifies current bicycle infrastructure shortcomings, and identifies and prioritizes possible bikeway projects. The provisions contained in this plan are consistent with those priorities.

This plan is also supportive of the goals and objectives of the San Luis Obispo County Clean Air Plan, adopted by the County Board of Supervisors in 1998. Private motor vehicles are a major source of air pollution in California, and encouraging alternatives such as bicycling furthers the goals of the Clean Air Plan.

In addition, the City of Morro Bay's Bicycle Transportation Plan supports the Non Motorized Transportation Program (2005 update) to pursue the following:

- Create and maintain a comprehensive interconnected, intercounty bikeway system.
- Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.
- Develop multi use and Class I bikeways along appropriate coastal frontages, and other major recreational areas

Glossary

As used in this document, these terms are defined as follows:

Bicycle Boulevard – A roadway shared by bicycles and motor vehicles, without marked bike lanes, where the through movement of bicycles is given priority over motor vehicle travel.

Bicycle Commuter – A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise of recreation with such a destination.

Bicycle Facilities – Any physical infrastructure serving the needs of bicycle riders, such as bicycle lanes, bicycle paths, bicycle parking and storage facilities, signs, traffic controls, pavement markings and lighting.

Channelization – The separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings, raised islands, or other suitable means, in order to facilitate the safe and orderly movement of motorists, bicyclists, and pedestrians.

Bikeways – Bike lanes, paths, streets or routes that provide for bicycle travel.

Class I Bikeway (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Class II Bikeway (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Class III Bikeway (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Shared-Lane Markings – Also known as ‘Sharrows,’ these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use and a curb lane width too narrow for motorists and cyclists to safely travel side by side within the lane.

Bicycling Program Goals and Objectives

Goals

- Integrate bicycle travel into the City's planning activities and capital improvement projects
- Coordinate with other agencies to improve bicycle facilities connecting to other waypoints adjacent to the City.
- Increase the overall percentage of trips made by bicycle to, from and within the City of Morro Bay. Accomplish this through public outreach that promotes awareness of the benefits of bicycle riding and the availability of bicycle facilities and programs.
- Establish and maintain a safe, convenient, integrated and comprehensive system of bike lanes, bike paths, and bike routes, as well as support facilities (such as parking, storage, and showers) that encourage their use.
- Improve bicyclists' safety through education and enforcement.

Objectives

- By 2030, complete a city-wide network of Class I, Class II and Class III bikeways and related improvements to bicycle infrastructure to meet bicyclist's needs.
- Establish programs that incentivize the provision of bicycle parking for existing uses where it is lacking.
- Require bicycle parking facilities be provided as a condition of new development, as appropriate.
- Work with organizations such as the Morro Bay Citizens Bike Committee (MB CBC) and County Bike Coalition to encourage bicycle ridership, and provide education and outreach programs that promote safety.
- Establish and provide technical guidelines and assistance to developers, property owners and others on the design and location of safe, convenient and effective bicycle facilities.
- Work with other governments and agencies including Caltrans, the California Department of Parks and Recreation, and the County of San Luis Obispo to encourage and facilitate regional bicycle connections.

- Secure the funds required to implement this plan, and actively seek funding from grant sources.
- Continually monitor bicycle circulation, and changes implemented according to this plan, to identify successful approaches and remaining barriers to bicycling.

General Bikeway Policies

- All public streets and highways shall be designed and maintained to accommodate bicyclists.
- Bikeways shall be established at locations in accordance with Figure 3: Existing and Proposed Bikeways. If a bikeway is located within a specific planning area, its location shall be shown on the appropriate specific plan. The location and/or designation of a bikeway may be modified by the City, and with appropriate consideration of public input, in order to reduce environmental impacts, enhance services to bicyclists, or provide connections to new developments.
- All bikeways in Morro Bay shall meet or exceed the minimum standards identified in the California Highway Design Manual from Caltrans (5th edition).
- All new developments and subdivisions shall provide bikeways as prescribed by this plan, and shall be designed in a manner treating bicycle use as an equal and viable option for transportation to, from and within the development.

Class I Bikeways

Class I Bike Paths carrying heavier volumes of users and a variety of user types will require a combination of greater width and higher level of management as design manuals now acknowledge that paths are “shared use” facilities and that they must be designed to accommodate bi-directional mixed use.

In all cases, unpaved 2-4 feet wide shoulders should be provided wherever possible for pedestrians. All bike paths should provide clear signage indicating:

- Hours of operation (if limited)
- Maximum speed
- Protocols for passing

- Direction of flow of traffic.

Generally, people and bikes on a Class I bike path should operate in a similar manner as motor vehicles on a roadway. All people should stay to the right of the center, with slower moving traffic staying as far right as possible and any stopped traffic moving off the path entirely. If an unpaved adjacent walkway at least four feet wide is available, pedestrians may be encouraged to use this surface rather than the bike path.

Class II Bikeways

Parked vehicles can pose a serious hazard to bicyclists as moving vehicles, both by being hit by an opening door, and by the parking maneuver itself. On streets with parked vehicles, experienced bicyclists will ride 3 or 4 ft away from parked vehicles even if it means riding in a travel lane. Several techniques are available to help maximize separation between bicyclist and parked vehicle:

- Minimize the parking lane width. This technique may be used in conjunction with widening the bike lane. Some research suggests that the narrower the parking lane, the closer vehicles park to the curb. The traditional 8 ft wide parking lane can be reduced to 7 ft and in some cases to 6.5 ft to achieve this result.
- Space markings. Marked parking spaces with cross hatches indicating the parking lane limits may help guide drivers close to the curb.
- Stencils. Bike route stencils help educate drivers on narrow roadways with on-street parking to expect bicyclists in the travel lane.
- Angled parking should be avoided in areas of high traffic. If angled parking is used on a street, one approach that is being tried in some locations is to require vehicles to use reverse angle parking so that drivers back into spaces. This allows for greater visibility of bicyclists both entering and leaving the space.
- The recommended widths for the following park lane and bike lane widths are the following:

| Total Available (ft) | Parking Lane (ft) | Bike Lane (ft) |
|----------------------|-------------------|----------------|
| 12 | 7 | 5 |
| 13 | 8 | 5 |
| 14 | 9 | 5 |

Notes: These recommended widths are from the City of San Francisco

Table 1: Recommended Bike and Parking Lane Widths

- In the long term, all arterial streets and State highways should include Class II Bikeways.

- The preferred location of Class II Bikeways is at the edge of the road, adjacent to a curb. However, if motor vehicle parking occupies the curb area bike lanes should be located along the outside of parking bays.

Class III Bikeways

- Class III Bikeways should be located along streets that meet the following criteria:
 - Motor vehicle traffic is less than 10,000 vehicles per day
 - The 85th percentile speed of traffic is less than 35 mph
 - Travel lanes are a minimum of 12 ft. wide
 - The route provides a connection between Class II Bikeways, or is a low-volume motor vehicle route, parallel to a Class II Bikeway

- Class III Bikeways shall include “Bike Route” signage when the route provides a connection between Class II Bikeways or a connection to a Class I Bikeway.

- Along Class III Bikeways traffic lanes may be narrowed to 10 ft. and edge stripes installed to reduce vehicle speed.

- The use of sidewalks as Class III bikeways is strongly discouraged.

Other Related Activities

- City and regional transit vehicles shall continue to provide racks for the transport of bicycles and increase capacity as demand increases and rack design improves.
- Where cul-de-sacs are used in subdivisions, pedestrian/bikeway connections shall be provided to through streets. Where perimeter walls are employed, breaks shall be provided at safe locations to enable pedestrian and bicycle circulation to adjoining areas or public streets.
- When installing new drainage inlets or replacing old ones, grates should be kept out of Class II Bikeways.
- Laws against motorists illegally occupying Class II Bikeways shall be strictly enforced.

Maintenance, Monitoring and Construction

- The pavement surface of bikeways shall be smooth and free of potholes, and shall be maintained consistent with Section 1003.6 (2) and Table 1003.6 of the Caltrans Highway Design Manual.
- Transportation staff should inspect bikeways annually. As problems are discovered, they will be prioritized for repair by City crews. Candidate problems include, but are not limited to
 - Potholes
 - “Alligator” cracks
 - Longitudinal and transverse cracks
 - Drop-offs or steps in the pavement surface
 - Hazardous drainage grates
 - Sunken or raised utility trenches or covers
 - Encroaching vegetation
 - Faded or missing bike lane striping, pavement symbols or signs

- Poor street repairs (uneven surfaces)
- Class II Bikeways along arterial streets and highways shall be swept on a routine basis to remove road debris and litter.
- When a street with Class II Bikeways is repaved, smooth surfaced asphalt must be used. The asphalt pavement within a bike lane must be installed without seams or creases.
- Traffic control plans prepared for work within the street right-of-way shall address bicycles during construction.

Implementation Priorities

- All bikeway projects shall be prioritized pursuant to Appendix J of this plan.
- The city may accelerate the implementation of lower priority projects when opportunities to establish funding partnerships, participation by property owners, or other special circumstances are present.

Special Design Provisions

- On streets where bike lanes are not provided and where curb lanes are too narrow for motorists and cyclists to safely travel side by side within the lane, the City with input from the Bicycle Advisory Committee, may install shared lane markings (also known as “Sharrows”) to improve the position of bicyclists on roadways with regular bicycle use.

Bicycle Parking and Storage

Sufficient and conveniently located bicycle parking facilities can benefit everyone. The City of Morro Bay lacks adequate, secure bicycle parking and therefore, bicyclists chain their bikes to street signs, lampposts, and trees. However, this creates an unsightly scene that interferes with pedestrian movement and may cause cost the City of Morro Bay due to future or tree damage.

In general, locating bike racks and other bicycle parking shall be approached in light of the following principles:

- The quantity of parking must be appropriate for the type of land use and proximity to bicycle routes.
- Location of bicycle parking shall be at least as convenient as most convenient motor vehicle parking.
- Ensure that bicycle parking facilities are illuminated at night.
- Avoid placing bicycle parking facilities where they are exposed to the weather whenever possible.
- Bicycle parking facilities shall be inspected annually, and maintained and repaired as necessary, by the City.
- The City shall explore requiring and/or incentivizing bicycle parking facilities for new projects.

Short-Term Bicycle Parking Standards

- Bicycle racks shall be conducive to use with “u-locks,” the most common type of locking device. They shall allow bicycle and both wheels (with one wheel removed from frame) to be secured to the rack with a standard-sized u-lock.
- Bicycle racks shall stand at least 30 inches from ground level and support bicycles in a stable position by providing at least two vertical contact points for the bicycle frame.
- Bicycle racks shall be located where parked bicycles will not obstruct sidewalks or pedestrian paths, and where racks do not pose a tripping hazard to pedestrians.
- Bike racks should be separated from motor vehicle parking to avoid damage to bicycles, and to potentially deter some thieves that might utilize vans or similar vehicles while stealing bicycles.
- Locate racks where they are visible, so that bicyclists can spot them easily and so that bikes are parked in locations that are not hidden in such a way as to encourage theft (bicycle security is

enhanced when bicycles are parked in view of active sidewalks, office windows, and storefronts).

Long Term Bicycle Parking Standards

- Long-term bicycle parking needs shall be met by bicycle lockers, or by lockable rooms reserved for bicycle storage and accessible only to bicyclists.
- Long-term bicycle parking facilities shall be provided in public parking lots.

Other Support Facilities

Maps and Signs

- The City shall maintain and make available a Bike Map for the City.
- The City shall install signs and pavement markings along Class I and II Bikeways consistent with Caltrans standards.
- Directional signs should be installed where bikeways intersect, turn or terminate.

Lighting

- Lighting should illuminate the edge of pavement along all Class II Bikeways and Class I bikeways.
- Lighting for Class I Bikeways along creeks shall be designed to shine away from the creek corridor or not installed at locations where potential environmental impacts cannot be mitigated.

Education and Promotion

It's a sad fact that many bicyclists in the United States lack basic knowledge or skill to use a bicycle safely in traffic. Bicycling on the streets surrounded by other automobiles can be a very intimidating experience and most people would rather avoid the risk of collision. Bicycle education programs should be designed to help bikers safely ride alongside with automobile traffic as well as increase motorist awareness of bicyclists. Implementation of a successful bicycle program is very difficult because it

should encompass the skill development and knowledge for children, adults, motorists, and law enforcement.

Bicycle education should also begin at a young age where children are taught the basic rules of the road in conjunction with hands-on bicycling instruction. Programs aimed at adults generally reach those interested in learning how to safely share the road with motor vehicle traffic as well as the benefits and methods of bicycle commuting. Motorist oriented programs may be the most difficult to implement because these programs only reach their intended audience during driver education courses. Although bike education and safety courses may lessen the pressure to hire more law enforcement, the Morro Bay Police Department must enforce traffic regulations for both children and adult bicyclists.

In order to successfully install a bicycle education program Morro Bay must attempt to involve as many City organizations as possible. These include Planning, Public Works, Police, local businesses, employers, local cycling clubs, and community organizations. According to the Berkeley Bicycle Plan, the most successful programs are a collective group of public agencies and private groups striving for a common goal.

Funding for Bicycle Programs

Funding opportunities are identified in the [Caltrans Transportation Funding Opportunities Guidebook](#). Morro Bay Bicycle projects can potentially acquire state and federal funds. Funding available for bicycle projects are listed as follows:

Federal Funding Programs:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation and Community and System Preservation
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (Section 130) Program

- Regional Surface Transportation Program (RSTP)
- Safe Routes to School Program (SRTS)
- Transportation Enhancements (TE)

State Programs:

- Bicycle Transportation Account (BTA) Program
- Environmental Enhancement and Mitigation Program (EEM)
- Safe Routes to School Program (SR2S)
- State Transportation Improvement Program (STIP)
- Transportation Development Act (TDA)

Potential Funding Sources for Morro Bay:

Six funding opportunities have been identified by RRM Design Group in its State Coastal Trail Vision Plan for Morro Bay. The funding opportunities are listed as follows:

- City of Morro Bay
- State of California
- Recreational Trails Program
- Transportation Enhancement Fund

- Coastal Conservancy
- Safe Routes to School

Appendix A – Morro Bay Bicycle Commuters & Impact of Plan Implementation

EXISTING BICYCLE USE

According to the 2000 Census 1.1% of Morro Bay residents commute to work by bicycle, just under the San Luis Obispo County average of 1.3%. This does not include commuters who ride a bike to or from a bus stop to begin or end their commute (they are currently classified as transit commuters in the census data).

Because only 38.2% employed Morro Bay residents work in the City of Morro Bay, it can be safely assumed that the rate of bicycle commuting for commutes wholly within Morro Bay is somewhat higher. The census does not measure bicycle use for non-work trips such as errands, shopping and social visits. It also does not measure recreational bicycling.

Morro Bay’s climate and scenic beauty make the city a great place for recreational cycling, and many people who begin bicycling by riding recreationally become regular bicycle commuters.

PROJECTED FUTURE BICYCLE USE

Morro Bay is relatively compact; approximately four miles from north to south and rarely more than a mile wide. Given this relatively small geographic area, and the fact that 96.6% of people who both live and work in the city do not currently commute via bicycle, it is reasonable to expect that Morro Bay could see significant increases in bicycle commuting with the right infrastructure improvements and outreach programs.

No studies aimed at quantifying these potential increases or identifying barriers to bicycle commuting have been conducted in Morro Bay. The City of San Luis Obispo, however, conducted a transportation survey in 2001. In this study, San Luis Obispo found that 27.2% of adults ride bicycles, 49.9% of non-riders respond to inducements to ride bicycles, and 63% of bike riders also commute via bicycle. Although the population of San Luis Obispo is different from that of Morro Bay, this study remains the most current study completed in the region and may be illustrative for Morro Bay as well. The results of applying San Luis Obispo’s methodology to Morro Bay are summarized in Table 2 below.

| | |
|---|-------|
| Total adult population of Morro Bay | 8,784 |
| Estimated number of adults who are bicycle riders (27.2% of total adult population) | 2,389 |
| Estimated number of commuters who are non-riders (72.8% of total adult population) | 6,395 |
| Estimated number of non-riders responsive to inducements to ride (49.9% of above) | 3,191 |
| Estimated number of potential bicycle commuters (63% of above) | 2,010 |

Table 2: Estimate of potential bicycle commuters in Morro Bay

Appendix B – Existing and Proposed Land Use Development Patterns

Existing Land Use:

To provide for the wide range of existing land uses and to guide future development, the City of Morro Bay has established a series of land use classifications or categories. These classifications describe the kinds and intensities of various land uses that make up the City's fabric and are the basis for the zoning districts established in the Municipal Code. The land use classifications and plan maps show in this section represent the integration of the Land Use Element of the General Plan adopted in 1977, and the Local Coastal Program Land Use Plan, adopted in 1982. Together with the Land Use Plan map and related mixed-use area maps, which illustrate the locations of the various classifications, the physical plan of the city is complete.

a. Residential Land Uses: Five residential land use categories are established to provide for a wide range of densities. The purpose is to ensure that residential land is developed to a density suitable to its location and physical characteristics.

Density Ranges are as follows:

| | |
|--------------------|--|
| Limited Density – | up to 2 dwelling units per acre |
| Low Density | - up to 4 dwelling units per acre |
| Low-Medium Density | - up to 4 to 7 dwelling units per acre |
| Medium Density | – 7 to 15 dwelling units per acre |
| High Density | - 15 to 27 dwelling units per acre |

b. Commercial Land Uses: Five commercial land use categories are established to meet the varieties of commercial needs within the City.

- (1) Neighborhood Commercial: This land use designation is intended to provide for those commercial users, which cater to the daily needs of residents within a one-to-two mile radius. Typical land uses are grocery and convenience food stores, laundries, hardware and drug stores.
- (2) District Commercials: This land use designation is intended to provide for commercial uses, which cater to the needs of more than one neighborhood. It would provide for suitable land area, primarily in the Central Morro Bay Planning Area, for commercial businesses offering major household and personal goods and service.

- (3) Service Commercial: Many commercial uses must be located carefully with respect to residential neighborhoods. This land use category is intended to accommodate some forms of light industrial/manufacturing uses particularly relating to commercial fishing needs. Specifically, it is intended to encourage the continuation of boat building land uses and fish processing which does not require canning or extensive cooking facilities.

- (4) Visitor serving: The visitor-serving 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. Visitor serving uses that develop in those areas designated as such are hotels/motels, overnight RV facilities, restaurants, gift shops, goods and supply stores, commercial recreation and other uses typically found to accommodate tourist needs and activities.

c. Industrial Uses:

- (1) General Industry: Light industry land uses which do not require materials or equipment which would emit excessive air, audio, water or land pollutants, or would require considerable outdoor storage, are allowable in this designation. The City encourages the location of light industries that would specifically cater to commercial fishing and regional needs, such as machine shops, auto mechanic shops, blacksmithing, cold storage, warehousing and food processing, light manufacturing, component assembling and small parts processing.

- (2) Coastal-Dependent Industrial Land Use: This land use specifically relates to those industrial land uses, which are given priority by the Coastal Act of 1976 for locations adjacent to the coastline. Examples of uses in this designation are thermal power plants, seawater intake structures, discharge structures, tanker support facilities, and other similar uses which must be located on or adjacent to the sea in order to function. The Morro Bay wastewater treatment facilities are protected in their present location since an important operational element, the outfall line, is coastal-dependent.

d. Other Land Uses

- (1) Mariculture and Marine Research This designation applies to areas within the City

that, because of their location adjacent to sources of seawater, and their relationship to adjacent land uses, have been determined to be suitable for the propagation and rearing of ocean fish and shellfish. Uses allowed in these areas are coastal dependent mariculture activities that must be served by seawater intake and discharge pipelines in order to function and includes other directly related uses. Mariculture facilities including buildings, tanks, raceways and pipelines used for breeding, hatching, grow-out, and related research, and administrative offices and educational facilities. Processing of mariculture products such as cleaning, shelling, canning or packaging is expressly prohibited in such areas.

- (2) Golf Course This designation provides for golf courses and related facilities such a club houses, pro-shops, maintenance buildings parking area, and irrigation systems, and also provides for passive recreation activities including walking and bicycle paths, picnic areas, play areas and similar quiet recreational activities.
- (3) Harbor/Navigational Ways The City established the Harbor and Navigational Ways land use classification to protect the fishing, boating and other land uses which depend up on the harbor for their existence. This land use designation specifically addresses that area of the City covered by seawater and includes the mouth of the bay to the southern City limits. Uses allowed in the harbor are those which must be located on the water in order to function, including intake and discharge structures, mariculture, commercial and recreational boating and support facilities, visitor-serving uses where public access is enhanced or facilitates coastal-dependent use, open space for navigation, habitat preservation and viewshed.
- (4) 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.
- (5) Mixed Commercial/Harbor Dependent Uses This land use designation allows a mixture of visitor serving commercial uses, and harbor dependent land uses. It si intended to preserve the working harbor existing along the Embarcadero while facilitating visitor needs, since the Embarcadero is a major tourist destination. Examples of land uses that would be accommodated in this category are sport fishing facilities, fish stores, dockage for commercial fishing boats, restaurants, gift shops, visitor access and facilities, some fish processing facilities requiring the use of ocean water,

recreational boat dockage and other similar activities.

- (6) Environmentally Sensitive Habitat This land use designation is intended to protect those areas in which plan to r animal life because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Resource-dependent activities such as fishing, clamming, hiking, viewshed enjoyment, etc., are allowable within this designation.

- (7) Agriculture This land use designation is intended to identify and preserve agricultural land for the cultivation of plant crops and raising of animals. Lands eligible for this designation shall include lands with prime soils, prime agricultural land, land in existing agricultural use, land with agricultural potential and lands under Williamson Act contracts.

e. Overlay Designations

- (1) Planned Development: This overlay requires that any development must occur in accordance with a precise development plan, which has received discretionary City approval. If the overlay involves residential uses, they shall be developed in accordance with the density established under the residential land use designation.

- (2) Restricted Areas: This overlay identifies those sensitive habitats within the City which have resources so environmentally sensitive that even passive recreational uses must be prohibited. Such areas include the Morro Rock Peregrine Falcon area and the heron rookery near the Stocking site and the wetlands portion of the bay.

- (3) Park This overlay identifies where public parks exist or are proposed.

- (4) School: This overlay identifies the location of public schools.

- (5) Public-Institutional: This overlay identifies the location of facilities which serve the public such as government buildings, power plant and transmission substations, and the City wastewater treatment facility; and quasi-public institutions such as hospital or facilities of a civic, cultural or religious nature.

- (6) Interim/Open Space Uses in Industrial Categories: This designation allows interim or temporary land uses in both industrial categories until such time as the area is needed for its primary use. These uses must have relocatable (not permanent) structures, which are subordinate to the character of the visual setting and are limited to visitor related, recreational or commercial fishing temporary uses.

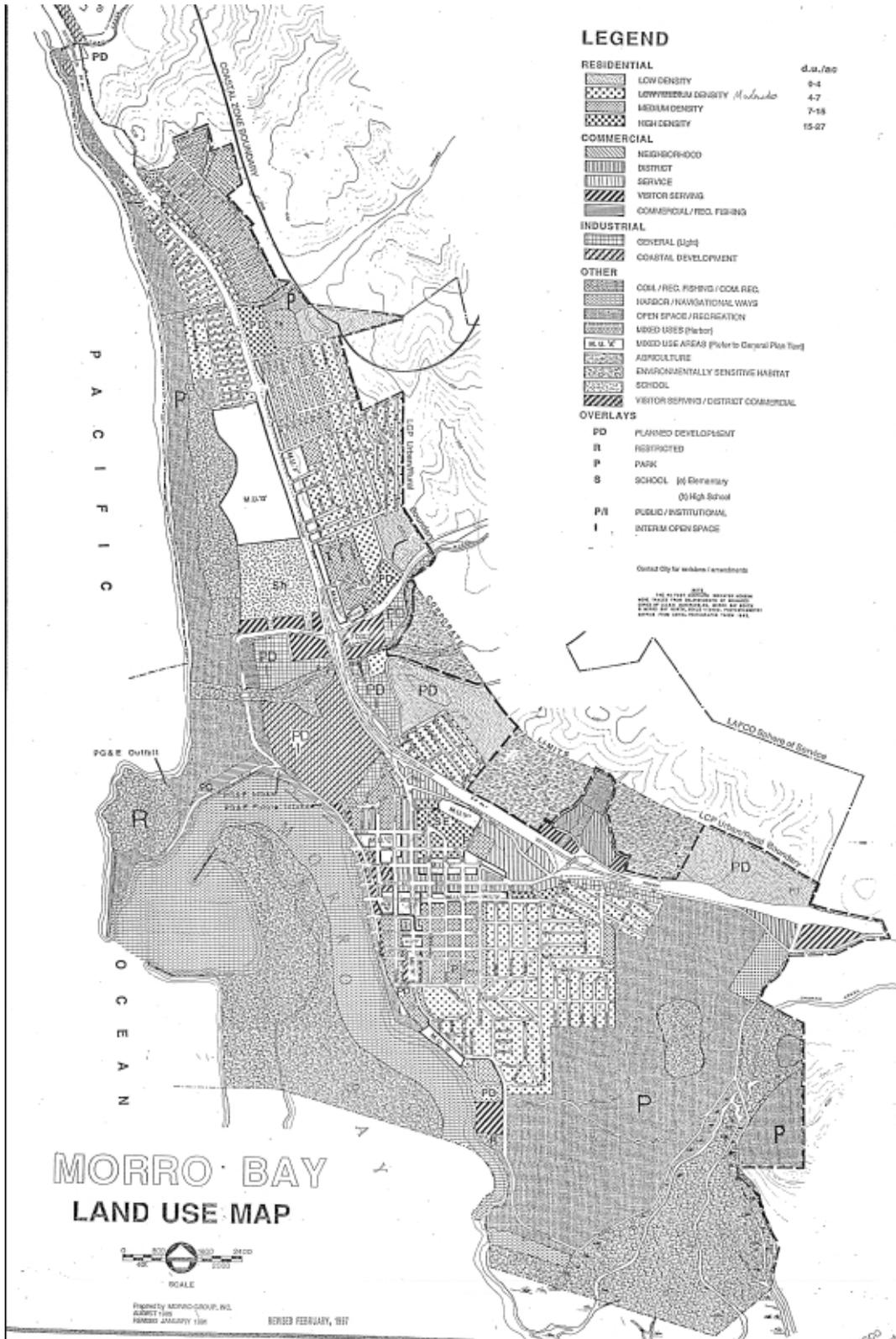


Figure 1: Existing Land Use Map

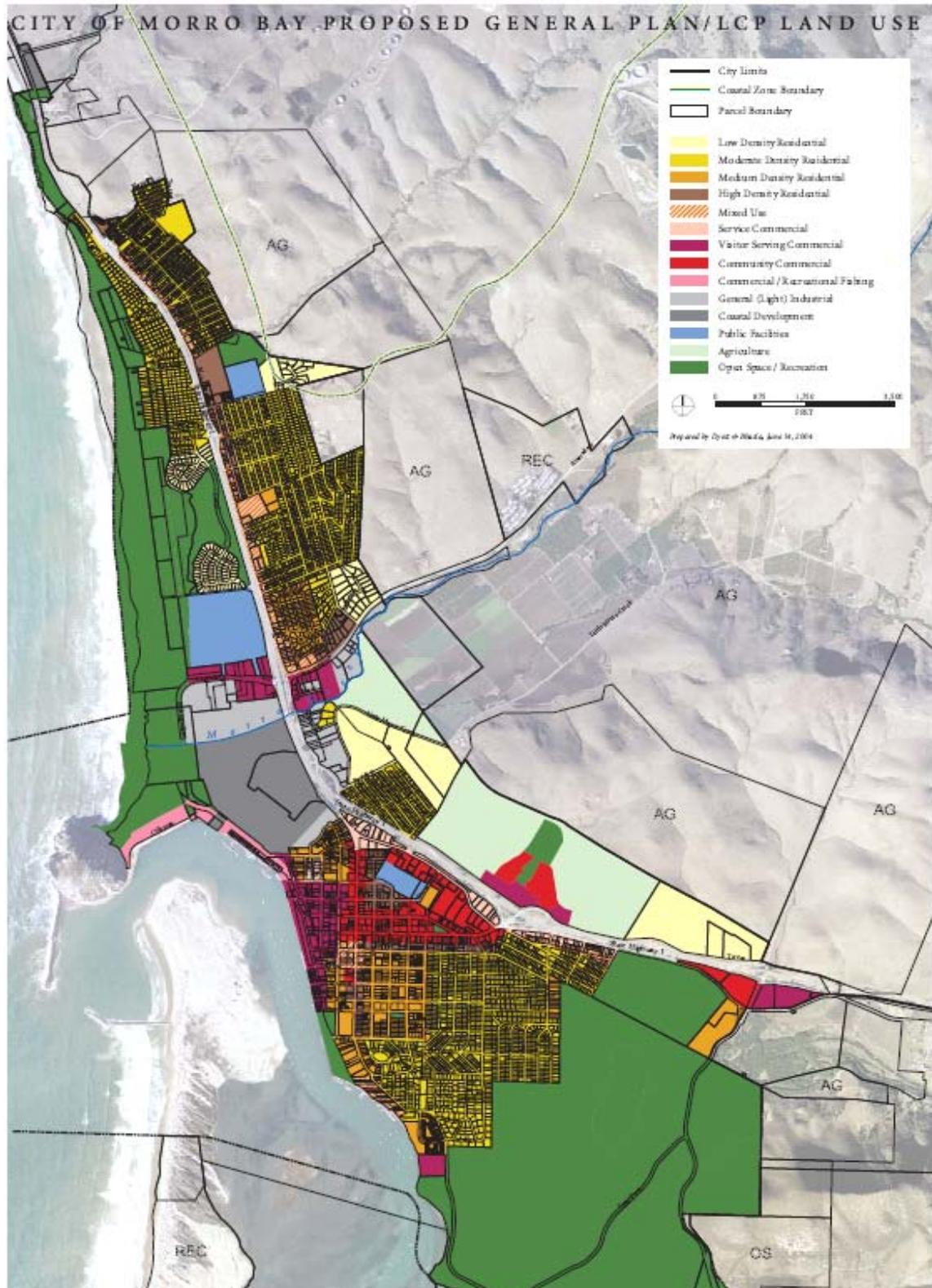


Figure 2: Proposed Land Use Map

Appendix C – Description of Existing and Proposed Bikeways

Class 1 Bike Paths (Street Separated): There are two existing Class I bike paths in Morro Bay. The first begins in North Morro Bay just southeast of the intersection of Indigo Circle and Coral Avenue. Almost immediately, it branches into two routes and both routes extend southward while running parallel to Highway 1. One of the branches joins with the second bike lane that originates where Azure St. ends and a parking lot begins. The second bike path offers a constant view of the Pacific Ocean and eventually ends at Morro Bay High School. The first bike path ends 150 feet west of the intersection of Highway 1 and Highway 41. The path continues parallel to Highway 1 until Quintana Road ends at Main St.

The longest proposed Class I bike path begins in North Morro Bay and extends southwards uninterrupted until Highway 1 intersects with South Bay Boulevard. Two smaller segments of Class I bike paths will also be constructed. The first bike path will connect the planned Class II bike lane from the Morro Bay wastewater treatment plant to the Duke Energy power plant. In addition, this path will extend past Coleman Drive and connect again with a Class II bike lane along Embarcadero Road. The second proposed Class I bike path stretches for 1 mile from the end of a proposed Class III bike route along State Park Road to the intersection of State Park road and South Bay Boulevard.

Class II Bike Lanes (Lanes Along Streets): Morro Bay's Class II bike lanes are located at the edge of the roadway bordering raised concrete curbs or along the outside of parking bays where parallel vehicle parking is provided. Two of the Class II bike lanes begin where the Class I Bike path ends at Quintana Road and Main St. In locations such as downtown where there is inadequate roadway width for a bike lane, an alternate route on an adjacent street is created to facilitate riders.

Morro Bay's bike lanes are designed to comply with standards presented in Chapter 1000 of the Highway Design Manual published by Caltrans. The following map on the next page displays the location of existing Class I and II bike lanes in Morro Bay. Ultimately, the plan is to construct a network of Class I, II, and III bike paths along major routes to provide safe, convenient, and enjoyable bicycling for all ages.

Class III Bike Routes: There are currently no constructed class III bike routes in Morro Bay. However, a proposed Class III biker route begins where Main Street becomes State Park Road and extends until it connects with a Class I bike path along State Park Road.

Morro Bay Bikeways

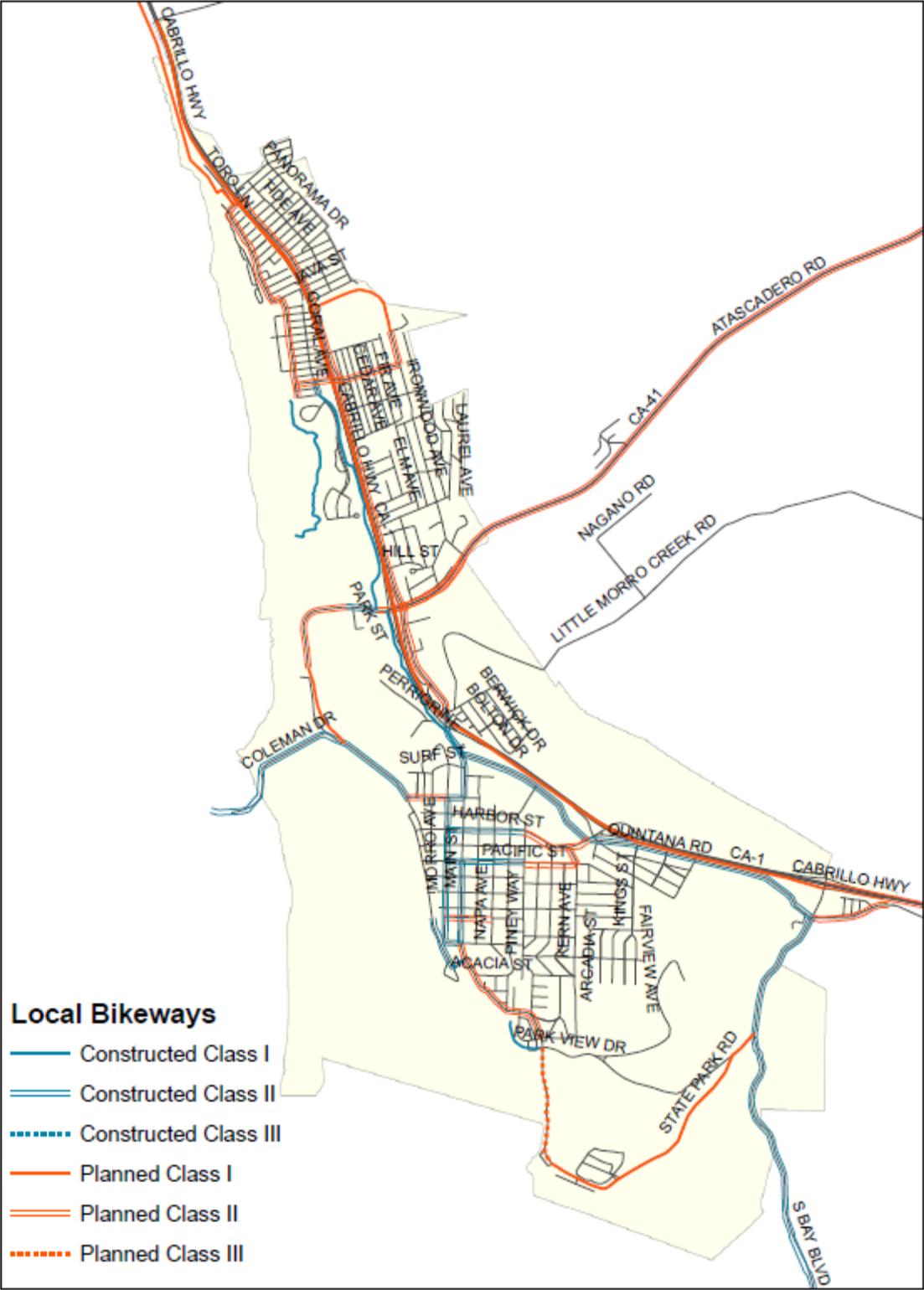


Figure 3: Existing and Proposed Bikeways

Appendix D – Existing and Proposed End-of-Trip Bicycle Parking Facilities

In 1988 the City of Morro Bay adopted a new *General Plan Circulation Element*, which contains a provision addressing end-of-trip bicycle parking facilities. The *Circulation Element* acknowledges the general lack of adequate bicycle parking facilities in Morro Bay, and the resulting tendency of bicyclists to chain their bicycles to trees, buildings and posts, often in landscaped areas or obstructing public sidewalks. To address this issue, the plan provides that “new developments and public facilities which are anticipated to attract bicyclists should provide adequate bike parking in close proximity to the use.”

Current end-of-trip bicycle parking facilities in Morro Bay are limited. A handful of popular destinations, such as the Albertson’s shopping center on Quintana Road, the library (in the rear), the community center, Cloisters Park and Morro Bay Park contain bicycle racks. However, many public facilities and other destinations popular among residents and visitors alike are in need of bike parking. These locations include, but are not limited to, the following:

Fire Station

City Hall / Public Works

Post Office

Police Department

Veterans Hall

Beach-access parking lot at the end of Azure St.

State Parks Museum

Along Morro Bay Blvd in the vicinity of Napa Ave.

Along Main St. in the vicinity of Morro Bay Blvd.

Quintana Rd. in vicinity of Morro Bay Coffee (XXXX – business owner?)

Cookie Crock shopping center

Along the Embarcadero

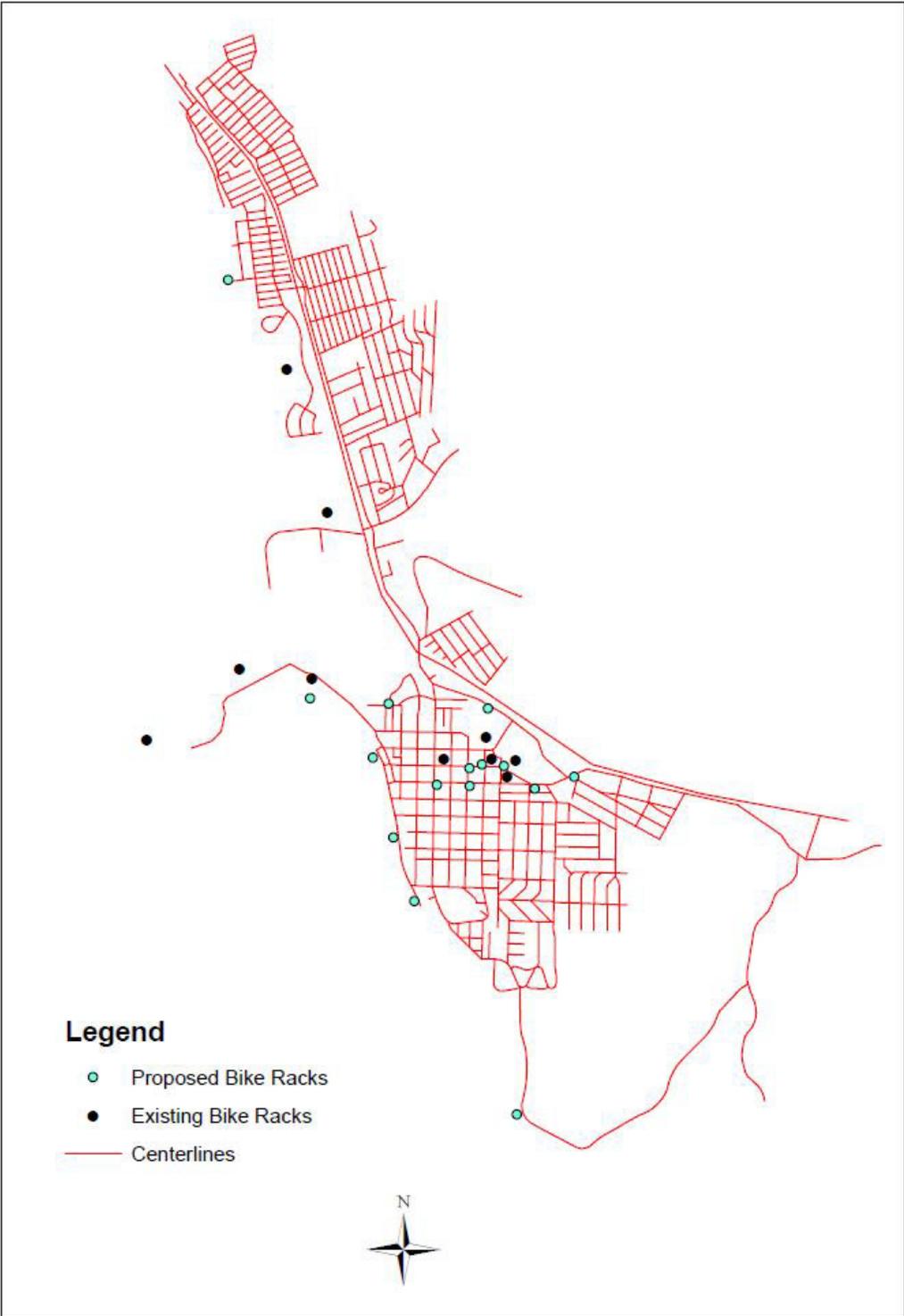


Figure 4: Existing and Proposed Bike Racks

Appendix E – Existing and Proposed Bicycle Parking at Transportation Hubs

The San Luis Obispo Regional Transit Authority (SLORTA) operates daily fixed route transit service from Morro Bay to San Simeon, Cambria, Cayucos, Los Osos, Baywood Park, Cuesta College, California Polytechnic State University (Cal Poly), and San Luis Obispo. From San Luis Obispo and Cal Poly, connections are available to Santa Margarita, Atascadero, Templeton, Paso Robles, San Miguel, Shell Beach, Grover Beach, Arroyo Grande, Pismo Beach, Nipomo and Santa Maria. All SLORTA buses are equipped with front and rear bicycle racks that can carry three bicycles each.

SLORTA's main pickup point in Morro Bay is at Morro Bay Park (an additional stop is located on South Bay Blvd at Quintana Rd). Morro Bay Park currently has a small bicycle rack with space to park three bicycles. This rack is behind the wall of the bus shelter and near the street, and does not satisfy the security principles articulated in Appendix D. Transit commuters originating at this stop whose ultimate destination is near their destination stop may find it convenient to park their bicycle at this location, but are currently deterred from doing so by the scarcity of space and unsecured location. Expanding and relocating the bike rack to another location in the park would address this concern and better facilitate regional bicycle commuting. A map Morro Bay Park with the circled location of the bike parking is included below.

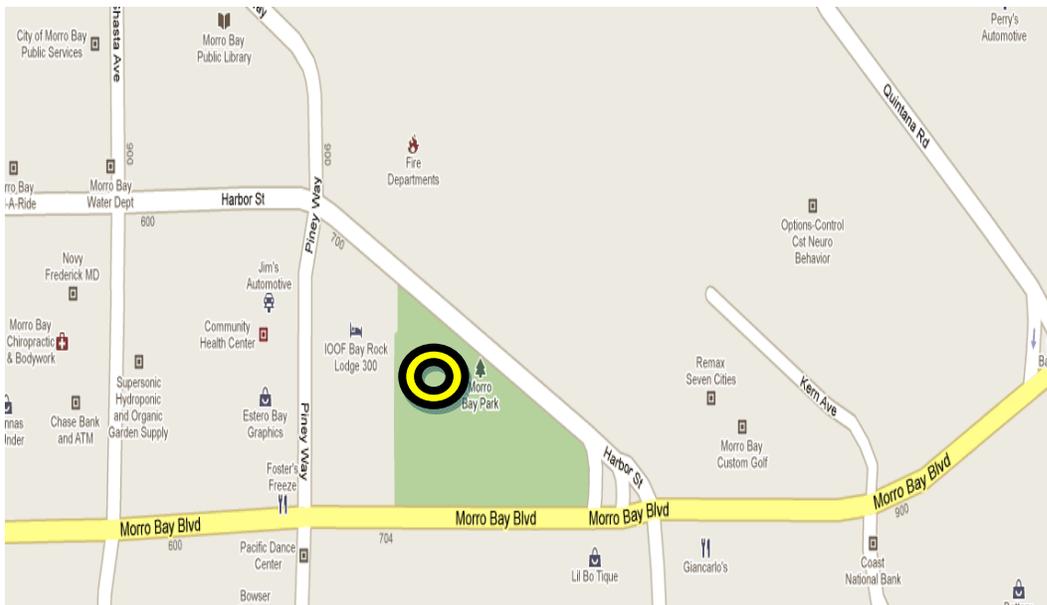


Figure 5: Existing and Proposed Bike Parking at Transportation Hub

Appendix F – Existing and Proposed Changing and Storage Facilities

The City of Morro Bay will explore the feasibility of constructing changing and storage facilities where commuting and touring bicyclists can shower, change, and store their bicycles at attractive trip destinations. The Streets and Highways Code Section 891.2(f) requires this bike plan to describe existing and proposed facilities for changing and storing clothes and equipment. No facilities currently exist in Morro Bay that are designed specifically to provide bicyclists with changing rooms, clothing or equipment storage locations, or showers facilities. There are also no ordinances requiring the installation of shower and locker facilities for new offices over 12,500 s.f. and retail buildings over 25,000 s.f.

The City of Morro Bay maintains public restroom and shower facilities in a handful of locations, which are open during daylight hours. In addition to public restrooms at city parks and other facilities, public showers currently exist at the Tidelands Park and the Harbor Office that bicyclists may utilize may utilize City employees also have access to shower facilities at the Parks and Recreation office. In addition the Morro Bay Community Center has showers for employees and there is also an open-air shower near the Morro Rock restroom. While public restrooms such as these may provide bicyclists with changing locations, and some bicyclists may take advantage of the public shower facilities, none of these facilities provide for long-term storage of clothing or equipment.

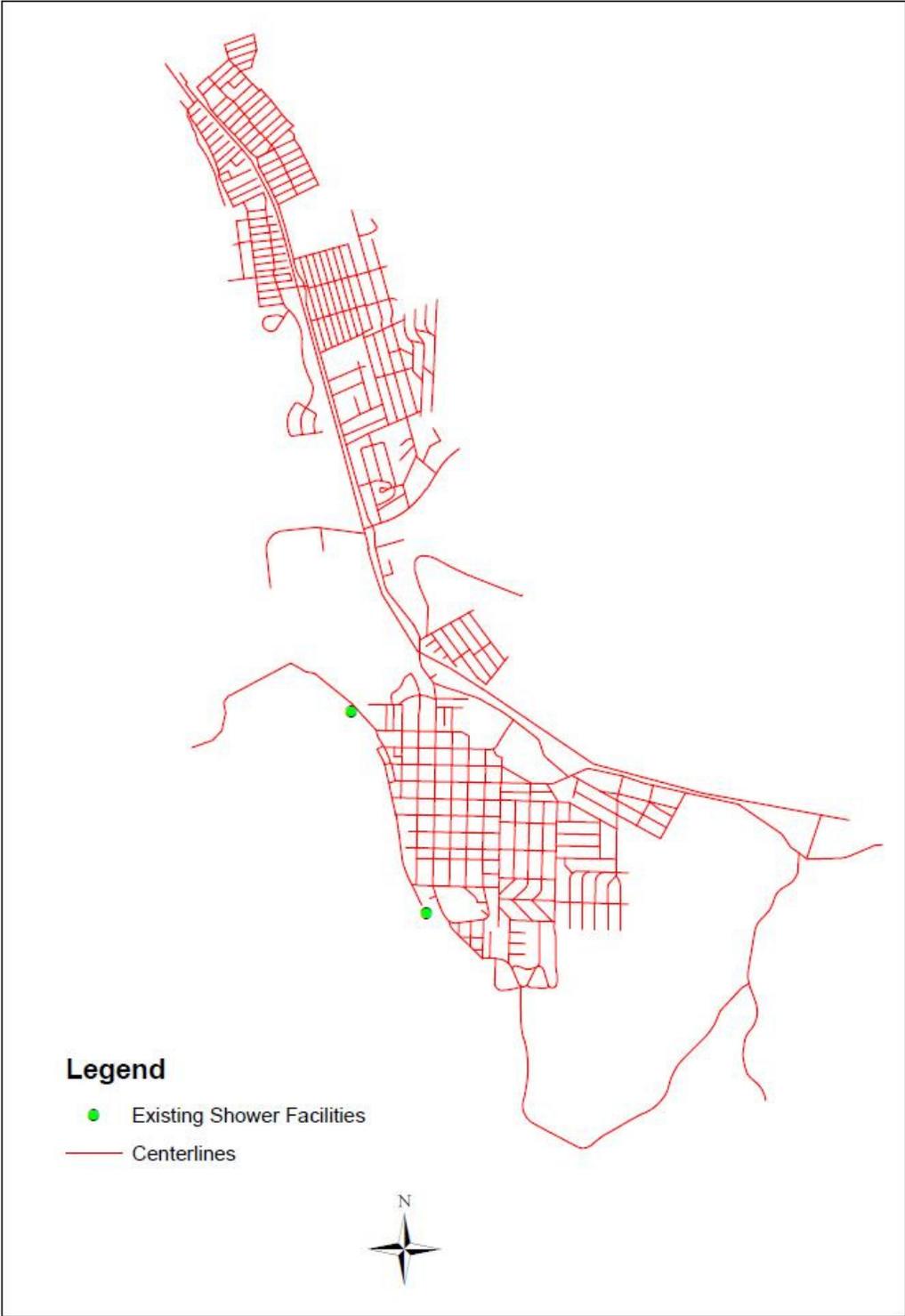


Figure 6: Existing Shower Facilities

Appendix G – Bicycle Safety and Educational Programs

Current Programs provided by the City of Morro Bay or other agencies:

- **Safety Rodeo:** In 2009 the Police Department conducted a bicycle and bicycle helmet safety inspection and safety rodeo for younger children at the Kid’s Club summer camp. The program began in 2008 and the Police Department hopes to make this an annual event.
- **Bike Helmets for Kids:** The Police Department keeps bicycle helmets on hand to provide free to minor children when they are observed riding without one and there is an apparent need (e.g. the child does not already own a helmet that they simply don’t like to wear).
- **Bike Helmet Promotion and Awareness:** The Police Department gives stickers to children observed wearing bicycle helmets in order to encourage and reward safe bicycle behavior.
- **Street Smarts and Bike Education classes:** The County Bike Coalition and City of San Luis Obispo sponsor these bicycle education classes.

Effects of Current Programs on Accidents Involving Bicyclists

Existing bicycle safety programs have been implemented relatively recently, and the City therefore lacks sufficient data to establish a correlation between these programs and the number of accidents involving bicyclists.

Appendix H – Citizen and Community Involvement in Plan Development

The Morro Bay Citizens Bike Committee (MBCBC) has been actively contributing to the development of this bicycle plan—in a number of ways—for several years. Feedback from MBCBC has been received at City Council meetings, through email, telephone and face-to-face conversations with city staff, and through staff’s review of MBCBC meeting notes and minutes. This feedback includes MBCBC recommendations on where bikeways are needed in Morro Bay, recommendations as to the type of bikeway best suited for different applications, recommendations on signage, and feedback on important safety issues. Feedback received from MBCBC also includes suggested locations for installation of bicycle parking and other bicycle infrastructure, identification of hazardous bikeway vegetation and other maintenance issues, discussions on how to best integrate a Morro Bay bicycle network with regional bicycle infrastructure, and feedback on how to encourage and facilitate such regional connections.

The Morro Bay Citizens Bike Committee reviewed an administrative draft of this plan in 2010, and additional feedback from MB CBC was received at this time.

On April 21, 2010 the Public Works Advisory Board reviewed the proposed Bicycle Plan and provided the following comments:

1. Provide a Class 1 Bike Path along Main Street to provide a better transition to the existing Class 1 at Quintana and Main. (See Attachment 2)
2. Update costs in the project list to be consistent with the 2010 Regional Transportation Plan (RTP).
3. Prioritize bicycle racks above bicycle storage lockers.

Appendix I – Relationship to Other Adopted Plans

The **State Coastal Trail Vision Plan** has a detailed map of existing and proposed bike routes throughout Morro Bay. The plan also proposes constructing several parks along with staging areas for pedestrians and bicyclists. In addition, it includes a proposed pedestrian/bicycle bridge along Embarcadero Road linking the wastewater treatment plant to the Duke Energy power plant and proposed scenic overlooks. Lastly, the plan includes key funding sources for each part of the proposed project

When this bicycle transportation plan was completed, this project had not been adopted and is subject to public review and City Council consideration.

County Bikeways Plan

In September 1994, the County of San Luis Obispo adopted a County Bikeways Plan; this plan was updated in 1996 and again in 2005. This plan recommends placing Class I and class II bicycle routes throughout the County including Class II bikeways from San Luis Obispo to Cayucos. This particular route would stretch along Route 1 and run through Morro Bay. Morro Bay has already proposed constructing a Class I bike path along Route 1.

Regional Transportation Plan (RTP): The 2005 San Luis Obispo County Regional Transportation Plan adopted by the San Luis Obispo Council of Governments includes provisions in Chapter 5 for nonmotorized transportation. The San Luis Obispo Council of Government's (SLOCOG) Non-Motorized Transportation program is designed to support and build upon the planning efforts of local jurisdictions.⁸ For example, the RTP identifies projects that have been constructed such as the Morro Bay High School Bike path as well as future projects including constructing a Class II bike lanes on North Main Street.

This plan and the 2005 RTP consistently display the same goals of developing and maintaining a safe and efficient regional bikeway system. These plans both aim to promote bicycling as a means of decreasing auto-dependency and pollution. In addition, Class II bike lanes have been the focus of earlier RTPs and many of these bike lanes have been completed in Morro Bay. The emerging emphasis for both Morro Bay and the RTP is to fill critical gaps in order to create a connected community.

Appendix J – Proposed Bikeway Projects

Projects listed in the Morro Bay Bicycle Transportation Plan have been established from the 2005 San Luis Obispo County Regional Transportation Plan by SLOCOG. Public input from 15 advisory board meetings, 5 SLOCOG board meetings, 2 formal public hearings, 2 formal public workshops, and various other information sources were used to encompass a wide range views for the proposed plan. Other information sources include The 1997 Bikeways Planning Study was prepared by Morro Bay by North Coast Engineering Inc. For a complete list of the proposed projects please refer to the end of this plan.

Appendix K – Past Expenditures for Bicycle Facilities

City of Morro Bay expenditures for bicycle facilities from (2000-2009) are shown below.

| Project title (Short Description) | Project Cost Estimate |
|--|-----------------------|
| Main Street Waterborne Re-stripe (Arrows, traffic control signage and striping for the Class II bike lane were constructed along Main Street) | \$3,355 |
| Embarcadero Thermoplastic Bike Lane Striping from Beach to X walk (Class II bike lanes were striped as thermoplastic with reflective beads) | \$4,895 |
| Morro Bay Harborwalk (Class I bike path along with separate pedestrian facilities constructed along Embarcadero Drive and Coleman Drive to Morro Rock.) | \$2,310,000 |
| Roundabout (A Class II bike lane ends right before the roundabout and bicyclists are given an option to go on to the sidewalk or travel alongside other vehicles.) | \$2,729,000 |
| High School, Class I (This 2070 ft. bike path is a continuation of Coral St. Class 1. The project was completed in October 2001 and a box culvert was built over an existing swale.) | \$177,000 |
| Main Street, Class 1 (This 2970 ft bike path extends from Atascadero Road to Quintana Road with \$317,000 in approved funds for the project.) | \$277,000 |
| Embarcadero, Class 1 (This scenic route extends for 1,620 ft. to Morro rock and Embarcadero. It also required a bridge over Morro Creek). | \$119,000 |
| North Main St., Class II (This bike lane eliminated parking for some stretches along North Main St. The project extends for a total of 4,450 ft.) | \$36,000 |
| Quintana Road, Class II (This project was completed in June 2002 and consists of a total of 8,810 ft. of bike lanes along Quintana Road. Parking was reduced to one side of the road only.) | \$167,000 |
| Highway 1 to Park St. (There was 2,210 ft of Class II bike lanes built without any changes to parking). | \$135,000 |
| Downtown Morro Bay (Construct of Class II bike lanes from South to Olive and from Morro to Main were completed. This was a section of 900 ft that reduced parking to one side only.) | \$52,000 |

Table 3: Past Expenditures for Bicycle Facilities

References

1. California Department of Transportation, Highway Design Manual (5th edition), Chapter 1000.
2. California Streets and Highways Code, Section 890.3
3. U.S. Census Bureau (2000). "Census 2000 Summary File 3 (SF3) – Sample Data, Table P30 Means of Transportation to Work for Workers 16 Years and Over." Retrieved 25 August 2009 from U.S. Census <http://factfinder.census.gov>
4. City of Berkeley (1998). *Berkeley Bicycle Plan*. pg. 1-3
5. City of San Luis Obispo (2007). *Bicycle Transportation Plan*. pg.25
6. City Of Morro Bay (1997). *Bikeway Planning Study*.
7. Bicycle Advisory Committee (2005) County Bikeways Plan pg. 7
8. San Luis Obispo Council of Governments. (2005). *Regional Transportation Plan – Non Motorized Transportation* . pg. 5-81, 5-83
9. Pedestrian and Bicycle Facilities in California (2005). Alta Planning and Design. *A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers*.
10. Bicycle Advisory Committee and Department of Public Works (2005). *County Bikeways Plan*.

Proposed Bikeway Projects^{a,c}

| MPO ID | Project Title | Short Description | Project Limits | Length ^b | Current Year Cost | Project Type ^d | Approximate Construction Date ^e |
|--------------|---|--|---|---------------------|-------------------|---------------------------|--|
| [SLO0349-01] | South St. Class I Bikepath | (Class I bikeway along unimproved portion of South St.) | South St., Morro Avenue to Embarcadero Road | 200 | \$35,000 | NM: Local Bikeway | (4): 15-20 years (2024-2030) |
| [SLO0351-01] | Beach Tract Class II Bicycle Improvements | (Class II bicycle facilities between Azure and Java along with trail head facilities at Asure) | Sandlewood Ave between Azure and Java | 2200 | \$110,000 | NM: Regional Bikeway | (1):0-5 years (2010-2015) |
| [SLO0352-01] | North Embarcadero Class II Bikeway | (Atascadero Rd. to North Embarcadero, Class II bikeway) | North side of Morro Creek to Atascadero Road Class II | 1600 | \$265,000 | NM: Regional Bikeway | (2):501- years (2015-2020) |
| [SLO0353-01] | Downtown Class II Bikeway Imp. | (Construct 7979 ft. of Class II improvements in downtown MB) | Downtown Morro Bay | 7070 | \$100,000 | NM: Local Bikeway | (4):15-20 years (2025-2030) |

| | | | | | | | |
|--------------------|---|---|--|------|-----------|----------------------|-----------------------------|
| [SLO0882-01] | Morro Creek Multi-Use Path | (Construct Class 1 facility over Morro Creek) | Embarcadero Rd over Morro Creek 440 ft. | 500 | \$650,000 | NM: Regional Bikeway | (2): 5-10 year (20150-2020) |
| [SLO0885-01] | Morro strand Multi-Use Path 2 | (Construct multi-use rec. path/trail Westerly and adjacent to MB high school) | West of High School from Embarcadero Road to Cloisters Bike Path | 1670 | \$810,000 | NM: Regional Bikeway | (2): 5-10 year (20150-2020) |
| New Project | North Embarcadero Extension / Cayucos Connector | (Bicycle & Ped. Imps. to promote intercommunity connectivity) | Beachcomber between Java and Yerba Buena | 2500 | \$575,000 | NM: Regional Bikeway | (1):0-5 years (2010-2015) |
| New Project | Morro Bay Harborwalk Improvements | (Interconnection between two segments of California Coastal Trail) | Beach Street to Morro Rock | 2500 | \$150,000 | NM: Regional Bikeway | (1):0-5 years (2010-2015) |
| New Project (PWAB) | Morro Bay Harborwalk Improvements | | Beach Street to Quintana | | | Local Bikeway | (1):0-5 years (2010-2015) |

| | | | | | | | |
|--|--|--|--|--|--|--|--|
| | | | | | | | |
|--|--|--|--|--|--|--|--|

Notes:

- a. Primary purpose of these proposed bikeway projects are all for operational improvements
- b. In units of feet
- c. Secondary purpose of the proposed bikeway projects is for access or facilities improvements
- d. Options include subcategories with Non-motorized Highways, Streets, and Roads; Transportation Demand management; Public Transportation; and Aviation
- e. Options include: (1) 0-5 years (2010-2015), (2) 5-10 years, (3) 15-20 years, (4) 20-25 years

