

Plan Morro Bay Key Issues Document Melani Smith comments (from Issue 8 onward)

Issue 8 Lower Cost Overnight Visitor Accommodations

All policy ideas seem important, given they're things Coastal Commission will require us to do anyway, project by project.

8A yes, need a new threshold if we have dated guidance

8B Remember that if people care about attracting all demographics to the City, not just older ones, as was said at the last meeting, that Air BnB is an important go to resource for younger travelers. Need not to preclude it, but to regulate it as necessary.

8C and D will be necessary per Coastal

8E, public access to private development in the coastal zone is key, and we have many good examples in southern California where there is wonderful access on trails and to beaches without fees: Terranea, Montage and St. Regis all have access. We should ensure this.

Issue 9: Downtown and Waterfront Connections

9A, B C agree

9D Yes, and also recognize that changes to the downtown and waterfront districts can be piloted, and tested, before they are built in bricks and mortar. See:

<http://www.designeastoflabrea.org/event/making-la-broadway-dress-rehearsal-walking-tour>

http://peoplest.lacity.org/wp-content/uploads/2014/11/BDR_report_FINAL_web_112114.pdf

9E and should establish basic requirements relating to maintenance of vacant lots, allowable fencing types, landscape, etc.

Also, this section has the word "connections" in its title, but really connections are covered in Issue 7? Ensure that "the waterfront" includes connections all the way down to Tidelands Park, and frankly should make it easier for the pedestrian/cyclist to get from there to Bayshore Bluff Park, and on to Morro Bay State Park and the museum. The Rock to the State Park should be a great stroll all the way, but it certainly isn't now.

Issue 10: Sea Level Rise Resilience

Note that our most vulnerable areas, are also some of our biggest assets, so this is an important subject.

10A – Will there be a General Plan list of assets is Table 10-1 a General Plan Table and map would be good too.

10B This is fine but, should Environmentally Sensitive Lands be mentioned somewhere in the Seal Level Rise section? How will the estuary be affected by Sea Level Rise? What about Bay Blvd? It isn't in our City, but is a major connector into and out of the City? What about utilities? If the wastewater treatment plan wasn't an approved project it would be at risk, if we did nothing, should we mention this? Should specific reference be made to Coleman Drive, since I believe its most vulnerable in the shortest term?

10C: As we've said before this is most crucial. Need to include harbor docks and moorings, which are under USACE(?) as well.

10D,E, F: agree

10G: Who might do this? The City? The Coastal Conservancy?

10H: Yes, reuse is most sustainable thing to do, instead of trucking it away.

Issue 11: Commercial Fishing Industry and Measure D

Background would be stronger if it included this: (from the 2015 Morro Bay Commercial Fisheries Economic Impact Report: <http://www.morro-bay.ca.us/DocumentCenter/View/7690> 2015 was the strongest year in the last 20 for the fishing industry in Morro Bay. Earnings at the dock in Morro Bay, or ex-vessel value (EVV), exceeded \$8.3 million in 2014, which translates to

a 13 percent increase in EVV from 2013. \$138 million in earnings by MB fisherman in the period from 1990 to 2014. Dungeness crab and market squid earnings are at a 25 year high. The commercial fishing industry in Morro Bay includes: Commercial fishing, Aquaculture, Charter Passenger boats, Seafood Processing and Marine Construction

11A: Important to both update the definition, and get community buy in for and shared understanding of the updated definition.

11B; Include possible conflicts with whale watching and passenger boats, as well as kayaking and stand up paddle boarding and commercial fishing. Need more signage and direction for recreational users, i.e. where to launch and beach, what are the “rules of the sea” to follow in the harbor.

11C: Need close coordination with what the industry is tracking and doing itself to ensure a strong future.

Issue 12: Environmentally Sensitive Habitat Areas

I realize that these areas have technical definitions, set by Coastal and CEQA, however for Morro Bay I think fisheries and marine resources, as well as ag lands are important areas as well (Ag is 6% of the City’s land area now per the baseline assessment) – can we recognize them as well? Would be great to see a visual analysis a la Ian McHarg mapping all the different types of sensitive areas, habitat, drainage/watershed, geologic, ag, etc to visually separate them from the developable areas of the City.

Agree with 12A-12F. On 12D, can we recognize the California designated Essential Connectivity Area as well? Seems significant to habitat conservation planning.

Issue 13 Transportation Metrics

The background section certainly helps to further the discussion from the baseline report. I can’t see a reason we would want to drag projects down by mandating an outdated vehicular, or even a (better) MMLOS study, in addition to VMT. But this is not my area of technical expertise. Given what I know, I’d support 13.C It would be interesting to see examples of VMT thresholds that are recommended by SB743 for different types of projects.

I think the subject of collisions and Vision Zero is missing. There was a discussion in the baseline report that said Morro Bay is #43 out of 105 small cities in the state in collisions. Surely we can do better than that, and seek to reduce the number of collisions and the number of fatalities from traffic collisions. We don’t know how many fatalities there are per year in Morro Bay, based on the baseline report, but I think we should include policy to reduce or eliminate deaths for sure.

Issue 14: Historic Resource Management

In keeping with the community’s desires to retain the character and small town feel of Morro Bay, I think a new emphasis on historic resource management would be appropriate. Character and authenticity in place are enhanced by maintenance and reuse of historic structures. Further, the most sustainable thing we can do in terms of buildings, is to reuse them, and not use energy tearing them down and rebuild them. So I agree with all the policies, assuming there is enough of a concentration of historic or potentially historic resources in the town, which we can only find out if we do 14A, B and C so those are most important.

Issue 15: Parking

I’m still stunned at the comment made in the last GPAC meeting, that parking is the most important issue facing Morro Bay. I don’t agree with that at all, but know it is an important issue, that will engender much discussion, and must be addressed in our general plan and zoning.

15A Can we change our system, to modify minimum, and establish maximum parking requirements, with a built in provision to track the results and study the effects? This may make the idea more palatable, and provide good information, rather than sometimes skewed perception in the process.

15B Every planner now knows about the “High Cost of Free Parking” as posited by Dr. Donald Shoup. So I’m always for paying for parking. However, we have to consider whether requiring folks to pay for parking in Morro Bay will put us at a competitive disadvantage today, with other places on the Central Coast? If we do find circumstances in which we agree it would be acceptable to charge for parking, we would certainly have to incentivize the parking we charge for in some way. That is, it would really have to be great parking in order to pay for it in Morro Bay. I.E. at peak times, a special pass on holiday or peak summer weekends that people can buy at the visitor’s center, that allows them to access a limited # of premium spots? Not sure...

15C Assuming folks believe in and see the results of the fees generated by programs like this, I think they are a good thing.

15D Yes good idea, as we (hopefully) identify new land use types for the City, this will make sense.

15E: Great but who would do this? City’s last parking utilization survey was in 2007?

There’s mention of parking form (e.g. parallel vs angled) in the introduction to this section, but not in the policy. Need to consider options for different formats for parking, e.g. angled, where they make sense.

Further, as much as parking policy, we need walking policy. We need additional signage and wayfinding through the City in order to get people to use all of the parking we have, e.g. park once up in Downtown, and access the Waterfront as well. We have a very small City, and a pretty tight grid, just need people to walk. Also need well marked and accessible drop off zones in the waterfront area, so that people can drop off near destinations, but park a little farther away. Also need intersection improvements in Morro Bay for pedestrians, better marked crosswalks, perhaps art treatments in intersections. Inexpensive but would make walking safer and more interesting in the City. Should also consider the pattern of two way stop intersections, vs four way stop intersections, why and where we use which treatment in downtown. Four way stops are easier for pedestrians to navigate, but not so for bikes, so need to consider the whole system comprehensively.

Issue 16 Views

16A Will there be a list in the General Plan? Hope it includes the view south to Pt. Bouchon from the top of Radcliffe!

16B Great to include discussion of undergrounding utilities here.

16C Dark skies compliance should be of paramount importance here, in a community in which our natural resources are so highly valued.

16D agree